



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 2 JANUARY

TO

FRIDAY 8 JANUARY 1971

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 RECORD SOCIETY

www.s-r-s.org.uk

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Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

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

SATURDAY 2 JANUARY—NORTH SEATON STATION

The signal box will be converted to a Gate Box.

The Up Main First Home and Down Main Starting signals will be abolished. (4)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

STRANTON

The bracket carrying the Down Main Distant signal has been 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 is now 1100 yards. (3)

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)

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 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.
(UFN)

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)

(UFN)

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.
(UFN)

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.
(UFN)

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
22 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.-"



NE/N

EASTERN REGION

No. 2

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 JANUARY

TO

FRIDAY 15 JANUARY 1971

INCLUSIVE

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

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

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

SUNDAY 10 JANUARY—TYNE DOCK BOTTOM

The signal box will be abolished and all associated signalling equipment will be removed.

A new two lever ground frame will be brought into use adjacent to the former signal box:—

No.1 Lever — Mains crossover, departure line to High new yard.

No.2 Lever — Mains crossover, arrival and departure to departure and arrival.

The new fixed distant signal will be brought into use situated to the left of the arrival line 440 yards from the new ground frame.

Illuminated "Stop For Orders" notice boards will be provided 150 yards on either side of the ground frame.

Trains for Tyne Dock Bottom will receive a yellow aspect with route indicator at Boldon Colliery Station BY22 signal if the line is clear to the "Stop For Orders" Board at Tyne Dock Bottom.

If a train is allowed on to the Branch under the Authority of a subsidiary signal the Driver must understand that the line towards the "Stop For Orders" Board may be occupied and proceed cautiously.

For the purpose of protection during fog or falling snow the "Stop For Orders" Board at Tyne Dock Bottom on the Arrival Line is to be regarded as a Home signal. (5)

SUNDAY 10 JANUARY — SIMONSIDE

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. (5)

SUNDAY 10 JANUARY — ST. BEDES

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. (5)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

NORTH SEATON STATION

The signal box will be converted to a Gate Box.

The Up Main First Home and Down Main Starting signals will be abolished. (4)

STRANTON

The bracket carrying the Down Main Distant signal has been 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 is now 1100 yards. (3)

*** 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)

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 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.
(UFN)

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)

(UFN)

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.
(UFN)

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.**
(UFN)

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
30 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.-"



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 16 JANUARY

TO

FRIDAY 22 JANUARY 1971

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

NORTH SEATON STATION

The signal box will be converted to a Gate Box.

The Up Main First Home and Down Main Starting signals will be abolished. (4)

* * STRANTON

The bracket carrying the Down Main Distant signal has been 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 is now 1100 yards. (3)

BETWEEN DURHAM RELLY MILL AND HETT MILL

Revised signalling has been brought into use. Full details will be published in Signalling Notice No.21 and all staff concerned must ensure that they receive a copy of this notice. (5)

TYNE DOCK BOTTOM

The signal box has been abolished and all associated signalling equipment has been removed.

A new two lever ground frame has been brought into use adjacent to the former signal box:-

No.1 Lever - Mains crossover, departure line to High new yard.

No.2 Lever - Mains crossover, arrival and departure to departure and arrival.

The new fixed distant signal has been brought into use situated to the left of the arrival line 440 yards from the new ground frame.

Illuminated "Stop For Orders" notice boards have been provided 150 yards on either side of the ground frame.

Trains for Tyne Dock Bottom will receive a yellow aspect with route indicator at Boldon Colliery Station BY22 signal if the line is clear to the "Stop For Orders" Board at Tyne Dock Bottom.

If a train is allowed on to the Branch under the Authority of a subsidiary signal the Driver must understand that the line towards the "Stop For Orders" Board may be occupied and proceed cautiously.

For the purpose of protection during fog or falling snow the "Stop For Orders" Board at Tyne Dock Bottom on the Arrival Line is to be regarded as a Home signal. (5)

SIMONSIDE

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. (5)

ST. BEDES

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. (5)

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 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.
(UFN)

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)

(UFN)

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.
(UFN)

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.**
(UFN)

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
6 JANUARY, 1971

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.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 23 JANUARY

TO

FRIDAY 29 JANUARY 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 26 JANUARY—SOUTH BANK

Clay Lane ground frame and all associated points and signals will be abolished.

No.10 Ground Disc Signal (shunting up Clay Lane) will be abolished. (7)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

[^] ** NORTH SEATON STATION

The signal box will be converted to a Gate Box.

The Up Main First Home and Down Main Starting signals will be abolished. (4)

BETWEEN DURHAM RELLY MILL AND HETT MILL

Revised signalling has been brought into use. Full details will be published in Signalling Notice No.21 and all staff concerned must ensure that they receive a copy of this notice. (5)

TYNE DOCK BOTTOM

The signal box has been abolished and all associated signalling equipment has been removed.

A new two lever ground frame has been brought into use adjacent to the former signal box:—

No.1 Lever — Mains crossover, departure line to High new yard.

No.2 Lever — Mains crossover, arrival and departure to departure and arrival.

The new fixed distant signal has been brought into use situated to the left of the arrival line 440 yards from the new ground frame.

Illuminated "Stop For Orders" notice boards have been provided 150 yards on either side of the ground frame.

Trains for Tyne Dock Bottom will receive a yellow aspect with route indicator at Boldon Colliery Station BY22 signal if the line is clear to the "Stop For Orders" Board at Tyne Dock Bottom.

If a train is allowed on to the Branch under the Authority of a subsidiary signal the Driver must understand that the line towards the "Stop For Orders" Board may be occupied and proceed cautiously.

For the purpose of protection during fog or falling snow the "Stop For Orders" Board at Tyne Dock Bottom on the Arrival Line is to be regarded as a Home signal. (5)

SIMONSIDE

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. (5)

ST. BEDES

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. (5)

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 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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)

(UFN)

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. (UFN)

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. (UFN)

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
13 JANUARY, 1971

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.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 30 JANUARY

TO

FRIDAY 5 FEBRUARY 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 30 JANUARY – STOCKTON STATION

The connection Down Main to Down Bay will be locked, clamped and spiked out of use until further notice. (8)

SUNDAY 31 JANUARY – COXHOE

The signal box together with all points and signals worked therefrom will be abolished. (8)

SUNDAY 31 JANUARY – FERRYHILL NO.1

The signal carrying Coxhoe Up Home with Ferryhill No.1 Up Leamside Distant signal below, will be abolished and replaced as a straight post colour light signal displaying yellow and green aspects, on the same site at a height of 12' above rail level. (8)

SUNDAY 31 JANUARY – TURSDALE

A new 2-lever ground frame released from the signal box will be installed giving access to the Coxhoe Branch (one train only). The Branch staff will be kept at the ground frame and released simultaneously with the ground frame. A telephone communicating with the signal box will be provided.

An illuminated notice board worded "STOP FOR ORDERS" will be provided at the trap points leading off the Branch to the Up Leamside line.

An illuminated notice board worded "ALL DRIVERS MUST STOP AT THIS BOARD AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF" will be provided at the points leading on to the Branch off the Up Leamside line.

The bracket signal carrying the Down Leamside Distant signal will be abolished and replaced on the same site by a straight post signal at a height of 12' above rail level. (8)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

SOUTH BANK

Clay Lane ground frame and all associated points and signals have been abolished.

No.10 Ground Disc Signal (shunting up Clay Lane) has been abolished. (7)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN DURHAM RELLY MILL AND HETT MILL**

Revised signalling has been brought into use. Full details will be published in Signalling Notice No.21 and all staff concerned must ensure that they receive a copy of this notice. (5)

TYNE DOCK BOTTOM

The signal box has been abolished and all associated signalling equipment has been removed.

A new two lever ground frame has been brought into use adjacent to the former signal box:—

No.1 Lever — Mains crossover, departure line to High new yard.

No.2 Lever — Mains crossover, arrival and departure to departure and arrival.

The new fixed distant signal has been brought into use situated to the left of the arrival line 440 yards from the new ground frame.

Illuminated "Stop For Orders" notice boards have been provided 150 yards on either side of the ground frame.

Trains for Tyne Dock Bottom will receive a yellow aspect with route indicator at Boldon Colliery Station Y22 signal if the line is clear to the "Stop For Orders" Board at Tyne Dock Bottom.

If a train is allowed on to the Branch under the Authority of a subsidiary signal the Driver must understand that the line towards the "Stop For Orders" Board may be occupied and proceed cautiously.

For the purpose of protection during fog or falling snow the "Stop For Orders" Board at Tyne Dock Bottom on the Arrival Line is to be regarded as a Home signal. (5)

IMONSIDE

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. (5)

T. BEDES

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. (5)

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 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.
(UFN)

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)

(UFN)

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.
(UFN)

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.
(UFN)

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
20 JANUARY, 1971

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. 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 6 FEBRUARY

TO

FRIDAY 12 FEBRUARY 1971

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY and SUNDAY 6 and 7 FEBRUARY—TWEEDMOUTH**

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

- Down Branch to Up Branch
- Down Main to Up Branch.
- Down Slow to Branch.
- Down Platform to Down Main.
- Down Platform to Warehouse.
- Down Platform to Yard and Engine Lines.
- Trap Points in Down Platform Line leading to Motive Power Depot.

The following signals will be abolished:—

- Ground Subsidiary Down Branch to Up Branch (57).
- Ground Subsidiary Up Branch to Down Branch (58).
- Colour Light Down Slow Home (61).
- Colour Light Down Platform to Up Main (68).
- Ground Subsidiary Yard and Engine Line to Down Platform (69).
- Ground Subsidiary Warehouse Line to Down Platform (70).
- Ground Subsidiary Motive Power Depot to Down Platform (71).

The following redundant Ground Subsidiary Signals will also be removed:—

- Nos. 72, 74, 75, 76, 77, 78, and 79.

Ground Subsidiary Signal (59) Down Main to Up Main or Up Receptions will be repositioned 40 yards further South from the signal box.

Route Indicators on the following colour light signals will be abolished:—

- Down Main or Down Main to Branch (60).
- Up Reception to Down Main or Branch (62).
- Up Main to Down Main or Branch (63).
- Down Main or to Down Platform (83).

(9)

SUNDAY 7 FEBRUARY—YORK STATION (NORTH)

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

- Down Goods to Down Station Line (540)
- Up Goods to Loco Sidings No.2 (543)

The following signals will be abolished:—

- Permanent red light at the exit from Loco Siding No.1
- Ground Position Light 204 Loco Sidings to Ground Position Light 197

Alterations to Ground Position Light signals:—

- 195 Down Goods to Loco Sidings No.1 or 203 signal will be moved to the left of the Up Goods line 25 yards further North and will apply Up Goods to 201 or 203 signals.
- 201 Loco Sidings No.2 to Loco Sidings or 207 or 247 signals or Up Sidings No.4 will be repositioned 10 yards further North and will not now apply to Loco Sidings.
- 172 Up Goods to Loco Outlet No.1 will also apply to 195 signal.
- 202 Down Station Line to 173 or 177 or 180 or 192 signals will not now apply to 173 signal.

The Down Goods line will be renamed Loco Outlet No.1.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION 'B'—continued****SUNDAY 7 FEBRUARY—YORK STATION (NORTH)—continued**

All illuminated Notice Board, together with telephone to the Running Foreman's office, will be provided on the Loco Inlet Road lettered:—

"STOP TELEPHONE. PROCEED IF LINE IS CLEAR"

A signal post telephone will be provided on Signal 216 at the exit from Loco Outlet Road No.2.

An illuminated Notice Board will be provided at the convergence of the Breakdown Crane Shed Line and the Oil Tank and D.M.U. lines lettered:—

"STOP. PROCEED IF LINE IS CLEAR" (9)

FRIDAY 12 FEBRUARY — FERRYHILL NO.1 AND FERRYHILL NO.3

Ferryhill No.1 Down Slow Distant Signal will be re-positioned below Ferryhill No.3 Down Starting Signal. The distance to the first stop signal will be 1,257 yards.

Ferryhill No.3 Up Slow Distant will be incorporated in both Ferryhill No.1 Up Main Home and Up Leamside Home Signals. (9)

DETAILS OF WORK ALREADY CARRIED OUT**ALNMOUTH**

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

STOCKTON STATION

The connection Down Main to Down Bay has been locked, clamped and spiked out of use until further notice. (8)

COXHOE

The signal box together with all points and signals worked therefrom have been abolished. (8)

FERRYHILL NO.1

The signal carrying Coxhoe Up Home with Ferryhill No.1 Up Leamside Distant signal below, has been abolished and replaced as a straight post colour light signal displaying yellow and green aspects, on the same site at a height of 12' above rail level. (8)

TURSDALE

A new 2-lever ground frame released from the signal box has been installed giving access to the Coxhoe Branch (one train only). The Branch staff will be kept at the ground frame and released simultaneously with the ground frame. A telephone communicating with the signal box has been provided.

An illuminated notice board worded "STOP FOR ORDERS" has been provided at the trap points leading off the Branch to the Up Leamside line.

An illuminated notice board worded "ALL DRIVERS MUST STOP AT THIS BOARD AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF" has been provided at the points leading on to the Branch off the Up Leamside line.

The bracket signal carrying the Down Leamside Distant signal has been abolished and replaced on the same site by a straight post signal at a height of 12' above rail level. (8)

SOUTH BANK

Clay Lane ground frame and all associated points and signals have been abolished.

No.10 Ground Disc Signal (shunting up Clay Lane) has been abolished. (7)

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 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.
(UFN)

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)

(UFN)

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.
(UFN)

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.**
(UFN)

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

MO.45/NE/N

F.J. BURGE

27 JANUARY, 1971

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. 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 13 FEBRUARY

TO

FRIDAY 19 FEBRUARY 1971

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 14 FEBRUARY-PRUDHOE

The slip connection, Exchange Sidings to Down or Up Main, has been secured out of use until further notice. (10)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

DOCK HILL

No. 1 Goods Trailing Crossover has been dispensed with, and the associated signalling abolished. (New Item) (10)

TWEEDMOUTH

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

Down Branch to Up Branch
Down Main to Up Branch.
Down Slow to Branch.
Down Platform to Down Main.
Down Platform to Warehouse.
Down Platform to Yard and Engine Lines.
Trap Points in Down Platform Line leading to Motive Power Depot.

The following signals have been abolished:-

Ground Subsidiary Down Branch to Up Branch (57).
Ground Subsidiary Up Branch to Down Branch (58).
Colour Light Down Slow Home (61).
Colour Light Down Platform to Up Main (68).
Ground Subsidiary Yard and Engine Line to Down Platform (69).
Ground Subsidiary Warehouse Line to Down Platform (70).
Ground Subsidiary Motive Power Depot to Down Platform (71).

The following redundant Ground Subsidiary Signals have also been removed:-

Nos. 72, 74, 75, 76, 77, 78, and 79.

Ground Subsidiary Signal (59) Down Main to Up Main or Up Reception has been repositioned 40 yards further South from the signal box.

Route Indicators on the following colour light signals have been abolished:-

Down Main or Down Main to Branch (60).
Up Reception to Down Main or Branch (62).
Up Main to Down Main or Branch (63).
Down Main or to Down Platform (83).

(9)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

YORK STATION (NORTH)

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

- Down Goods to Down Station Line (540)
- Up Goods to Loco Sidings No.2 (543)

The following signals have been abolished:—

- Permanent red light at the exit from Loco Siding No.1
- Ground Position Light 204 Loco Sidings to Ground Position Light 197

Alterations to Ground Position Light signals:—

195 Down Goods to Loco Sidings No.1 or 203 signal has been moved to the left of the Up Goods line 25 yards further North and will now apply Up Goods to 201 or 203 signals.

201 Loco Sidings No.2 to Loco Sidings or 207 or 247 signals or Up Sidings No.4 has been repositioned 10 yards further North and will not now apply to Loco Sidings.

172 Up Goods to Loco Outlet No.1 will now also apply to 195 signal.

202 Down Station Line to 173 or 177 or 180 or 192 signals will not now apply to 173 signal.

The Down Goods line has been renamed Loco Outlet No.1.

All illuminated Notice Board, together with telephone to the Running Foreman's office has been provided on the Loco Inlet Road lettered:—

"STOP TELEPHONE. PROCEED IF LINE IS CLEAR"

A signal post telephone has been provided on Signal 216 at the exit from Loco Outlet Road No.2.

An illuminated Notice Board has been provided at the convergence of the Breakdown Crane Shed Line and the Oil Tank and D.M.U. lines lettered:—

"STOP. PROCEED IF LINE IS CLEAR" (9)

FERRYHILL NO.1 AND FERRYHILL NO.3.

Ferryhill No.1 Down Slow Distant Signal has been re-positioned below Ferryhill No.3 Down Starting Signal. The distance to the first stop signal is now 1,257 yards.

Ferryhill No.3 Up Slow Distant and Up Fast Distant has been incorporated in both Ferryhill No.1 Up Main Home and Up Leamside Home Signals. (Amended) (9)

STOCKTON STATION

The connection Down Main to Down Bay has been locked, clamped and spiked out of use until further notice. (UFN) (8)

COXHOE

The signal box together with all points and signals worked therefrom have been abolished. (8)

FERRYHILL NO.1

The signal carrying Coxhoe Up Home with Ferryhill No.1 Up Leamside Distant signal below, has been abolished and replaced as a straight post colour light signal displaying yellow and green aspects, on the same site at a height of 12' above rail level. (8)

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

TURSDALE

A new 2-lever ground frame released from the signal box has been installed giving access to the Coxhoe Branch (one train only). The Branch staff will be kept at the ground frame and released simultaneously with the ground frame. A telephone communicating with the signal box has been provided.

An illuminated notice board worded "STOP FOR ORDERS" has been provided at the trap points leading off the Branch to the Up Leamside line.

An illuminated notice board worded "ALL DRIVERS MUST STOP AT THIS BOARD AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF" has been provided at the points leading on to the Branch off the Up Leamside line.

The bracket signal carrying the Down Leamside Distant signal has been abolished and replaced on the same site by a straight post signal at a height of 12' above rail level. (8)

*
** **SOUTH BANK**

Clay Lane ground frame and all associated points and signals have been abolished.

No.10 Ground Disc Signal (shunting up Clay Lane) has been abolished. (7)

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 6m. 65chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.
(UFN)

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)

(UFN)

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.
(UFN)

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.
(UFN)

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	-
★ Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	Monday
East End	Mechanical plant in use	Until further notice	15 February 71
Approach Lines	Vehicles crossing lines		

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

York

MO.45/NE/N

F.J. BURGE

3 FEBRUARY, 1971.

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

WOOLSTENHOLMES

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 20 FEBRUARY

TO

FRIDAY 26 FEBRUARY 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 FEBRUARY—CHURCH STREET

The "T" bracket signal, carrying the Up Main Starting signal with Stranton Up Main Distant below, on the straight post, the miniature arm signal Up Main to Down Goods on the left hand bracket, and the miniature arm signal setting back; Up Main to Down Main on the right hand bracket will be renewed as two separate signals as follows:—

- (1) A left hand bracket signal situated between the Up Main and Down Goods, carrying the Up Main starting signal (30' above rail level), the Up Main to Down Goods, full size arm, and Stranton Up Main Distant, resited 11 yards further from Church Street signal box.
- (2) A Straight post signal for setting back: Up Main to Down Main, with full size arm at a height of 16' 6" above rail level also situated between the Up Main and Down Goods and resited 10 yards further from the signal box. (11)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

HAWTHORN

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

All points have been secured permanently out of use in the normal position. (New Item) (10)

PRUDHOE

The slip connection, Exchange Sidings to Down or Up Main, has been secured out of use until further notice. (10)

DOCK HILL

No. 1 Goods Trailing Crossover has been dispensed with, and the associated signalling abolished. (10)

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

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

- Down Branch to Up Branch
- Down Main to Up Branch.
- Down Slow to Branch.
- Down Platform to Down Main.
- Down Platform to Warehouse.
- Down Platform to Yard and Engine Lines.
- Trap Points in Down Platform Line leading to Motive Power Depot.

The following signals have been abolished:—

- Ground Subsidiary Down Branch to Up Branch (57).
- Ground Subsidiary Up Branch to Down Branch (58).
- Colour Light Down Slow Home (61).
- Colour Light Down Platform to Up Main (68).
- Ground Subsidiary Yard and Engine Line to Down Platform (69).
- Ground Subsidiary Warehouse Line to Down Platform (70).
- Ground Subsidiary Motive Power Depot to Down Platform (71).

The following redundant Ground Subsidiary Signals have also been removed:—

- Nos. 72, 74, 75, 76, 77, 78, and 79.

Ground Subsidiary Signal (59) Down Main to Up Main or Up Receptions has been repositioned 40 yards further South from the signal box.

Route Indicators on the following colour light signals have been abolished:—

- Down Main or Down Main to Branch (60).
- Up Reception to Down Main or Branch (62).
- Up Main to Down Main or Branch (63).
- Down Main or to Down Platform (83).

(9)

YORK STATION (NORTH)

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

- Down Goods to Down Station Line (540)
- Up Goods to Loco Sidings No.2 (543)

The following signals have been abolished:—

- Permanent red light at the exit from Loco Siding No.1
- Ground Position Light 204 Loco Sidings to Ground Position Light 197

Alterations to Ground Position Light signals:—

- 195 Down Goods to Loco Sidings No.1 or 203 signal has been moved to the left of the Up Goods line 25 yards further North and will now apply Up Goods to 201 or 203 signals.
- 201 Loco Sidings No.2 to Loco Sidings or 207 or 247 signals or Up Sidings No.4 has been repositioned 10 yards further North and will not now apply to Loco Sidings.
- 172 Up Goods to Loco Outlet No.1 will now also apply to 195 signal.
- 202 Down Station Line to 173 or 177 or 180 or 192 signals will not now apply to 173 signal.

The Down Goods line has been renamed Loco Outlet No.1.

All illuminated Notice Board, together with telephone to the Running Foreman's office has been provided on the Loco Inlet Road lettered:—

"STOP TELEPHONE. PROCEED IF LINE IS CLEAR"

A signal post telephone has been provided on Signal 216 at the exit from Loco Outlet Road No.2.

An illuminated Notice Board has been provided at the convergence of the Breakdown Crane Shed Line and the Oil Tank and D.M.U. lines lettered:—

"STOP. PROCEED IF LINE IS CLEAR"

(9)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****FERRYHILL NO.1 AND FERRYHILL NO.3.**

Ferryhill No.1 Down Slow Distant Signal has been re-positioned below Ferryhill No.3 Down Starting Signal. The distance to the first stop signal is now 1,257 yards.

Ferryhill No.3 Up Slow Distant and Up Fast Distant has been incorporated in both Ferryhill No.1 Up Main Home and Up Leamside Home Signals. (9)

STOCKTON STATION

The connection Down Main to Down Bay has been locked, clamped and spiked out of use until further notice. (UFN)

** COXHOE**

The signal box together with all points and signals worked therefrom have been abolished. (8)

** FERRYHILL NO.1**

The signal carrying Coxhoe Up Home with Ferryhill No.1 Up Leamside Distant signal below, has been abolished and replaced as a straight post colour light signal displaying yellow and green aspects, on the same site at a height of 12' above rail level. (8)

** TURSDALE**

A new 2-lever ground frame released from the signal box has been installed giving access to the Coxhoe Branch (one train only). The Branch staff will be kept at the ground frame and released simultaneously with the ground frame. A telephone communicating with the signal box has been provided.

An illuminated notice board worded "STOP FOR ORDERS" has been provided at the trap points leading off the Branch to the Up Leamside line.

An illuminated notice board worded "ALL DRIVERS MUST STOP AT THIS BOARD AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF" has been provided at the points leading on to the Branch off the Up Leamside line.

The bracket signal carrying the Down Leamside Distant signal has been abolished and replaced on the same site by a straight post signal at a height of 12' above rail level. (8)

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

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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) (UFN)

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. (UFN)

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. (UFN)

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	-
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York MO.45/NE/N F.J. BURGE
10 FEBRUARY, 1971. 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. 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 27 FEBRUARY

TO

FRIDAY 5 MARCH 1971

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

CHRISTON BANK

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

The associated Ground Frame has been abolished.

(New Item) (12)

CHURCH STREET

The "T" bracket signal, carrying the Up Main Starting signal with Stranton Up Main Distant below, on the straight post, the miniature arm signal Up Main to Down Goods on the left hand bracket, and the miniature arm signal setting back; Up Main to Down Main on the right hand bracket have been renewed as two separate signals as follows:-

- (1) A left hand bracket signal situated between the Up Main and Down Goods, carrying the Up Main starting signal (30' above rail level), the Up Main to Down Goods, full size arm, and Stranton Up Main Distant, resited 11 yards further from Church Street signal box.
- (2) A Straight post signal for setting back: Up Main to Down Main, with full size arm at a height of 16' 6" above rail level also situated between the Up Main and Down Goods and resited 10 yards further from the signal box.

(11)

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice.

(U.F.N.)

HAWTHORN

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

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

(10)

PRUDHOE

The slip connection, Exchange Sidings to Down or Up Main, has been secured out of use until further notice.

(10)

DOCK HILL

No. 1 Goods Trailing Crossover has been dispensed with, and the associated signalling abolished.

(10)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

*** ** TWEEDMOUTH**

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

- Down Branch to Up Branch
- Down Main to Up Branch.
- Down Slow to Branch.
- Down Platform to Down Main.
- Down Platform to Warehouse.
- Down Platform to Yard and Engine Lines.
- Trap Points in Down Platform Line leading to Motive Power Depot.

The following signals have been abolished:-

- Ground Subsidiary Down Branch to Up Branch (57).
- Ground Subsidiary Up Branch to Down Branch (58).
- Colour Light Down Slow Home (61).
- Colour Light Down Platform to Up Main (68).
- Ground Subsidiary Yard and Engine Line to Down Platform (69).
- Ground Subsidiary Warehouse Line to Down Platform (70).
- Ground Subsidiary Motive Power Depot to Down Platform (71).

The following redundant Ground Subsidiary Signals have also been removed:-

- Nos. 72, 74, 75, 76, 77, 78, and 79.

Ground Subsidiary Signal (59) Down Main to Up Main or Up Receptions has been repositioned 40 yards further South from the signal box.

Route Indicators on the following colour light signals have been abolished:-

- Down Main or Down Main to Branch (60).
- Up Reception to Down Main or Branch (62).
- Up Main to Down Main or Branch (63).
- Down Main or to Down Platform (83).

(9)

*** ** YORK STATION (NORTH)**

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

- Down Goods to Down Station Line (540)
- Up Goods to Loco Sidings No.2 (543)

The following signals have been abolished:-

- Permanent red light at the exit from Loco Siding No.1
- Ground Position Light 204 Loco Sidings to Ground Position Light 197

Alterations to Ground Position Light signals:-

- 195 Down Goods to Loco Sidings No.1 or 203 signal has been moved to the left of the Up Goods line 25 yards further North and will now apply Up Goods to 201 or 203 signals.
- 201 Loco Sidings No.2 to Loco Sidings or 207 or 247 signals or Up Sidings No.4 has been repositioned 10 yards further North and will not now apply to Loco Sidings.
- 172 Up Goods to Loco Outlet No.1 will now also apply to 195 signal.
- 202 Down Station Line to 173 or 177 or 180 or 192 signals will not now apply to 173 signal.

The Down Goods line has been renamed Loco Outlet No.1.

All illuminated Notice Board, together with telephone to the Running Foreman's office has been provided on the Loco Inlet Road lettered:-

"STOP TELEPHONE. PROCEED IF LINE IS CLEAR"

A signal post telephone has been provided on Signal 216 at the exit from Loco Outlet Road No.2.

An illuminated Notice Board has been provided at the convergence of the Breakdown Crane Shed Line and the Oil Tank and D.M.U. lines lettered:-

"STOP. PROCEED IF LINE IS CLEAR"

(9)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

**** FERRYHILL NO.1 AND FERRYHILL NO.3.**

Ferryhill No.1 Down Slow Distant Signal has been re-positioned below Ferryhill No.3 Down Starting Signal. The distance to the first stop signal is now 1,257 yards.

Ferryhill No.3 Up Slow Distant and Up Fast Distant has been incorporated in both Ferryhill No.1 Up Main Home and Up Leamside Home Signals. (9)

STOCKTON STATION

The connection Down Main to Down Bay has been locked, clamped and spiked out of use until further notice. (UFN)

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

★ NETHERTON COLLIERY BRANCH—TEMPORARY LEVEL CROSSING

A temporary level crossing has been provided on the Single line leading to Netherton Colliery approximately 1 mile from Choppington Signal Box in connection with the removal of the spoil.

A whistle board has been provided in the Down direction and a look-out man will be in attendance during the periods when vehicles are crossing. Drivers must keep a sharp look-out when approaching, give audible warning, and be prepared to act on any hand signals given.

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.
(UFN)

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)

(UFN)

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.
(UFN)

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.
(UFN)

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	-
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York

MO.45/NE/N

F.J. BURGE

17 FEBRUARY, 1971.

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.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 6 MARCH

TO

FRIDAY 12 MARCH 1971

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

MONDAY 8 MARCH – ST. PETERS

The Trailing Main to Main connection, at the west end of the station, and the trailing connection in the Up Main leading to the Up Siding will be secured permanently out of use in the normal position pending removal, and the associated signals will be abolished. (13)

MONDAY 8 MARCH—WALKER

The trailing connection between the Down and Up Main lines at the East End of the station and the connections to the Goods Siding will be secured permanently out of use in the normal position pending removal and the associated signalling abolished.

No.1 Up Main Home signal will also be abolished. (13)

DETAILS OF WORK ALREADY CARRIED OUT

HORDEN

The trailing points from the Up Main to Up Sidings at 78m. 49chs. have been secured permanently out of use in the normal position pending removal. (New Item) (13)

CHRISTON BANK

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

The associated Ground Frame has been abolished. (New Item) (12)

CHURCH STREET

The "T" bracket signal, carrying the Up Main Starting signal with Stranton Up Main Distant below, on the straight post, the miniature arm signal Up Main to Down Goods on the left hand bracket, and the miniature arm signal setting back; Up Main to Down Main on the right hand bracket have been renewed as two separate signals as follows:-

- (1) A left hand bracket signal situated between the Up Main and Down Goods, carrying the Up Main starting signal (30' above rail level), the Up Main to Down Goods, full size arm, and Stranton Up Main Distant, resited 11 yards further from Church Street signal box.
- (2) A Straight post signal for setting back: Up Main to Down Main, with full size arm at a height of 16' 6" above rail level also situated between the Up Main and Down Goods and resited 10 yards further from the signal box. (11)

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

HAWTHORN

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

All points have been secured permanently out of use in the normal position. (10)

The connections to the Seabanks branch have been severed and stop blocks erected approximately 50 yards from the Junction. The track between the Stop blocks and Hawthorn Junction has been removed. (Amended) (13)

* * PRUDHOE

The slip connection, Exchange Sidings to Down or Up Main, has been secured out of use until further notice. (10)

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

No. 1 Goods Trailing Crossover has been dispensed with, and the associated signalling abolished.
(10)

STOCKTON STATION

The connection Down Main to Down Bay has been locked, clamped and spiked out of use until further notice.
(UFN)

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

NETHERTON COLLIERY BRANCH—TEMPORARY LEVEL CROSSING

A temporary level crossing has been provided on the Single line leading to Netherton Colliery approximately 1 mile from Choppington Signal Box in connection with the removal of the spoil.

