



NN

EASTERN REGION

No. 1

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

SATURDAY 1 JANUARY

TO

FRIDAY 7 JANUARY 1972

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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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 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.
Nunthorpe and Battersby	Single	08 00 to 16 00. Contractor excavating and laying cables at lineside between 4m. 28chs. and 4m. 36chs. Mechanical plant in use.
Glaisdale and Grosmont	Single	08 00 to 16 00. Shortening Egton station platform. Machinery in use. (See Section 'D').

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 4 JANUARY — CEMETERY NORTH

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

The facing connection — Up Main to Up Goods.

The trailing crossover adjacent to the signal box, between the Down and Up Main lines, and the associated slip connection to Down Goods. (4)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON SOUTH AND GENEVA

Darlington South

The connection from Up Goods to No.2 Up Siding, has been abolished.

The facing points at the Up Goods end of this connection have been converted to trap points, and the points in the No.2 sidings end have been secured out of use pending replacement by plain line.

The south end of No.1 Up Siding line, has been 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 have been secured out of use in the reverse position for through running No.1 Siding to Up Goods.

All associated signalling has been abolished.

Darlington South and Geneva

The Down Branch Siding, has become a shunt spur, and buffer stops have been erected at the Geneva end of the line.

Geneva

The points Down Branch Siding to Down Branch have been secured out of use pending removal and the associated signalling abolished. (3)

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. (3)

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

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. (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)

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)

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

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.

★ **ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)**

ND Booklet No. 51D

Page ND 26

Page 26

Berwick

Tweedmouth The speed restriction Up **30 m.p.h.** 67m. 6chs. to 66m. 70chs. has been shown deleted in error. This speed restriction should remain as shown on the preceding page.

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)

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)

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.
 (U.F.N)

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.
 (U.F.N)

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
 17 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:—"



NN

EASTERN REGION

No.2

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

SATURDAY 8 JANUARY

TO

FRIDAY 14 JANUARY 1972

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 9 JANUARY – DARLINGTON SOUTH**

The searchlight type gantry mounted signal No. 1 Platform Starting to Down Branch or Up Main (No. DS148) will be abolished and replaced by a straight post 3 aspect multi-unit type signal, with theatre type route indicator and subsidiary signal (with unchanged reading) sited on the right-hand side of No. 1 Platform line, at the end of the Platform ramp.

The searchlight type No. 2 Platform Up Starting signal to Up Main, or to Down Branch (No. DS147), will be renewed at the end of the Platform ramp as a 3 aspect multi-unit type signal.

The connection at the south end between the Up Siding and the Up Duplicate, will be secured out of use pending removal. The disc signal, applying through this connection-Up Siding to Up Duplicate, will be abolished, and the disc signal, applying-set-back to Up Duplicate or Up Siding, will now apply along the Up Duplicate line only. The Up Siding will be shortened by 50 yards. (5)

SUNDAY 9 JANUARY – SMEAFIELD

The trailing crossover will be secured permanently out of use in the normal position pending removal. (5)

SUNDAY 9 JANUARY – BEAL

A new trailing crossover will be provided and brought into use North of the signal box, approximately 300 yards after passing Down Main signal B18, and approximately 300 yards after passing Up Main signal B15. This crossover will be controlled by a new 4 lever Ground Frame, released from Beal signal box, and situated on the Down Side. A telephone will be provided at this Ground Frame, for communicating with Beal signal box.

A new Down Siding, will be provided. The outlet trailing points in the Down Main, will be just North of the new crossover and these points and the trap points at the Down Siding end, will also be controlled by the new Ground Frame.

The trailing points in the Down Main, South of the signal box, leading to the Down Siding, will be secured permanently out of use pending removal of the Down Siding, and the associated position light shunting signals will be abolished. The Down Main signal B10, on the approach side of these trailing points will be converted to an automatic signal and re-plated D57. (5)

SUNDAY 9 JANUARY – GOSWICK

The trailing crossover will be secured permanently out of use in the normal position pending removal, and the associated position light shunting signals will be abolished. (5)

SUNDAY 9 JANUARY – CEMETERY NORTH

The following lines will be abolished:—

- No. 1 Up Sidings (South End).
- Up Sidings (North End).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 9 JANUARY – CEMETERY NORTH – continued

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

Facing connection (adjacent to the signal box) – Up Main to Up Goods.

Trailing crossover (adjacent to the signal box) between the Down and Up Main Lines, and the associated slip connection to Down Goods.

Facing Points – Up Goods to No. 1 Up Sidings.

The points leading from Back Road to Up Sidings (North), will be secured in the reverse position pending removal.

The connection between the Shunting line and the Back Road.

The following points will be converted to hand-worked points:—

Down Goods to Down Sidings.

Up Goods to No. 2 Up Sidings.

All points of the scissor crossing between Nos. 2 and 3 Up Sidings and Back Road, and Shunting Line.

Facing points, Shunting line to Up Goods.