A whistle board has been provided in the Down direction and a look-out man will be in attendance during the periods when vehicles are crossing. Drivers must keep a sharp look-out when approaching, give audible warning, and be prepared to act on any hand signals given.

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.
(UFN)

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)

(UFN)

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.
(UFN)

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. (UFN)

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	—
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York MO.45/NE/N F.J. BURGE
 24 FEBRUARY, 1971. 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. 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 13 MARCH

TO

FRIDAY 19 MARCH 1971

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 14 MARCH – TURSDALE AND FERRYHILL NO.1

The Tursdale Up Main Starting 4 aspect colour light signal, (also acting as Up Main Distant signal to Ferryhill No.1), will be renewed as a straight post signal at a reduced height of 12 ft. above rail level to the left of the Up Main, the same distance from the signal box. (14)

SUNDAY 14 MARCH – TURSDALE

The gantry carrying the Up Leamside Starting signal will be abolished, and the signal renewed as a straight post semaphore to the left of the Up Leamside, the same distance from the Signal Box and at a reduced height of 18 ft. above rail level. (14)

TUESDAY 16 MARCH – ISABELLA

The single line from Blyth Harbour Commission will be closed to traffic and the following points secured permanently out of use, pending removal:—

Staithes Up to Staithes Down.
Pass-by to Staithes

The following signals will be abolished.

Staithes Home.
Pass-by to Staithes.
Mineral Siding to Backing.
Staithes Down to Pass-by.
Staithes Down to Mineral Siding Backing. (14)

DETAILS OF WORK ALREADY CARRIED OUT

St.PETERS

The Trailing Main to Main connection, at the west end of the station, and the trailing connection in the Up Main leading to the Up Siding have been secured permanently out of use in the normal position pending removal, and the associated signals have been abolished. (13)

WALKER

The trailing connection between the Down and Up Main lines at the East End of the station and the connections to the Goods Siding have been secured permanently out of use in the normal position pending removal and the associated signalling abolished.

No.1 Up Main Home signal has also been abolished. (13)

HORDEN

The trailing points from the Up Main to Up Sidings at 78m. 49chs. have been secured permanently out of use in the normal position pending removal. (13)

CHRISTON BANK

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

The associated Ground Frame has been abolished. (12)

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

The "T" bracket signal, carrying the Up Main Starting signal with Stranton Up Main Distant below, on the straight post, the miniature arm signal Up Main to Down Goods on the left hand bracket, and the miniature arm signal setting back; Up Main to Down Main on the right hand bracket have been renewed as two separate signals as follows:—

- (1) A left hand bracket signal situated between the Up Main and Down Goods, carrying the Up Main starting signal (30' above rail level), the Up Main to Down Goods, full size arm, and Stranton Up Main Distant, resited 11 yards further from Church Street signal box.
- (2) A Straight post signal for setting back: Up Main to Down Main, with full size arm at a height of 16' 6" above rail level also situated between the Up Main and Down Goods and resited 10 yards further from the signal box. (11)

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

HAWTHORN

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

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

The connections to the Seabanks branch have been severed and stop blocks erected approximately 50 yards from the Junction. The track between the Stop blocks and Hawthorn Junction has been removed. (13)

STOCKTON STATION

The connection Down Main to Down Bay has been locked, clamped and spiked out of use until further notice. (U.F.N.)

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

★ ROCK HILL

Commencing 08 00 hours Saturday 13 March:—

Temporary Buffer Stops will be installed at the extreme East end of Sidings Nos.2 to 6 inclusive. (14)

NETHERTON COLLIERY BRANCH—TEMPORARY LEVEL CROSSING

A temporary level crossing has been provided on the Single line leading to Netherton Colliery approximately 1 mile from Choppington Signal Box in connection with the removal of the spoil.

A whistle board has been provided in the Down direction and a look-out man will be in attendance during the periods when vehicles are crossing. Drivers must keep a sharp look-out when approaching, give audible warning, and be prepared to act on any hand signals given.

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.
 (UFN)

**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)

(UFN)

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.
 (UFN)

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.
 (UFN)

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	–
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York

MO.45/NE/N

F.J. BURGE

3 MARCH, 1971.

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.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 20 MARCH

TO

FRIDAY 26 MARCH 1971

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 21 MARCH—BETWEEN CHEVINGTON AND ALNMOUTH—WARKWORTH AUTOMATIC HALF BARRIERS

A special plunger will be provided in the telephone cupboard on signal U31, the operation of which will lower the level crossing barriers, should the driver be authorised to pass the signal at danger in accordance with rules and regulations. (15/16)

SUNDAY 21 MARCH—LONGHIRST

The facing connection between the Down and Up Main lines will be secured permanently out of use in the normal position pending removal and the associated ground frame abolished. (15/16)

SUNDAY 21 MARCH—DERWENTHAUGH

The trailing connection between the Down and Up Norwood lines, immediately on the Blaydon side of the signal box, and the facing connection opposite the signal box between the Up Norwood and the Dunston line and the Shunting Neck will be secured permanently out of use in the normal position pending removal and the associated signalling abolished.

The disc signal at present controlling movements from the Shunting Neck will be re-positioned 36 yards further from the signal box. (15/16)

MONDAY 22 MARCH—WILLINGTON QUAY

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

All points will be secured permanently out of use in the normal position pending removal. (15/16)

MONDAY 22 MARCH—WHITEHOUSE

The disc signal, situated between Nos. 2 and 3 Long Road Sidings, and which applies No. 1 Long Road Siding to Down Goods, will have the red band disc replaced by a yellow band disc. (15/16)

TUESDAY 23 MARCH — TYNE DRY DOCK

The trailing connection between the Down and Up Main lines will be secured permanently out of use in the normal position pending removal and the associated signals will be abolished. (15/16)

DETAILS OF WORK ALREADY CARRIED OUT

TURSDALE AND FERRYHILL No. 1

The Tursdale Up Main Starting 4 aspect colour light signal, (also acting as Up Main Distant signal to Ferryhill No. 1) has been renewed as a straight post signal at a reduced height of 12 ft. above rail level to the left of the Up Main, the same distance from the signal box. (14)

TURSDALE

The gantry carrying to Up Leamside Starting signal has been abolished, and the signal renewed as a straight post semaphore to the left of the Up Leamside, the same distance from the Signal Box and at a reduced height of 18 ft. above rail level. (14)

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

The single line from Blyth Harbour Commission has been closed to traffic and the following points secured permanently out of use, pending removal :—

Staithes Up to Staithes Down.
Pass-by to Staithes

The following signals have been abolished.

Staithes Home.
Pass-by to Staithes.
Mineral Siding to Backing.
Staithes Down to Pass-by.
Staithes Down to Mineral Siding Backing. (14)

St.PETERS

The Trailing Main to Main connection, at the west end of the station, and the trailing connection in the Up Main leading to the Up Siding have been secured permanently out of use in the normal position pending removal, and the associated signals have been abolished. (13)

WALKER

The trailing connection between the Down and Up Main lines at the East End of the station and the connections to the Goods Siding have been secured permanently out of use in the normal position pending removal and the associated signalling abolished.

No.1 Up Main Home signal has also been abolished. (13)

HORDEN

The trailing points from the Up Main to Up Sidings at 78m. 49chs. have been secured permanently out of use in the normal position pending removal. (13)

*** * CHRISTON BANK**

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

The associated Ground Frame has been abolished. (12)

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

HAWTHORN

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

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

The connections to the Seabanks branch have been severed and stop blocks erected approximately 50 yards from the Junction. The track between the Stop blocks and Hawthorn Junction has been removed. (13)

STOCKTON STATION

The connection Down Main to Down Bay has been locked, clamped and spiked out of use until further notice. (U.F.N.)

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

★ **WORKING OF COMBINED TAMPING MACHINES, BALLAST CONSOLIDATING MACHINES AND BALLAST REGULATING MACHINES**

The General Appendix Instructions relative to the "Running and Working of Mechanically Propelled On-Rail Tamping Machines" must be applied to the working of Combined Tamping Machines, Ballast Consolidating Machines and Ballast Regulating Machines together with the following additional Instructions:-

1. Machines must not be permitted to run coupled together.
2. Should a vehicle fail and be unable to run under its own power, it may be assisted by a locomotive, using the connecting bar carried on the vehicle, where appropriate. Except where otherwise shown, the speed of the movement may be up to **20 m.p.h.** at the discretion of the Driver/Operator when the vehicle is being hauled but must not exceed **5 m.p.h.** when being propelled. The speed over switches and crossings must not exceed **5 m.p.h.** The Driver/Operator must ride on the vehicle.
3. The Signalman must, in addition, be informed of the type of machine.
4. When the machine is required to work in the immediate vicinity of run back catch points or spring points the man in charge or Driver/Operator, must ensure that such points have been moved to the closed position and will be secured in that position until the machine is sufficiently far from them as to preclude the possibility of derailment. Where the points are controlled from a signalbox, arrangements must be made with the Signalman for the points to be kept in the closed position.
5. A wandering lead is provided on certain machines to enable the lookoutman to remotely operate the siren to give warning of approaching trains. Prior to leaving a stabling point the Driver/Operator must satisfy himself that the lead is in good working order.

SPECIAL INSTRUCTIONS RELATING TO PARTICULAR MACHINES

(a) **COMBINED TAMPING MACHINE, OR BALLAST CONSOLIDATING MACHINE**

1. The speed of a machine running under its own power must not exceed **20 m.p.h.** over Switches and Crossings or **25 m.p.h.** on plain line.
2. The shoulder consolidating pressure plate, when being operated from the stowed position to the working position, or vice versa, will, in certain circumstances foul the gauge of the adjoining line. Before the locking catch is released to allow the plate to be lowered, or before the plate is raised to the stowed position, the Civil Engineering Supervisor must be in attendance and will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with unless the operation can be carried out under the close view of the Signalman and the line to be fouled is protected by a controlled stop signal in which case the Civil Engineering Supervisor must ascertain from the Signalman that it is safe for the operation to be made.

(b) **BALLAST REGULATING MACHINE**

1. The speed of a machine running under its own power must not exceed the following:-

Types R.7 and USP.3000C	- 15 m.p.h. over Switches and Crossings.	}
	25 m.p.h. on Plain Line.	
Type R.7D	- 20 m.p.h. over Switches and Crossings.	}
	25 m.p.h. on Plain Line.	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**(b) BALLAST REGULATING MACHINE –continued**

2. A Civil Engineering Supervisor must be in attendance when the machine is being assembled for work or worked with the side ploughs (including the side ploughs at the front of the machine) extended, and he will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with, together with the following additional instructions:—
When it is necessary for a train to pass the site on an adjoining line, the Civil Engineering Supervisor must give an assurance that work has been stopped and the side ploughs are clear of the line on which the train will travel.
No further movement of the machine, or part thereof, must take place until permission has been given by the Movements Department for work to be recommenced.
3. When the machine has the side ploughs extended, no "out-of-gauge" load must be allowed to pass on an adjoining line(s) except by prior arrangement.
4. When the side ploughs are padlocked on the side of the machine adjacent to passing trains and the Civil Engineering Supervisor has personal custody of the padlock key, then it is not necessary for a Movements Department Supervisor to be in attendance.
5. **Plasser type USP.3000C**
This machine has a connecting bar coupling at one end only and no coupling position at the other end. When assistance is required it will be necessary to specify to which end of the machine the assisting locomotive must approach.

DOCK HILL

Temporary Buffer Stops have been installed at the extreme East end of Sidings Nos.2 to 6 inclusive.
(14)

NETHERTON COLLIERY BRANCH—TEMPORARY LEVEL CROSSING

A temporary level crossing has been provided on the Single line leading to Netherton Colliery approximately 1 mile from Choppington Signal Box in connection with the removal of the spoil.

A whistle board has been provided in the Down direction and a look-out man will be in attendance during the periods when vehicles are crossing. Drivers must keep a sharp look-out when approaching, give audible warning, and be prepared to act on any hand signals given.

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.
(UFN)

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)

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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. (UFN)

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. (UFN)

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	-
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York
10 MARCH, 1971

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

NE/N

EASTERN REGION

No.13

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 MARCH

TO

FRIDAY 2 APRIL 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 27 MARCH—EAST BOLDON

The second Down Main Home signal will be abolished. (17)

SUNDAY 28 MARCH—FERRYHILL NO.2

The lever frame, and all equipment, will temporarily be re-housed in an adjoining building. (17)

No.41 signal, Shunting, Down Goods No.3 to Down Goods No.2 will be replaced by a Notice Board worded "STOP FOR ORDERS." (17)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CHEVINGTON AND ALNMOUTH—WARKWORTH AUTOMATIC HALF BARRIERS

A special plunger has been provided in the telephone cupboard on signal U31, the operation of which lowers the level crossing barriers, should the driver be authorised to pass the signal at danger in accordance with the rules and regulations. (15/16)

LONGHIRST

The facing connection between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal and the associated ground frame abolished. (15/16)

DERWENTHAUGH

The trailing connection between the Down and Up Norwood lines, immediately on the Blaydon side of the signal box, and the facing connection opposite the signal box between the Up Norwood and the Dunston line and the Shunting Neck have been secured permanently out of use in the normal position pending removal and the associated signalling abolished.

The disc signal formerly controlling movements from the Shunting Neck has been re-positioned 36 yards further from the signal box. (15/16)

WILLINGTON QUAY

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

All points have been secured permanently out of use in the normal position pending removal. (15/16)

WHITEHOUSE

The disc signal, situated between Nos. 2 and 3 Long Road Sidings, and which applies No.1 Long Road Siding to Down Goods, has had the red band disc replaced by a yellow band disc. (15/16)

TYNE DRY DOCK

The trailing connection between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal and the associated signals have been abolished. (15/16)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****TURSDALE AND FERRYHILL No. 1**

The Tursdale Up Main Starting 4 aspect colour light signal, (also acting as Up Main Distant signal to Ferryhill No. 1) has been renewed as a straight post signal at a reduced height of 12 ft. above rail level to the left of the Up Main, the same distance from the signal box. (14)

TURSDALE

The gantry carrying to Up Leamside Starting signal has been abolished, and the signal renewed as a straight post semaphore to the left of the Up Leamside, the same distance from the Signal Box and at a reduced height of 18 ft. above rail level. (14)

ISABELLA

The single line from Blyth Harbour Commission has been closed to traffic and the following points secured permanently out of use, pending removal :-

Staithes Up to Staithes Down.

Pass-by to Staithes

The following signals have been abolished.

Staithes Home.

Pass-by to Staithes.

Mineral Siding to Backing.

Staithes Down to Pass-by.

Staithes Down to Mineral Siding Backing. (14)

*** ** St.PETERS**

The Trailing Main to Main connection, at the west end of the station, and the trailing connection in the Up Main leading to the Up Siding have been secured permanently out of use in the normal position pending removal, and the associated signals have been abolished. (13)

*** ** WALKER**

The trailing connection between the Down and Up Main lines at the East End of the station and the connections to the Goods Siding have been secured permanently out of use in the normal position pending removal and the associated signalling abolished.

No.1 Up Main Home signal has also been abolished. (13)

*** ** HORDEN**

The trailing points from the Up Main to Up Sidings at 78m. 49chs. have been secured permanently out of use in the normal position pending removal. (13)

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

*** ** HAWTHORN**

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

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

The connections to the Seabanks branch have been severed and stop blocks erected approximately 50 yards from the Junction. The track between the Stop blocks and Hawthorn Junction has been removed. (13)

STOCKTON STATION

The connection Down Main to Down Bay has been locked, clamped and spiked out of use until further notice. (U.F.N.)

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 4 (Page 8, Supplement No.4)

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE
ON LOCOMOTIVE OPERATED TRAINS

Regulation 9 Detaching of Locomotive or vehicles

Clause 9 1 – Amend item (e) to read:–

The brake pipe cocks on both vehicles at the point of division must be opened in order to ensure that the brakes are applied, except that when "Buck-Eye" automatic couplers are to be uncoupled, only the brake pipe cock on the vehicle(s) to be detached should be opened.

WORKING OF COMBINED TAMPING MACHINES, BALLAST CONSOLIDATING MACHINES AND BALLAST
REGULATING MACHINES

The General Appendix Instructions relative to the "Running and Working of Mechanically Propelled On-Rail Tamping Machines" must be applied to the working of Combined Tamping Machines, Ballast Consolidating Machines and Ballast Regulating Machines together with the following additional Instructions:–

1. Machines must not be permitted to run coupled together.
2. Should a vehicle fail and be unable to run under its own power, it may be assisted by a locomotive, using the connecting bar carried on the vehicle, where appropriate. Except where otherwise shown, the speed of the movement may be up to 20 m.p.h. at the discretion of the Driver/Operator when the vehicle is being hauled but must not exceed 5 m.p.h. when being propelled. The speed over switches and crossings must not exceed 5 m.p.h. The Driver/Operator must ride on the vehicle.
3. The Signaller must, in addition, be informed of the type of machine.
4. When the machine is required to work in the immediate vicinity of run back catch points or spring points the man in charge or Driver/Operator, must ensure that such points have been moved to the closed position and will be secured in that position until the machine is sufficiently far from them as to preclude the possibility of derailment. Where the points are controlled from a signalbox, arrangements must be made with the Signaller for the points to be kept in the closed position.
5. A wandering lead is provided on certain machines to enable the lookoutman to remotely operate the siren to give warning of approaching trains. Prior to leaving a stabling point the Driver/Operator must satisfy himself that the lead is in good working order.

SPECIAL INSTRUCTIONS RELATING TO PARTICULAR MACHINES

(a) COMBINED TAMPING MACHINE, OR BALLAST CONSOLIDATING MACHINE

1. The speed of a machine running under its own power must not exceed 20 m.p.h. over Switches and Crossings or 25 m.p.h. on plain line.
2. The shoulder consolidating pressure plate, when being operated from the stowed position to the working position, or vice versa, will, in certain circumstances foul the gauge of the adjoining line. Before the locking catch is released to allow the plate to be lowered, or before the plate is raised to the stowed position, the Civil Engineering Supervisor must be in attendance and will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with unless the operation can be carried out under the close view of the Signaller and the line to be fouled is protected by a controlled stop signal in which case the Civil Engineering Supervisor must ascertain from the Signaller that it is safe for the operation to be made.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

(b) BALLAST REGULATING MACHINE

1. The speed of a machine running under its own power must not exceed the following:–

Types R.7 and USP.3000C	–	15 m.p.h. over Switches and Crossings.	}
		25 m.p.h. on Plain Line.	
Type R.7D	–	20 m.p.h. over Switches and Crossings.	}
		25 m.p.h. on Plain Line.	

2. A Civil Engineering Supervisor must be in attendance when the machine is being assembled for work or worked with the side ploughs (including the side ploughs at the front of the machine) extended, and he will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with, together with the following additional instructions:–
 When it is necessary for a train to pass the site on an adjoining line, the Civil Engineering Supervisor must give an assurance that work has been stopped and the side ploughs are clear of the line on which the train will travel.
 No further movement of the machine, or part thereof, must take place until permission has been given by the Movements Department for work to be recommenced.

3. When the machine has the side ploughs extended, no "out-of-gauge" load must be allowed to pass on an adjoining line(s) except by prior arrangement.

4. When the side ploughs are padlocked on the side of the machine adjacent to passing trains and the Civil Engineering Supervisor has personal custody of the padlock key, then it is not necessary for a Movements Department Supervisor to be in attendance.

5. **Plasser type USP.3000C**
 This machine has a connecting bar coupling at one end only and no coupling position at the other end. When assistance is required it will be necessary to specify to which end of the machine the assisting locomotive must approach.

DOCK HILL

Temporary Buffer Stops have been installed at the extreme East end of Sidings Nos.2 to 6 inclusive.
 (14)

NETHERTON COLLIERY BRANCH–TEMPORARY LEVEL CROSSING

A temporary level crossing has been provided on the Single line leading to Netherton Colliery approximately 1 mile from Choppington Signal Box in connection with the removal of the spoil.

A whistle board has been provided in the Down direction and a look-out man will be in attendance during the periods when vehicles are crossing. Drivers must keep a sharp look-out when approaching, give audible warning, and be prepared to act on any hand signals given.

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.
 (UFN)

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)

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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. (UFN)

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. (UFN)

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	–
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York
17 MARCH, 1971

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. –"

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

(b) BALLAST REGULATING MACHINE

1. The speed of a machine running under its own power must not exceed the following:—

Types R.7 and USP.3000C	– 15 m.p.h. over Switches and Crossings.	}
	25 m.p.h. on Plain Line.	
Type R.7D	– 20 m.p.h. over Switches and Crossings.	}
	25 m.p.h. on Plain Line.	

2. A Civil Engineering Supervisor must be in attendance when the machine is being assembled for work or worked with the side ploughs (including the side ploughs at the front of the machine) extended, and he will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with, together with the following additional instructions:—
 When it is necessary for a train to pass the site on an adjoining line, the Civil Engineering Supervisor must give an assurance that work has been stopped and the side ploughs are clear of the line on which the train will travel.
 No further movement of the machine, or part thereof, must take place until permission has been given by the Movements Department for work to be recommenced.

3. When the machine has the side ploughs extended, no "out-of-gauge" load must be allowed to pass on an adjoining line(s) except by prior arrangement.

4. When the side ploughs are padlocked on the side of the machine adjacent to passing trains and the Civil Engineering Supervisor has personal custody of the padlock key, then it is not necessary for a Movements Department Supervisor to be in attendance.

5. **Plasser type USP.3000C**
 This machine has a connecting bar coupling at one end only and no coupling position at the other end. When assistance is required it will be necessary to specify to which end of the machine the assisting locomotive must approach.

DOCK HILL

Temporary Buffer Stops have been installed at the extreme East end of Sidings Nos.2 to 6 inclusive.
 (14)

NETHERTON COLLIERY BRANCH—TEMPORARY LEVEL CROSSING

A temporary level crossing has been provided on the Single line leading to Netherton Colliery approximately 1 mile from Choppington Signal Box in connection with the removal of the spoil.

A whistle board has been provided in the Down direction and a look-out man will be in attendance during the periods when vehicles are crossing. Drivers must keep a sharp look-out when approaching, give audible warning, and be prepared to act on any hand signals given.

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.
 (UFN)

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)

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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. (UFN)

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. (UFN)

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	-
Gateshead MPD East End	Providing oil storage facilities	08 00 to 19 00 each day.	
Approach Lines	Mechanical plant in use Vehicles crossing lines	Until further notice	

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

York
17 MARCH, 1971

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.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.**

SATURDAY 3 APRIL

TO

FRIDAY 9 APRIL 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 5 APRIL—BRITISH STEEL CORPORATION—HARTLEPOOL SOUTHWORKS

The following internal disc signals will be altered to read as follows:—

- No.1 Upper disc — Running line or 'E' grid high side via No.2 points.
- No.4 Upper disc — Running line or 'E' grid low side via No.5 points.

The Lower disc signals in each case will be abolished. (18)

WEDNESDAY 7 APRIL—PERCY MAIN NORTH

The trailing connection adjacent to the signal box, between the Down and Up Dock lines, will be secured permanently out of use in the normal position pending removal and the associated signalling abolished.

(18)

DETAILS OF WORK ALREADY CARRIED OUT

EAST BOLDON

The second Down Main Home signal has been abolished. (17)

FERRYHILL NO.2

The lever frame and all equipment has temporarily been re-housed in an adjoining building.

No.41 signal, Shunting, Down Goods No.3 to Down Goods No.2 has been replaced by a Notice Board worded "STOP FOR ORDERS". (17)

BETWEEN CHEVINGTON AND ALNMOUTH—WARKWORTH AUTOMATIC HALF BARRIERS

A special plunger has been provided in the telephone cupboard on signal U31, the operation of which lowers the level crossing barriers, should the driver be authorised to pass the signal at danger in accordance with the rules and regulations. (15/16)

LONGHIRST

The facing connection between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal and the associated ground frame abolished. (15/16)

DERWENTHAUGH

The trailing connection between the Down and Up Norwood lines, immediately on the Blaydon side of the signal box, and the facing connection opposite the signal box between the Up Norwood and the Dunston line and the Shunting Neck have been secured permanently out of use in the normal position pending removal and the associated signalling abolished.

The disc signal formerly controlling movements from the Shunting Neck has been re-positioned 36 yards further from the signal box. (15/16)

WILLINGTON QUAY

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

All points have been secured permanently out of use in the normal position pending removal. (15/16)

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

The disc signal, situated between Nos. 2 and 3 Long Road Sidings, and which applies No.1 Long Road Siding to Down Goods, has had the red band disc replaced by a yellow band disc. (15/16)

TYNE DRY DOCK

The trailing connection between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal and the associated signals have been abolished. (15/16)

*** * * TURSDALE AND FERRYHILL No. 1**

The Tursdale Up Main Starting 4 aspect colour light signal, (also acting as Up Main Distant signal to Ferryhill No. 1) has been renewed as a straight post signal at a reduced height of 12 ft. above rail level to the left of the Up Main, the same distance from the signal box. (14)

*** * * TURSDALE**

The gantry carrying to Up Leamside Starting signal has been abolished, and the signal renewed as a straight post semaphore to the left of the Up Leamside, the same distance from the Signal Box and at a reduced height of 18 ft. above rail level. (14)

*** * * ISABELLA**

The single line from Blyth Harbour Commission has been closed to traffic and the following points secured permanently out of use, pending removal :—

Staithes Up to Staithes Down.

Pass-by to Staithes

The following signals have been abolished.

Staithes Home.

Pass-by to Staithes.

Mineral Siding to Backing.

Staithes Down to Pass-by.

Staithes Down to Mineral Siding Backing. (14)

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

*** * * STOCKTON STATION**

The connection Down Main to Down Bay has been locked, clamped and spiked out of use until further notice. (14)

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 4 (Page 8, Supplement No.4)

**REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE
ON LOCOMOTIVE OPERATED TRAINS**

Regulation 9. Detaching of Locomotive or vehicles.

Clause 9.1 – Amend item (e) to read:–

The brake pipe cocks on both vehicles at the point of division must be opened in order to ensure that the brakes are applied, except that when "Buck-Eye" automatic couplers are to be uncoupled, only the brake pipe cock on the vehicle(s) to be detached should be opened.

WORKING OF COMBINED TAMPING MACHINES, BALLAST CONSOLIDATING MACHINES AND BALLAST REGULATING MACHINES

The General Appendix Instructions relative to the "Running and Working of Mechanically Propelled On-Rail Tamping Machines" must be applied to the working of Combined Tamping Machines, Ballast Consolidating Machines and Ballast Regulating Machines together with the following additional Instructions:–

1. Machines must not be permitted to run coupled together.
2. Should a vehicle fail and be unable to run under its own power, it may be assisted by a locomotive, using the connecting bar carried on the vehicle, where appropriate. Except where otherwise shown, the speed of the movement may be up to 20 m.p.h. at the discretion of the Driver/Operator when the vehicle is being hauled but must not exceed 5 m.p.h. when being propelled. The speed over switches and crossings must not exceed 5 m.p.h. The Driver/Operator must ride on the vehicle.
3. The Signaller must, in addition, be informed of the type of machine.
4. When the machine is required to work in the immediate vicinity of run back catch points or spring points the man in charge or Driver/Operator, must ensure that such points have been moved to the closed position and will be secured in that position until the machine is sufficiently far from them as to preclude the possibility of derailment. Where the points are controlled from a signalbox, arrangements must be made with the Signaller for the points to be kept in the closed position.
5. A wandering lead is provided on certain machines to enable the lookoutman to remotely operate the siren to give warning of approaching trains. Prior to leaving a stabling point the Driver/Operator must satisfy himself that the lead is in good working order.

SPECIAL INSTRUCTIONS RELATING TO PARTICULAR MACHINES

(a) COMBINED TAMPING MACHINE, OR BALLAST CONSOLIDATING MACHINE

1. The speed of a machine running under its own power must not exceed 20 m.p.h. over Switches and Crossings or 25 m.p.h. on plain line.
2. The shoulder consolidating pressure plate, when being operated from the stowed position to the working position, or vice versa, will, in certain circumstances foul the gauge of the adjoining line. Before the locking catch is released to allow the plate to be lowered, or before the plate is raised to the stowed position, the Civil Engineering Supervisor must be in attendance and will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with unless the operation can be carried out under the close view of the Signaller and the line to be fouled is protected by a controlled stop signal in which case the Civil Engineering Supervisor must ascertain from the Signaller that it is safe for the operation to be made.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

(b) BALLAST REGULATING MACHINE

1. The speed of a machine running under its own power must not exceed the following:—

Types R.7 and USP.3000C	– 15 m.p.h. over Switches and Crossings.	}
	– 25 m.p.h. on Plain Line.	
Type R.7D	– 20 m.p.h. over Switches and Crossings.	}
	– 25 m.p.h. on Plain Line.	

2. A Civil Engineering Supervisor must be in attendance when the machine is being assembled for work or worked with the side ploughs (including the side ploughs at the front of the machine) extended, and he will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with, together with the following additional instructions:—
 When it is necessary for a train to pass the site on an adjoining line, the Civil Engineering Supervisor must give an assurance that work has been stopped and the side ploughs are clear of the line on which the train will travel.
 No further movement of the machine, or part thereof, must take place until permission has been given by the Movements Department for work to be recommenced.

3. When the machine has the side ploughs extended, no "out-of-gauge" load must be allowed to pass on an adjoining line(s) except by prior arrangement.

4. When the side ploughs are padlocked on the side of the machine adjacent to passing trains and the Civil Engineering Supervisor has personal custody of the padlock key, then it is not necessary for a Movements Department Supervisor to be in attendance.

5. **Plasser type USP.3000C**
 This machine has a connecting bar coupling at one end only and no coupling position at the other end. When assistance is required it will be necessary to specify to which end of the machine the assisting locomotive must approach.



Add:—
 (Page 17 Supp Optg Insts (Northern Area) Amend:—

WAGONS WITH DISC BRAKES

Wagons bearing wagon panels endorsed "Brakes not to be used unless train fully fitted" (e.g. 32-ton high capacity coal wagons) when conveyed on class 7 and 8 services must be marshalled in the unfitted portion.

*** DOCK HILL**

Temporary Buffer Stops have been installed at the extreme East end of Sidings Nos.2 to 6 inclusive.
 (14)

NETHERTON COLLIERY BRANCH—TEMPORARY LEVEL CROSSING

A temporary level crossing has been provided on the Single line leading to Netherton Colliery approximately 1 mile from Choppington Signal Box in connection with the removal of the spoil.
 A whistle board has been provided in the Down direction and a look-out man will be in attendance during the periods when vehicles are crossing. Drivers must keep a sharp look-out when approaching, give audible warning, and be prepared to act on any hand signals given.

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.
 (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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)

(UFN)

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.

(UFN)

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	-
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York
24 MARCH, 1971

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

NE/N

EASTERN REGION

No.15/16

NORTHERN AREA

(NORTHERN SECTION)

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

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

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 10 APRIL

TO

FRIDAY 23 APRIL 1971

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**NIL****DETAILS OF WORK ALREADY CARRIED OUT****BRITISH STEEL CORPORATION—HARTLEPOOL SOUTHWORKS**

The following internal disc signals have been altered to read as follows:—

- No.1 Upper disc — Running line or 'E' grid high side via No.2 points.
- No.4 Upper disc — Running line or 'E' grid low side via No.5 points.

The Lower disc signals in each case have been abolished.

(18)**PERCY MAIN NORTH**

The trailing connection adjacent to the signal box, between the Down and Up Dock lines, has been secured permanently out of use in the normal position pending removal and the associated signalling abolished.

(18)**EAST BOLDON**

The first Down Main Home signal has been abolished.

(Amended) (17)**FERRYHILL NO.2**

The lever frame and all equipment has temporarily been re-housed in an adjoining building.

No.41 signal, Shunting, Down Goods No.3 to Down Goods No.2 has been replaced by a Notice Board worded "STOP FOR ORDERS".

(17)**** BETWEEN CHEVINGTON AND ALNMOUTH—WARKWORTH AUTOMATIC HALF BARRIERS**

A special plunger has been provided in the telephone cupboard on signal U31, the operation of which lowers the level crossing barriers, should the driver be authorised to pass the signal at danger in accordance with the rules and regulations.

(15/16)**** LONGHIRST**

The facing connection between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal and the associated ground frame abolished.

(15/16)

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

The trailing connection between the Down and Up Norwood lines, immediately on the Blaydon side of the signal box, and the facing connection opposite the signal box between the Up Norwood and the Dunston line and the Shunting Neck have been secured permanently out of use in the normal position pending removal and the associated signalling abolished.

The disc signal formerly controlling movements from the Shunting Neck has been re-positioned 36 yards further from the signal box. (15/16)

**** WILLINGTON QUAY**

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

All points have been secured permanently out of use in the normal position pending removal. (15/16)

**** WHITEHOUSE**

The disc signal, situated between Nos. 2 and 3 Long Road Sidings, and which applies No.1 Long Road Siding to Down Goods, has had the red band disc replaced by a yellow band disc. (15/16)

**** TYNE DRY DOCK**

The trailing connection between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal and the associated signals have been abolished. (15/16)

ALNMOUTH

The Down and Up Main facing crossover at 34m. 55chs. has been temporarily clamped, spiked and locked out of use, until further notice. (U.F.N.)

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

★ JARROW OIL TERMINAL

Nos. 1 and 2 sidings are temporarily out of use, including the run round facility for locomotives.

Nos. 3 and 4 discharge sidings are not affected.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

★ SOUTHBANK: BRITISH STEEL CORPORATION'S CLAY LANE SIDINGS

Until further notice, contractors will be working in Clay Lane Sidings using cranes and machinery. During the period of this work the normal "run-round" road (No.12) may not be available, in which case one of the other roads must be used for this purpose.

Trainmen to keep a sharp look-out when working in this area and be prepared to stop short of any obstruction. (19)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

- Plasser 06 – 32
- Plasser 06 – 16, 05 and 05E
- Plasser 04
- Plasser WE 275 (P. & C. machine) (UFN)

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. (UFN)

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	—
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York

MO.45/NE/N

F.J. BURGE

31 MARCH, 1971

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.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 24 APRIL

TO

FRIDAY 30 APRIL 1971

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 25 APRIL – BETWEEN REDHEUGH BANK FOOT AND DUNSTON-ON-TYNE WEST

The Up Main line will be slued into the Down Main at a point approximately 300 yards on the Redheugh side of Dunston Colliery Ground Frame. The Up Main will be abolished between this point and Redheugh, and "One Train Working" arrangements introduced between Dunston West and Redheugh.

Dunston Colliery Ground Frame will be abolished, and replaced by a single lever ground frame installed on the opposite side of the line, released by Annetts key attached to the staff from Dunston West signal box. (20)

DETAILS OF WORK ALREADY CARRIED OUT

TEES (NEWPORT EAST JUNCTION)

The trailing points in the Up Main leading to Thompson Sidings at 13m. 62chs. have been secured permanently out of use in the normal position pending removal. (New item) (20)

TILE SHED

The trailing crossover between the Down and Up Main lines has been secured permanently out of use pending removal. (New item) (20)

BRITISH STEEL CORPORATION—HARTLEPOOL SOUTHWORKS

The following internal disc signals have been altered to read as follows:—

- No.1 Upper disc – Running line or 'E' grid high side via No.2 points.
- No.4 Upper disc – Running line or 'E' grid low side via No.5 points.

The Lower disc signals in each case have been abolished. (18)

PERCY MAIN NORTH

The trailing connection adjacent to the signal box, between the Down and Up Dock lines, has been secured permanently out of use in the normal position pending removal and the associated signalling abolished. (18)

*** * EAST BOLDON**

The first Down Main Home signal has been abolished. (17)

*** * FERRYHILL NO.2**

The lever frame and all equipment has temporarily been re-housed in an adjoining building.

No.41 signal, Shunting, Down Goods No.3 to Down Goods No.2 has been replaced by a Notice Board worded "STOP FOR ORDERS". (17)

*** * ALNMOUTH**

The Down and Up Main facing crossover at 34 m. 55chs. has been restored to use. (U.F.N.)

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 NOTICE**★ BETWEEN DILSTON CROSSING AND HEXHAM**

Until further notice:— there is increased user by contractors vehicles of the occupation level crossing at 19m. 34 chs.

Drivers to keep a sharp look-out and sound horns when approaching the crossing. Handsignalmen in attendance whilst work is in progress.

JARROW OIL TERMINAL

Nos. 1 and 2 sidings are temporarily out of use, including the run round facility for locomotives.

Nos. 3 and 4 discharge sidings are not affected.

★ FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

Commencing Monday 26 April.

(UFN)

SOUTHBANK: BRITISH STEEL CORPORATION'S CLAY LANE SIDINGS

Until further notice, contractors will be working in Clay Lane Sidings using cranes and machinery. During the period of this work the normal "run-round" road (No.12) may not be available, in which case one of the other roads must be used for this purpose.

Trainmen to keep a sharp look-out when working in this area and be prepared to stop short of any obstruction. (19)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 — 32

Plasser 06 — 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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. (UFN)

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	-
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

✓ York

MO.45/NE/N

F.J. BURGE

14 APRIL, 1971

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.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 1 MAY

TO

FRIDAY 7 MAY 1971

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.

3**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 2 MAY—BETWEEN SKELTON BRIDGE AND TOLLERTON**

The following automatic signals will be renewed as multiple aspect colour light signals, and be re-positioned as follows:—

- D5B (4 aspect) 1,452 yards on the approach side of signal D6B and renumbered D6.
- D5BS (3 aspect) 1,452 yards on the approach side of D6BS and renumbered D6S
- D5 (4 aspect) 1,453 yards on the approach side of signal D6
- D5S (4 aspect) 1,453 yards on the approach side of signal D6S
- D4 (4 aspect) 1,452 yards on the approach side of signal D5
- D4S (3 aspect) 1,452 yards on the approach side of signal D5S
- D3 (4 aspect) 1,452 yards on the approach side of signal D4
- D3S (3 aspect) 1,452 yards on the approach side of signal D4S (21)

SUNDAY 2 MAY—BETWEEN REDHEUGH BANK FOOT, DUNSTON WEST AND DERWENTHAUGH

Dunston West signal box will be closed and all associated signals abolished.

The Up Main will be slued into the Down Main at a point approximately 300 yards on the Redheugh side of the former Dunston Colliery ground frame. The Up Main will be abolished between this point and Redheugh, and the adjacent Down Main will become a single line.

The Down Main between Dunston West and the former Dunston Colliery ground frame will be renamed "Run Round Line" and the Up Main between these points will become a single line.

The Up line between the connection leading from No.1 siding (between Derwenthaugh and Dunston West) and the trailing points in the Departure/Up Main at Dunston West will be abolished and the adjacent Down Main will become a single line. These points will be permanently secured out of use in the normal position pending removal, and the miniature arm shunt signal reading from No.1 siding will be abolished.

"ONE TRAIN WORKING" will be introduced between illuminated notice boards situated between Dunston West and Derwenthaugh and Redheugh Bank Foot. The notice boards will be to the left of this single line (former Down Main) in the running direction, spaced 50 yards apart and worded "END OF ONE TRAIN WORKING" and "START OF ONE TRAIN WORKING".

A new single lever ground frame will be provided on the Redheugh Bank Foot side of the site of the former Dunston West signal box for working into Dunston Power Station. The ground frame will be released by Annetts key attached to the "One Train Working" staff obtainable from Derwenthaugh signal box.

The Annetts key which releases the new single lever ground frame installed to replace Dunston Colliery ground frame will be attached to the staff obtainable from Derwenthaugh.

The padlock key for securing the Dunston East level crossing gates will also be attached to the "One Train Working" staff. (21)

DETAILS OF WORK ALREADY CARRIED OUT**TEES (NEWPORT EAST JUNCTION)**

The trailing points in the Up Main leading to Thompson Sidings at 13m. 62chs. have been secured permanently out of use in the normal position pending removal. (20)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

TILE SHED

The trailing crossover between the Down and Up Main lines has been secured permanently out of use pending removal. (20)

*** ** BRITISH STEEL CORPORATION—HARTLEPOOL SOUTHWORKS**

The following internal disc signals have been altered to read as follows:—

- No.1 Upper disc — Running line or 'E' grid high side via No.2 points.
- No.4 Upper disc — Running line or 'E' grid low side via No.5 points.

The Lower disc signals in each case have been abolished. (18)

*** ** PERCY MAIN NORTH**

The trailing connection adjacent to the signal box, between the Down and Up Dock lines, has been secured permanently out of use in the normal position pending removal and the associated signalling abolished. (18)

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

3

MISCELLANEOUS NOTICE

BETWEEN DILSTON CROSSING AND HEXHAM

Until further notice:— there is increased user by contractors vehicles of the occupation level crossing at 19m. 34 chs.

Drivers to keep a sharp look-out and sound horns when approaching the crossing. Handsignalmen in attendance whilst work is in progress. (19)

JARROW OIL TERMINAL

Nos. 1 and 2 sidings are temporarily out of use, including the run round facility for locomotives.

Nos. 3 and 4 discharge sidings are not affected.

FERRYHILL

The Occupation crossing at 56m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance. (UFN)

SOUTHBANK: BRITISH STEEL CORPORATION'S CLAY LANE SIDINGS

Until further notice, contractors will be working in Clay Lane Sidings using cranes and machinery. During the period of this work the normal "run-round" road (No.12) may not be available, in which case one of the other roads must be used for this purpose.

Trainmen to keep a sharp look-out when working in this area and be prepared to stop short of any obstruction. (19)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 - 32

Plasser 06 - 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES-continued

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. (UFN)

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	-
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York	MO.45/NE/N	F.J. BURGE
21 APRIL, 1971		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.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 8 MAY

TO

FRIDAY 14 MAY 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SKELTON BRIDGE AND TOLLERTON

The following automatic signals have been renewed as multiple aspect colour light signals, and re-positioned as follows:-

- D5B (4 aspect) 1,452 yards on the approach side of signal D6B and renumbered D6.
- D5BS (3 aspect) 1,452 yards on the approach side of D6BS and renumbered D6S
- D5 (4 aspect) 1,453 yards on the approach side of signal D6
- D5S (4 aspect) 1,453 yards on the approach side of signal D6S
- D4 (4 aspect) 1,452 yards on the approach side of signal D5
- D4S (3 aspect) 1,452 yards on the approach side of signal D5S
- D3 (4 aspect) 1,452 yards on the approach side of signal D4
- D3S (3 aspect) 1,452 yards on the approach side of signal D4S (21)

BETWEEN REDHEUGH BANK FOOT, DUNSTON WEST AND DERWENTHAUGH

Dunston West signal box has been closed and all associated signals abolished.

The Up Main has been slued into the Down Main at a point approximately 300 yards on the Redheugh side of the former Dunston Colliery ground frame. The Up Main has been abolished between this point and Redheugh, and the adjacent Down Main is now a single line.

The Down Main between Dunston West and the former Dunston Colliery ground frame has been renamed "Run Round Line" and the Up Main between these points is now a single line.

The Up line between the connection leading from No.1 siding (between Derwenthaugh and Dunston West) and the trailing points in the Departure/Up Main at Dunston West has been abolished and the adjacent Down Main is now a single line. These points have been permanently secured out of use in the normal position pending removal and the miniature arm shunt signal reading from No.1 siding has been abolished.

"ONE TRAIN WORKING" has been introduced between illuminated notice boards situated between Dunston West and Derwenthaugh and Redheugh Bank Foot. The notice boards are to the left of this single line (former Down Main) in the running direction, spaced 50 yards apart and worded "END OF ONE TRAIN WORKING" and "START OF ONE TRAIN WORKING".

A new single lever ground frame has been provided on the Redheugh Bank Foot side of the site of the former Dunston West signal box for working into Dunston Power Station. The ground frame is now released by Annetts key attached to the "One Train Working" staff obtainable from Derwenthaugh signal box.

The Annetts key which releases the new single lever ground frame installed to replace Dunston Colliery ground frame will be attached to the staff obtainable from Derwenthaugh.

The padlock key for securing the Dunston East level crossing gates will also be attached to the "One Train Working" staff. (21)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

TEES (NEWPORT EAST JUNCTION)

The trailing points in the Up Main leading to Thompson Sidings at 13m. 62chs. have been secured permanently out of use in the normal position pending removal. (20)

TILE SHED

The trailing crossover between the Down and Up Main lines has been secured permanently out of use pending removal. (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 INSTRUCTIONS

12 – TON PALVANS

Commencing forthwith the maximum speed of 12 – Ton Ventilator Goods Vans lettered 'PALVAN', numbered B782274 to B782523 inclusive must not exceed 45 m.p.h. 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. (23D)

MISCELLANEOUS NOTICE

BETWEEN DILSTON CROSSING AND HEXHAM

*** **Until further notice:**— there is increased user by contractors vehicles of the occupation level crossing at 19 m. 34 chs.

Drivers to keep a sharp look-out and sound horns when approaching the crossing. Handsignalmen in attendance whilst work is in progress. (19)

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance. (UFN)

SOUTHBANK: BRITISH STEEL CORPORATION'S CLAY LANE SIDINGS

*** **Until further notice,** contractors will be working in Clay Lane Sidings using cranes and machinery. *** During the period of this work the normal "run-round" road (No.12) may not be available, in which case one of the other roads must be used for this purpose.

Trainmen to keep a sharp look-out when working in this area and be prepared to stop short of any obstruction. (19)

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. (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES-continued

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 - 32

Plasser 06 - 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

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. (UFN)

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	-
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York

MO.45/NE/N

F.J. BURGE

28 APRIL, 1971

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

Do Helton

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 15 MAY

TO

FRIDAY 21 MAY 1971

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 15 MAY—FERRYHILL NO.1

The connection to the Kelloe Bank Foot single line, will be transferred from the existing points in the Up Goods No.2 (adjacent to the signal box) to a new trailing connection in the Up Slow, approximately 766 yards North of the signal box. This connection will be operated by a new 2-lever ground frame to be known as Kelloe Bank Foot Ground Frame.

The ground frame will be situated between the Single line and Up Siding, and will be released by Ferryhill No.1 signal box. A telephone will be provided for communicating with Ferryhill No.1 signal box.

The "ONE TRAIN WORKING" train staff for the Kelloe Bank Foot Branch will be retained by the Yard Supervisor at Ferryhill South Goods Yard.

The Kelloe Bank Foot Single line will be removed between the former points in the Up Goods No.2 and the new trailing connection in the Up Slow, except for approximately 200 yards at the signal box end of the line, which will be retained to become a head-shunt. Scotch blocks will be placed in position on the head-shunt. A portion of the Single line will also be retained to form trap points at the facing end of the new connection for trains leaving the Single line.

The left-hand bracket semaphore signal reading - Up Goods No.2 to Kelloe Bank Foot Single line, and the bracket semaphore signal reading Kelloe Bank Foot Single line to Up Goods No.2 will be converted to miniature arm signals.

A new ground disc shunting signal will be provided on the Up Slow line opposite the signal box applying-Set Back to the illuminated "LIMIT OF SHUNT" indicator which will be provided beyond the new connection.

An illuminated notice board will be provided facing movements through the new connection from the Up Slow to Kelloe Bank Foot Single line, and will be worded:

"ALL DRIVERS MUST STOP AT THIS BOARD, AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF."

An illuminated notice board will also be provided facing movements through the new connection from the Kelloe Bank Foot Single line to Up Slow and will be worded:

"STOP FOR ORDERS:"

(23)

SUNDAY 16 MAY—BETWEEN TOLLERTON AND SKELTON BRIDGE

The following Up Direction signals will be renewed as multi-aspect colour light signals, and be re-positioned as follows:—

S101, 3 aspect (controlled) 230 yards further from the signal box. The distance from this signal to Skelton Bridge signal box will now be 1m. 1499 yds.

S103, 4 aspect (controlled) 230 yards further from the signal box. The distance from this signal to Skelton Bridge signal box will now be 1m. 1499 yds.

Automatic signals

U4S (3 aspect) 1,562 yards on the approach side of signal S101.

S102 (4 aspect) 1,562 yards on the approach side of signal S103 and renumbered U4.

U5BS (3 aspect) 1,562 yards on the approach side of signal U4S and renumbered U5S.

U5B (4 aspect) 1,562 yards on the approach side of signal U4, and renumbered U5.

U5S (3 aspect) 1,562 yards on the approach side of signal U5S, and renumbered U6S.

U5 (4 aspect) 1,562 yards on the approach side of signal U5, and renumbered U6. (23)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

2

DETAILS OF WORK REFERRED TO IN SECTION B—continued**SUNDAY 16 MAY—FERRYHILL NO.3**

The Down Goods and Up Goods No. 1 will be severed immediately north of the Branch Junction and 100 yards and 70 yards North of the signal box respectively, and the lines removed between these points. The junction points will be secured permanently out of use in the normal position pending removal.

The Up Goods No.2, will be severed adjacent to the Branch Junction Points, and the line removed to a point adjacent to the signal box. The portion of the line remaining will become a head-shunt, and stop blocks will be installed. The right hand bracket Up Goods No.2 semaphore Home signal will be converted to a miniature arm signal, and will apply to movements on to the head-shunt. The connection between Up Goods No.1 and Up Goods No.2, at the Branch Junction end of these lines, and the following signals will be abolished:—

Up Goods No.1 to Down Branch

Down Goods Home

Up Goods No.2 to Down Branch

Miniature arm shunting, Down Branch to Up Goods No.1

Miniature arm shunting, Spur to Up Goods No.2

Miniature arm shunting, Down Branch to Up Goods No.2

Miniature arm, Up Goods No.2 to Shunt Spur

Miniature arm, Up Branch to Down Goods No.1

(23)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN SKELTON BRIDGE AND TOLLERTON**

The following automatic signals have been renewed as multiple aspect colour light signals, and re-positioned as follows:—

D5B (4 aspect) 1,452 yards on the approach side of signal D6B and renumbered D6.

D5BS (3 aspect) 1,452 yards on the approach side of D6BS and renumbered D6S

D5 (4 aspect) 1,453 yards on the approach side of signal D6

D5S (4 aspect) 1,453 yards on the approach side of signal D6S

D4 (4 aspect) 1,452 yards on the approach side of signal D5

D4S (3 aspect) 1,452 yards on the approach side of signal D5S

D3 (4 aspect) 1,452 yards on the approach side of signal D4

D3S (3 aspect) 1,452 yards on the approach side of signal D4S

(21)

BETWEEN REDHEUGH BANK FOOT, DUNSTON WEST AND DERWENTHAUGH

Dunston West signal box has been closed and all associated signals abolished.

The Up Main has been slued into the Down Main at a point approximately 300 yards on the Redheugh side of the former Dunston Colliery ground frame. The Up Main has been abolished between this point and Redheugh, and the adjacent Down Main is now a single line.

The Down Main between Dunston West and the former Dunston Colliery ground frame has been renamed "Run Round Line" and the Up Main between these points is now a single line.

The Up line between the connection leading from No.1 siding (between Derwenthaugh and Dunston West) and the trailing points in the Departure/Up Main at Dunston West has been abolished and the adjacent Down Main is now a single line. These points have been permanently secured out of use in the normal position pending removal and the miniature arm shunt signal reading from No.1 siding has been abolished.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

BETWEEN REDHEUGH BANK FOOT, DUNSTON WEST AND DERWENTHAUGH—continued

“ONE TRAIN WORKING” has been introduced between illuminated notice boards situated between Dunston West and Derwenthaugh and Redheugh Bank Foot. The notice boards are to the left of this single line (former Down Main) in the running direction, spaced 50 yards apart and worded “END OF ONE TRAIN WORKING” and “START OF ONE TRAIN WORKING”.

A new single lever ground frame has been provided on the Redheugh Bank Foot side of the site of the former Dunston West signal box for working into Dunston Power Station. The ground frame is now released by Annetts key attached to the “One Train Working” staff obtainable from Derwenthaugh signal box.

The Annetts key which releases the new single lever ground frame installed to replace Dunston Colliery ground frame will be attached to the staff obtainable from Derwenthaugh.

The padlock key for securing the Dunston East level crossing gates will also be attached to the “One Train Working” staff. (21)

*** *TEES (NEWPORT EAST JUNCTION)**

The trailing points in the Up Main leading to Thompson Sidings at 13m. 62chs. have been secured permanently out of use in the normal position pending removal. (20)

*** *TILE SHED**

The trailing crossover between the Down and Up Main lines has been secured permanently out of use pending removal. (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 INSTRUCTIONS**12 – TON PALVANS**

Commencing forthwith the maximum speed of 12 – Ton Ventilator Goods Vans lettered 'PALVAN', numbered B782274 to B782523 inclusive must not exceed 45 m.p.h. 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. (23D)

MISCELLANEOUS NOTICE**FERRYHILL**

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

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.

(UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

★ YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES-continued

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. (UFN)

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	-
Gateshead MPD East End	Providing oil storage facilities Mechanical plant in use	08 00 to 19 00 each day. Until further notice	
Approach Lines	Vehicles crossing lines		

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

York
5 MAY, 1971.

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.-".

Handwritten notes and signatures at the bottom right of the page, including "116", "bob", "1/4", and "1/2".



NE/N

EASTERN REGION

No.21

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 MAY

TO

FRIDAY 28 MAY 1971

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 23 MAY—FERRYHILL NO. 3**

The Up Goods No. 1 will be abolished from where the line was previously severed, 70 yards North of the signal box, to a point immediately South of the North end junction points.

The Up Goods No. 2 which was previously converted to head-shunt, will be abolished from where the line was previously severed opposite the signal box, to a point immediately South of the North end junction points.

The following points will be secured permanently out of use, pending removal :-

Trailing Connection Down Goods to Up Goods No. 2
Up Goods No. 1 (facing) to Up Goods No. 2 (trailing)

The trailing points in the Down Goods North of the signal box (immediately on the approach side of the facing connection leading to Down Goods No. 3), will be disconnected and secured permanently out of use in the reverse position.

The following signals will be abolished :-

Top arm of the 3 arm miniature semaphore signal applying—Up Goods No. 1 to Up Goods No. 2
Top and middle arms of the 3 arm miniature semaphore signal applying to movements along Up Goods No. 2 and Up Goods No. 2 to Up Goods No. 1
Both arms of the 2 arm miniature semaphore signal applying set back— Up Goods No. 2 to Down Goods and set back along Up Goods No. 2
Miniature Arm—set back—Down Goods to Up Goods No. 2

The following signals will be disconnected from the signal box and maintained in the "ON" position :-

The right-hand bracket Up Goods No. 2 miniature arm for controlling movements onto the former head-shunt
Middle arm of the 3 arm miniature semaphore signal applying to movements along the Up Goods No. 1 (25)

SUNDAY 23 MAY—FERRYHILL NO. 1

The right-hand bracket 3 aspect colour light Down Fast Starting signal (No. 51), will be renewed as a straight post 4 aspect signal and will be repositioned between the Down Passenger Loop and Down Fast lines the same distance from the signal box.

The signal will temporarily be capable of displaying Red, Yellow and Green aspects only. (25)

SUNDAY 23 MAY – WOLSINGHAM AND STANHOPE**Stanhope**

The signal box and all associated signalling will be abolished. All points will be secured permanently out of use pending removal.

The key Token section will be between Wolsingham and Broadwood. "One Train Working" will be introduced between Broadwood and Eastgate "APCM" Sidings.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

SUNDAY 23 MAY—WOLSINGHAM AND STANHOPE—continued

Broadwood

A "No Signalman" type Token Instrument will be provided at Broadwood Ground Frame, and a telephone to Wolsingham signal box will be provided.

Trap points situated approximately 64 yards on the Stanhope side of the Ground Frame and worked therefrom, will be provided.

The Ground Frame will also operate the points leading to the Quarry Sidings.

The respective Ground Frame levers will be released by Key Token. "Shut In" facilities will be provided.

Illuminated notice boards will be erected to the left of the single line facing the direction of travel, and will be worded

- (a) For movements towards Wolsingham on the approach side of the trap points:—
"STOP. TOKEN WORKING. OPERATE G.F. BEFORE PROCEEDING".

and

- (b) For movements towards Eastgate on the approach side of the facing points leading to the Quarry Sidings:—
"STOP. ONE TRAIN WORKING TO EASTGATE. OPERATE G.F. BEFORE PROCEEDING."

(25)

DETAILS OF WORK ALREADY CARRIED OUT**YORK MOTIVE POWER DEPOT**

York M.P.D. Yard has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 is now the primary outlet signal for the Depot and locomotives will be advised out to the Signalman by the person in charge in the Supervisor's office. Miniature theatre-type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will be used for DMU movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. will normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No. 4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No. 1 points to the head shunt and then via No. 1, 2 and 8 points via the Incoming DMU line to No. 4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal.

Locomotives must not be left on the D.M.U. lines.

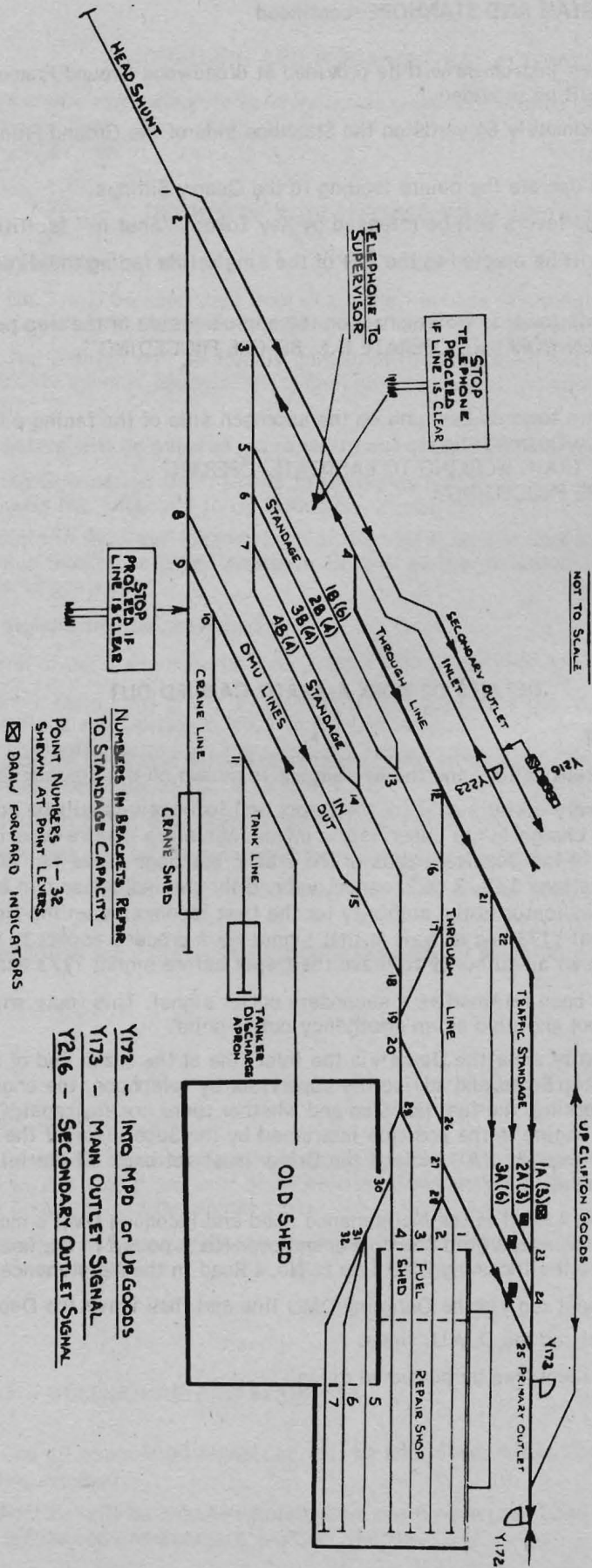
All points and sidings are identified by numbered discs.

(New item) (25)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

YORK MOTIVE POWER DEPOT
DIAGRAM OF NEW YARD LAYOUT

NOT TO SCALE



SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****FERRYHILL NO. 1**

The connection to the Kelloe Bank Foot single line, has been transferred from the existing points in the Up Goods No.2 (adjacent to the signal box) to a new trailing connection in the Up Slow, approximately 766 yards North of the signal box. This connection is operated by a new 2-lever ground frame known as Kelloe Bank Foot Ground Frame.

The ground frame is situated between the Single line and Up Siding, and released by Ferryhill No.1 signal box. A telephone has been provided for communicating with Ferryhill No.1 signal box.

The "ONE TRAIN WORKING" train staff for the Kelloe Bank Foot Branch will be retained by the Yard Supervisor at Ferryhill South Goods Yard.

The Kelloe Bank Foot Single line has been removed between the former points in the Up Goods No.2 and the new trailing connection in the Up Slow, except for approximately 200 yards at the signal box end of the line, which has been retained to become a head-shunt. Scotch blocks have been placed in position on the head-shunt. A portion of the Single line has also been retained to form trap points at the facing end of the new connection for trains leaving the Single line.

The left-hand bracket semaphore signal reading Down Goods No.1 to Kelloe Bank Foot Single line, and the bracket semaphore signal reading Kelloe Bank Foot Single line to Up Goods No.2 have been converted to miniature arm signals.

A new ground disc shunting signal has been provided on the Up Slow line opposite the signal box applying Set Back to the illuminated "LIMIT OF SHUNT" indicator which has been provided beyond the new connection.

An illuminated notice board has been provided facing movements through the new connection from the Up Slow to Kelloe Bank Foot Single line, and worded:—

"ALL DRIVERS MUST STOP AT THIS BOARD, AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF."

An illuminated notice board has also been provided facing movements through the new connection from the Kelloe Bank Foot Single line to Up Slow and worded:—

"STOP FOR ORDERS:" (23)

BETWEEN TOLLERTON AND SKELTON BRIDGE

The following Up Direction signals have been renewed as multi-aspect colour light signals, and have been repositioned as follows:—

S.101, 3 aspect (controlled) 230 yards further from the signal box. The distance from this signal to Skelton Bridge signal box is now 1m. 1499yds.

S.103, 4 aspect (controlled) 230 yards further from the signal box. The distance from this signal to Skelton Bridge signal box is now 1m. 1499yds.

Automatic signals

U4S (3 aspect) 1,562 yards on the approach side of signal S101.

S102 (4 aspect) 1,562 yards on the approach side of signal S103 and renumbered U4.

U5BS (3 aspect) 1,562 yards on the approach side of signal U4S and renumbered U5S.

U5B (4 aspect) 1,562 yards on the approach side of signal U4, and renumbered U5.

U5S (3 aspect) 1,562 yards on the approach side of signal U5S, and renumbered U6S.