Up Sidings (North) Shunting line to Back Road.

Signals abolished:—

Up Main 3rd Home to Up Goods with Up Main 3rd Home on the right-hand bracket.

All shunting signals applying to movements through points converted to hand-worked points or to points secured out of use pending removal will be abolished, except for the disc signal applying through the points – Up Sidings (North) Shunt Line to Back Road, which will be repositioned 95 yards nearer to the signal box.

Altered signals:—

The miniature arm shunt signal, applying – Shunting line to Up Sidings (North), will be renewed as a ground disc signal 38 yards further from the signal box situated on the right-hand side of the shunting line.

The double disc signal, applying – Up Sidings (North) to Shunting line and Up Main, will be converted to a single yellow faced disc signal, applying – Up Siding to Up Main. (The adjacent connection between the Up Sidings will be abolished.)

Renaming of lines:—

The Up Goods will be renamed Up Through Sidings.

The Down Goods and Down Siding, will be renamed Down Through Sidings.

Notice Boards worded 'STOP FOR ORDERS' applying to movements towards the signal box, will be provided in place of the now abolished 3 arm signals as follows:—

On the Down Through Siding, 137 yards South of the signal box.

On the Up Through Sidings, 190 yards South of the signal box.

On (No.2) Up Sidings, 183 yards South of the signal box. This notice board applies to Nos. 2 and 3 Up Sidings.

(5)

SUNDAY 9 JANUARY – PENSRAW NORTH

The shunt signal applying – set back – Departure line to Arrival line, will be renewed as a ground disc signal on the right-hand side of the Departure line.

The shunt signal applying – set back – Up Main to Down Main, will be renewed as a ground disc on the right-hand side of the Up Main.

The following signals will be replaced by miniature arms:—

Up Main 2nd Home to Arrival line.

Down Departure to Down Main Home signal.

(5)

SECTION C – SIGNALLING PERMANENT WAY ALTERATIONS – continued

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

TUESDAY 11 JANUARY – NEWSHAM SOUTH

The points – Down Goods to Down Siding and the associated signalling will be abolished. (5)

DETAILS OF WORK ALREADY CARRIED OUT

CEMETERY NORTH

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

The facing connection – Up Main to Up Goods.

The trailing crossover adjacent to the signal box, between the Down and Up Main lines, and the associated slip connection to Down Goods. (4)

DARLINGTON SOUTH AND GENEVA

Darlington South

The connection from Up Goods to No.2 Up Siding, has been abolished.

The facing points at the Up Goods end of this connection have been converted to trap points, and the points in the No.2 sidings end have been secured out of use pending replacement by plain line.

The south end of No.1 Up Siding line, has been 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 have been secured out of use in the reverse position for through running No.1 Siding to Up Goods.

All associated signalling has been abolished.

Darlington South and Geneva

The Down Branch Siding, has become a shunt spur, and buffer stops have been erected at the Geneva end of the line.

Geneva

The points Down Branch Siding to Down Branch have been secured out of use pending removal and the associated signalling abolished. (3)

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. (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. (3)

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

*** * 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)

*** * 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)

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

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.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

ND Booklet No. 51D

Page ND 26

Page 26

Berwick

Tweedmouth The speed restriction Up **30 m.p.h.** 67m. 6chs. to 66m. 70chs. has been shown deleted in error. This speed restriction should remain as shown on the preceding page.

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)

**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)

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
 29 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 :-"



NN

EASTERN REGION

No.3

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

SATURDAY 15 JANUARY

TO

FRIDAY 21 JANUARY 1972

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 18 JANUARY—NEWSHAM SOUTH AND NORTH

The Down Goods line between Newsham South and North will become a siding line with access at the Newsham North end only.

Newsham South

The facing points – Down Main to Down Goods will be secured out of use in the normal position pending removal and the associated signal will be abolished. (6)

DETAILS OF WORK ALREADY CARRIED OUT

NEWSHAM SOUTH

Note: The work scheduled for Tuesday 11 January for abolishing the Down Goods to Down Siding points and associated signalling has **NOT** been carried out. (6)

DARLINGTON SOUTH

The searchlight type gantry-mounted signal No.1 Platform Starting to Down Branch or Up Main (No.DS148) has been abolished and replaced by a straight post 3 aspect multi-unit type signal, with theatre type route indicator and subsidiary signal (with unchanged reading) sited on the right-hand side of No.1 Platform line, at the end of the Platform ramp.

The searchlight type No.2 Platform Up Starting signal to Up Main, or to Down Branch (No.DS147), has been renewed at the end of the Platform ramp as a 3 aspect multi-unit type signal.