U5 (4 aspect) 1,562 yards on the approach side of signal U5, and renumbered U6. (23)

FERRYHILL NO.3

The Down Goods and Up Goods No.1 have been severed immediately north of the Branch Junction and 100 yards and 70 yards North of the signal box respectively, and the lines removed between these points. The junction points have been secured permanently out of use in the normal position pending removal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****FERRYHILL NO. 3 – continued**

The Up Goods No.2, has been severed adjacent to the Branch Junction Points, and the line removed to a point adjacent to the signal box. The portion of the line remaining has become a head-shunt, and stop blocks installed. The right hand bracket Up Goods No.2 semaphore Home signal has been converted to a miniature arm signal, and applies to movements on to the head-shunt. The connection between Up Goods No.1 and Up Goods No.2, at the Branch Junction end of these lines, and the following signals have been abolished:—

Up Goods No.1 to Down Branch

Down Goods Home

Up Goods No.2 to Down Branch

Miniature arm shunting, Down Branch to Up Goods No.1

Miniature arm shunting, Spur to Up Goods No.2

Miniature arm shunting, Down Branch to Up Goods No.2

Miniature arm, Up Goods No.2 to Shunt Spur

Miniature arm, Up Branch to Down Goods No.1

(23)

**** BETWEEN SKELTON BRIDGE AND TOLLERTON**

The following automatic signals have been renewed as multiple aspect colour light signals, and re-positioned as follows:—

D5B (4 aspect) 1,452 yards on the approach side of signal D6B and renumbered D6.

D5BS (3 aspect) 1,452 yards on the approach side of D6BS and renumbered D6S

D5 (3 aspect) 1,453 yards on the approach side of signal D6

D5S (3 aspect) 1,453 yards on the approach side of signal D6S

D4 (4 aspect) 1,452 yards on the approach side of signal D5

D4S (3 aspect) 1,452 yards on the approach side of signal D5S

D3 (4 aspect) 1,452 yards on the approach side of signal D4

D3S (3 aspect) 1,452 yards on the approach side of signal D4S

(21)

**** BETWEEN REDHEUGH BANK FOOT, DUNSTON WEST AND DERWENTHAUGH**

Dunston West signal box has been closed and all associated signals abolished.

The Up Main has been slued into the Down Main at a point approximately 300 yards on the Redheugh side of the former Dunston Colliery ground frame. The Up Main has been abolished between this point and Redheugh, and the adjacent Down Main is now a single line.

The Down Main between Dunston West and the former Dunston Colliery ground frame has been renamed "Run Round Line" and the Up Main between these points is now a single line.

The Up line between the connection leading from No.1 siding (between Derwenthaugh and Dunston West) and the trailing points in the Departure/Up Main at Dunston West has been abolished and the adjacent Down Main is now a single line. These points have been permanently secured out of use in the normal position pending removal and the miniature arm shunt signal reading from No.1 siding has been abolished.

"ONE TRAIN WORKING" has been introduced between illuminated notice boards situated between Dunston West and Derwenthaugh and Redheugh Bank Foot. The notice boards are to the left of this single line (former Down Main) in the running direction, spaced 50 yards apart and worded "END OF ONE TRAIN WORKING" and "START OF ONE TRAIN WORKING".

A new single lever ground frame has been provided on the Redheugh Bank Foot side of the site of the former Dunston West signal box for working into Dunston Power Station. The ground frame is now released by Annetts key attached to the "One Train Working" staff obtainable from Derwenthaugh signal box.

The Annetts key which releases the new single lever ground frame installed to replace Dunston Colliery ground frame will be attached to the staff obtainable from Derwenthaugh.

The padlock key for securing the Dunston East level crossing gates will also be attached to the "One Train Working" staff.

(21)

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 INSTRUCTIONS

12 – TON PALVANS

Commencing forthwith the maximum speed of 12 – Ton Ventilator Goods Vans lettered 'PALVAN', numbered B782274 to B782523 inclusive must not exceed 45 m.p.h. 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. (23D)

MISCELLANEOUS NOTICE

★ BETWEEN PILMOOR AND THIRSK

In connection with the construction of a road bridge, a temporary level crossing at 20 miles 53 chains will be in use on **Sunday 23 May**. Some of the vehicles using this crossing will convey exceptional loads.

A hand-signalman will be in attendance.

Drivers to keep a sharp lookout and sound engine horn when approaching the crossing.

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES-continued

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

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. (UFN)

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	-
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York MO.45/NE/N F.J. BURGE
 12 MAY, 1971 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.
22/23**

NORTHERN AREA

(NORTHERN SECTION)

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

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

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 29 MAY

TO

FRIDAY 11 JUNE 1971

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY to MONDAY 5 to 7 JUNE – SKELTON**

The following searchlight type signals will be renewed on the same site as multi-aspect signals.

Up Main signal U2, renewed as 4 aspect

Up Independent signal S104, renewed as 3 aspect, with position light subsidiary signal, will also be provided with two way stencil type route indicator with indications:—

U – Independent
S – Up Sidings

Down Main signal D2, renewed as 4 aspect.

Down Main signal S172, renewed as 4 aspect with position "1" junction route indicator.

Down Independent S171, renewed as 3 aspect, with position "4" junction route indicator. (26)

SUNDAY 6 JUNE – PELAW (HEBBURN)

The New Works Sidings, and Wailes Dove Siding, will be abolished and the points in the Up Main, leading thereto, will be secured permanently out of use in the normal position pending removal.

The Reyrolle & Co. Sidings will also be abolished, and the points leading thereto in the Down Siding secured permanently out of use in the normal position pending removal.

All associated signalling and the Wailes Dove Ground Frame, will be abolished. (26)

SUNDAY 6 JUNE – WHITBURN

The signal box will cease to be a block post. All associated signalling will be abolished.

All points will become hand worked.

Notice boards worded 'STOP FOR ORDERS' will be provided as follows:—

A telephone will be provided, housed in the former Whitburn signal box, for communicating with Harton signal box. (26) ↘

Facing movements towards Harton

- (a) To the left of the line, and 40 yards on the approach side of the points leading to the Sidings.
- (b) On the approach side of the signal box, to the left of the line from Dean Coal Road Depot for controlling movements through the trailing points adjacent to the signal box.
- (c) On the approach side of the signal box to the left of the line, and ahead of the sidings, controlling movements through the trailing points adjacent to the signal box.

Facing movements towards Whitburn:—

To the left of the Down Whitburn, controlling movements through the trailing points adjacent to the signal box. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL NO.3

The Up Goods No.1 and No.2 lines have been severed immediately north of the Branch Junction points, and immediately south of the North end Junction points, and the intervening line removed.

The Down Goods has been severed immediately north of the Branch Junction points and removed to a point 100 yards north of the signal box.

The following points have been secured permanently out of use pending removal.

Trailing connection Down Goods to Up Goods No.2.

Up Goods No.1 (facing) to Up Goods No.2 (trailing)

The connection between the Up Goods No.1 and Up Goods No.2.

The trailing points in the Down Goods, north of the signal box (immediately on the approach side of the facing connection leading to Down Goods No.3), will be disconnected and secured permanently out of use in the reverse position.

The following signals have been abolished.

Up Goods No.1 to Down Branch.

Down Goods Home.

Up Goods No.2 to Down Branch.

Miniature arm shunting, Down Branch to Up Goods No.1.

Miniature arm shunting, Spur to Up Goods No.2.

Miniature arm shunting, Down Branch to Up Goods No.2.

Miniature arm, Up Goods No.2 to Shunt Spur.

Miniature arm, Up Branch to Down Goods No.1.

Top arm of the 3 arm miniature semaphore signal applying—Up Goods No.1 to Up Goods No.2.

Top and middle arms of the 3 arm miniature semaphore signal applying to movements along Up Goods No.2 and Up Goods No.2 to Up Goods No.1.

Both arms of the 2 arm miniature semaphore signal applying set back—Up Goods No.2 to Down Goods and set back along Up Goods No.2.

Miniature arm—set back—Down Goods to Up Goods No.2.

The following signals have been disconnected from the signal box and maintained in the "ON" position.

The right-hand bracket Up Goods No.2 miniature arm.

Middle arm of the 3 arm miniature semaphore signal, applying to movements along the Up Goods No.1.
(New Item) (25)

FERRYHILL NO.1

The right-hand bracket 3 aspect colour light Down Fast Starting signal (No.51), has been renewed as a straight post 4 aspect signal and is repositioned between the Down Passenger Loop and Down Fast lines the same distance from the signal box.

The signal will temporarily be capable of displaying Red, Yellow and Green aspects only. (25)

WOLSINGHAM AND STANHOPE

Stanhope

The signal box and all associated signalling have been abolished. All points have been secured permanently out of use pending removal.

The key Token section is between Wolsingham and Broadwood. "One Train Working" has been introduced between Broadwood and Eastgate "APCM" Sidings.

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

A "No Signalman" type Token Instrument has been provided at Broadwood Ground Frame, and a telephone to Wolsingham signal box provided.

Trap points situated approximately 64 yards on the Stanhope side of the Ground Frame and worked therefrom have been provided.

The Ground Frame operates the points leading to the Quarry Sidings.

The respective Ground Frame levers are released by Key Token. "Shut In" facilities are provided.

Illuminated notice boards have been erected to the left of the single line facing the direction of travel, and worded

(a) For movements towards Wolsingham on the approach side of the trap points:—
"STOP. TOKEN WORKING. OPERATE G.F. BEFORE PROCEEDING".

and

(b) For movements towards Eastgate on the approach side of the facing points leading to the Quarry Sidings:—
"STOP. ONE TRAIN WORKING TO EASTGATE. OPERATE G.F. BEFORE PROCEEDING".

(25)

YORK MOTIVE POWER DEPOT

York M.P.D. Yard has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 is now the primary outlet signal for the Depot and locomotives will be advised out to the Signalman by the person in charge in the Supervisor's office. Miniature theatre-type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will be used for DMU movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. will normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No. 4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No. 1 points to the head shunt and then via No. 1, 2 and 8 points via the Incoming DMU line to No. 4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal.

Locomotives must not be left on the D.M.U. lines.

No. 4 points are spring points set for the direction of the through line and trainmen leaving the Depot via Signal Y223 must ensure that these points are held correctly for the movement towards original Y223.

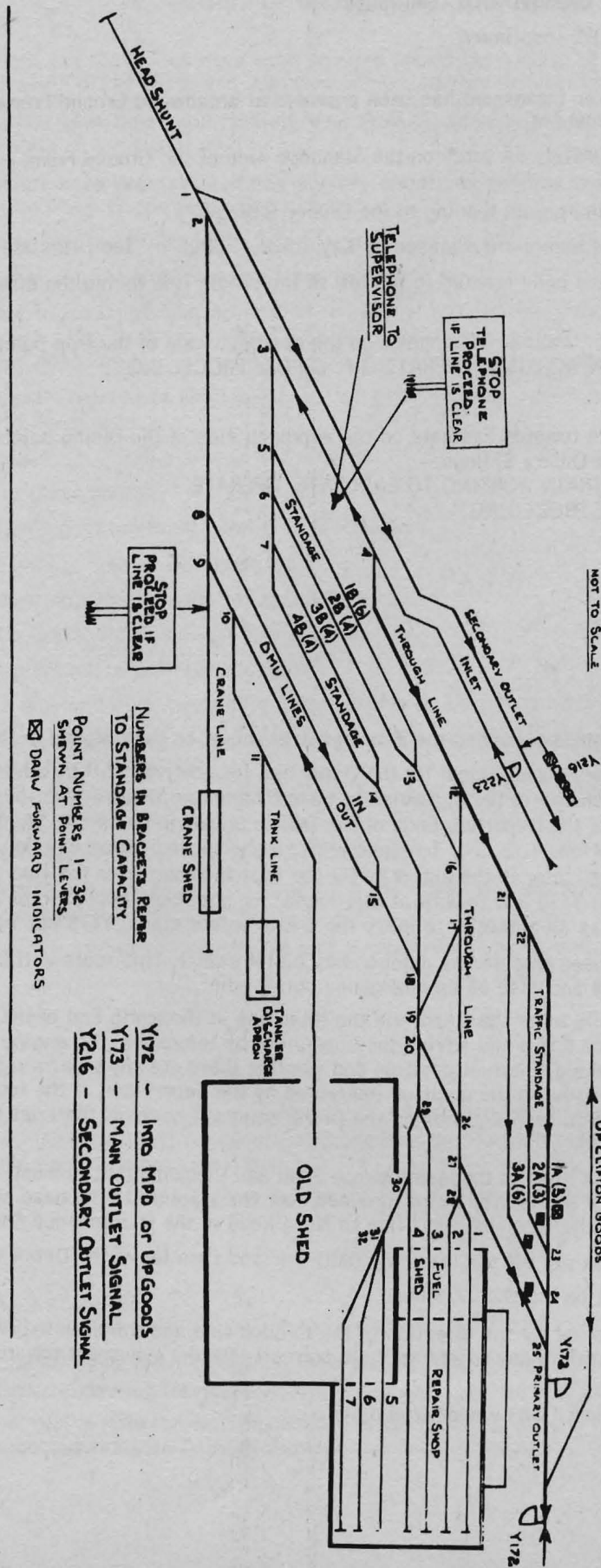
All points and sidings are identified by numbered discs.

(25)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

YORK MOTIVE POWER DEPOT
DIAGRAM OF NEW YARD LAYOUT

NOT TO SCALE



Numbers in Brackets Refer
TO STANDAGE CAPACITY

Point Numbers 1-32
SHOWN AT POINT LEVERS

☒ DRAW FORWARD INDICATORS

Y172 - INTO MPD OR UPGOODS

Y173 - MAIN OUTLET SIGNAL

Y216 - SECONDARY OUTLET SIGNAL

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued***** * FERRYHILL NO. 1**

The connection to the Kelloe Bank Foot single line, has been transferred from the existing points in the Up Goods No.2 (adjacent to the signal box) to a new trailing connection in the Up Slow, approximately 766 yards North of the signal box. This connection is operated by a new 2-lever ground frame known as Kelloe Bank Foot Ground Frame.

The ground frame is situated between the Single line and Up Siding, and released by Ferryhill No.1 signal box. A telephone has been provided for communicating with Ferryhill No.1 signal box.

The "ONE TRAIN WORKING" train staff for the Kelloe Bank Foot Branch will be retained by the Yard Supervisor at Ferryhill South Goods Yard.

The Kelloe Bank Foot Single line has been removed between the former points in the Up Goods No.2 and the new trailing connection in the Up Slow, except for approximately 200 yards at the signal box end of the line, which has been retained to become a head-shunt. Scotch blocks have been placed in position on the head-shunt. A portion of the Single line has also been retained to form trap points at the facing end of the new connection for trains leaving the Single line.

The left-hand bracket semaphore signal reading Down Goods No.1 to Kelloe Bank Foot Single line, and the bracket semaphore signal reading Kelloe Bank Foot Single line to Up Goods No.2 have been converted to miniature arm signals.

A new ground disc shunting signal has been provided on the Up Slow line opposite the signal box applying Set Back to the illuminated "LIMIT OF SHUNT" indicator which has been provided beyond the new connection.

An illuminated notice board has been provided facing movements through the new connection from the Up Slow to Kelloe Bank Foot Single line, and worded:—

"ALL DRIVERS MUST STOP AT THIS BOARD, AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF."

An illuminated notice board has also been provided facing movements through the new connection from the Kelloe Bank Foot Single line to Up Slow and worded:—

"STOP FOR ORDERS:"

(23)

*** * BETWEEN TOLLERTON AND SKELTON BRIDGE**

The following Up Direction signals have been renewed as multi-aspect colour light signals, and have been repositioned as follows:—

S.101, 3 aspect (controlled) 230 yards further from the signal box. The distance from this signal to Skelton Bridge signal box is now 1m. 1499yds.

S.103, 4 aspect (controlled) 230 yards further from the signal box. The distance from this signal to Skelton Bridge signal box is now 1m. 1499yds.

Automatic signals

U4S (3 aspect) 1,562 yards on the approach side of signal S101.

S102 (4 aspect) 1,562 yards on the approach side of signal S103 and renumbered U4.

U5BS (3 aspect) 1,562 yards on the approach side of signal U4S and renumbered U5S.

U5B (4 aspect) 1,562 yards on the approach side of signal U4, and renumbered U5.

U5S (3 aspect) 1,562 yards on the approach side of signal U5S, and renumbered U6S.

U5 (4 aspect) 1,562 yards on the approach side of signal U5, and renumbered U6.

(23)

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 INSTRUCTIONS

12 – TON PALVANS

Commencing forthwith the maximum speed of 12 – Ton Ventilator Goods Vans lettered 'PALVAN', numbered B782274 to B782523 inclusive must not exceed 45 m.p.h. 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. (23D)

MISCELLANEOUS NOTICE

★ BETWEEN PILMOOR AND THIRSK

In connection with the construction of a road bridge, a temporary level crossing at 20 miles 53 chains will be in use on **Sunday 6 June**. Some of the vehicles using this crossing will convey exceptional loads.

A hand-signalman will be in attendance.

Drivers to keep a sharp lookout and sound engine horn when approaching the crossing.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Wellington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES-continued

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

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. (UFN)

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	-
Gateshead MPD East End Approach Lines	Providing oil storage facilities Mechanical plant in use Vehicles crossing lines	08 00 to 19 00 each day. Until further notice	

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

York

MO.45/NE/N

F.J. BURGE

19 MAY, 1971

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.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 12 JUNE

TO

FRIDAY 18 JUNE 1971

INCLUSIVE

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

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B—continued****SUNDAY 13 JUNE—MIDDLESBROUGH AND GUISBOROUGH JUNCTION**

A new two lever Ground Frame, to be known as Carriage Sidings Ground Frame and released from Guisborough Junction signal box, will be brought into use, to operate the reinstated points leading to the Carriage Sidings. The Ground Frame will be situated to the left hand side of the Up Main, 262 yards East of Middlesbrough signal box.

A 'Limit of Shunt' notice board will be installed on the left hand side of the Up Main, 30 yards East of the Ground Frame.

A two-way stencil type route indicator which will also be controlled by Guisborough Junction will be installed above the Middlesbrough ground position light signal and will have the following readings:—

'U' to Up Main 'Limit of Shunt' notice board.

'S' Up Main to Middle Siding.

Telephone communication will be provided between the Ground Frame and Guisborough Junction signal box. (27)

SUNDAY 13 JUNE—ALNMOUTH

The existing facing Main to Main crossover between 34m. 60chs. and 34m. 76chs. will be removed and replaced by a trailing crossover and brought into use on Sunday 13 June.

The ground position light signal applying set back—Down Main to Down Passenger Loop, or set back through the trailing crossover to Up Main or Up Passenger Loop will be re-sited 316 yards (56 yards further) from the signal box.

The ground position light signal applying—set back along Up Main or set back through the trailing crossover to Down Platform line, will be re-sited 422 yards (85 yards further) from the signal box. (27)

DETAILS OF WORK ALREADY CARRIED OUT**SKELTON**

The following searchlight-type signals have been renewed on the same site as multi-aspect signals.

Up Main signal U2, renewed as 4 aspect

Up Independent signal S104, renewed as 3 aspect, with position light subsidiary signal provided with two-way stencil-type route indicator with indications:—

U — Independent

S — Up Sidings

Down Main signal D2, renewed as 4 aspect.

Down Main signal S172, renewed as 4 aspect with position "1" junction route indicator.

Down Independent S171, renewed as 3 aspect, with position "4" junction route indicator. (26)

PELAW (HEBBURN)

The New Works Sidings and Wailes Dove Siding have been abolished and the points in the Up Main leading thereto secured permanently out of use in the normal position pending removal.

The Reyrolle & Co. Sidings have also been abolished, and the points leading thereto in the Down Siding secured permanently out of use in the normal position pending removal.

All associated signalling and the Wailes Dove Ground Frame has been abolished. (26)

WHITBURN

The signal box ceases to be a block post and all associated signalling has been abolished.

All points become hand-worked.

A telephone has been provided, housed in the former Whitburn signal box, for communicating with Harton signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WHITBURN – continued

Notice boards worded 'STOP FOR ORDERS' have been provided as follows:—

Facing movements towards Harton

- (a) To the left of the line, and 40 yards on the approach side of the points leading to the Sidings.
- (b) On the approach side of the signal box, to the left of the line from Dean Coal Road Depot for controlling movements through the trailing points adjacent to the signal box.
- (c) On the approach side of the signal box to the left of the line, and ahead of the sidings, controlling movements through the trailing points adjacent to the signal box.

Facing movements towards Whitburn:—

To the left of the Down Whitburn, controlling movements through the trailing points adjacent to the signal box. (26)

FERRYHILL NO.3

The Up Goods No.1 and No.2 lines have been severed immediately north of the Branch Junction points, and immediately south of the North end Junction points, and the intervening line removed.

The Down Goods has been severed immediately north of the Branch Junction points and removed to a point 100 yards north of the signal box.

The following points have been secured permanently out of use pending removal.

Trailing connection Down Goods to Up Goods No.2.

Up Goods No.1 (facing) to Up Goods No.2 (trailing).

The connection between the Up Goods No.1 and Up Goods No.2.

The trailing points in the Down Goods, north of the signal box (immediately on the approach side of the facing connection leading to Down Goods No.3), will be disconnected and secured permanently out of use in the reverse position.

The following signals have been abolished.

Up Goods No.1 to Down Branch.

Down Goods Home.

Up Goods No.2 to Down Branch.

Miniature arm shunting, Down Branch to Up Goods No.1.

Miniature arm shunting, Spur to Up Goods No.2.

Miniature arm shunting, Down Branch to Up Goods No.2.

Miniature arm, Up Goods No.2 to Shunt Spur.

Miniature arm, Up Branch to Down Goods No.1.

Top arm of the 3 arm miniature semaphore signal applying—Up Goods No.1 to Up Goods No.2.

Top and middle arms of the 3 arm miniature semaphore signal applying to movements along Up Goods No.2 and Up Goods No.2 to Up Goods No.1.

Both arms of the 2 arm miniature semaphore signal applying set back—Up Goods No.2 to Down Goods and set back along Up Goods No.2.

Miniature arm—set back—Down Goods to Up Goods No.2.

The following signals have been disconnected from the signal box and maintained in the "ON" position.

The right-hand bracket Up Goods No.2 miniature arm.

Middle arm of the 3 arm miniature semaphore signal, applying to movements along the Up Goods No.1. (25)

FERRYHILL NO.1

The right-hand bracket 3 aspect colour light Down Fast Starting signal (No.51), has been renewed as a straight post 4 aspect signal and is repositioned between the Down Passenger Loop and Down Fast lines the same distance from the signal box.

The signal will temporarily be capable of displaying Red, Yellow and Green aspects only. (25)

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

The signal box and all associated signalling have been abolished. All points have been secured permanently out of use pending removal.

The key Token section is between Wolsingham and Broadwood. "One Train Working" has been introduced between Broadwood and Eastgate "APCM" Sidings.

Broadwood

A "No Signalman" type Token Instrument has been provided at Broadwood Ground Frame, and a telephone to Wolsingham signal box provided.

Trap points situated approximately 64 yards on the Stanhope side of the Ground Frame and worked therefrom have been provided.

The Ground Frame operates the points leading to the Quarry Sidings.

The respective Ground Frame levers are released by Key Token. "Shut In" facilities are provided.

Illuminated notice boards have been erected to the left of the single line facing the direction of travel, and worded

- (a) For movements towards Wolsingham on the approach side of the trap points:—
"STOP. TOKEN WORKING. OPERATE G.F. BEFORE PROCEEDING".

and

- (b) For movements towards Eastgate on the approach side of the facing points leading to the Quarry Sidings:—
"STOP. ONE TRAIN WORKING TO EASTGATE. OPERATE G.F. BEFORE PROCEEDING".

(25)

YORK MOTIVE POWER DEPOT

York M.P.D. Yard has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 is now the primary outlet signal for the Depot and locomotives will be advised out to the Signalman by the person in charge in the Supervisor's office. Miniature theatre-type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will be used for DMU movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. will normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No. 4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No. 1 points to the head shunt and then via No. 1, 2 and 8 points via the Incoming DMU line to No. 4 Road in the Maintenance Shed.

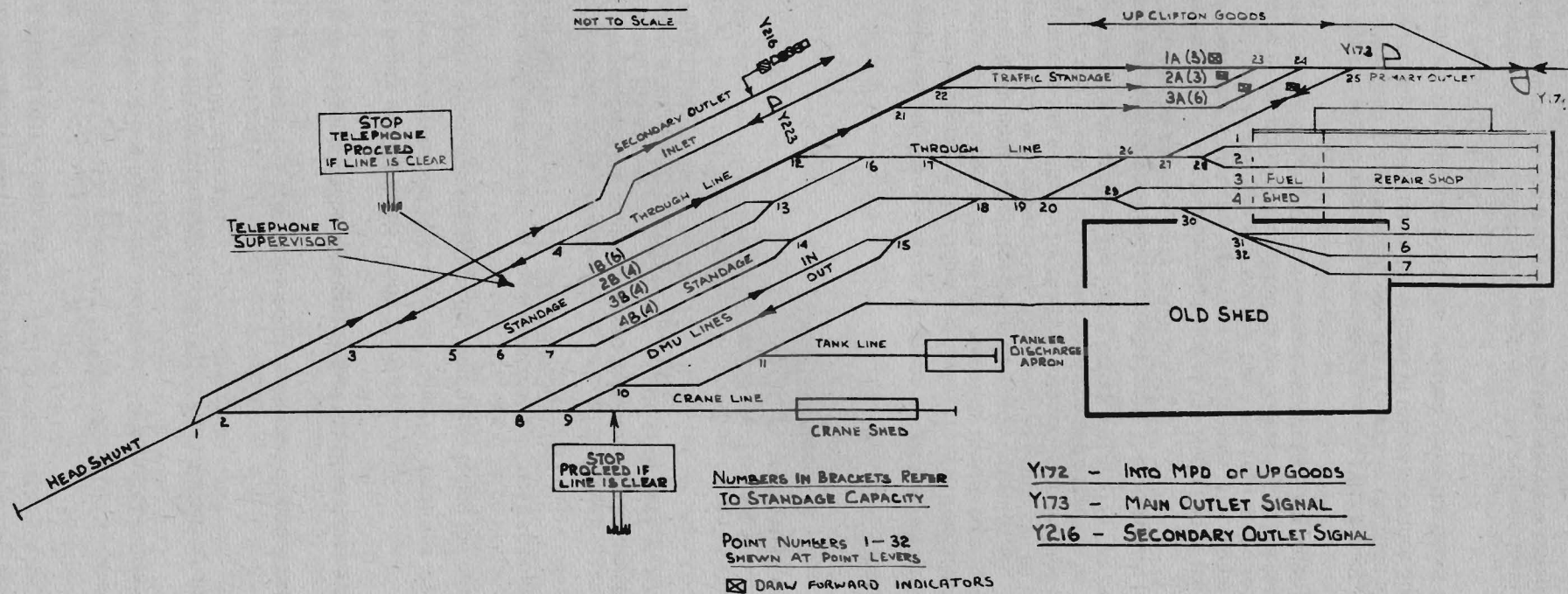
DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal. Locomotives must not be left on the D.M.U. lines.

No. 4 points are spring points set for the direction of the through line and trainmen leaving the Depot via Signal Y223 must ensure that these points are held correctly for the movement towards original Y223.

All points and sidings are identified by numbered discs.

(26)

YORK MOTIVE POWER DEPOT DIAGRAM OF NEW YARD LAYOUT



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 NOTICE

★ BETWEEN PILMOOR AND THIRSK

In connection with the construction of a road bridge, a temporary level crossing at 20 miles 53 chains will be in use on **Sunday 13 June**. Some of the vehicles using this crossing will convey exceptional loads.

A hand-signalman will be in attendance.

Drivers to keep a sharp lookout and sound engine horn when approaching the crossing.

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

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.

(UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 - 32

Plasser 06 - 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(U.F.N.)

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.

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

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

Location	Nature of Work	Duration	Commencing date
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	—
Gateshead MPD	Providing oil storage facilities	08 00 to 19 00 each day.	
East End	Mechanical plant in use	Until further notice	
Approach Lines	Vehicles crossing lines		

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

York
26 MAY, 1971

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.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 19 JUNE

TO

FRIDAY 25 JUNE 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 JUNE – HORDEN

The existing connections between the Down and Up Main lines and the Colliery Sidings Nos. 1 and 2 will be remodelled.

The following new connections will be provided:—

A new trailing crossover between the Down and Up Main lines, immediately south of the connection to the Colliery Sidings.

The facing connection Down Main to Colliery Siding No.1 will in future lead to Colliery Sidings Nos. 1 and 2.

A Shunt Spur will be provided at the south end of the Colliery Sidings.

The following existing connections will be dispensed with:—

Trailing crossover, Down and Up Main.

Trap points, south end of Colliery Siding No.1, together with the portion of siding south of the connection between Colliery Sidings Nos. 1 and 2.

Slip connection, Colliery Siding No.2 and Up Main.

Facing connection, Colliery Siding No.1 and No.2.

The following signalling alterations will be made:—

The Down Main Home signal will be renewed as a 3 aspect colour light signal 563 yards south of the signal box, and provided with a left hand off-set subsidiary signal with 2 way route indicator, reading as follows:—

Indication	Reading
1	Down Main to Colliery Siding No.1
2	Down Main to Colliery Siding No.2

The distance between the Down Main Distant and Home signals will be 1437 yards.

A ground disc signal with 3 way route indicator, will be provided adjacent to the Up Main line at the south end of the new main crossover, and reading as follows:—

Indication	Reading
M	Up Main to Down Main
1	Up Main to Colliery Siding No.1
2	Up Main to Colliery Siding No.2

The existing ground disc signal at the south end of Colliery Siding No.1 will be replaced by a double disc signal, reading as follows:—

Top disc – Colliery Siding No. 1 to Up Main.
Bottom disc – Colliery Siding No. 1 to Shunt Spur.

The existing ground disc signal at the south end of Colliery Siding No.2 will be replaced by a double disc signal, reading as follows:—

Top disc – Colliery Siding No. 2 to Up Main.
Bottom disc – Colliery Siding No.2 to Shunt Spur.

A new ground disc signal will be provided on the Shunt Spur, reading Shunt Spur to Colliery Siding No.1 or No.2.

The existing ground disc signal at the north end of Colliery Siding No.1 will be repositioned on the post of the right hand bracket signal 49 yards further from the signal box, and will apply Colliery Siding No.1 to Laden Sidings.

The existing ground disc signal at the north end of Colliery Siding No.2 will be dispensed with. (28)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

SUNDAY 20 JUNE—BETWEEN PELAW AND HARTON

The S.P.D. ground frame and associated connection, controlled from Pelaw signal box, will be abolished. The Up Main signal No.726, at present controlled from Pelaw signal box, will become an automatic signal. (28)

TUESDAY 22 JUNE—TYNEMOUTH SOUTH

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

- Trailing, Down Platform to B. & T. Depot
- Trailing, Up Main to No.5 Dock

The following signals will be abolished:—

- Disc, Shunting Down Platform to Down Main or B. & T. Depot
- Semaphore, B. & T. Depot to Down Platform

(28)

WEDNESDAY 23 JUNE—NORTH TEES AND SEAL SANDS LEVEL CROSSING

Flashing red/steady amber road signals will be provided on the road approaches to the level crossing.

A white light will be erected on a 10ft. post, 25 yards on the rail approach sides or the crossing facing rail traffic. When the white light flashes, it indicates to Trainmen that the road signals are working correctly

Notice boards will be erected on the above mentioned post worded:—

“Stop. Press Plunger Wait for White Light. Whistle Before Proceeding”

The plungers will be mounted in a telephone case attached to the posts.

The key for the telephone cases will be attached to the Branch staff which will be kept by the Port Clarence Yard Supervisor. (28)

DETAILS OF WORK ALREADY CARRIED OUT

PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICALS SIDINGS (GOODS LINES)

A new single line has been brought into use between the above-mentioned localities.

The line is worked in accordance with the “One Train Working” regulations.

The Branch staff will be kept by the Port Clarence Yard Supervisor.

Notice boards are provided on the Monsanto side of the Phillips Petroleum Company Siding, applying to the new single line, worded “Start of One Train Working” (facing trains proceeding towards Monsanto) and “End of One Train Working” (facing movements in the other direction).

North Tees level crossing is about 700 yards on the Monsanto side of the above-mentioned notice boards, and Seal Sands level crossing is situated approximately 1,340 yards on the Monsanto side of North Tees level crossing, and both crossings are of the “Open” type. Details of these crossings are shown above.

Approximately 240 yards on the Monsanto side of Seal Sands level crossing there are two sets of hand points ; one set of points (facing trains travelling from the Haverton Hill direction) provides access to a loop (about 280 yards long) and shunt neck ; the other set of points (trailing to trains from the Haverton Hill direction, before reversing) provides access to the single line to Monsanto.

Brinefield level crossing is an “Open” level crossing, and is situated about 225 yards beyond the second set of hand points mentioned above. Road traffic signals are not provided at this level crossing. Notice boards are positioned 25 yards on the Rail approach to the level crossing, and are worded:—

“Stop. Whistle before Proceeding”.

Approximately 1,340 yards on the Monsanto side of Brinefield level crossing there is a set of hand points (facing trains proceeding towards Monsanto) giving access to a loop (about 280 yards long). A second set of hand points is provided at the other end of the loop. The single line then continues for a short distance, and a further set of hand points (facing trains running towards Monsanto) gives access to Monsanto Sidings and a shunt neck.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICALS SIDINGS (GOODS LINES) — continued**

A notice board, facing trains proceeding towards Monsanto, is provided about 27 yards before reaching Monsanto "Open" level crossing. The notice board is worded:—

"End of One Train Working" and

"Stop. Whistle Before Proceeding"

and

on the reverse side of the notice board,
facing movements running towards Haverton
Hill, "Start of One Train Working".

A further notice board positioned approximately 10 yards before reaching Monsanto level crossing, and facing movements running towards Haverton Hill is worded:—

"Only B.R. Loco's Beyond This Point"

and

"Stop. Whistle Before Proceeding".

Monsanto "open" level crossing is not provided with road traffic signals.

(New Item) (28)

SUNDAY 13 JUNE 1971

BETWEEN HARTON AND BOLDON COLLIERY N.C.B.

Green Lane Signal Box and all associated signals has been abolished. The associated points secured permanently out of use in the normal position, pending removal.

The line between Harton and Green Lane has been singled. The single line between Harton and Boldon Colliery N.C.B. has been fully track circuited and worked by Direction Lever, a train staff will not be provided and the Electric Token Block Regulations apply as far as they can be applied in the absence of a train staff.

Harton

The ground position light signal and associated route indicator reading Pontop to Down Main, or to Down Whitburn has been abolished. A new 3 aspect colour-light signal, H737 with right-hand offset subsidiary signal has been provided at the same site (10 yards west of the signal box) applying as follows:—

Main Aspect—Down Pontop to Down Main

Subsidiary signal—Down Pontop to Down Whitburn

The elevated subsidiary signal on the 4 aspect signal No.742 reading to Up Main (728 signal) or to Up Pontop, has been replaced by a position "1" Junction Route Indicator on the same signal and applying from Up Main to Up Pontop Branch.

The ground position light signal applying Whitburn to Up Main, or to Up Pontop, has been repositioned 80 yards further east of the signal box to the left of the Up Whitburn line.

A new facing crossover has been installed adjacent to the signal box between the Down and Up Main lines.

A right-hand offset subsidiary signal, applying, Down Main to Down Whitburn, has been fitted to the 4 aspect colour light signal No.733. (27)

MIDDLESBROUGH AND GUISBOROUGH JUNCTION

A new two lever Ground Frame, known as Carriage Sidings Ground Frame and released from Guisborough Junction signal box, has been brought into use, to operate the points leading to the Carriage Sidings. The Ground Frame is situated to the left hand side of the Up Main, 262 yards East of Middlesbrough signal box.

A 'Limit of Shunt' notice board has been installed on the left hand side of the Up Main, 30 yards East of the Ground Frame.

A two-way stencil type route indicator which is also controlled by Guisborough Junction has been installed above the Middlesbrough ground position light signal and has the following readings:—

'U' to Up Main 'Limit of Shunt' notice board.

'S' Up Main to Middle Siding.

Telephone communication has been provided between the Ground Frame and Guisborough Junction signal box. (27)

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

The former facing Main to Main crossover between 34m. 60chs. and 34m. 76chs. has been removed and replaced by a trailing crossover.

The ground position light signal applying set back — Down Main to Down Passenger Loop, or set back through the trailing crossover to Up Main or Up Passenger Loop has been re-sited 316 yards (56 yards further) from the signal box.

The ground position light signal applying — set back along Up Main or set back through the trailing crossover to Down Platform line, has been re-sited 422 yards (85 yards further) from the signal box. (27)

SKELTON

The following searchlight-type signals have been renewed on the same site as multi-aspect signals.

Up Main signal U2, renewed as 4 aspect

Up Independent signal S104, renewed as 3 aspect, with position light subsidiary signal provided with two-way stencil-type route indicator with indications:—

- U — Independent
- S — Up Sidings

Down Main signal D2, renewed as 4 aspect.

Down Main signal S172, renewed as 4 aspect with position "1" junction route indicator.

Down Independent S171, renewed as 3 aspect, with position "4" junction route indicator. (26)

PELAW (HEBBURN)

The New Works Sidings and Wailes Dove Siding have been abolished and the points in the Up Main leading thereto secured permanently out of use in the normal position pending removal.

The Reyrolle & Co. Sidings have also been abolished, and the points leading thereto in the Down Siding secured permanently out of use in the normal position pending removal.

All associated signalling and the Wailes Dove Ground Frame has been abolished. (26)

WHITBURN

The signal box ceases to be a block post and all associated signalling has been abolished.

All points become hand-worked.

A telephone has been provided, housed in the former Whitburn signal box, for communicating with Harton signal box.

Notice boards worded 'STOP FOR ORDERS' have been provided as follows:—

Facing movements towards Harton

- (a) To the left of the line, and 40 yards on the approach side of the points leading to the Sidings.
- (b) On the approach side of the signal box, to the left of the line from Dean Coal Road Depot for controlling movements through the trailing points adjacent to the signal box.
- (c) On the approach side of the signal box to the left of the line, and ahead of the sidings, controlling movements through the trailing points adjacent to the signal box.

Facing movements towards Whitburn:—

To the left of the Down Whitburn, controlling movements through the trailing points adjacent to the signal box. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** FERRYHILL NO.3**

The Up Goods No.1 and No.2 lines have been severed immediately north of the Branch Junction points, and immediately south of the North end Junction points, and the intervening line removed.

The Down Goods has been severed immediately north of the Branch Junction points and removed to a point 100 yards north of the signal box.

The following points have been secured permanently out of use pending removal.

Trailing connection Down Goods to Up Goods No.2.

Up Goods No.1 (facing) to Up Goods No.2 (trailing)

The connection between the Up Goods No.1 and Up Goods No.2.

The trailing points in the Down Goods, north of the signal box (immediately on the approach side of the facing connection leading to Down Goods No.3), will be disconnected and secured permanently out of use in the reverse position.

The following signals have been abolished.

Up Goods No.1 to Down Branch.

Down Goods Home.

Up Goods No.2 to Down Branch.

Miniature arm shunting, Down Branch to Up Goods No.1.

Miniature arm shunting, Spur to Up Goods No.2.

Miniature arm shunting, Down Branch to Up Goods No.2.

Miniature arm, Up Goods No.2 to Shunt Spur.

Miniature arm, Up Branch to Down Goods No.1.

Top arm of the 3 arm miniature semaphore signal applying—Up Goods No.1 to Up Goods No.2.

Top and middle arms of the 3 arm miniature semaphore signal applying to movements along Up Goods No.2 and Up Goods No.2 to Up Goods No.1.

Both arms of the 2 arm miniature semaphore signal applying set back—Up Goods No.2 to Down Goods and set back along Up Goods No.2.

Miniature arm—set back—Down Goods to Up Goods No.2.

The following signals have been disconnected from the signal box and maintained in the "ON" position.

The right-hand bracket Up Goods No.2 miniature arm.

Middle arm of the 3 arm miniature semaphore signal, applying to movements along the Up Goods No.1.

(25)

*** FERRYHILL NO.1**

The right-hand bracket 3 aspect colour light Down Fast Starting signal (No.51), has been renewed as a straight post 4 aspect signal and is repositioned between the Down Passenger Loop and Down Fast lines the same distance from the signal box.

The signal will temporarily be capable of displaying Red, Yellow and Green aspects only. (25)

**** WOLSINGHAM AND STANHOPE****Stanhope**

The signal box and all associated signalling have been abolished. All points have been secured permanently out of use pending removal.

The key Token section is between Wolsingham and Broadwood. "One Train Working" has been introduced between Broadwood and Eastgate "APCM" Sidings.

Broadwood

A "No Signalman" type Token Instrument has been provided at Broadwood Ground Frame, and a telephone to Wolsingham signal box provided.

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

Trap points situated approximately 64 yards on the Stanhope side of the Ground Frame and worked therefrom have been provided.

The Ground Frame operates the points leading to the Quarry Sidings.

The respective Ground Frame levers are released by Key Token. "Shut In" facilities are provided.

Illuminated notice boards have been erected to the left of the single line facing the direction of travel, and worded

- (a) For movements towards Wolsingham on the approach side of the trap points:—
"STOP. TOKEN WORKING. OPERATE G.F. BEFORE PROCEEDING".

and

- (b) For movements towards Eastgate on the approach side of the facing points leading to the Quarry Sidings:—

"STOP. ONE TRAIN WORKING TO EASTGATE. OPERATE
G.F. BEFORE PROCEEDING."

(25)

YORK MOTIVE POWER DEPOT

York M.P.D. Yard has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 is now the primary outlet signal for the Depot and locomotives will be advised out to the Signaller by the person in charge in the Supervisor's office. Miniature theatre-type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will be used for DMU movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. will normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No. 4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No. 1 points to the head shunt and then via No. 1, 2 and 8 points via the Incoming DMU line to No. 4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal.

Locomotives must not be left on the D.M.U. lines.

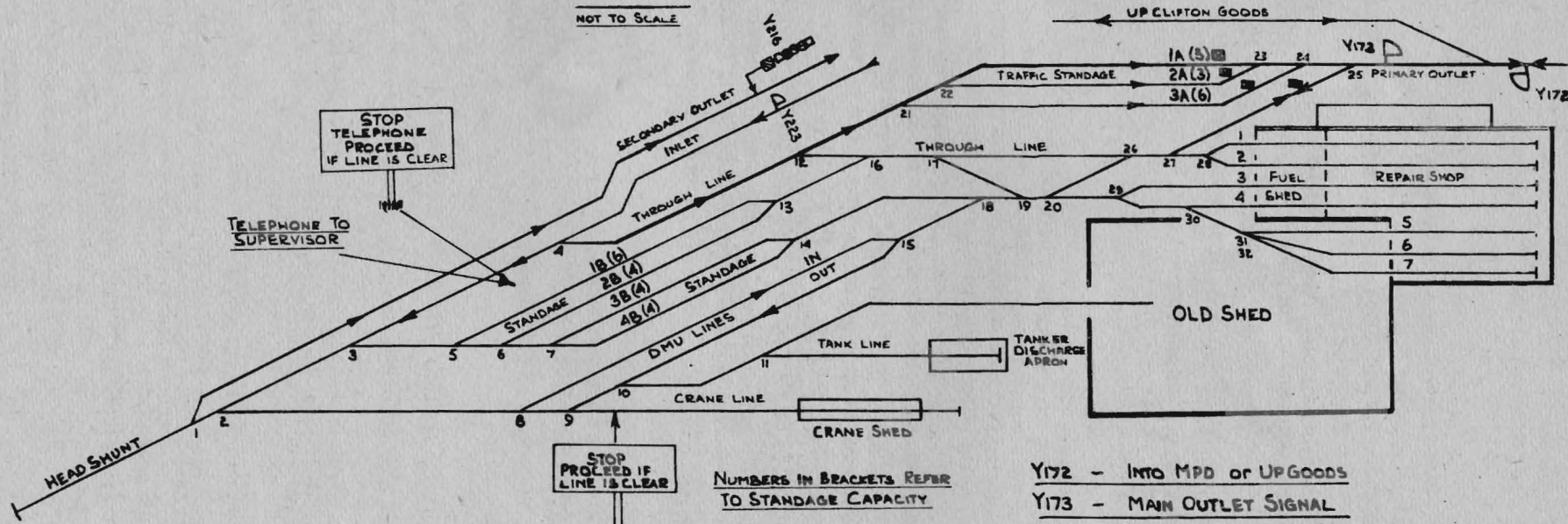
No. 4 points are spring points set for the direction of the through line and trainmen leaving the Depot via Signal Y223 must ensure that these points are held correctly for the movement towards original Y223.

All points and sidings are identified by numbered discs.

(26)

YORK MOTIVE POWER DEPOT DIAGRAM OF NEW YARD LAYOUT

NOT TO SCALE



STOP TELEPHONE PROCEED IF LINE IS CLEAR

TELEPHONE TO SUPERVISOR

STOP PROCEED IF LINE IS CLEAR

NUMBERS IN BRACKETS REFER TO STANDAGE CAPACITY

POINT NUMBERS 1-32 SHOWN AT POINT LEVELS

☑ DRAW FORWARD INDICATORS

Y172 - INTO MPD or UPGOODS

Y173 - MAIN OUTLET SIGNAL

Y216 - SECONDARY OUTLET SIGNAL

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

25**MISCELLANEOUS NOTICE****FERRYHILL**

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

S**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.

(UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 - 32
Plasser 06 - 16, 05 and 05E
Plasser 04
Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(U.F.N.)

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.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES-continued

Repairs at Motive Power Depots Carriage Sheds etc- In connection with work being carried out as 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	-
Gateshead MPD East End Approach Lines	Providing oil storage facilities Mechanical plant in use Vehicles crossing lines.	08 00 to 19 00 each day. Until further notice.	

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

York
9 JUNE, 1971

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.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 26 JUNE

TO

FRIDAY 2 JULY 1971

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY and SUNDAY 26 and 27 JUNE – WALKER

The trailing crossover between the Down and Up Main lines at the west end of the station, together with slip connection to Up Sidings will be removed and replaced by plain line, and the associated disc signalling abolished. (29)

SATURDAY to MONDAY 26 to 28 JUNE – PILMOOR

The following connections will be removed, and replaced by new connections, previously laid and secured out of use:-

37 Trailing Crossover between the Down and Up Fast Lines, re-sited further South, adjacent to the signal box.

38 The Down Fast to Down Slow connection, re-sited adjacent to the signal box.

35 The Down Slow to Down Fast connection, re-sited adjacent to the signal box, immediately South of the Down Fast to Down Slow connection.

5/16 The associated ground position light signals at either end of the former Down Slow to Down Fast connection will be abolished. The ground position light signal situated between Down Fast and Down Slow, applying set back- Down Slow to Up Fast, or Up Slow, will be re-sited 240 yards nearer to the signal box, and apply set back - Down Slow to Down Fast No. 13 signal only.

13 The ground position light signal situated between Up Fast and Down Fast applying set back - Down Fast to Up Fast or Up Slow, will be resited 410 yards nearer to the signal box.

14 A new ground position light signal will be provided between the Up Fast and Up Slow, south of the Up Fast to Up Slow connections and will apply Set back - Up Slow to Up Fast No.10 signal.

9 The following former automatic signals will be renumbered and brought under the control of Pilmoor as follows:-

Old No.	New No.
D14S	P3
D14	P4
U14	P17
U14S	P18

Telephone communication will be provided between each of the above multi-aspect signals and Pilmoor signal box. (29)

MONDAY 28 JUNE – PLESSEY ROAD GATE BOX (NEWSHAM)

The Down Siding and associated miniature arm signal will be abolished.

The trailing points in the Down Main leading to the Down Siding will be secured permanently out of use in the normal position pending removal. (29)

DETAILS OF WORK ALREADY CARRIED OUT

HORDEN

The former connections between the Down and Up Main lines and the Colliery Sidings Nos. 1 and 2 have been remodelled.

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

HORDEN—continued

The following new connections have been provided:—

A new trailing crossover between the Down and Up Main lines, immediately south of the connection to the Colliery Sidings.

The facing connection Down Main to Colliery Siding No.1 now leads to Colliery Sidings Nos. 1 and 2.

A Shunt Spur has been provided at the south end of the Colliery Sidings.

The following existing connections have been dispensed with:—

Trailing crossover, Down and Up Main.

Trap points, south end of Colliery Siding No.1, together with the portion of siding south of the connection between Colliery Sidings Nos. 1 and 2.

Slip connection, Colliery Siding No.2 and Up Main.

Facing connection, Colliery Siding No.1 and No.2.

The following signalling alterations have been made:—

The Down Main Home signal has been renewed as a 3 aspect colour light signal 563 yards south of the signal box, and provided with a left hand off-set subsidiary signal with 2 way route indicator, reading as follows:—

Indication	Reading
1	Down Main to Colliery Siding No.1
2	Down Main to Colliery Siding No.2

The distance between the Down Main Distant and Home signals is 1437 yards.

A ground disc signal with 3 way route indicator, has been provided adjacent to the Up Main line at the south end of the new main crossover, and reading as follows:—

Indication	Reading
M	Up Main to Down Main
1	Up Main to Colliery Siding No.1
2	Up Main to Colliery Siding No.2

The existing ground disc signal at the south end of Colliery Siding No.1 has been replaced by a double disc signal, reading as follows:—

- Top disc — Colliery Siding No. 1 to Up Main.
- Bottom disc — Colliery Siding No. 1 to Shunt Spur.

The existing ground disc signal at the south end of Colliery Siding No.2 has been replaced by a double disc signal, reading as follows:—

- Top disc — Colliery Siding No. 2 to Up Main.
- Bottom disc — Colliery Siding No.2 to Shunt Spur.

A new ground disc signal has been provided on the Shunt Spur, reading Shunt Spur to Colliery Siding No.1 or No.2.

The existing ground disc signal at the north end of Colliery Siding No.1 has been repositioned on the post of the right hand bracket signal 49 yards further from the signal box, and applies Colliery Siding No.1 to Laden Sidings.

The existing ground disc signal the the north end of Colliery Siding No.2 has been dispensed with. (28)

BETWEEN PELAW AND HARTON

The S.P.D. ground frame and associated connection, controlled from Pelaw signal box, has been abolished.

The Up Main signal No. 726, formerly controlled from Pelaw signal box, has become an automatic signal.

(28)

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

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

- Trailing, Down Platform to B. & T. Depot
- Trailing, Up Main to No.5 Dock

The following signals have been abolished:–

- Disc, Shunting Down Platform to Down Main or B. & T. Depot
- Semaphore, B. & T. Depot to Down Platform

(28)

NORTH TEES AND SEAL SANDS LEVEL CROSSING

Flashing red/steady amber road signals have been provided on the road approaches to the level crossing.

A white light has been erected on a 10ft. post, 25 yards on the rail approach sides or the crossing facing rail traffic. When the white light flashes, it indicates to Trainmen that the road signals are working correctly.

Notice boards have been erected on the above mentioned post worded:–

“Stop. Press Plunger Wait for White Light. Whistle Before Proceeding”

The plungers are mounted in a telephone case attached to the posts.

The key for the telephone cases is attached to the Branch staff which will be kept by the Port Clarence Yard Supervisor. (28)

PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICALS SIDINGS (GOODS LINES)

A new single line has been brought into use between the above-mentioned localities.

The line is worked in accordance with the “One Train Working” regulations.

The Branch staff will be kept by the Port Clarence Yard Supervisor.

Notice boards are provided on the Monsanto side of the Phillips Petroleum Company Siding, applying to the new single line, worded “Start of One Train Working” (facing trains proceeding towards Monsanto) and “End of One Train Working” (facing movements in the other direction).

North Tees level crossing is about 700 yards on the Monsanto side of the above-mentioned notice boards, and Seal Sands level crossing is situated approximately 1,340 yards on the Monsanto side of North Tees level crossing, and both crossings are of the “Open” type. Details of these crossings are shown above.

Approximately 240 yards on the Monsanto side of Seal Sands level crossing there are two sets of hand points ; one set of points (facing trains travelling from the Haverton Hill direction) provides access to a loop (about 280 yards long) and shunt neck ; the other set of points (trailing to trains from the Haverton Hill direction, before reversing) provides access to the single line to Monsanto.

Brinefield level crossing is an “Open” level crossing, and is situated about 225 yards beyond the second set of hand points mentioned above. Road traffic signals are not provided at this level crossing. Notice boards are positioned 25 yards on the Rail approach to the level crossing, and are worded:–

“Stop. Whistle before Proceeding”.

Approximately 1,340 yards on the Monsanto side of Brinefield level crossing there is a set of hand points (facing trains proceeding towards Monsanto) giving access to a loop (about 280 yards long). A second set of hand points is provided at the other end of the loop. The single line then continues for a short distance, and a further set of hand points (facing trains running towards Monsanto) gives access to Monsanto Sidings and a shunt neck.

A notice board, facing trains proceeding towards Monsanto, is provided about 27 yards before reaching Monsanto “Open” level crossing. The notice board is worded:–

“End of One Train Working” and

“Stop. Whistle Before Proceeding”

and

on the reverse side of the notice board, facing movements running towards Haverton Hill, “Start of One Train Working”.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICALS SIDINGS (GOODS LINES) — continued**

A further notice board positioned approximately 10 yards before reaching Monsanto level crossing, and facing movements running towards Haverton Hill is worded:—

“Only B.R. Loco’s Beyond This Point”

and

“Stop. Whistle Before Proceeding”.

Monsanto “open” level crossing is not provided with road traffic signals.

(28)

BETWEEN HARTON AND BOLDON COLLIERY N.C.B.

Green Lane Signal Box and all associated signals has been abolished. The associated points secured permanently out of use in the normal position, pending removal.

The line between Harton and Green Lane has been singled. The single line between Harton and Boldon Colliery N.C.B. has been fully track circuited and worked by Direction Lever, a train staff will not be provided and the Electric Token Block Regulations apply as far as they can be applied in the absence of a train staff.

Harton

The ground position light signal and associated route indicator reading Pontop to Down Main, or to Down Whitburn has been abolished. A new 3 aspect colour-light signal, H737 with right-hand offset subsidiary signal has been provided at the same site (10 yards west of the signal box) applying as follows:—

Main Aspect—Down Pontop to Down Main

Subsidiary signal—Down Pontop to Down Whitburn

The elevated subsidiary signal on the 4 aspect signal No.742 reading to Up Main (728 signal) or to Up Pontop, has been replaced by a position “1” Junction Route Indicator on the same signal and applying from Up Main to Up Pontop Branch.

The ground position light signal applying Whitburn to Up Main, or to Up Pontop, has been repositioned 80 yards further east of the signal box to the left of the Up Whitburn line.

A new facing crossover has been installed adjacent to the signal box between the Down and Up Main lines.

A right-hand offset subsidiary signal, applying, Down Main to Down Whitburn, has been fitted to the 4 aspect colour light signal No.733. (27)

MIDDLESBROUGH AND GUISBOROUGH JUNCTION

A new two lever Ground Frame, known as Carriage Sidings Ground Frame and released from Guisborough Junction signal box, has been brought into use, to operate the points leading to the Carriage Sidings. The Ground Frame is situated to the left hand side of the Up Main, 262 yards East of Middlesbrough signal box.

A ‘Limit of Shunt’ notice board has been installed on the left hand side of the Up Main, 30 yards East of the Ground Frame.

A two-way stencil type route indicator which is also controlled by Guisborough Junction has been installed above the Middlesbrough ground position light signal and has the following readings:—

‘U’ to Up Main ‘Limit of Shunt’ notice board.

‘S’ Up Main to Middle Siding.

Telephone communication has been provided between the Ground Frame and Guisborough Junction signal box. (27)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued
ALNMOUTH

The former facing Main to Main crossover between 34m. 60chs. and 34m. 76chs. has been removed and replaced by a trailing crossover.

The ground position light signal applying set back — Down Main to Down Passenger Loop, or set back through the trailing crossover to Up Main or Up Passenger Loop has been re-sited 316 yards (56 yards further) from the signal box.

The ground position light signal applying — set back along Up Main or set back through the trailing crossover to Down Platform line, has been re-sited 422 yards (85 yards further) from the signal box. (27)

*
** SKELTON

The following searchlight-type signals have been renewed on the same site as multi-aspect signals.

Up Main signal U2, renewed as 4 aspect

Up Independent signal S104, renewed as 3 aspect, with position light subsidiary signal provided with two-way stencil-type route indicator with indications:—

U — Independent
S — Up Sidings

Down Main signal D2, renewed as 4 aspect.

Down Main signal S172, renewed as 4 aspect with position "1" junction route indicator.

Down Independent S171, renewed as 3 aspect, with position "4" junction route indicator. (26)

*
** PELAW (HEBBURN)

The New Works Sidings and Wailes Dove Siding have been abolished and the points in the Up Main leading thereto secured permanently out of use in the normal position pending removal.

The Reyrolle & Co. Sidings have also been abolished, and the points leading thereto in the Down Siding secured permanently out of use in the normal position pending removal.

All associated signalling and the Wailes Dove Ground Frame has been abolished. (26)

*
** WHITBURN

The signal box ceases to be a block post and all associated signalling has been abolished.

All points become hand-worked.

A telephone has been provided, housed in the former Whitburn signal box, for communicating with Harton signal box.

Notice boards worded 'STOP FOR ORDERS' have been provided as follows:—

Facing movements towards Harton

- (a) To the left of the line, and 40 yards on the approach side of the points leading to the Sidings.
- (b) On the approach side of the signal box, to the left of the line from Dean Coal Road Depot for controlling movements through the trailing points adjacent to the signal box.
- (c) On the approach side of the signal box to the left of the line, and ahead of the sidings, controlling movements through the trailing points adjacent to the signal box.

Facing movements towards Whitburn:—

To the left of the Down Whitburn, controlling movements through the trailing points adjacent to the signal box. (26)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

**** YORK MOTIVE POWER DEPOT**

York M.P.D. Yard has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 is now the primary outlet signal for the Depot and locomotives will be advised out to the Signalman by the person in charge in the Supervisor's office. Miniature theatre-type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will be used for DMU movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. will normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

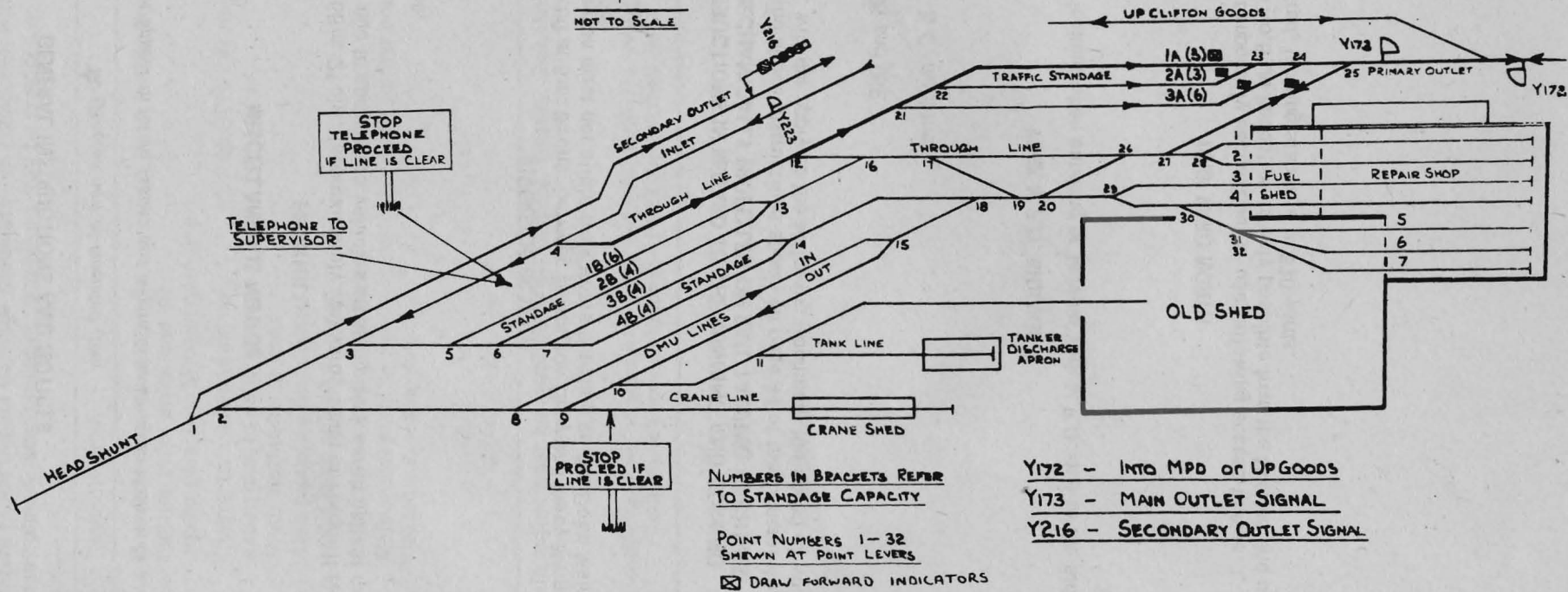
DMU's will be fuelled in No.4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No.1 points to the head shunt and then via No.1, 2 and 8 points via the Incoming DMU line to No.4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal. Locomotives must not be left on the D.M.U. lines.

No.4 points are spring points set for the direction of the through line and trainmen leaving the Depot via Signal Y223 must ensure that these points are held correctly for the movement towards original Y223.

All points and sidings are identified by numbered discs.

** YORK MOTIVE POWER DEPOT
 ** DIAGRAM OF NEW YARD LAYOUT



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 NOTICE**FERRYHILL**

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.

(UFN)

**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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 - 32

Plasser 06 - 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(U.F.N.)

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.

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

Repairs at Motive Power Depots Carriage Sheds etc— In connection with work being carried out as 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	—
Gateshead MPD East End Approach Lines	Providing oil storage facilities Mechanical plant in use Vehicles crossing lines.	08 00 to 19 00 each day. Until further notice.	

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

York
16 JUNE, 1971

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.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 3 JULY

TO

FRIDAY 9 JULY 1971

INCLUSIVE

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

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

LESSEY ROAD GATE BOX (NEWSHAM)

The Down Siding and associated miniature arm signal have been abolished.