The connection at the south end between the Up Siding and the Up Duplicate, has been secured out of use pending removal. The disc signal, which applied through this connection—Up Siding to Up Duplicate, has been abolished, and the disc signal, which applied set-back to Up Duplicate or Up Siding, now applies along the Up Duplicate line only. The Up Siding has been shortened by 50 yards. (5)

SMEAFIELD

The trailing crossover has been secured permanently out of use in the normal position pending removal. (5)

BEAL

A new trailing crossover has been provided and brought into use North of the signal box, approximately 300 yards after passing Down Main signal B18 and approximately 300 yards after passing Up Main signal B15. This crossover is controlled by a new 4 lever Ground Frame, released from Beal signal box and situated on the Down Side. A telephone has been provided at this Ground Frame, for communicating with Beal signal box.

A new Down Siding, has been provided. The outlet trailing points in the Down Main, are just North of the new crossover and these points and the trap points at the Down Siding end, are also controlled by the new Ground Frame.

The trailing points in the Down Main, South of the signal box, leading to the Down Siding, have been secured permanently out of use pending removal of the Down Siding, and the associated position light shunting signals have been abolished. The Down Main signal B10, on the approach side of these trailing points has been converted to an automatic signal and re-plated D57. (6)

GOSWICK

The trailing crossover has been secured permanently out of use in the normal position pending removal, and the associated position light shunting signals have been abolished. (5)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CEMETERY NORTH

The following lines have been abolished:-

No. 1 Up Sidings (South End).

Up Sidings (North End).

The following points and connections have been secured permanently out of use pending removal:-

Facing connection (adjacent to the signal box) – Up Main to Up Goods.

Trailing crossover (adjacent to the signal box) between the Down and Up Main Lines, and the associated slip connection to Down Goods.

Facing Points – Up Goods to No. 1 Up Sidings.

The points leading from Back Road to Up Sidings (North) have been secured in the reverse position pending removal.

The connection between the Shunting line and the Back Road.

The following points have been converted to hand-worked points:-

Down Goods to Down Sidings.

Up Goods to No. 2 Up Sidings.

All points of the scissor crossing between Nos. 2 and 3 Up Sidings and Back Road, and Shunting Line.

Facing points, Shunting line to Up Goods.

Up Sidings (North) Shunting line to Back Road.

Signals abolished:-

Up Main 3rd Home to Up Goods with Up Main 3rd Home on the right-hand bracket.

All shunting signals which applied to movements through points converted to hand-worked points or to points secured out of use pending removal have been abolished, except for the disc signal applying through the points—Up Sidings (North) Shunt line to Back Road, which has been repositioned 95 yards nearer to the signal box.

Altered signals:-

The miniature arm shunt signal, applying – Shunting line to Up Sidings (North) has been renewed as a ground disc signal 38 yards further from the signal box situated on the right-hand side of the shunting line.

The double disc signal, which applied—Up Sidings (North) to Shunting line and Up Main, has been converted to a single yellow faced disc signal, applying – Up Siding to Up Main. (The adjacent connection between the Up Sidings has been abolished.)

Renaming of lines:-

The Up Goods has been renamed Up Through Sidings.

The Down Goods and Down Siding, have been renamed Down Through Sidings.

Notice Boards worded 'STOP FOR ORDERS' applying to movements towards the signal box, have been provided in place of the now abolished 3 arm signals as follows:-

On the Down Through Siding, 137 yards South of the signal box.

On the Up Through Sidings, 190 yards South of the signal box.

On (No.2) Up Sidings, 183 yards South of the signal box. This notice board applies to Nos. 2 and 3 Up Sidings.

SECTION C – SIGNALLING PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

PENSHAW NORTH

The shunt signal applying— set back—Departure line to Arrival line, has been renewed as a ground disc signal on the right-hand side of the Departure line.

The shunt signal applying— set back—Up Main to Down Main, has been renewed as a ground disc on the right-hand side of the Up Main.

The following signals have been replaced by miniature arms:-

Up Main 2nd Home to Arrival line.

Down Departure to Down Main Home signal.

(5)

*** * DARLINGTON SOUTH AND GENEVA**

Darlington South

The connection from Up Goods to No.2 Up Siding, has been abolished.

The facing points at the Up Goods end of this connection have been converted to trap points, and the points in the No.2 sidings end have been secured out of use pending replacement by plain line.

The south end of No.1 Up Siding line, has been 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 have been secured out of use in the reverse position for through running No.1 Siding to Up Goods.

All associated signalling has been abolished.

Darlington South and Geneva

The Down Branch Siding, has become a shunt spur, and buffer stops have been erected at the Geneva end of the line.

Geneva

The points Down Branch Siding to Down Branch have been secured out of use pending removal and the associated signalling abolished.

(3)

*** * 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.

(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.

(3)

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.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

ND Booklet No. 51D

Page ND 26

Page 26

Berwick

Tweedmouth The speed restriction Up **30 m.p.h.** 67m. 6chs. to 66m. 70chs. has been shown deleted in error. This speed restriction should remain as shown on the preceding page.