The trailing points in the Down Main leading to the Down Siding have been secured permanently out of use in the normal position pending removal. (29)

HORDEN

The former connections between the Down and Up Main lines and the Colliery Sidings Nos. 1 and 2 have been remodelled.

The following new connections have been provided:—

A new trailing crossover between the Down and Up Main lines, immediately south of the connection to the Colliery Sidings.

The facing connection Down Main to Colliery Siding No.1 now leads to Colliery Sidings Nos. 1 and 2.

A Shunt Spur has been provided at the south end of the Colliery Sidings.

The following existing connections have been dispensed with:—

Trailing crossover, Down and Up Main.

Trap points, south end of Colliery Siding No.1, together with the portion of siding south of the connection between Colliery Sidings Nos. 1 and 2.

Slip connection, Colliery Siding No.2 and Up Main.

Facing connection, Colliery Siding No.1 and No.2.

The following signalling alterations have been made:—

The Down Main Home signal has been renewed as a 3 aspect colour light signal 563 yards south of the signal box, and provided with a left hand off-set subsidiary signal with 2 way route indicator, reading as follows:—

Indication	Reading
1	Down Main to Colliery Siding No.1
2	Down Main to Colliery Siding No.2

The distance between the Down Main Distant and Home signals is 1437 yards.

A ground disc signal with 3 way route indicator, has been provided adjacent to the Up Main line at the south end of the new main crossover, and reading as follows:—

Indication	Reading
1	Up Main to Down Main
2	Up Main to Colliery Siding No.1
3	Up Main to Colliery Siding No.2

The existing ground disc signal at the south end of Colliery Siding No.1 has been replaced by a double disc signal, reading as follows:—

- Top disc — Colliery Siding No. 1 to Up Main.
- Bottom disc — Colliery Siding No. 1 to Shunt Spur.

The existing ground disc signal at the south end of Colliery Siding No.2 has been replaced by a double disc signal, reading as follows:—

- Top disc — Colliery Siding No. 2 to Up Main.
- Bottom disc — Colliery Siding No.2 to Shunt Spur.

A new ground disc signal has been provided on the Shunt Spur, reading Shunt Spur to Colliery Siding No.1 No.2.

The existing ground disc signal at the north end of Colliery Siding No.1 has been repositioned on the post the right hand bracket signal 49 yards further from the signal box, and applies Colliery Siding No.1 Laden Sidings.

The existing ground disc signal at the north end of Colliery Siding No.2 has been dispensed with. (28)

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

The S.P.D. ground frame and associated connection, controlled from Pelaw signal box, has been abolished.

The Up Main signal No. 726, formerly controlled from Pelaw signal box, has become an automatic signal.

(28)

TYNEMOUTH SOUTH

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

Trailing, Down Platform to B. & T. Depot

Trailing, Up Main to No.5 Dock

The following signals have been abolished:–

Disc, Shunting Down Platform to Down Main or B. & T. Depot

Semaphore, B. & T. Depot to Down Platform

(28)

NORTH TEES AND SEAL SANDS LEVEL CROSSING

Flashing red/steady amber road signals have been provided on the road approaches to the level crossing.

A white light has been erected on a 10ft. post, 25 yards on the rail approach sides or the crossing facing rail traffic. When the white light flashes, it indicates to Trainmen that the road signals are working correctly.

Notice boards have been erected on the above mentioned post worded:–

“Stop. Press Plunger Wait for White Light. Whistle Before Proceeding”

The plungers are mounted in a telephone case attached to the posts.

The key for the telephone cases is attached to the Branch staff which will be kept by the Port Clarence Yard Supervisor.

(28)

PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICALS SIDINGS (GOODS LINES)

A new single line has been brought into use between the above-mentioned localities.

The line is worked in accordance with the “One Train Working” regulations.

The Branch staff will be kept by the Port Clarence Yard Supervisor.

Notice boards are provided on the Monsanto side of the Phillips Petroleum Company Siding, applying to the new single line, worded “Start of One Train Working” (facing trains proceeding towards Monsanto) and “End of One Train Working” (facing movements in the other direction).

North Tees level crossing is about 700 yards on the Monsanto side of the above-mentioned notice boards, and Seal Sands level crossing is situated approximately 1,340 yards on the Monsanto side of North Tees level crossing, and both crossings are of the “Open” type. Details of these crossings are shown above.

Approximately 240 yards on the Monsanto side of Seal Sands level crossing there are two sets of hand points ; one set of points (facing trains travelling from the Haverton Hill direction) provides access to a loop (about 280 yards long) and shunt neck ; the other set of points (trailing to trains from the Haverton Hill direction, before reversing) provides access to the single line to Monsanto.

Brinefield level crossing is an “Open” level crossing, and is situated about 225 yards beyond the second set of hand points mentioned above. Road traffic signals are not provided at this level crossing. Notice boards are positioned 25 yards on the Rail approach to the level crossing, and are worded:–

“Stop. Whistle before Proceeding”.

Approximately 1,340 yards on the Monsanto side of Brinefield level crossing there is a set of hand points (facing trains proceeding towards Monsanto) giving access to a loop (about 280 yards long). A second set of hand points is provided at the other end of the loop. The single line then continues for a short distance, and a further set of hand points (facing trains running towards Monsanto) gives access to Monsanto Sidings and a shunt neck.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued**DETAILS OF WORK ALREADY CARRIED OUT-continued****PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICALS SIDINGS (GOODS LINES) - continued**

A notice board, facing trains proceeding towards Monsanto, is provided about 27 yards before reaching Monsanto "Open" level crossing. The notice board is worded:-

"End of One Train Working" and
"Stop. Whistle Before Proceeding"
and

on the reverse side of the notice board,
facing movements running towards Haverton
Hill, "Start of One Train Working".

A further notice board positioned approximately 10 yards before reaching Monsanto level crossing, and facing movements running towards Haverton Hill is worded:-

"Only B.R. Loco's Beyond This Point"
and
"Stop. Whistle Before Proceeding".

Monsanto "open" level crossing is not provided with road traffic signals.

(28)

* * **BETWEEN HARTON AND BOLDON COLLIERY N.C.B.**

Green Lane Signal Box and all associated signals has been abolished. The associated points secured permanently out of use in the normal position, pending removal.

The line between Harton and Green Lane has been singled. The single line between Harton and Boldon Colliery N.C.B. has been fully track circuited and worked by Direction Lever, a train staff will not be provided and the Electric Token Block Regulations apply as far as they can be applied in the absence of a train staff.

Harton

The ground position light signal and associated route indicator reading Pontop to Down Main, or to Down Whitburn has been abolished. A new 3 aspect colour-light signal, H737 with right-hand offset subsidiary signal has been provided at the same site (10 yards west of the signal box) applying as follows:-

Main Aspect-Down Pontop to Down Main
Subsidiary signal-Down Pontop to Down Whitburn

The elevated subsidiary signal on the 4 aspect signal No.742 reading to Up Main (728 signal) or to Up Pontop, has been replaced by a position "1" Junction Route Indicator on the same signal and applying from Up Main to Up Pontop Branch.

The ground position light signal applying Whitburn to Up Main, or to Up Pontop, has been repositioned 80 yards further east of the signal box to the left of the Up Whitburn line.

A new facing crossover has been installed adjacent to the signal box between the Down and Up Main lines.

A right-hand offset subsidiary signal, applying, Down Main to Down Whitburn, has been fitted to the 4 aspect colour light signal No.733.

(27)

* * **MIDDLESBROUGH AND GUISBOROUGH JUNCTION**

A new two lever Ground Frame, known as Carriage Sidings Ground Frame and released from Guisborough Junction signal box, has been brought into use, to operate the points leading to the Carriage Sidings. The Ground Frame is situated to the left hand side of the Up Main, 262 yards East of Middlesbrough signal box.

A 'Limit of Shunt' notice board has been installed on the left hand side of the Up Main, 30 yards East of the Ground Frame.

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

A two-way stencil type route indicator which is also controlled by Guisborough Junction has been installed above the Middlesbrough ground position light signal and has the following readings:—

'U' to Up Main 'Limit of Shunt' notice board.

'S' Up Main to Middle Siding.

Telephone communication has been provided between the Ground Frame and Guisborough Junction signal box.

(27)

*** * * ALNMOUTH**

The former facing Main to Main crossover between 34m. 60chs. and 34m. 76chs. has been removed and replaced by a trailing crossover.

The ground position light signal applying set back — Down Main to Down Passenger Loop, or set back through the trailing crossover to Up Main or Up Passenger Loop has been re-sited 316 yards (56 yards further) from the signal box.

The ground position light signal applying — set back along Up Main or set back through the trailing crossover to Down Platform line, has been re-sited 422 yards (85 yards further) from the signal box.

(27)

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 NOTICE**★ GRANGETOWN ORE SIDINGS**

The British Steel Corporation have closed the above sidings.

Traffic normally received into Grangetown will be dealt with by South Bank for train loads and Tilery for odd wagon load traffic.

The No. 1 reception line and associated sidings will be abandoned between Grangetown No. 101/5/6/2/3 signals and Grangetown signal box.

No B.R. train or engine must be permitted to use this line without permission of the Area Manager, Middlesbrough.

Engines for shunting purposes only may be allowed towards the Ore sidings through No. 31 points. (30)

★ SKINNINGROVE IRON WORKS

A temporary crossing is in use east of supervisors office at Carlin How and extra care is to be taken by trainmen when propelling towards Tippler sidings. (30)

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance. (UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 - 32

Plasser 06 - 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES-continued

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

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. (UFN)

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	-
Gateshead MPD East End Approach Lines	Providing oil storage facilities Mechanical plant in use Vehicles crossing lines.	08 00 to 19 00 each day. Until further notice.	
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	Monday 5 July
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	Monday 5 July

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

York
23 JUNE, 1971

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

NN

EASTERN REGION

No.28

(Formerly NE/N)

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

SATURDAY 10 JULY

TO

FRIDAY 16 JULY 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 10 JULY-BOWESFIELD

The connection between the Up Main and Up Sidings (trailing in the Up Main) near the 11m.p. will be secured permanently out of use in the normal position pending removal.

The Exchange Siding/Up Siding and associated signalling will be abolished. (31)

DETAILS OF WORK ALREADY CARRIED OUT

WALKER

The trailing crossover between the Down and Up Main lines at the west end of the station, together with slip connection to Up Sidings have been removed and replaced by plain line, and the associated disc signalling abolished. (29)

PILMOOR

The trailing crossover between the Down and Up Fast lines has been resited further South, adjacent to the signal box.

The Down Fast to Down Slow connection has been resited adjacent to the signal box.

The Down Slow to Down Fast connection has been resited adjacent to the signal box, immediately South of the Down Fast to Down Slow connection.

The associated ground position light signals at either end of the former Down Slow to Down Fast connection have been abolished. The ground position light signal situated between Down Fast and Down Slow, applying set back - Down Slow to Up Fast, or Up Slow has been resited 240 yards nearer to the signal box, and apply set back - Down Slow to Down Fast No. 13 signal only.

The ground position light signal situated between Up Fast and Down Fast applying set back - Down Fast to Up Fast or Up Slow has been resited 410 yards nearer to the signal box.

A new ground position light signal has been provided between the Up Fast and Up Slow, south of the Up Fast to Up Slow connections and applies set back - Up Slow to Up Fast No. 10 signal.

The following former automatic signals have been renumbered and brought under the control of Pilmoor as follows:-

Old No.	New No.
D14S	P3
D14	P4
U14	P17
U14S	P18

Telephone communication is provided between each of the above multi-aspect signals and Pilmoor signal box. (29)

PLESSEY ROAD GATE BOX (NEWSHAM)

The Down Siding and associated miniature arm signal have been abolished.

The trailing points in the Down Main leading to the Down Siding have been secured permanently out of use in the normal position pending removal. (29)

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

**** HORDEN**

The former connections between the Down and Up Main lines and the Colliery Sidings Nos. 1 and 2 have been remodelled.

The following new connections have been provided:—

A new trailing crossover between the Down and Up Main lines, immediately south of the connection to the Colliery Sidings.

The facing connection Down Main to Colliery Siding No.1 now leads to Colliery Sidings Nos. 1 and 2.

A Shunt Spur has been provided at the south end of the Colliery Sidings.

The following existing connections have been dispensed with:—

Trailing crossover, Down and Up Main.

Trap points, south end of Colliery Siding No.1, together with the portion of siding south of the connection between Colliery Sidings Nos. 1 and 2.

Slip connection, Colliery Siding No.2 and Up Main.

Facing connection, Colliery Siding No.1 and No.2.

The following signalling alterations have been made:—

The Down Main Home signal has been renewed as a 3 aspect colour light signal 563 yards south of the signal box, and provided with a left hand off-set subsidiary signal with 2 way route indicator, reading as follows:—

Indication	Reading
1	Down Main to Colliery Siding No.1
2	Down Main to Colliery Siding No.2

The distance between the Down Main Distant and Home signals is 1437 yards.

A ground disc signal with 3 way route indicator, has been provided adjacent to the Up Main line at the south end of the new main crossover, and reading as follows:—

Indication	Reading
M	Up Main to Down Main
1	Up Main to Colliery Siding No.1
2	Up Main to Colliery Siding No.2

The existing ground disc signal at the south end of Colliery Siding No.1 has been replaced by a double disc signal, reading as follows:—

- Top disc — Colliery Siding No. 1 to Up Main.
- Bottom disc — Colliery Siding No. 1 to Shunt Spur.

The existing ground disc signal at the south end of Colliery Siding No.2 has been replaced by a double disc signal, reading as follows:—

- Top disc — Colliery Siding No. 2 to Up Main.
- Bottom disc — Colliery Siding No.2 to Shunt Spur.

A new ground disc signal has been provided on the Shunt Spur, reading Shunt Spur to Colliery Siding No.1 or No.2.

The existing ground disc signal at the north end of Colliery Siding No.1 has been repositioned on the post of the right hand bracket signal 49 yards further from the signal box, and applies Colliery Siding No.1 to Laden Sidings.

The existing ground disc signal the the north end of Colliery Siding No.2 has been dispensed with. (28)

**** BETWEEN PELAW AND HARTON**

The S.P.D. ground frame and associated connection, controlled from Pelaw signal box, has been abolished.

The Up Main signal No. 726, formerly controlled from Pelaw signal box, has become an automatic signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** TYNEMOUTH SOUTH**

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

- Trailing, Down Platform to B. & T. Depot
- Trailing, Up Main to No.5 Dock

The following signals have been abolished:–

- Disc, Shunting Down Platform to Down Main or B. & T. Depot
- Semaphore, B. & T. Depot to Down Platform

(28)

*** NORTH TEES AND SEAL SANDS LEVEL CROSSING**

****** Flashing red/steady amber road signals have been provided on the road approaches to the level crossing.

A white light has been erected on a 10ft. post, 25 yards on the rail approach sides or the crossing facing rail traffic. When the white light flashes, it indicates to Trainmen that the road signals are working correctly.

Notice boards have been erected on the above mentioned post worded:–

"Stop. Press Plunger Wait for White Light. Whistle Before Proceeding"

The plungers are mounted in a telephone case attached to the posts.

The key for the telephone cases is attached to the Branch staff which will be kept by the Port Clarence Yard Supervisor.

(28)

*** PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICALS SIDINGS (GOODS LINES)**

A new single line has been brought into use between the above-mentioned localities.

The line is worked in accordance with the "One Train Working" regulations.

The Branch staff will be kept by the Port Clarence Yard Supervisor.

Notice boards are provided on the Monsanto side of the Phillips Petroleum Company Siding, applying to the new single line, worded "Start of One Train Working" (facing trains proceeding towards Monsanto) and "End of One Train Working" (facing movements in the other direction).

North Tees level crossing is about 700 yards on the Monsanto side of the above-mentioned notice boards, and Seal Sands level crossing is situated approximately 1,340 yards on the Monsanto side of North Tees level crossing, and both crossings are of the "Open" type. Details of these crossings are shown above.

Approximately 240 yards on the Monsanto side of Seal Sands level crossing there are two sets of hand points ; one set of points (facing trains travelling from the Haverton Hill direction) provides access to a loop (about 280 yards long) and shunt neck ; the other set of points (trailing to trains from the Haverton Hill direction, before reversing) provides access to the single line to Monsanto.

Brinefield level crossing is an "Open" level crossing, and is situated about 225 yards beyond the second set of hand points mentioned above. Road traffic signals are not provided at this level crossing. Notice boards are positioned 25 yards on the Rail approach to the level crossing, and are worded:–

"Stop. Whistle before Proceeding".

Approximately 1,340 yards on the Monsanto side of Brinefield level crossing there is a set of hand points (facing trains proceeding towards Monsanto) giving access to a loop (about 280 yards long). A second set of hand points is provided at the other end of the loop. The single line then continues for a short distance, and a further set of hand points (facing trains running towards Monsanto) gives access to Monsanto Sidings and a shunt neck.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICALS SIDINGS (GOODS LINES) — continued

A notice board, facing trains proceeding towards Monsanto, is provided about 27 yards before reaching Monsanto "Open" level crossing. The notice board is worded:—

"End of One Train Working" and

"Stop. Whistle Before Proceeding"

and

on the reverse side of the notice board,
facing movements running towards Haverton
Hill, "Start of One Train Working".

A further notice board positioned approximately 10 yards before reaching Monsanto level crossing, and facing movements running towards Haverton Hill is worded:—

"Only B.R. Loco's Beyond This Point"

and

"Stop. Whistle Before Proceeding".

Monsanto "open" level crossing is not provided with road traffic signals.

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 NOTICE

★ GRANGETOWN ORE SIDINGS

The British Steel Corporation have closed the above sidings.

Traffic normally received into Grangetown will be dealt with by South Bank for train loads and Tilery for odd wagon load traffic.

The No. 1 reception line and associated sidings will be abandoned between Grangetown No. 101/5/6/2/3 signals and Grangetown signal box.

No B.R. train or engine must be permitted to use this line without permission of the Area Manager, Middlesbrough.

Engines for shunting purposes only may be allowed towards the Ore sidings through No. 31 points.

(30)

★ SKINNINGROVE IRON WORKS

A temporary crossing is in use east of supervisors office at Carlin How and extra care is to be taken by trainmen when propelling towards Tippler sidings.

(30)

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

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.

(UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

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. (UFN)

Repairs at Motive Power Depots Carriage Sheds etc— In connection with work being carried out as 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	—
Gateshead MPD East End Approach Lines	Providing oil storage facilities Mechanical plant in use Vehicles crossing lines.	08 00 to 19 00 each day. Until further notice.	
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
30 JUNE, 1971

MO.45/NN

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 NN No:—"



NN

(Formerly NE/N)

EASTERN REGION

No.29

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

SATURDAY 17 JULY

TO

FRIDAY 23 JULY 1971

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 17 JULY – FERRYHILL NO.1

The Up Siding line will, except for the shunt neck at the northern end, be abolished, and the points leading from Up Siding to Up Goods No.2 secured permanently out of use in the normal position pending removal.

A new trailing connection in the Up Slow line will be installed, and brought into use giving access to Steetley Dolomite Sidings via the shunt neck at the northern end of the former Up Siding, and trap points will be installed in this new connection for trains approaching the Up Slow line.

The existing Steetley Ground Frame will be replaced by a new 2 lever Ground Frame to be known as Steetley Sidings Ground Frame, installed approximately 500 yards north of the signalbox. This Ground Frame will control the new trailing points in the Up Slow, and the trap points in the new connecting line. A telephone to Ferryhill No.1 signalbox will be provided, and the Ground Frame will be released from that signalbox.

The former Ground Frame worked points at the Up Siding end of the line to Steetley Sidings will become hand worked. The former Ground Frame worked points leading to and from the Steetley Siding shunt neck will be replaced by plain line and the shunt neck abolished.

The following signals will be abolished:-

The right-hand bracket miniature arm applying Down Goods No.1 to Up Siding.

The gantry mounted disc signal applying Up Siding to Up Goods No.2.

(32)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BLUE BELL AND PERCY MAIN NORTH

The Rising Sun Colliery Branch has been closed to traffic, and the facing points in the Down Main leading thereto, secured permanently out of use in the normal position pending removal.

The single line to the Rising Sun Colliery and all associated signalling is being abolished.

(New Item) (32)

BOWESFIELD

The connection between the Up Main and Up Sidings (trailing in the Up Main) near the 11m.p. has been secured permanently out of use in the normal position pending removal.

The Exchange Siding/Up Siding and associated signalling have been abolished.

(31)

**** WALKER**

The trailing crossover between the Down and Up Main lines at the west end of the station, together with slip connection to Up Sidings have been removed and replaced by plain line, and the associated disc signalling abolished.

(29)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** PILMOOR

The trailing crossover between the Down and Up Fast lines has been resited further South, adjacent to the signal box.

The Down Fast to Down Slow connection has been resited adjacent to the signal box.

The Down Slow to Down Fast connection has been resited adjacent to the signal box, immediately South of the Down Fast to Down Slow connection.

The associated ground position light signals at either end of the former Down Slow to Down Fast connection have been abolished. The ground position light signal situated between Down Fast and Down Slow, applying set back - Down Slow to Up Fast, or Up Slow has been resited 240 yards nearer to the signal box, and apply set back - Down Slow to Down Fast No. 13 signal only.

The ground position light signal situated between Up Fast and Down Fast applying set back - Down Fast to Up Fast or Up Slow has been resited 410 yards nearer to the signal box.

A new ground position light signal has been provided between the Up Fast and Up Slow, south of the Up Fast to Up Slow connections and applies set back - Up Slow to Up Fast No. 10 signal.

The following former automatic signals have been renumbered and brought under the control of Pilmoor as follows:-

Old No.	New No.
D14S	P3
D14	P4
U14	P17
U14S	P18

Telephone communication is provided between each of the above multi-aspect signals and Pilmoor signal box. (29)

** PLESSEY ROAD GATE BOX (NEWSHAM)

The Down Siding and associated miniature arm signal have been abolished.

The trailing points in the Down Main leading to the Down Siding have been secured permanently out of use in the normal position pending removal. (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 NOTICE**★ KILLINGWORTH N.C.B. SIDINGS**

Contractors will be laying gas main under track. Extra care to be taken by trainmen using these sidings. **Commencing Monday 19 July.** (32)

★ SOUTH BANK : BRITISH STEEL CORPORATION – CLAY LANE SIDINGS

The In-over and Out-over roads have been spiked and clamped out of use.
No. 3 siding is now used as the In-over Road and No. 4 siding as the Out-over Road.
Trainmen to note and take all necessary precautions. (32)

GRANGETOWN ORE SIDINGS

The British Steel Corporation have closed the above sidings.
Traffic normally received into Grangetown will be dealt with by South Bank for train loads and Tilery for odd wagon load traffic.
The No. 1 reception line and associated sidings will be abandoned between Grangetown No. 101/5/6/2/3 signals and Grangetown signal box.
No B.R. train or engine must be permitted to use this line without permission of the Area Manager, Middlesbrough.
Engines for shunting purposes only may be allowed towards the Ore sidings through No. 31 points. (30)

SKINNINGROVE IRON WORKS

A temporary crossing is in use east of supervisors office at Carlin How and extra care is to be taken by trainmen when propelling towards Tippler sidings. (30)

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance. (UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES-continued

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h. -

- Plasser 06 - 32
- Plasser 06 - 16, 05 and 05E
- Plasser 04
- Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

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. (UFN)

Repairs at Motive Power Depots Carriage Sheds etc- In connection with work being carried out as 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	-
Gateshead MPD East End Approach Lines	Providing oil storage facilities Mechanical plant in use Vehicles crossing lines.	08 00 to 19 00 each day. Until further notice.	
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
6 JULY, 1971

MO.45/NN

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 NN No:- "

WOOLSTENHOLMES



NN

EASTERN REGION

No.30

(Formerly NE/N)

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

SATURDAY 24 JULY

TO

FRIDAY 30 JULY 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 27 JULY – NORTH SEATON

The Down Main Home signal will be repositioned 77 yds nearer to the gate box at a reduced height of 17 ft. above rail level. The distance from this signal to the gate box will then be 65 yds, and the distance from North Seaton Down Main Distant signal to the above repositioned Home signal will be approximately 900 yds. (33)

DETAILS OF WORK ALREADY CARRIED OUT

DAWDON

The miniature arm shunt signal, controlling the exit from the Wagon Works Siding has been replaced by a ground disc signal. (New Item) (33)

FERRYHILL NO.1

The Up Siding line has, except for the shunt neck at the northern end, been abolished, and the points leading from Up Siding to Up Goods No.2 secured permanently out of use in the normal position pending removal.

A new trailing connection in the Up Slow line has been installed, and brought into use giving access to Steetley Dolomite Sidings via the shunt neck at the northern end of the former Up Siding, and trap points have been installed in this new connection for trains approaching the Up Slow line.

The Steetley Ground Frame has been replaced by a new 2 lever Ground Frame to be known as Steetley Sidings Ground Frame, installed approximately 500 yards north of the signalbox. This Ground Frame controls the new trailing points in the Up Slow, and the trap points in the new connecting line. A telephone to Ferryhill No.1 signalbox has been provided, and the Ground Frame is released from that signalbox.

The former Ground Frame worked points at the Up Siding end of the line to Steetley Sidings are now hand worked. The former Ground Frame worked points leading to and from the Steetley Siding shunt neck have been replaced by plain line and the shunt neck abolished.

The following signals have been abolished:-

The right-hand bracket miniature arm applying Down Goods No.1 to Up Siding.

The gantry mounted disc signal applying Up Siding to Up Goods No.2. (32)

BETWEEN BLUE BELL AND PERCY MAIN NORTH

The Rising Sun Colliery Branch has been closed to traffic, and the facing points in the Down Main leading thereto, secured permanently out of use in the normal position pending removal.

The single line to the Rising Sun Colliery and all associated signalling is being abolished. (32)

BOWSFIELD

The connection between the Up Main and Up Sidings (trailing in the Up Main) near the 11m.p. has been secured permanently out of use in the normal position pending removal.

The Exchange Siding/Up Siding and associated signalling have been abolished. (31)

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 NOTICE****KILLINGWORTH N.C.B. SIDINGS**

Contractors will be laying gas main under track. Extra care to be taken by trainmen using these sidings. **Commencing Monday 19 July.** (32)

SOUTH BANK : BRITISH STEEL CORPORATION – CLAY LANE SIDINGS

The In-over and Out-over roads have been spiked and clamped out of use.

No. 3 siding is now used as the In-over Road and No. 4 siding as the Out-over Road.

Trainmen to note and take all necessary precautions. (32)

GRANGETOWN ORE SIDINGS

* The British Steel Corporation have closed the above sidings.

** Traffic normally received into Grangetown will be dealt with by South Bank for train loads and Tilery for odd wagon load traffic.

The No. 1 reception line and associated sidings will be abandoned between Grangetown No. 101/5/6/2/3 signals and Grangetown signal box.

No B.R. train or engine must be permitted to use this line without permission of the Area Manager, Middlesbrough.

Engines for shunting purposes only may be allowed towards the Ore sidings through No. 31 points. (30)

SKINNINGROVE IRON WORKS

** A temporary crossing is in use east of supervisors office at Carlin How and extra care is to be taken by trainmen when propelling towards Tippler sidings. (30)

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

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. (UFN)

Repairs at Motive Power Depots Carriage Sheds etc- In connection with work being carried out as 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	—
Gateshead MPD East End Approach Lines	Providing oil storage facilities Mechanical plant in use Vehicles crossing lines.	08 00 to 19 00 each day. Until further notice.	
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
13 JULY, 1971

MO.45/NN

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 NN No:- "

A LOOSE CHAIN CAN LEAVE A TRAIL OF

DAMAGE

INJURY

DELAY

FIRMLY SECURE ALL CHAINS ON EMPTY VEHICLES



NN

EASTERN REGION

No.31

(Formerly NE/N)

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

SATURDAY 31 JULY

TO

FRIDAY 6 AUGUST 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

WEDNESDAY 4 AUGUST—HAVERTON HILL SOUTH

The Up Main Home semaphore arm signal with the Up Main Home to Outward Sidings on the right-hand bracket, will be replaced by a straight post signal carrying the Up Main Home at a reduced height of 23ft. above rail level.

The bracket signal will be replaced by an adjacent ground disc signal. (34)

DETAILS OF WORK ALREADY CARRIED OUT

WENSLEY STATION LEVEL CROSSING

The level crossing gates have been converted to hand worked boom gates. (New item)(34)

NORTH SEATON

The Down Main Home signal has been repositioned 77 yds nearer to the gate box at a reduced height of 17ft. above rail level. The distance from this signal to the gate box is 65 yds and the distance from North Seaton Down Main Distant signal to the above repositioned Home signal approximately 900 yds. (33)

DAWDON

The miniature arm shunt signal, controlling the exit from the Wagon Works Siding has been replaced by a ground disc signal. (33)

FERRYHILL NO.1

The Up Siding line has, except for the shunt neck at the northern end, been abolished, and the points leading from Up Siding to Up Goods No.2 secured permanently out of use in the normal position pending removal.

A new trailing connection in the Up Slow line has been installed, and brought into use giving access to Steetley Dolomite Sidings via the shunt neck at the northern end of the former Up Siding, and trap points have been installed in this new connection for trains approaching the Up Slow line.

The Steetley Ground Frame has been replaced by a new 2 lever Ground Frame to be known as Steetley Sidings Ground Frame, installed approximately 500 yards north of the signalbox. This Ground Frame controls the new trailing points in the Up Slow, and the trap points in the new connecting line. A telephone to Ferryhill No.1 signalbox has been provided, and the Ground Frame is released from that signalbox.

The former Ground Frame worked points at the Up Siding end of the line to Steetley Sidings are now hand worked. The former Ground Frame worked points leading to and from the Steetley Siding shunt neck have been replaced by plain line and the shunt neck abolished.

The following signals have been abolished:—

The right-hand bracket miniature arm applying Down Goods No.1 to Up Siding.

The gantry mounted disc signal applying Up Siding to Up Goods No.2. (32)

BETWEEN BLUE BELL AND PERCY MAIN NORTH

The Rising Sun Colliery Branch has been closed to traffic, and the facing points in the Down Main leading thereto, secured permanently out of use in the normal position pending removal.

The single line to the Rising Sun Colliery and all associated signalling is being abolished. (32)

* * BOWESFIELD

The connection between the Up Main and Up Sidings (trailing in the Up Main) near the 11m.p. has been secured permanently out of use in the normal position pending removal.

The Exchange Siding/Up Siding and associated signalling have been abolished. (31)

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 NOTICE**KILLINGWORTH N.C.B. SIDINGS**

Contractors will be laying gas main under track. Extra care to be taken by trainmen using these sidings. (32)

SOUTH BANK : BRITISH STEEL CORPORATION – CLAY LANE SIDINGS

The In-over and Out-over roads have been spiked and clamped out of use.

No. 3 siding is now used as the In-over Road and No. 4 siding as the Out-over Road.

Trainmen to note and take all necessary precautions. (32)

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance. (UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

YORK YARD NORTH

★ **Until 31 July.** 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.