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)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued
MISCELLANEOUS NOTICES-continued

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. (U.F.N)

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
5 JANUARY 1972

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. 4**

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

SATURDAY 22 JANUARY

TO

FRIDAY 28 JANUARY 1972

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 JANUARY – DARLINGTON SOUTH

The Down Goods will be closed to traffic pending the abolition of this line, and the facing points in the Down Main leading to the Down Goods will be secured permanently out of use in the normal position pending removal. All associated signal routes will be abolished.

The slip connection to the Down Main, leading from the Up Main to Up Goods facing connection, will be abolished, and the slip points together with the trailing points in the Down Main, will be secured permanently out of use in the normal position pending removal. All associated signal routes will be abolished.

(7)

SUNDAY 23 JANUARY – CHARITY

The Down and Up Goods lines, between Hopetown and Charity will be closed to traffic. The slip connection leading from the main to main trailing crossover to Down Goods, the Facing Points – Up Main to Up Goods and the trailing crossover between the Down and Up Goods lines, will be secured permanently out of use in the normal position pending removal. Shunt Spur No.1 will be abolished.

The Goods lines Nos.1 and 2 will be renamed Siding Lines.

The points at the signal box end of these Sidings lines and the points in Rise Carr Ironworks Sidings, leading to the Siding lines will be disconnected from the signal box and become hand-worked.

The points in the Shunt Spur No.2 of the connection to Rise Carr Ironworks will also become hand-worked, and the trap points in this connection will be secured in the reverse position pending replacement by plain line.

The points at the signal box end of the connection between the Sidings lines (former Goods lines No.1 and 2), and the Up Goods will be secured out of use pending removal, and the opposite end of this connection will be remodelled to form a new connection from Up Main to Sidings lines, the facing points of which in the Up Main will be situated adjacent to the main to main crossover.

Altered Signals:—

The ground disc signal, applying – Up Main to Down Main, will be repositioned at the point ends of the trailing crossover, and a new ground disc shunting signal reading – Up Main to Down Main, will be provided at the clearance point of the Up Main to Sidings facing points.

The ground disc at the former trap points in the connection from Rise Carr Ironworks to Shunt Spur No.2, will be repositioned to control movements from this connection and from Shunt Spur No.2.

The Up Main to Goods Home (on centre doll of 3), will be replaced by a miniature arm. The Up Main to Goods Distant below, and the semaphore signal on the left-hand doll applying Up Main to Goods line No.2 Home will be abolished.

The following signals will also be abolished:—

The 'T' bracket carrying

Goods line No.2. Down Home.

Goods line No.1. Down Home.

Shunting, Rise Carr Ironworks Sidings to Goods line No.2.

Shunting to and from Rise Carr Ironworks Sidings.

The post carrying the 3 miniature arm shunt signals applying:—

Goods No.2 to Rise Carr Ironworks Sidings.

Goods line No.2 Up Starting.

Goods line No.2 to No.1 Up Starting.

The Down Goods Distant.

Down Goods to Main Home.

Disc, shunting, Down Goods to Rolling Mill.

Disc, shunting from Shunt Spur No.1.

Disc, shunting Up Goods to Rolling Mill, Down Main or Shunt Spur No.1.

(7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

NEWSHAM SOUTH AND NORTH

The Down Goods line between Newsham South and North has become a siding line with access at the Newsham North end only.

Newsham South

The facing points - Down Main to Down Goods have been secured out of use in the normal position pending removal and the associated signal has been abolished. (6)

DARLINGTON SOUTH

The searchlight type gantry-mounted signal No.1 Platform Starting to Down Branch or Up Main (No.DS148) has been abolished and replaced by a straight post 3 aspect multi-unit type signal, with theatre type route indicator and subsidiary signal (with unchanged reading) sited on the right-hand side of No.1 Platform line, at the end of the Platform ramp.

The searchlight type No.2 Platform Up Starting signal to Up Main, or to Down Branch (No.DS147), has been renewed at the end of the Platform ramp as a 3 aspect multi-unit type signal.

The connection at the south end between the Up Siding and the Up Duplicate, has been secured out of use pending removal. The disc signal, which applied through this connection-Up Siding to Up Duplicate, has been abolished, and the disc signal, which applied set-back to Up Duplicate or Up Siding, now applies along the Up Duplicate line only. The Up Siding has been shortened by 50 yards. (5)

SMEAFIELD

The trailing crossover has been secured permanently out of use in the normal position pending removal. (5)

BEAL

A new trailing crossover has been provided and brought into use North of the signal box, approximately 300 yards after passing Down Main signal B18 and approximately 300 yards after passing Up Main signal B15. This crossover is controlled by a new 4 lever Ground Frame, released from Beal signal box and situated on the Down Side. A telephone has been provided at this Ground Frame, for communicating with Beal signal box.

A new Down Siding, has been provided. The outlet trailing points in the Down Main, are just North of the new crossover and these points and the trap points at the Down Siding end, are also controlled by the new Ground Frame.

The trailing points in the Down Main, South of the signal box, leading to the Down Siding, have been secured permanently out of use pending removal of the Down Siding, and the associated position light shunting signals have been abolished. The Down Main signal B10, on the approach side of these trailing points has been converted to an automatic signal and re-plated D57. (6)

GOSWICK

The trailing crossover has been secured permanently out of use in the normal position pending removal, and the associated position light shunting signals have been abolished. (5)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CEMETERY NORTH

The following lines have been abolished:-

No 1 Up Sidings (South End)

Up Sidings (North End)

The following points and connections have been secured permanently out of use pending removal:-

Facing connection (adjacent to the signal box) – Up Main to Up Goods.

Trailing crossover (adjacent to the signal box) between the Down and Up Main Lines, and the associated slip connection to Down Goods.

Facing Points – Up Goods to No 1 Up Sidings

The points leading from Back Road to Up Sidings (North) have been secured in the reverse position pending removal.

The connection between the Shunting line and the Back Road

The following points have been converted to hand-worked points:-

Down Goods to Down Sidings

Up Goods to No. 2 Up Sidings

All points of the scissor crossing between Nos. 2 and 3 Up Sidings and Back Road, and Shunting Line.

Facing points, Shunting line to Up Goods

Up Sidings (North) Shunting line to Back Road

Signals abolished:-

Up Main 3rd Home to Up Goods with Up Main 3rd Home on the right-hand bracket.

All shunting signals which applied to movements through points converted to hand-worked points or to points secured out of use pending removal have been abolished, except for the disc signal applying through the points—Up Sidings (North) Shunt line to Back Road, which has been repositioned 95 yards nearer to the signal box.

Altered signals:-

The miniature arm shunt signal, applying – Shunting line to Up Sidings (North) has been renewed as a ground disc signal 38 yards further from the signal box situated on the right-hand side of the shunting line.

The double disc signal, which applied—Up Sidings (North) to Shunting line and Up Main, has been converted to a single yellow faced disc signal, applying – Up Siding to Up Main. (The adjacent connection between the Up Sidings has been abolished.)

Renaming of lines:-

The Up Goods has been renamed Up Through Sidings.

The Down Goods and Down Siding, have been renamed Down Through Sidings.

Notice Boards worded 'STOP FOR ORDERS' applying to movements towards the signal box, have been provided in place of the now abolished 3 arm signals as follows:-

On the Down Through Siding, 137 yards South of the signal box.

On the Up Through Sidings, 190 yards South of the signal box.

On (No.2) Up Sidings, 183 yards South of the signal box. This notice board applies to Nos. 2 and 3 Up Sidings.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PENSHAW NORTH

The shunt signal applying– set back–Departure line to Arrival line, has been renewed as a ground disc signal on the right-hand side of the Departure line.

The shunt signal applying– set back–Up Main to Down Main, has been renewed as a ground disc on the right-hand side of the Up Main.

The following signals have been replaced by miniature arms:-

Up Main 2nd Home to Arrival line.

Down Departure to Down Main Home signal.

(5)

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

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)

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (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 JANUARY 1972

MO.45/NN

F.J. BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"



NN

EASTERN REGION

No. 5

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

SATURDAY 29 JANUARY

TO

FRIDAY 4 FEBRUARY 1972

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
LONGBECK (SALTBURN WEST JN.) TO CRAG HALL		
DAILY UNTIL FURTHER NOTICE		
Saltburn West Jn. and Crag Hall	Single	08 00 to 16 00. Repairing culvert No. 10 at 30m.p.
Saltburn West Jn. and Crag Hall	Single	Repairing track on "dead line". Rail motor and trolleys in use on "dead line" to gain access via Crag Hall.
SUNDAY 30 JANUARY		
Saltburn West Jn. and Crag Hall	Single (BLOCKED)	07 30 to 16 30. Resleepering between 27m. 21chs. and 33m. 61chs.
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 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.
Nunthorpe and Battersby	Single	08 00 to 16 00. Contractor excavating and laying cables at lineside between 4m. 28chs. and 4m. 36chs. Mechanical plant in use.
Glaisdale and Grosmont	Single	08 00 to 16 00. Shortening Egton station platform. Machinery in use. (See Section 'D').

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 JANUARY—DARLINGTON NORTH

The Down Goods (between Darlington South and North) will be abolished, and the trailing points in the Down Main leading thereto will be secured permanently out of use pending removal.

Signals abolished:—

- No.127 position light shunting—Down Main to Down Goods.
- No.148 Down Goods Home to Down Main and its associated subsidiary signal No.132.
- Disc shunting—Down Main to No.127.

The signal routes to No.127 signal will be abolished from the route indicators associated with the Up Reception and Up Goods position light shunting signals Nos.94 and 88. (8)

SUNDAY 30 JANUARY—GOSWICK

Up Main signal G9 will be converted to an automatic signal and re-plated U61. (8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON SOUTH

The Down Goods has been abolished, and the facing points in the Down Main leading to the Down Goods have been secured permanently out of use in the normal position pending removal. All associated signal routes have been abolished.