★ **YORK YARD NORTH**

Sunday 1 August – The connection on the Up Reception line (No.39 points) giving access to and from the shunting line at Om. 72chs. will be relaid and the buffer stop removed from the south end of the Down/Up shunting neck. (34)

Repairs at Motive Power Depots Carriage Sheds etc— In connection with work being carried out as 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	—
Gateshead MPD East End Approach Lines	Providing oil storage facilities Mechanical plant in use Vehicles crossing lines.	08 00 to 19 00 each day. Until further notice.	
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
20 JULY, 1971

MO.45/NN

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 NN No:—"



NN

EASTERN REGION

No.32

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

SATURDAY 7 AUGUST

TO

FRIDAY 13 AUGUST 1971

INCLUSIVE

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

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
MIDDLESBROUGH (GUISBOROUGH JN.) TO WHITBY		
DAILY UNTIL FURTHER NOTICE		
Guisborough Jn. and Battersby	All	07 30 to 17 00. Cleaning and painting bridges, S & T apparatus and lineside work. Ladders and trestles in use.
North Ormesby	Down and Up Main	08 00 to 17 00. Contractor constructing new bridge No.4 at 0m. 41chs. Machinery in use.
North Ormesby	Up Main	08 00 to 16 00. Preparing for signalling alterations.
North Ormesby and Nunthorpe	Down and Up Main	08 00 to 16 00. Contractor repairing bridge No.5 at 0m. 75chs.
Battersby and Castleton	Single	08 00 to 17 00. Demolishing Kildale Station buildings at 13 m. 64 chs.
Castleton Moor and Grosmont	Single	08 00 to 16 00 (Mon to Fri). Welding rails.
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.

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

HAVERTON HILL SOUTH

The Up Main Home semaphore arm signal with the Up Main Home to Outward Sidings on the right-hand bracket, has been replaced by a straight post signal carrying the Up Main Home at a reduced height of 23 ft. above rail level.

The bracket signal has been replaced by an adjacent ground disc signal. (34)

WENSLEY STATION LEVEL CROSSING

The level crossing gates have been converted to hand worked boom gates. (34)

NORTH SEATON

The Down Main Home signal has been repositioned 77 yds nearer to the gate box at a reduced height of 17ft. above rail level. The distance from this signal to the gate box is 65 yds and the distance from North Seaton Down Main Distant signal to the above repositioned Home signal approximately 900 yds. (33)

DAWDON

The miniature arm shunt signal, controlling the exit from the Wagon Works Siding has been replaced by a ground disc signal. (33)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** FERRYHILL NO.1**

****** The Up Siding line has , except for the shunt neck at the northern end, been abolished, and the points leading from Up Siding to Up Goods No.2 secured permanently out of use in the normal position pending removal.

A new trailing connection in the Up Slow line has been installed, and brought into use giving access to Steetley Dolomite Sidings via the shunt neck at the northern end of the former Up Siding, and trap points have been installed in this new connection for trains approaching the Up Slow line.

The Steetley Ground Frame has been replaced by a new 2 lever Ground Frame to be known as Steetley Sidings Ground Frame, installed approximately 500 yards north of the signalbox. This Ground Frame controls the new trailing points in the Up Slow, and the trap points in the new connecting line. A telephone to Ferryhill No.1 signalbox has been provided, and the Ground Frame is released from that signalbox.

The former Ground Frame worked points at the Up Siding end of the line to Steetley Sidings are now hand worked. The former Ground Frame worked points leading to and from the Steetley Siding shunt neck have been replaced by plain line and the shunt neck abolished.

The following signals have been abolished:-

The right-hand bracket miniature arm applying Down Goods No.1 to Up Siding.

The gantry mounted disc signal applying Up Siding to Up Goods No.2. (32)

*** BETWEEN BLUE BELL AND PERCY MAIN NORTH**

****** The Rising Sun Colliery Branch has been closed to traffic, and the facing points in the Down Main leading thereto, secured permanently out of use in the normal position pending removal.

The single line to the Rising Sun Colliery and all associated signalling is being abolished. (32)

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 NOTICE

**** KILLINGWORTH N.C.B. SIDINGS**

Contractors will be laying gas main under track. Extra care to be taken by trainmen using these sidings. (32)

*** SOUTH BANK : BRITISH STEEL CORPORATION – CLAY LANE SIDINGS**

The In-over and Out-over roads have been spiked and clamped out of use.

No. 3 siding is now used as the In-over Road and No. 4 siding as the Out-over Road.

Trainmen to note and take all necessary precautions. (32)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.

(UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(U.F.N.)

YORK YARD NORTH

The connection on the Up Reception line (No. 39 points) giving access to and from the shunting line at 0m. 72chs. has been relaid and the buffer stop removed from the south end of the Down/Up shunting neck.

(34)

Repairs at Motive Power Depots Carriage Sheds etc- In connection with work being carried out as 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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
27 JULY, 1971

MO.45/NN

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 NN No:- "



NN

EASTERN REGION

No.33

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

SATURDAY 14 AUGUST

TO

FRIDAY 20 AUGUST 1971

INCLUSIVE

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

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
MIDDLESBROUGH (GUISBOROUGH JN.) TO WHITBY – continued		
DAILY UNTIL FURTHER NOTICE—continued		
North Ormesby	Up Main	08 00 to 16 00. Preparing for signalling alterations.
North Ormesby and Nunthorpe	Down and Up Main	08 00 to 16 00. Contractor repairing bridge No.5 at 0m. 75chs.
Battersby and Castleton	Single	08 00 to 17 00. Demolishing Kildale Station buildings at 13 m. 64 chs.
Castleton Moor and Grosmont	Single	08 00 to 16 00 (Mon to Fri). Welding rails.
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.

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

HAVERTON HILL SOUTH

The Up Main Home semaphore arm signal with the Up Main Home to Outward Sidings on the right-hand bracket, has been replaced by a straight post signal carrying the Up Main Home at a reduced height of 23 ft. above rail level.

The bracket signal has been replaced by an adjacent ground disc signal. (34)

WENSLEY STATION LEVEL CROSSING

The level crossing gates have been converted to hand worked boom gates. (34)

*** * NORTH SEATON**

The Down Main Home signal has been repositioned 77 yds nearer to the gate box at a reduced height of 17ft. above rail level. The distance from this signal to the gate box is 65 yds and the distance from North Seaton Down Main Distant signal to the above repositioned Home signal approximately 900 yds.

(33)

*** * DAWDON**

The miniature arm shunt signal, controlling the exit from the Wagon Works Siding has been replaced by a ground disc signal. (33)

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 NOTICE

★ NEWCASTLE CENTRAL STATION:NO.1 PLATFORM LINE

Between the hours of 09 00 and 16 00 each day Monday 16 August to Friday 20 August inclusive, all trains routed to No.1 platform will proceed under authority of a subsidiary aspect.

A buffer stop lamp will be placed on the platform edge, together with a red flag in the four-foot, at a point 30 feet from the buffer stops, and trains entering this platform line must be brought to a stand short of this point.

FERRYHILL

The Occupation crossing at 56m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.

(UFN)

★ MAXIMUM SPEED OF FREIGHT ROLLING STOCK

25½ Ton Sand/Ironstone hoppers with a wheelbase of 10 feet or less when working in FULL TRAIN LOADS (loaded or empty) are limited to a maximum speed of 35m.p.h.

(34)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 - 32

Plasser 06 - 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(U.F.N.)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

YORK YARD NORTH

The connection on the Up Reception line (No. 39 points) giving access to and from the shunting line at 0m. 72chs. has been relaid and the buffer stop removed from the south end of the Down/Up shunting neck. (34)

Repairs at Motive Power Depots Carriage Sheds etc— In connection with work being carried out as 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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
3 AUGUST, 1971

MO.45/NN

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 NN No:— "

WOOLSTENHOLMES



NN

EASTERN REGION

No.34

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

SATURDAY 21 AUGUST

TO

FRIDAY 27 AUGUST 1971

INCLUSIVE

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

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
MIDDLESBROUGH (GUISBOROUGH JN.) TO WHITBY – continued		
DAILY UNTIL FURTHER NOTICE—continued		
North Ormesby	Up Main	08 00 to 16 00. Preparing for signalling alterations.
North Ormesby and Nunthorpe	Down and Up Main	08 00 to 16 00. Contractor repairing bridge No.5 at 0m. 75chs.
Battersby and Castleton	Single	08 00 to 17 00. Demolishing Kildale Station buildings at 13 m. 64 chs.
Castleton Moor and Grosmont	Single	08 00 to 16 00 (Mon to Fri). Welding rails.
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.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 23 AUGUST – BEAMISH

A new Down Main Outer Distant signal will be provided 1,760 yards from the signal box and the existing Down Main Distant signal will become the Down Main Inner Distant signal. The distance between the Down Main Outer Distant signal and the Down Main Home signal, will be 1,550 yards. (38)

DETAILS OF WORK ALREADY CARRIED OUT

**** HAVERTON HILL SOUTH**

The Up Main Home semaphore arm signal with the Up Main Home to Outward Sidings on the right-hand bracket, has been replaced by a straight post signal carrying the Up Main Home at a reduced height of 23 ft. above rail level.

The bracket signal has been replaced by an adjacent ground disc signal. (34)

**** WENSLEY STATION LEVEL CROSSING**

The level crossing gates have been converted to hand worked boom gates. (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**MISCELLANEOUS NOTICE****FERRYHILL**

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

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.

(UFN)

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

25½ Ton Sand/Ironstone hoppers with a wheelbase of 10 feet or less when working in FULL TRAIN LOADS (loaded or empty) are limited to a maximum speed of 35m.p.h.

(34)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 - 32

Plasser 06 - 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(U.F.N.)

**** YORK YARD NORTH**

The connection on the Up Reception line (No.39 points) giving access to and from the shunting line at 0m. 72chs. has been relaid and the buffer stop removed from the south end of the Down/Up shunting neck

(34)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

Repairs at Motive Power Depots Carriage Sheds etc— In connection with work being carried out as 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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
10 AUGUST, 1971

MO.45/NN

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 NN No:—"



British Rail

NN

EASTERN REGION

**No.
35/36**

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 28 AUGUST

TO

FRIDAY 10 SEPTEMBER 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**WEDNESDAY 1 SEPTEMBER—HEATON**

The trailing points in the Down Loop (nearest to the signal box) leading to Wagon Shops sidings, will be secured permanently out of use in the normal position pending removal.

The associated ground shunt signal will be abolished. (39)

MONDAY 6 SEPTEMBER—TYNE DRY DOCK

The Signal Box and all signals worked therefrom will be abolished. The Block Section will now be between Walker and Carville.

The trailing points in the Up Main, leading to Tyne Dry Dock will now be operated by a single lever Ground Frame, released by Annetts Key retained at St. Peters Station. (39)

MONDAY 6 SEPTEMBER—CARVILLE

The following signals will be abolished:—

Down Main Outer Distant
Down Main Starting
Up Main Outer Home

The Ground Frame operated trailing points in the Up Main (on the Percy Main side of the Station), leading to the Sidings will be secured permanently out of use in the normal position pending removal. (39)

TUESDAY 7 SEPTEMBER—POINT PLEASANT

The Signal Box and all signals worked therefrom will be abolished. The Block Section will now be between Carville and Percy Main station.

The trailing points in the Up Main leading to NE Marine Siding will now be operated by a single lever Ground Frame released by Annetts Key retained at Carville signal box. This Annetts Key will also release the existing Down Side Wallsend Slipway Ground Frame. (39)

DETAILS OF WORK ALREADY CARRIED OUT**BEAMISH**

A new Down Main Outer Distant signal has been provided 1,760 yards from the signal box and the existing Down Main Distant signal become the Down Main Inner Distant signal. The distance between the Down Main Outer Distant signal and the Down Main Home signal, will be 1,550 yards. (38)

PETTERIL BRIDGE

Down sidings 2 and 3 have been removed and Esso siding 1 has been extended to connect with down siding 1. (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

MISCELLANEOUS NOTICE

★ WORKING TIMETABLES COMMENCING 4 OCTOBER 1971

"Mandatory" working timetables will shortly be issued to come into effect on 4 October, 1971. These books will have blue manilla covers and include passenger, parcels and freight trains for which mandatory conditions apply and cover the services at present included in the following working timetables.

Passenger Sections	A, B, C, D, E, G, J, K, L & M
Freight Sections	A, C, D, E, F, G, H & K

The passenger books listed above dated 3 May, 1971 to 30 April, 1972 will, therefore, only operate until 3 October, 1971 inclusive.

Train services which do not qualify for mandatory status will be included in a "Conditional" working timetable which will also be issued to come into effect on 4 October, 1971, which will supersede the freight working timetables mentioned above. (40)

★ UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:—

Plasser 06 - 32

Plasser 06 - 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

Repairs at Motive Power Depots Carriage Sheds etc— In connection with work being carried out as 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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
17 AUGUST, 1971

MO.45/NN

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 NN No:—"

THIS CONCERNS YOU

Your Railway Rule Book instructs you
how to deal with an operating emergency.

But could you deal with a personal injury?

At work? At home? Anywhere?

NO?

Then how about joining your Local First Aid Class?

Contact your Staff office or
one of the Divisional Ambulance Secretaries.

THEY WILL BE PLEASED TO HELP YOU TO HELP OTHERS.



NN

EASTERN REGION

No.37

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

SATURDAY 11 SEPTEMBER

TO

FRIDAY 17 SEPTEMBER 1971

INCLUSIVE

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

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
MIDDLESBROUGH (GUISBOROUGH JN.) TO WHITBY		
DAILY UNTIL FURTHER NOTICE		
Guisborough Jn. and Battersby	All	07 30 to 17 00. Cleaning and painting bridges, S and T apparatus and lineside work. Ladders and trestles in use.
North Ormesby	Down and Up Main	08 00 to 17 00. Contractor constructing new bridge No.4 at 0m. 41chs. Machinery in use.
North Ormesby	Up Main	08 00 to 16 00. Preparing for signalling alterations.
North Ormesby and Nunthorpe	Down and Up Main	08 00 to 16 00. Contractor repairing bridge No.5 at 0m. 75chs.
Battersby and Castleton	Single	08 00 to 17 00. Demolishing Kildale Station buildings at 13m. 64chs.
Castleton Moor and Grosmont	Single	08 00 to 16 00 (Mon to Fri). Welding rails.
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.
SUNDAY 12 SEPTEMBER		
Castleton Moor and Glaisdale	Single (BLOCKED)	06 00 to 18 00. Renewing waybeams at bridge No.76 at 26m. 7chs. 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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

HEATON

The facing points in the Down Loop (nearest to the signal box) leading to Wagon Shops sidings, have been secured permanently out of use in the normal position pending removal.

The associated ground shunt signal has been abolished. (39)

TYNE DRY DOCK

The Signal Box and all signals worked therefrom have been abolished. The Block Section is now between Walker and Carville.

The trailing points in the Up Main, leading to Tyne Dry Dock are now operated by a single lever Ground Frame, released by Annetts Key retained at St. Peters Station. (39)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

CARVILLE

The following signals have been abolished:—

- Down Main Outer Distant
- Down Main Starting
- Up Main Outer Home

The Ground Frame operated trailing points in the Up Main (on the Percy Main side of the Station), leading to the Sidings have been secured permanently out of use in the normal position pending removal. (39)

POINT PLEASANT

The Signal Box and all signals worked therefrom have been abolished. The Block Section is now between Carville and Percy Main station.

The trailing points in the Up Main leading to NE Marine Siding are now operated by a single lever Ground Frame released by Annetts Key retained at Carville signal box. This Annetts Key also releases the existing Down Side Wallsend Slipway Ground Frame. (39)

BEAMISH

A new Down Main Outer Distant signal has been provided 1,760 yards from the signal box and the existing Down Main Distant signal become the Down Main Inner Distant signal. The distance between the Down Main Outer Distant signal and the Down Main Home signal, will be 1,550 yards. (38)

PETTERIL BRIDGE

Down sidings 2 and 3 have been removed and Esso siding 1 has been extended to connect with down siding 1. (39)

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

WORKING TIMETABLES COMMENCING 4 OCTOBER 1971

"Mandatory" working timetables will shortly be issued to come into effect on 4 October, 1971. These books will have blue manilla covers and include passenger, parcels and freight trains for which mandatory conditions apply and cover the services at present included in the following working timetables.

- Passenger Sections A, B, C, D, E, G, J, K, L & M
- Freight Sections A, C, D, E, F, G, H & K

The passenger books listed above dated 3 May, 1971 to 30 April, 1972 will, therefore, only operate until 3 October, 1971 inclusive.

Train services which do not qualify for mandatory status will be included in a "Conditional" working timetable which will also be issued to come into effect on 4 October, 1971, which will supersede the freight working timetables mentioned above. (40)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
MISCELLANEOUS NOTICES—continued

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

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.

(UFN)

**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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(U.F.N.)

Repairs at Motive Power Depots Carriage Sheds etc— In connection with work being carried out as 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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
 27 AUGUST, 1971

MO.45/NN

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 NN No:- "



NN

EASTERN REGION

No.38

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

SATURDAY 18 SEPTEMBER

TO

FRIDAY 24 SEPTEMBER 1971

INCLUSIVE

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

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
MIDDLESBROUGH (GUISBOROUGH JN.) TO WHITBY		
DAILY UNTIL FURTHER NOTICE		
Guisborough Jn. and Battersby	All	07 30 to 17 00. Cleaning and painting bridges, S and T apparatus and lineside work. Ladders and trestles in use.
North Ormesby	Down and Up Main	08 00 to 17 00. Contractor constructing new bridge No.4 at 0m. 41chs. Machinery in use.
North Ormesby	Up Main	08 00 to 16 00. Preparing for signalling alterations.
North Ormesby and Nunthorpe	Down and Up Main	08 00 to 16 00. Contractor repairing bridge No.5 at 0m. 75chs.
North Ormesby and Nunthorpe	Down and Up Main	08 00 to 17 00. Contractor cleaning and painting bridges Nos.5 and 9 at 1m. 75chs. and 2m. 5chs. Ladders and trestles in use. Commencing Monday 20 September.
Battersby and Castleton	Single	08 00 to 17 00. Demolishing Kildale Station buildings at 13m. 64chs.
Castleton Moor and Grosmont	Single	08 00 to 16 00 (Mon to Fri). Welding rails.
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.
SUNDAY 19 SEPTEMBER		
North Ormesby and Nunthorpe	Down and Up Main (BLOCKED)	08 00 to 17 00. Contractor cleaning and painting bridges Nos.5 and 9 at 1m. 75chs. and 2m. 5chs. Ladders and trestles in use.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

HEATON

The facing points in the Down Loop (nearest to the signal box) leading to Wagon Shops sidings, have been secured permanently out of use in the normal position pending removal.

The associated ground shunt signal has been abolished.

(39)

TYNE DRY DOCK

The Signal Box and all signals worked therefrom have been abolished. The Block Section is now between Walker and Carville.

The trailing points in the Up Main, leading to Tyne Dry Dock are now operated by a single lever Ground Frame, released by Annetts Key retained at St. Peters Station.

(39)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

CARVILLE

The following signals have been abolished:—

- Down Main Outer Distant
- Down Main Starting
- Up Main Outer Home

The Ground Frame operated trailing points in the Up Main (on the Percy Main side of the Station), leading to the Sidings have been secured permanently out of use in the normal position pending removal. (39)

POINT PLEASANT

The Signal Box and all signals worked therefrom have been abolished. The Block Section is now between Carville and Percy Main station.

The trailing points in the Up Main leading to NE Marine Siding are now operated by a single lever Ground Frame released by Annetts Key retained at Carville signal box. This Annetts Key also releases the existing Down Side Wallsend Slipway Ground Frame. (39)

*** BEAMISH**

A new Down Main Outer Distant signal has been provided 1,760 yards from the signal box and the existing Down Main Distant signal become the Down Main Inner Distant signal. The distance between the Down Main Outer Distant signal and the Down Main Home signal, will be 1,550 yards. (38)

PETTERIL BRIDGE

Down sidings 2 and 3 have been removed and Esso siding 1 has been extended to connect with down siding 1. (39)

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

WORKING TIMETABLES COMMENCING 4 OCTOBER 1971

"Mandatory" working timetables will shortly be issued to come into effect on 4 October, 1971. These books will have blue manilla covers and include passenger, parcels and freight trains for which mandatory conditions apply and cover the services at present included in the following working timetables.

- Passenger Sections A, B, C, D, E, G, J, K, L & M
- Freight Sections A, C, D, E, F, G, H & K

The passenger books listed above dated 3 May, 1971 to 30 April, 1972 will, therefore, only operate until 3 October, 1971 inclusive.

Train services which do not qualify for mandatory status will be included in a "Conditional" working timetable which will also be issued to come into effect on 4 October, 1971, which will supersede the freight working timetables mentioned above. (40)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge.

(UFN)

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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(U.F.N.)

Repairs at Motive Power Depots Carriage Sheds etc- In connection with work being carried out as 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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
7 SEPTEMBER, 1971

MO.45/NN

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 NN No:- "



NN

EASTERN REGION

No.39

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

SATURDAY 25 SEPTEMBER

TO

FRIDAY 1 OCTOBER 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 28 SEPTEMBER – TYNEMOUTH SOUTH

The points, No.5 Dock to Up Main, previously clamped out of use, will be reinstated along with associated signalling.

WEDNESDAY 29 SEPTEMBER – FENCEHOUSES

The left-hand bracket carrying the Up Main Home and the Miniature Arm signal applying-setback-Down Main to Up Main will be abolished, and the signals renewed separately as follows:—

Up Main Home renewed as a straight post signal 18 ft. above rail level to the left-hand side of the Up Main.

The shunting signal will be renewed as a Ground Disc situated between the Down and Up Main lines. (42)

DETAILS OF WORK ALREADY CARRIED OUT

* * **HEATON**

The facing points in the Down Loop (nearest to the signal box) leading to Wagon Shops sidings, have been secured permanently out of use in the normal position pending removal.

The associated ground shunt signal has been abolished. (39)

* * **TYNE DRY DOCK**

The Signal Box and all signals worked therefrom have been abolished. The Block Section is now between Walker and Carville.

The trailing points in the Up Main, leading to Tyne Dry Dock are now operated by a single lever Ground Frame, released by Annetts Key retained at St. Peters Station. (39)

* * **CARVILLE**

The following signals have been abolished:—

- Down Main Outer Distant
- Down Main Starting
- Up Main Outer Home

The Ground Frame operated trailing points in the Up Main (on the Percy Main side of the Station), leading to the Sidings have been secured permanently out of use in the normal position pending removal. (39)

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

The Signal Box and all signals worked therefrom have been abolished. The Block Section is now between Carville and Percy Main station.

The trailing points in the Up Main leading to NE Marine Siding are now operated by a single lever Ground Frame released by Annetts Key retained at Carville signal box. This Annetts Key also releases the existing Down Side Wallsend Slipway Ground Frame. (39)

** PETERIL BRIDGE**

Down sidings 2 and 3 have been removed and Esso siding 1 has been extended to connect with down siding 1. (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

MISCELLANEOUS NOTICES

WORKING TIMETABLES COMMENCING 4 OCTOBER 1971

"Mandatory" working timetables will shortly be issued to come into effect on 4 October, 1971. These books will have blue manilla covers and include passenger, parcels and freight trains for which mandatory conditions apply and cover the services at present included in the following working timetables.

Passenger Sections	A, B, C, D, E, G, J, K, L & M
Freight Sections	A, C, D, E, F, G, H & K

The passenger books listed above dated 3 May, 1971 to 30 April, 1972 will, therefore, only operate until 3 October, 1971 inclusive.

Train services which do not qualify for mandatory status will be included in a "Conditional" working timetable which will also be issued to come into effect on 4 October, 1971, which will supersede the freight working timetables mentioned above. (40)

★ NEWCASTLE CENTRAL - NO.15 PLATFORM

Commencing 08 00 Monday 27 September, a new buffer stop will be erected on No.15 platform line approximately 40 feet from original buffer stop, and trains entering this platform must be prepared to stop short of this point.

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6 m. 65 chs. between Willington Quay and Percy Main has been accidently demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

**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 25 m.p.h. will not apply to the following machines; the speed of which must be restricted to 20 m.p.h.:-

Plasser 06 – 32

Plasser 06 – 16, 05 and 05E

Plasser 04

Plasser WE 275 (P. & C. machine)

(U.F.N)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (U.F.N.)

Repairs at Motive Power Depots Carriage Sheds etc- In connection with work being carried out as 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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
14 SEPTEMBER, 1971

MO.45/NN

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 NN No:- "

WOOLSTENHOLMES

**British Rail****NN****EASTERN REGION****No.40**

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

SATURDAY 2 OCTOBER

TO

FRIDAY 8 OCTOBER 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 OCTOBER – PERCY MAIN NORTH

A new ground position light shunting signal (No.9) will be provided and brought into use applying, set back – Down Main to Up Main, through the trailing crossover furthest from the signalbox. (43)

TUESDAY 5 OCTOBER – BEDLINGTON SOUTH

The main to main facing crossover furthest from the signalbox, will be secured permanently out of use in the normal position pending removal.

All associated signalling will be abolished. (43)

DETAILS OF WORK ALREADY CARRIED OUT

TYNEMOUTH SOUTH

The points, No.5 Dock to Up Main, previously clamped out of use, have been reinstated along with associated signalling.

FENCEHOUSES

The left hand bracket carrying the Up Main Home and the Miniature Arm signal applying-setback-Down Main to Up Main has been abolished, and the signals renewed separately as follows:-

Up Main Home renewed as a straight post signal 18 ft. above rail level to the left-hand side of the Up Main.

The shunting signal has been renewed as a Ground Disc situated between the Down and Up Main lines.

The Up Main starting signal has been renewed on the left of the Up Main. The Down Main starting signal has been renewed on a straight post at a reduced height of 21 feet above rail level 510 yards (80 yards further) from the signal box. (Amended item) (43)

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

WORKING TIMETABLES COMMENCING 4 OCTOBER 1971

"Mandatory" working timetables will shortly be issued to come into effect on 4 October, 1971. These books will have blue manilla covers and include passenger, parcels and freight trains for which mandatory conditions apply and cover the services at present included in the following working timetables:-

Passenger Sections	A, B, C, D, E, G, J, K, L & M
Freight Sections	A, C, D, E, F, G, H, & K

The passenger books listed above dated 3 May, 1971 to 30 April, 1972 will, therefore, only operate until 3 October, 1971 inclusive.

Train services which do not qualify for mandatory status will be included in a "Conditional" working timetable which will also be issued to come into effect on 4 October, 1971, which will supersede the freight working timetables mentioned above. (40)

NEWCASTLE CENTRAL – NO. 15 PLATFORM

Commencing 08 00 Monday 27 September, a new buffer stop will be erected on No. 15 platform line approximately 40 feet from original buffer stop, and trains entering this platform must be prepared to stop short of this point.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

MISCELLANEOUS NOTICES-continued

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (UFN)

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	-
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
21 SEPTEMBER, 1971

MO.45/NN

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 NN No :-"

**NN****EASTERN REGION****No.41**

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

SATURDAY 9 OCTOBER

TO

FRIDAY 15 OCTOBER 1971

INCLUSIVE

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

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
MIDDLESBROUGH (GUISBOROUGH JN.) TO WHITBY — continued		
DAILY UNTIL FURTHER NOTICE — continued		
Sleights and Bog Hall	Down and Up Main	08 00 to 18 00. Contractor laying sewer at line-side and under tracks between 29m. 4chs. and 29m. 17chs.
SUNDAY 10 OCTOBER		
North Ormesby and Nunthorpe	Down and Up Main (BLOCKED)	08 00 to 17 00. Contractors cleaning and painting bridges Nos. 5 and 9 at 1m. 75chs. and 2m. 5chs. Ladders and trestles in use.
Battersby and Castleton Moor	Single (BLOCKED)	07 00 to 17 00. Rerailing between 14¾m.p. and 15m. 3chs. by hand. 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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

PERCY MAIN NORTH

A new ground position light shunting signal (No.9) has been provided and brought into use applying, set back — Down Main to Up Main, through the trailing crossover furthest from the signal box. (43)

BEDLINGTON SOUTH

The main to main facing crossover furthest from the signal box, has been secured permanently out of use in the normal position pending removal.

All associated signalling has been abolished. (43)

TYNEMOUTH SOUTH

The points, No.5 Dock to Up Main, previously clamped out of use, have been reinstated along with associated signalling.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

FENCEHOUSES

The left hand bracket carrying the Up Main Home and the Miniature Arm signal applying-setback-Down Main to Up Main has been abolished, and the signals renewed separately as follows:—

Up Main Home renewed as a straight post signal 18 ft. above rail level to the left-hand side of the Up Main.

The shunting signal has been renewed as a Ground Disc situated between the Down and Up Main lines.

The Up Main starting signal has been renewed on the left of the Up Main. The Down Main starting signal has been renewed on a straight post at a reduced height of 21 feet above rail level 510 yards (80 yards further) from the signal box. (43)

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

★ **NETHERTON COLLIERY BRANCH — LEVEL CROSSING**

A permanent level crossing has been provided on the Single line leading to Netherton Colliery near the entrance to the Exchange sidings, and is in daily use by vehicles conveying spoil to the waste heap.

Drivers must bring their trains to a stand, and must not proceed over the crossing until they have given an audible warning, and satisfied themselves that the crossing is clear and it is safe to do so.

This item supersedes the item published on Page ND-6 of the four weekly booklet No.39D commencing 25th September 1971.

NEWCASTLE CENTRAL — NO. 15 PLATFORM

A new buffer stop has been erected on No.15 platform line approximately 40 feet from the original buffer stop, and trains entering this platform must be prepared to stop short of this point.

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (UFN)

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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
28 SEPTEMBER, 1971

MO.45/NN

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 NN No:—"

**NN****EASTERN REGION****No.42**

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

SATURDAY 16 OCTOBER

TO

FRIDAY 22 OCTOBER 1971

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT**PERCY MAIN NORTH**

A new ground position light shunting signal (No.9) has been provided and brought into use applying, set back – Down Main to Up Main, through the trailing crossover furthest from the signal box. (43)

BEDLINGTON SOUTH

The main to main facing crossover furthest from the signal box, has been secured permanently out of use in the normal position pending removal.

All associated signalling has been abolished. (43)

TYNEMOUTH SOUTH

The points, No.5 Dock to Up Main, previously clamped out of use, have been reinstated along with associated signalling. (43)

FENCEHOUSES

The left hand bracket carrying the Up Main Home and the Miniature Arm signal applying-setback-Down Main to Up Main has been abolished, and the signals renewed separately as follows:-

Up Main Home renewed as a straight post signal 18 ft. above rail level to the left-hand side of the Up Main.

The shunting signal has been renewed as a Ground Disc situated between the Down and Up Main lines.

The Up Main starting signal has been renewed on the left of the Up Main. The Down Main starting signal has been renewed on a straight post at a reduced height of 21 feet above rail level 510 yards (80 yards further) from the signal box. (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

MISCELLANEOUS NOTICES**★ YORK YARDS—BRADLEY'S SIDINGS**

ON MONDAY 18 OCTOBER—Work will commence to shorten Nos. 1, 2 and 3 sidings by approx. 145 yards at the south east end and buffer stops will be erected. Access to the concrete yard and York Goods Warehouse yard is now severed. (45)

NETHERTON COLLIERY BRANCH—LEVEL CROSSING

A permanent level crossing has been provided on the Single line leading to Netherton Colliery near the entrance to the Exchange sidings, and is in daily use by vehicles conveying spoil to the waste heap.

Drivers must bring their trains to a stand, and must not proceed over the crossing until they have given an audible warning, and satisfied themselves that the crossing is clear and it is safe to do so.