The slip connection to the Down Main, leading from the Up Main to Up Goods facing connection, has been abolished, and the slip points together with the trailing points in the Down Main, has been secured permanently out of use in the normal position pending removal. All associated signal routes have been abolished. (7)

CHARITY

The Down and Up Goods lines, between Hopetown and Charity have been closed to traffic. The slip connection leading from the main to main trailing crossover to Down Goods, the Facing Points—Up Main to Up Goods and the trailing crossover between the Down and Up Goods lines, have been secured permanently put of use in the normal position pending removal. Shunt Spur No.1 has been abolished.

The Goods lines Nos.1 and 2 have been renamed Siding Lines.

The points at the signal box end of these Sidings lines and the points in Rise Carr Ironworks Sidings, leading to the Siding lines have been disconnected from the signal box and become hand-worked.

The points in the Shunt Spur No.2 of the connection to Rise Carr Ironworks have also become hand-worked, and the trap points in this connection have been secured in the reverse position pending replacement by plain line.

The points at the signal box end of the connection between the Sidings lines (former Goods lines No.1 and 2), and the Up Goods have been secured out of use pending removal, and the opposite end of this connection has been remodelled to form a new connection from Up Main to Sidings lines, the facing points of which in the Up Main are situated adjacent to the main to main crossover.

Altered Signals:—

The ground disc signal, applying – Up Main to Down Main, has been repositioned at the point ends of the trailing crossover, and a new ground disc shunting signal reading – Up Main to Down Main, has been provided at the clearance point of the Up Main to Sidings facing points.

The ground disc at the former trap points in the connection from Rise Carr Ironworks to Shunt Spur No.2, has been repositioned to control movements from this connection and from Shunt Spur No.2.

The Up Main to Goods Home (on centre doll of 3), has been replaced by a miniature arm. The Up Main to Goods Distant below, and the semaphore signal on the left-hand doll which applied Up Main to Goods line No.2 Home have been abolished.

The following signals have also been abolished:—

The 'T' bracket carrying

- Goods line No.2. Down Home.
- Goods line No.1. Down Home.
- Shunting, Rise Carr Ironworks Sidings to Goods line No.2.
- Shunting to and from Rise Carr Ironworks Sidings.

The post carrying the 3 miniature arm shunt signals applying:—

- Goods No.2 to Rise Carr Ironworks Sidings.
- Goods line No.2 Up Starting.
- Goods line No.2 to No.1 Up Starting.
- The Down Goods Distant.
- Down Goods to Main Home.
- Disc, shunting, Down Goods to Rolling Mill.
- Disc, shunting from Shunt Spur No.1.
- Disc, shunting Up Goods to Rolling Mill, Down Main or Shunt Spur No.1.

(7)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

NEWSHAM SOUTH AND NORTH

The Down Goods line between Newsham South and North has become a siding line with access at the Newsham North end only.

Newsham South

The facing points – Down Main to Down Goods have been secured out of use in the normal position pending removal and the associated signal has been abolished. (6)

*** * DARLINGTON SOUTH**

The searchlight type gantry-mounted signal No.1 Platform Starting to Down Branch or Up Main (No.DS148) has been abolished and replaced by a straight post 3 aspect multi-unit type signal, with theatre type route indicator and subsidiary signal (with unchanged reading) sited on the right-hand side of No.1 Platform line, at the end of the Platform ramp.

The searchlight type No.2 Platform Up Starting signal to Up Main, or to Down Branch (No.DS147), has been renewed at the end of the Platform ramp as a 3 aspect multi-unit type signal.

The connection at the south end between the Up Siding and the Up Duplicate, has been secured out of use pending removal. The disc signal, which applied through this connection—Up Siding to Up Duplicate, has been abolished, and the disc signal, which applied set-back to Up Duplicate or Up Siding, now applies along the Up Duplicate line only. The Up Siding has been shortened by 50 yards. (5)

*** * SMEAFIELD**

The trailing crossover has been secured permanently out of use in the normal position pending removal. (5)

BEAL

A new trailing crossover has been provided and brought into use North of the signal box, approximately 300 yards after passing Down Main signal B18 and approximately 300 yards after passing Up Main signal B15. This crossover is controlled by a new 4 lever Ground Frame, released from Beal signal box and situated on the Down Side. A telephone has been provided at this Ground Frame, for communicating with Beal signal box.

A new Down Siding, has been provided. The outlet trailing points in the Down Main, are just North of the new crossover and these points and the trap points at the Down Siding end, are also controlled by the new Ground Frame.

The trailing points in the Down Main, South of the signal box, leading to the Down Siding, have been secured permanently out of use pending removal of the Down Siding, and the associated position light shunting signals have been abolished. The Down Main signal B10, on the approach side of these trailing points has been converted to an automatic signal and re-plated D57. (6)

*** * GOSWICK**

The trailing crossover has been secured permanently out of use in the normal position pending removal, and the associated position light shunting signals have been abolished. (5)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CEMETERY NORTH

The following lines have been abolished:-

No. 1 Up Sidings (South End)

Up Sidings (North End)

The following points and connections have been secured permanently out of use pending removal:-

Facing connection (adjacent to the signal box) – Up Main to Up Goods.

Trailing crossover (adjacent to the signal box) between the Down and Up Main Lines, and the associated slip connection to Down Goods.

Facing Points – Up Goods to No. 1 Up Sidings.

The points leading from Back Road to Up Sidings (North) have been secured in the reverse position pending removal.

The connection between the Shunting line and the Back Road.

The following points have been converted to hand-worked points:-

Down Goods to Down Sidings.

Up Goods to No. 2 Up Sidings.

All points of the scissor crossing between Nos. 2 and 3 Up Sidings and Back Road, and Shunting Line.

Facing points, Shunting line to Up Goods.

Up Sidings (North) Shunting line to Back Road.

Signals abolished:-

Up Main 3rd Home to Up Goods with Up Main 3rd Home on the right-hand bracket.

All shunting signals which applied to movements through points converted to hand-worked points or to points secured out of use pending removal have been abolished, except for the disc signal applying through the points–Up Sidings (North) Shunt line to Back Road, which has been repositioned 95 yards nearer to the signal box.

Altered signals:-

The miniature arm shunt signal, applying – Shunting line to Up Sidings (North) has been renewed as a ground disc signal 38 yards further from the signal box situated on the right-hand side of the shunting line.

The double disc signal, which applied–Up Sidings (North) to Shunting line and Up Main, has been converted to a single yellow faced disc signal, applying – Up Siding to Up Main. (The adjacent connection between the Up Sidings has been abolished.)

Renaming of lines:-

The Up Goods has been renamed Up Through Sidings.

The Down Goods and Down Siding, have been renamed Down Through Sidings.

Notice Boards worded 'STOP FOR ORDERS' applying to movements towards the signal box, have been provided in place of the now abolished 3 arm signals as follows:-

On the Down Through Siding, 137 yards South of the signal box.

On the Up Through Sidings, 190 yards South of the signal box.

On (No.2) Up Sidings, 183 yards South of the signal box. This notice board applies to Nos. 2 and 3 Up Sidings.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

***PENSHAW NORTH**

The shunt signal applying– set back–Departure line to Arrival line, has been renewed as a ground disc signal on the right-hand side of the Departure line.

The shunt signal applying– set back–Up Main to Down Main, has been renewed as a ground disc on the right-hand side of the Up Main.

The following signals have been replaced by miniature arms:-

Up Main 2nd Home to Arrival line.

Down Departure to Down Main Home signal.

(5)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ *notes 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)

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (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 JANUARY 1972

MO.45/NN

F.J. BURGE
 Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows :– "NILE SIG. NOTICE NN NO :–"



British Rail

NN

EASTERN REGION

No.6

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

SATURDAY 5 FEBRUARY

TO

FRIDAY 11 FEBRUARY 1972

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 6 FEBRUARY – DARLINGTON SOUTH**

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

Subsidiary signal No.150 (associated with the Up Main 2 aspect signal No.151) will be abolished, and signal No.151 will no longer apply to the Up Goods.

Subsidiary signal No.152 and the 5-way route indicator (associated with the Up Goods searchlight type signal No.154) will be abolished. (9)

WEDNESDAY 9 FEBRUARY – SOUTH HETTON, MURTON GATE BOX, AND SEATON

Murton Gate Box is to become a signal box.

South Hetton signal box and all signals worked therefrom will be abolished. Absolute Block Working will be introduced between Murton and Seaton.

Trains from Murton to South Hetton Colliery will travel over the Up Main re-named "Arrival", and trains from the Colliery to Murton will travel over the Down Main, re-named "Departure" under One Train Working arrangements, and the train staff engraved "MURTON – SOUTH HETTON COLLIERY" will be normally retained at Murton signal box.

South Hetton

The points in the Down Main (Departure) of the trailing main to main crossover, will be secured in the reverse position pending replacement by plain line, and the Down Shunt Spur will be abolished.

The points of this crossover in the Up Main (Arrival) will become one-way spring points, normally set for Colliery line to Departure, and the Up Shunt Spur will be abolished.

An illuminated notice board worded, "STOP – EXAMINE POINTS" will be provided at a distance of 50 yards before reaching these spring points for movements towards Murton

The trap points at the Murton end of the Colliery line will be replaced by plain line. (9)

DETAILS OF WORK ALREADY CARRIED OUT**GOSWICK**

Up Main signal G9 has been converted to an automatic signal and re-plated U61. (8)

BETWEEN DARLINGTON SOUTH AND DARLINGTON NORTH

The Down Goods has been abolished.

Darlington South

The facing points in the Down Main, leading to the former Down Goods have been secured permanently out of use in the normal position pending removal. All associated signal routes have been abolished.