This item supersedes the item published on Page ND-6 of the four weekly booklet No.39D commencing 25th September 1971.

NEWCASTLE CENTRAL — NO. 15 PLATFORM

A new buffer stop has been erected on No.15 platform line approximately 40 feet from the original buffer stop, and trains entering this platform must be prepared to stop short of this point.

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

**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)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.
(UFN)

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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
5 OCTOBER, 1971

MO.45/NN

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 NN No :-"



British Rail

NN

EASTERN REGION

No.43

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

SATURDAY 23 OCTOBER

TO

FRIDAY 29 OCTOBER 1971

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

** PERCY MAIN NORTH

A new ground position light shunting signal (No.9) has been provided and brought into use applying, set back - Down Main to Up Main, through the trailing crossover furthest from the signal box. (43)

** BEDLINGTON SOUTH

The main to main facing crossover furthest from the signal box, has been secured permanently out of use in the normal position pending removal.

All associated signalling has been abolished. (43)

* TYNEMOUTH SOUTH

The points, No.5 Dock to Up Main, previously clamped out of use, have been reinstated along with associated signalling. (43)

** FENCEHOUSES

The left hand bracket carrying the Up Main Home and the Miniature Arm signal applying-setback-Down Main to Up Main has been abolished, and the signals renewed separately as follows:-

Up Main Home renewed as a straight post signal 18 ft. above rail level to the left-hand side of the Up Main.

The shunting signal has been renewed as a Ground Disc situated between the Down and Up Main lines.

The Up Main starting signal has been renewed on the left of the Up Main. The Down Main starting signal has been renewed on a straight post at a reduced height of 21 feet above rail level 510 yards (80 yards further) from the signal box. (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

MISCELLANEOUS NOTICES**YORK YARDS—BRADLEY'S SIDINGS**

Nos. 1, 2 and 3 sidings are being shortened by approx. 145 yards at the south east end and buffer stops have been erected. Access to the concrete yard and York Goods Warehouse yard has been severed.

(45)

NETHERTON COLLIERY BRANCH—LEVEL CROSSING

A permanent level crossing has been provided on the Single line leading to Netherton Colliery near the entrance to the Exchange sidings, and is in daily use by vehicles conveying spoil to the waste heap.

Drivers must bring their trains to a stand, and must not proceed over the crossing until they have given an audible warning, and satisfied themselves that the crossing is clear and it is safe to do so.

This item supersedes the item published on Page ND-6 of the four weekly booklet No.39D commencing 25th September 1971.

NEWCASTLE CENTRAL — NO. 15 PLATFORM

A new buffer stop has been erected on No.15 platform line approximately 40 feet from the original buffer stop, and trains entering this platform must be prepared to stop short of this point.

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

**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)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.
(UFN)

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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
12 OCTOBER, 1971

MO.45/NN

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 NN No:—"

**British Rail****NN****EASTERN REGION****No.44**

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

SATURDAY 30 OCTOBER

TO

FRIDAY 5 NOVEMBER 1971

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

NIL

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**YORK YARDS—BRADLEY'S SIDINGS**

Nos. 1, 2 and 3 sidings are being shortened by approx. 145 yards at the south east end and buffer stops have been erected. Access to the concrete yard and York Goods Warehouse yard has been severed.

(45)

NEWCASTLE CENTRAL — NO. 15 PLATFORM

A new buffer stop has been erected on No.15 platform line approximately 40 feet from the original buffer stop, and trains entering this platform must be prepared to stop short of this point.

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

**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)

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.
(UFN)

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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
19 OCTOBER, 1971

MO.45/NN

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 NN No.:-"

WOOLSTENHOLMES



NN

EASTERN REGION

No.45

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

SATURDAY 6 NOVEMBER

TO

FRIDAY 12 NOVEMBER 1971

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

NIL

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***
** YORK YARDS—BRADLEY'S SIDINGS**

Nos. 1, 2 and 3 sidings are being shortened by approx. 145 yards at the south east end and buffer stops have been erected. Access to the concrete yard and York Goods Warehouse yard has been severed.
(45)

NEWCASTLE CENTRAL — NO. 15 PLATFORM

A new buffer stop has been erected on No.15 platform line approximately 40 feet from the original buffer stop, and trains entering this platform must be prepared to stop short of this point.

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

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) (UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (UFN)

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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
26 OCTOBER, 1971

MO.45/NN

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 NN No:—"

**British Rail****NN****EASTERN REGION****No.46**

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

SATURDAY 13 NOVEMBER

TO

FRIDAY 19 NOVEMBER 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 14 NOVEMBER—BETWEEN HETT MILL AND TYNE (DURHAM STATION)****Signalling alterations**

The Hett Mill Down Main Home signal No.11 semaphore signal will be dispensed with, and replaced by a new Down Main 4 aspect colour light signal, situated 150 yards before reaching the signal box. The signal will temporarily be plated HM411.

Hett Mill Down Main Starting signal No.HM10:— all 4 aspects will now be brought into use.

Down Main auto Outer Distant for TY403 will be plated TY407, and all 4 aspects will now be brought into use.

Down Main auto Inner Distant for TY403 will be plated TY405, and all 4 aspects will now be brought into use. (47)

SUNDAY 14 NOVEMBER – BILLINGHAM-ON-TEES

Certain semaphore signals will be abolished and replaced by new colour light signals as follows:—

The Up Main Distant

Replaced by a 3 aspect colour light signal plated B16, temporarily capable of exhibiting yellow or green aspects only. This signal will be situated 1,956yds. from the signal box (407yds. further), and 1,340yds. from the new Up Main Home (see below).

Up Main Outer and Inner Homes:—

Replaced by a 3 aspect colour light Up Main Home signal, plated B13, and situated 616yds. from the signal box (221 yds. further) (Red aspect 12 ft. above rail level). A telephone to Billingham signal box will be provided.

Up Branch Distant

Replaced by a 2 aspect colour light distant signal, provided beneath Belasis Lane Up Starting signal. The yellow aspect will be 9ft. above rail level and the semaphore arm of the Up Starting signal will be reduced in height to 15ft. above rail level.

This new colour light Distant signal will exhibit either a yellow or a green aspect when Belasis Lane Up Starting signal is in the OFF position.

The green spectacle of Belasis Lane Up Starting signal will be permanently blanked out.

Up Branch Outer and Inner Homes:—

Replaced by a 3 aspect colour light Up Branch Home, plated B11 (Red aspect 12 ft. above rail level) situated 565 yds. from the signal box (170 yds. further), and 1052 yds. from the Up Branch Distant. A telephone to Billingham signal box will be provided. (49)

DETAILS OF WORK ALREADY CARRIED OUT

NIL

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

★ MARK IID COACHING STOCK

The existing door locks on Mark IID coaches are now being modified to render the mechanism inoperative from the inside of the vehicles.

Concurrently, and until new type of locks and handles are fitted, the door drop-lights will be unlocked to enable passengers to open the doors when alighting at stations.

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by station staff, guards, travelling ticket inspectors, restaurant car and other staff on duty on the trains, to the closing of the drop-lights—the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation. (47D)

NEWCASTLE CENTRAL – NO. 15 PLATFORM

A new buffer stop has been erected on No.15 platform line approximately 40 feet from the original buffer stop, and trains entering this platform must be prepared to stop short of this point.

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 200 yards south of Ferryhill No.3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

RIVERSIDE BRANCH

The parapet of bridge No.50 at 6m. 65chs. between Willington Quay and Percy Main has been accidentally demolished. Trainmen must not alight from trains standing on the Down Main on this bridge. (UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

**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)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.
(UFN)

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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
2 NOVEMBER, 1971

MO.45/NN

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 NN No:—"



NN

EASTERN REGION

No.47

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

SATURDAY 20 NOVEMBER

TO

FRIDAY 26 NOVEMBER 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 NOVEMBER—BETWEEN NORTHALLERTON AND ERYHOLME

The A.W.S. inductors applicable to Down Main signal N3, and Up Main signal N5, will be repositioned 200 yards from the respective signals. (50)

TUESDAY 23 NOVEMBER—BETWEEN WALKER AND ST. PETERS

The Up Main Newcastle and Gateshead Gas Co. Sidings Ground Frame, and associated signalling will be abolished.

Access to the Sidings is now controlled by a new single lever Ground Frame, releasable by Annetts Key retained at St. Peters Station. This Annetts Key will also release the Tyne Dry Dock Ground Frame. (50)

WEDNESDAY 24 NOVEMBER—FENCEHOUSES

The Level Crossing gates will be replaced by lifting barriers controlled from the signal box. (50)

DETAILS OF WORK ALREADY CARRIED OUT

WEARMOUTH

The facing points in the Up Main, adjacent to the signal box, have been secured permanently out of use in the normal position pending removal.

The Monkwearmouth Old Goods Yard and Foundry Sidings, have been abolished. (New Item) (50)

**** BETWEEN HETT MILL AND TYNE (DURHAM STATION)**

Signalling alterations

The Hett Mill Down Main Home signal No.11 semaphore signal has been dispensed with, and replaced by a new Down Main 4 aspect colour light signal, situated 150 yards before reaching the signal box. The signal has temporarily been plated HM411.

Hett Mill Down Main Starting signal No.HM10:— all 4 aspects have now been brought into use.

Down Main auto Cuter Distant for TY403 has been plated TY407, and all 4 aspects have now been brought into use.

Down Main auto Inner Distant for TY403 has been plated TY405, and all 4 aspects have now been brought into use. (47)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

BILLINGHAM-ON-TEES

Certain semaphore signals have been abolished and replaced by new colour light signals as follows:—

The Up Main Distant

Replaced by a 3 aspect colour light signal plated B16, temporarily capable of exhibiting yellow or green aspects only. This signal is situated 1,956 yds from the signal box (407 yds further) and 1,340 yds from the new Up Main Home (see below).

Up Main Outer and Inner Homes:—

Replaced by a 3 aspect colour light Up Main Home signal, plated B13, and situated 616 yds. from the signal box (221 yds. further) (Red aspect 12 ft. above rail level). A telephone to Billingham signal box has been provided.

Up Branch Distant

Replaced by a 2 aspect colour light distant signal, provided beneath Belasis Lane Up Starting signal. The yellow aspect is 9 ft above rail level and the semaphore arm of the Up Starting signal has been reduced in height to 15 ft above rail level.

This new colour light Distant signal will exhibit either a yellow or a green aspect when Belasis Lane Up Starting signal is in the OFF position.

The green spectacle of Belasis Lane Up Starting signal has been permanently blanked out.

Up Branch Outer and Inner Homes:—

Replaced by a 3 aspect colour light Up Branch Home, plated B11 (Red aspect 12 ft. above rail level) situated 565 yds. from the signal box (170 yds. further), and 1052 yds. from the Up Branch Distant. A telephone to Billingham signal box has been provided.

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**** MARK IID COACHING STOCK**

The existing door locks on Mark IID coaches are now being modified to render the mechanism inoperative from the inside of the vehicles.

Concurrently, and until new type of locks and handles are fitted, the door drop-lights will be unlocked to enable passengers to open the doors when alighting at stations.

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by station staff, guards, travelling ticket inspectors, restaurant car and other staff on duty on the trains, to the closing of the drop-lights—the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation.

UPPER DENTON LEVEL CROSSING

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 200 yards south of Ferryhill No. 3 signal box) will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

**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)

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued
MISCELLANEOUS NOTICES—continued

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled. (UFN)

★ **EGTON STATION**

The platform is being shortened by approximately 40 yards at the West end. Drivers must be prepared to stop short of any obstructions on the platform. (UFN)
Commencing 08 00 Monday 22 November.

★ **BETWEEN PILMOOR AND THIRSK**

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (U.F.N.)

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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
10 NOVEMBER 1971

MO.45/NN

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 NN No:—"

PRIVATE AND NOT FOR PUBLICATION

C. J.

WOOLSTENHOLME



British Rail



NN

EASTERN REGION

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

SATURDAY 27 NOVEMBER

TO

FRIDAY 3 DECEMBER 1971

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 NOVEMBER—FERRYHILL

Revised signalling will be introduced at Ferryhill.

Full details are published in Supplementary Signalling Notice No.28 and all staff concerned should be in possession of a copy.

The following amendments should be made to the Supplementary Notice.

Page 3

Alterations to Existing Signalling

Amend 3rd and 4th paragraphs to read:—

Ferryhill No.1 Up Main Home 79 Signal, will become an automatic signal, without subsidiary signal, and route indicator re-lettered and renumbered F436. Ferryhill No.3 Up Main 99 Signal, will be re-lettered and re-numbered F444.

Page 5

Ground Position Light Signals

No.	Location or Description	Aspect M = Main S = Sub	Junction or Route Indication	Application To or Towards
424	Down Main	—	"L" "U"	Up Leamside to F422 Along Up Main to F426
429	Down Passenger Loop	—	"X" "G"	Down Main to Rear of F439 (Line Occupied) Ferryhill Goods (51/52)

MONDAY 29 NOVEMBER — NEWCASTLE — VICKERS ARMSTRONGS ELSWICK WORKS

A new connection will be provided in the Siding line from Forth to Elswick Works, 200 yards west of 316 signal to serve m/s Vickers Armstrongs Ltd. Iron Foundry.

This is operated by a single lever ground frame which is secured by padlock, the key for which is in the custody of the Yard Chargeman at Forth .

A notice board reading "B.R. LOCOMOTIVES MUST NOT PASS THIS BOARD" has been erected in the new siding. (51/52)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL AND KELLOE BANK FOOT

A Distant signal has been provided 400 yards from the Ground Frame stop board. (New Item) (51/52)

COXHOE GOODS BRANCH

A Distant signal has been provided 400 yards from the Ground Frame stop board. (New Item) (51/52)

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

The A.W.S. inductors applicable to Down Main signal N3, and Up Main signal N5, have been repositioned 200 yards from the respective signals. (50)

BETWEEN WALKER AND ST. PETERS

The Up Main Newcastle and Gateshead Gas Co. Sidings Ground Frame, and associated signalling has been abolished.

Access to the Sidings is now controlled by a new single lever Ground Frame, releasable by Annetts Key retained at St. Peters Station. This Annetts Key will also release the Tyne Dry Dock Ground Frame. (50)

FENCEHOUSES

The Level Crossing gates have been replaced by lifting barriers controlled from the signal box. (50)

WEARMOUTH

The facing points in the Up Main, adjacent to the signal box, have been secured permanently out of use in the normal position pending removal.

The Monkwearmouth Old Goods Yard and Foundry Sidings, have been abolished. (50)

BILLINGHAM-ON-TEES

Certain semaphore signals have been abolished and replaced by new colour light signals as follows:—

The Up Main Distant

Replaced by a 3 aspect colour light signal plated B16, temporarily capable of exhibiting yellow or green aspects only. This signal is situated 1,956 yds from the signal box (407 yds further) and 1,340 yds from the new Up Main Home (see below).

Up Main Outer and Inner Homes:—

Replaced by a 3 aspect colour light Up Main Home signal, plated B13, and situated 616 yds. from the signal box (221 yds. further) (Red aspect 12 ft. above rail level). A telephone to Billingham signal box has been provided.

Up Branch Distant

Replaced by a 2 aspect colour light distant signal, provided beneath Belasis Lane Up Starting signal. The yellow aspect is 9 ft above rail level and the semaphore arm of the Up Starting signal has been reduced in height to 15 ft above rail level.

This new colour light Distant signal will exhibit either a yellow or a green aspect when Belasis Lane Up Starting signal is in the OFF position.

The green spectacle of Belasis Lane Up Starting signal has been permanently blanked out.

Up Branch Outer and Inner Homes:—

Replaced by a 3 aspect colour light Up Branch Home, plated B11 (Red aspect 12 ft. above rail level) situated 565 yds. from the signal box (170 yds. further), and 1052 yds. from the Up Branch Distant. A telephone to Billingham signal box has been provided. (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

MISCELLANEOUS NOTICES**UPPER DENTON LEVEL CROSSING**

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

★ **FERRYHILL**

The Occupation crossing at 56 m. 21 chs. (approximately 1070 yards south of the signal box). will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

**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)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(UFN)

EGTON STATION

The platform is being shortened by approximately 40 yards at the West end. Drivers must be prepared to stop short of any obstructions on the platform.

(UFN)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted.

(U.F.N.)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued
MISCELLANEOUS NOTICES—continued

★ MARK IID COACHING STOCK

The existing door locks on Mark IID coaches have now been modified to render the mechanism on the inside of the vehicles inoperative.

Concurrently, the door drop-lights will remain unlocked to enable passengers to open the doors when alighting at stations.

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by the station staff, Guards, travelling Ticket Inspectors, Restaurant, Car and other staff on duty on these trains, to the closing of the drop-lights – the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation. (UFN)

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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
17 NOVEMBER 1971

MO.45/NN

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 NN No:—"



NN

EASTERN REGION

No.49

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

**SATURDAY 4 DECEMBER
TO
FRIDAY 10 DECEMBER 1971
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.*

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 5 DECEMBER – TYNE

The Up Fast signal No. 265 will be converted to an automatic signal. (1)

No.

424

429

SUNDAY 5 DECEMBER – TYNE YARD

The ground position light signals Nos. 134 and 135, will no longer apply from Up or Down Slow to Low Fell Up Sidings, and the indication "U" will be abolished from their associated route indicators. (1)

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SUNDAY 5 DECEMBER – KILLINGWORTH

The trailing connection in the Up Main, at 5m. 64chs., leading from the former Up Sidings, will be removed and replaced by plain line.

The associated signalling will be abolished. (1)

FRIDAY 10 DECEMBER – FIGHTING COCKS BRANCH, – RAIL WELDING DEPOT, DINSDALE

A trailing connection will be installed and brought into use on the Up Arrival line. (1)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL AND KELLOE BANK FOOT

A Distant signal has been provided 400 yards from the Ground Frame stop board. (51/52)

COXHOE GOODS BRANCH

A Distant signal has been provided 400 yards from the Ground Frame stop board. (51/52)

FERRYHILL

Revised signalling has been introduced at Ferryhill.

Full details are published in Supplementary Signalling Notice No. 28 and all staff concerned must be in possession of a copy.

The following amendments should be made to the Supplementary Notice.

Page 3

Alterations to Existing Signalling

Amend 3rd and 4th paragraphs to read:—

Ferryhill No.1 Up Main Home 79 Signal, will become an automatic signal, without subsidiary signal, and route indicator re-lettered and renumbered F436. Ferryhill No.3 Up Main 99 Signal, will be re-lettered and re-numbered F444.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

FERRYHILL — continued

Page 5

Ground Position Light Signals

No.	Location or Description	Aspect M = Main S = Sub	Junction or Route Indication	Application To or Towards
424	Down Main	—		Up Leamside to F422 Along Up Main to F426
429	Down Passenger Loop	—		Down Main to Rear of F439 (Line Occupied) Ferryhill Goods (51/52)

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** BILLINGHAM-ON-TEES**

Certain semaphore signals have been abolished and replaced by new colour light signals as follows:-

The Up Main Distant

Replaced by a 3 aspect colour light signal plated B16, temporarily capable of exhibiting yellow or green aspects only. This signal is situated 1,956 yds from the signal box (407 yds further) and 1,340 yds from the new Up Main Home (see below).

Up Main Outer and Inner Homes:-

Replaced by a 3 aspect colour light Up Main signal, plated B13, and situated 616 yds. from the signal box (221 yds. further) (Red aspect 12 ft above rail). A telephone to Billingham signal box has been provided.

Up Branch Distant

Replaced by a 2 aspect colour light d... Belasis Lane Up Starting signal. The yellow aspect is 9 ft above rail. The starting signal has been reduced in height to 15 ft above rail.

This new colour light Distant signal is situated 1,340 yds from the new Up Main Home. The Starting signal is in the OFF position. The green spectacle of Belasis Lane Up Starting signal is in the OFF position.

Up Branch Outer and Inner Homes:-

Replaced by a 3 aspect colour light signal, plated B13, and situated 565 yds. from the signal box (221 yds. further). A telephone to Billingham signal box has been provided.

SECTION D

**** Items marked**

Temporary reduced speed (due to crossing) on the D...
Trainmen not to put

The Occupation crossing will be increased user due to...
16 00 daily.
Handsignalmen in att

Referring to clause 2 of...
speed of 25m.p.h. will...
20m.p.h.:-
Plasser 06 - ...
Plasser 06 - ...
Plasser 04
Plasser WE 275

Drivers to keep a sharp look

The platform is being short...
stop short of any obstructio

Owing to engineering work t

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**UPPER DENTON LEVEL CROSSING**

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box). will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

**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)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(UFN)

EGTON STATION

The platform is being shortened by approximately 40 yards at the West end. Drivers must be prepared to stop short of any obstructions on the platform.

(UFN)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted.

(U.F.N.)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued
MISCELLANEOUS NOTICES—continued

MARK IID COACHING STOCK

The existing door locks on Mark IID coaches have now been modified to render the mechanism on the inside of the vehicles inoperative.

Concurrently, the door drop-lights will remain unlocked to enable passengers to open the doors when alighting at stations.

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by the station staff, Guards, travelling Ticket Inspectors, Restaurant, Car and other staff on duty on these trains, to the closing of the drop-lights – the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation. (UFN)

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	—
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
24 NOVEMBER 1971

MO.45/NN

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 NN No:—"

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

No.50

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

**SATURDAY 11 DECEMBER
TO
FRIDAY 17 DECEMBER 1971
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 12 DECEMBER – BEAL**

Down Main Auto Signal D59 will be converted to a controlled signal, re-plated B18.

Up Main Auto signal U59 will be converted to a controlled signal, re-plated B15.

The signal post telephones of these signals will be connected to Beal signal box. (2)

TUESDAY 14 DECEMBER – HEATON SOUTH JUNCTION

The trailing points in the Up Tynemouth, leading from Corporation Siding will be secured permanently out of use in the normal position pending removal of the Siding. The associated position light shunting signal will be abolished. (2)

THURSDAY 16 DECEMBER – WASHINGTON SOUTH

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

Up Pontop to Up Goods No.1 (Facing)

Down Pontop to Tavern Sidings (Trailing)

Up Main to Up Goods No.2 (Trailing)

Slip connection – Down Pontop to Calders Sidings.

Up Pontop to Brickwork Siding (Trailing)

The following Sidings are now redundant:—

Brickwork Siding

Calders Siding

Tavern Siding

Iron Works Sidings

Washington Colliery

The Up Goods No.2 will be taken out of use and the inlet points will be retained to form traps. (2)

DETAILS OF WORK ALREADY CARRIED OUT**TYNE**

The Up Fast signal No.265 has been converted to an automatic signal. (1)

TYNE YARD

The ground position light signals Nos. 134 and 135, no longer apply from Up or Down Slow to Low Fell Up Sidings, and the indication "U" has been abolished from their associated route indicators. (1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

NEWCASTLE–VICKERS ARMSTRONGS ELSWICK WORKS

A new connection has been provided in the Siding line from Forth to Elswick Works, 200 yards west of 316 signal to serve m/s Vickers Armstrongs Ltd. Iron Foundry.

This is operated by a single lever ground frame which is secured by padlock, the key for which is in the custody of the Yard Chargeman at Forth .

A notice board reading "B.R. LOCOMOTIVES MUST NOT PASS THIS BOARD" has been erected in the new siding. (51/52)

*** * BETWEEN NORTHALLERTON AND ERYHOLME**

The A.W.S. inductors applicable to Down Main signal N3, and Up Main signal N5, have been repositioned 200 yards from the respective signals. (50)

*** * BETWEEN WALKER AND ST. PETERS**

The Up Main Newcastle and Gateshead Gas Co. Sidings Ground Frame, and associated signalling has been abolished.

Access to the Sidings is now controlled by a new single lever Ground Frame, releasable by Annetts Key retained at St. Peters Station. This Annetts Key will also release the Tyne Dry Dock Ground Frame. (50)

*** * FENCEHOUSES**

The Level Crossing gates have been replaced by lifting barriers controlled from the signal box. (50)

*** * WEARMOUTH**

The facing points in the Up Main, adjacent to the signal box, have been secured permanently out of use in the normal position pending removal.

The Monkwearmouth Old Goods Yard and Foundry Sidings, have been abolished. (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

MISCELLANEOUS NOTICES**UPPER DENTON LEVEL CROSSING**

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56m. 21 chs. (approximately 1070 yards south of the signal box). will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

★ **FERRYHILL**

For the purpose of carrying out the provisions of Rule 147, Guards of Freight trains travelling from the Bishops Middleham direction which are run onto the Up Goods Loop at Ferryhill and there brought to a stand, must use the telephone provided on the Up Goods Loop.

(2)

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)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled

(UFN)

EGTON STATION

The platform is being shortened by approximately 40 yards at the West end. Drivers must be prepared to stop short of any obstructions on the platform.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES—continued
MISCELLANEOUS NOTICES—continued

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (U.F.N.)

**** MARK IID COACHING STOCK**

The existing door locks on Mark IID coaches have now been modified to render the mechanism on the inside of the vehicles inoperative.

Concurrently, the door drop-lights will remain unlocked to enable passengers to open the doors when alighting at stations.

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by the station staff, Guards, travelling Ticket Inspectors, Restaurant, Car and other staff on duty on these trains, to the closing of the drop-lights - the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation.

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	-
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
South Gosforth Car Sheds	Construction of new oil interceptor and associated drainage works	08 00 to 18 00 daily until further notice	

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

York
1 DECEMBER 1971

MO.45/NN

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 NN No:-"



British Rail

NN

EASTERN REGION

**No.
51/52**

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

★ This Booklet Contains Notices for Two Weeks

SATURDAY 18 DECEMBER
TO
FRIDAY 31 DECEMBER 1971
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 19 DECEMBER—DARLINGTON SOUTH AND GENEVA****Darlington South**

The connection from Up Goods to No.2 Up Siding, will be abolished.

The facing points at the Up Goods end of this connection will be converted to trap points, and the points in the No.2 sidings end will be secured out of use pending replacement by plain line.

The south end of No.1 Up Siding line, will be abolished between the former Up Goods to No.2 Up Siding connection, and the vicinity of the slip connection—No.2 Siding to Up Goods.

The south end facing points between No.1 Siding and the Up Goods will be secured out of use in the reverse position for through running No.1 Siding to Up Goods.

All associated signalling will be abolished.

Darlington South and Geneva

The Down Branch Siding, will become a shunt spur, and buffer stops will be erected at the Geneva end of the line.

Geneva

The points Down Branch Siding to Down Branch will be secured out of use pending removal and the associated signalling abolished. (3)

DETAILS OF WORK ALREADY CARRIED OUT**FENCEHOUSES**

The trailing crossover between the Down and Up Main lines, situated South of the signal box, has been secured out of use pending removal.

The associated Ground Frame has been abolished. (New Item) (3)

PENSHAW NORTH

The Down Departure to Down Main Intermediate Home signal, has been dispensed with and the Down Departure Home signal re-named Down Departure to Down Main Home signal. (New Item) (3)

BEAL

Down Main Auto Signal D59 has been converted to a controlled signal, re-plated B18.

Up Main Auto signal U59 has been converted to a controlled signal, re-plated B15.

The signal post telephones of these signals have been connected to Beal signal box. (2)

HEATON SOUTH JUNCTION

The trailing points in the Up Tynemouth, leading from Corporation Siding have been secured permanently out of use in the normal position pending removal of the Siding. The associated position light shunting signal has been abolished. (2)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

WASHINGTON SOUTH

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

- Up Pontop to Up Goods No.1 (Facing)
- Down Pontop to Tavern Sidings (Trailing)
- Up Main to Up Goods No.2 (Trailing)
- Slip connection — Down Pontop to Calders Sidings.
- Up Pontop to Brickwork Siding (Trailing)

The following Sidings are now redundant:—

- Brickwork Siding
- Calders Siding
- Tavern Siding
- Iron Works Sidings
- Washington Colliery

The Up Goods No.2 has been taken out of use and the inlet points have been retained to form traps. (2)

TYNE

The Up Fast signal No.265 has been converted to an automatic signal. (1)

TYNE YARD

The ground position light signals Nos. 134 and 135, no longer apply from Up or Down Slow to Low Fell Up Sidings, and the indication "U" has been abolished from their associated route indicators. (1)

KILLINGWORTH

The trailing connection in the Up Main at 5m. 64chs., leading from the former Up Sidings, has been removed and replaced by plain line.

The associated signalling has been abolished. (1)

FIGHTING COCKS BRANCH—RAIL WELDING DEPOT, DINSDALE

A trailing connection has been installed and brought into use on the Up Arrival line. (1)

*** * FERRYHILL AND KELLOE BANK FOOT**

A Distant signal has been provided 400 yards from the Ground Frame stop board. (51/52)

*** * COXHOE GOODS BRANCH**

A Distant signal has been provided 400 yards from the Ground Frame stop board. (51/52)

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

**** FERRYHILL**

Revised signalling has been introduced at Ferryhill.

Full details are published in Supplementary Signalling Notice No. 28 and all staff concerned must be in possession of a copy.

The following amendments should be made to the Supplementary Notice.

Page 3

Alterations to Existing Signalling

Amend 3rd and 4th paragraphs to read:–

Ferryhill No.1 Up Main Home 79 Signal, will become an automatic signal, without subsidiary signal, and route indicator re-lettered and renumbered F436. Ferryhill No.3 Up Main 99 Signal, will be re-lettered and re-numbered F444.

Page 5

Ground Position Light Signals

No.	Location or Description	Aspect		Junction or Route Indication	Application To or Towards
		M = Main	S = Sub		
424	Down Main	–		"L" "U"	Up Leamside to F422 Along Up Main to F426
429	Down Passenger Loop	–		"X" "G"	Down Main to Rear of F439 (Line Occupied) Ferryhill Goods (51/52)


NEWCASTLE-VICKERS ARMSTRONGS ELSWICK WORKS

A new connection has been provided in the Siding line from Forth to Elswick Works, 200 yards west of 316 signal to serve m/s Vickers Armstrongs Ltd. Iron Foundry.

This is operated by a single lever ground frame which is secured by padlock, the key for which is in the custody of the Yard Chargeman at Forth .

A notice board reading "B.R. LOCOMOTIVES MUST NOT PASS THIS BOARD" has been erected in the new siding. (51/52)

GENERAL INSTRUCTIONS AND NOTICES

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MISCELLANEOUS NOTICES**UPPER DENTON LEVEL CROSSING**

Temporary reduced clearances due to road signal at Upper Denton Level Crossing (Newcastle end of crossing) on the Down side only.

Trainmen not to put their heads out.

FERRYHILL

The Occupation crossing at 56 m. 21 chs. (approximately 1070 yards south of the signal box). will have an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance.

(UFN)

FERRYHILL

For the purpose of carrying out the provisions of Rule 147, Guards of Freight trains travelling from the Bishop Middleham direction which are run onto the Up Goods Loop at Ferryhill and there brought to a stand, must use the telephone provided on the Up Goods Loop. (2)

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Plasser 04

Plasser WE 275 (P. & C. machine)

(UFN)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the sidings being remodelled.

(UFN)

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The platform is being shortened by approximately 40 yards at the West end. Drivers must be prepared to stop short of any obstructions on the platform.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

BETWEEN PILMOOR AND THIRSK

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Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use. Also replacing main doors at all back entrances.	Until further notice	-
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	08 00 to 18 00 daily until further notice	
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York
8 DECEMBER 1971

MO.45/NN

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 NN No :-"