The slip connection to the Down Main, leading from the Up Main to Up Goods facing connection, has been abolished and the slip points, together with the trailing points in the Down Main, have been secured permanently out of use in the normal position pending removal. All associated signal routes have been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN DARLINGTON SOUTH AND DARLINGTON NORTH—continued

Darlington North

The trailing points in the Down Main, leading to the former Down Goods have been secured permanently out of use pending removal.

Signal abolished:—

No.127 position light shunting – Down Main to Down Goods.

No.148 Down Goods Home to Down Main, and its associated subsidiary signal No.132.

Disc shunting – Down Main to No.127.

The signal routes to No.127 signal have been abolished from the route indicators associated with the Up Reception and Up Goods position light shunting signals Nos. 94 and 88. (8)

CHARITY

The Down and Up Goods lines, between Hopetown and Charity have been closed to traffic. The slip connection leading from the main to main trailing crossover to Down Goods, the Facing Points—Up Main to Up Goods and the trailing crossover between the Down and Up Goods lines, have been secured permanently put of use in the normal position pending removal. Shunt Spur No.1 has been abolished.

The Goods lines Nos.1 and 2 have been renamed Siding Lines.

The points at the signal box end of these Sidings lines and the points in Rise Carr Ironworks Sidings, leading to the Siding lines have been disconnected from the signal box and become hand-worked.

The points in the Shunt Spur No.2 of the connection to Rise Carr Ironworks have also become hand-worked, and the trap points in this connection have been secured in the reverse position pending replacement by plain line.

The points at the signal box end of the connection between the Sidings lines (former Goods lines No.1 and 2), and the Up Goods have been secured out of use pending removal, and the opposite end of this connection has been remodelled to form a new connection from Up Main to Sidings lines, the facing points of which in the Up Main are situated adjacent to the main to main crossover.

Altered Signals:—

The ground disc signal, applying – Up Main to Down Main, has been repositioned at the point ends of the trailing crossover, and a new ground disc shunting signal reading – Up Main to Down Main, has been provided at the clearance point of the Up Main to Sidings facing points.

The ground disc at the former trap points in the connection from Rise Carr Ironworks to Shunt Spur No.2, has been repositioned to control movements from this connection and from Shunt Spur No.2.

The Up Main to Goods Home (on centre doll of 3), has been replaced by a miniature arm. The Up Main to Goods Distant below, and the semaphore signal on the left-hand doll which applied Up Main to Goods line No.2 Home have been abolished.

The following signals have also been abolished:—

The 'T' bracket carrying

Goods line No.2. Down Home.

Goods line No.1. Down Home.

Shunting, Rise Carr Ironworks Sidings to Goods line No.2.

Shunting to and from Rise Carr Ironworks Sidings.

The post carrying the 3 miniature arm shunt signals applying:—

Goods No.2 to Rise Carr Ironworks Sidings.

Goods line No.2 Up Starting.

Goods line No.2 to No.1 Up Starting.

The Down Goods Distant.

Down Goods to Main Home.

Disc, shunting, Down Goods to Rolling Mill.

Disc, shunting from Shunt Spur No.1.

Disc, shunting Up Goods to Rolling Mill, Down Main or Shunt Spur No.1. (7)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** NEWSHAM SOUTH AND NORTH**

The Down Goods line between Newsham South and North has become a siding line with access at the Newsham North end only.

Newsham South

The facing points – Down Main to Down Goods have been secured out of use in the normal position pending removal and the associated signal has been abolished. (6)

*** BEAL**

A new trailing crossover has been provided and brought into use North of the signal box, approximately 300 yards after passing Down Main signal B18 and approximately 300 yards after passing Up Main signal B15. This crossover is controlled by a new 4 lever Ground Frame, released from Beal signal box and situated on the Down Side. A telephone has been provided at this Ground Frame, for communicating with Beal signal box.

A new Down Siding, has been provided. The outlet trailing points in the Down Main, are just North of the new crossover and these points and the trap points at the Down Siding end, are also controlled by the new Ground Frame.

The trailing points in the Down Main, South of the signal box, leading to the Down Siding, have been secured permanently out of use pending removal of the Down Siding, and the associated position light shunting signals have been abolished. The Down Main signal B10, on the approach side of these trailing points has been converted to an automatic signal and re-plated D57. (6)

**** CEMETERY NORTH**

The following lines have been abolished:-

No. 1 Up Sidings (South End).

Up Sidings (North End).

The following points and connections have been secured permanently out of use pending removal:-

Facing connection (adjacent to the signal box) – Up Main to Up Goods.

Trailing crossover (adjacent to the signal box) between the Down and Up Main Lines, and the associated slip connection to Down Goods.

Facing Points – Up Goods to No. 1 Up Sidings.

The points leading from Back Road to Up Sidings (North) have been secured in the reverse position pending removal.

The connection between the Shunting line and the Back Road.

The following points have been converted to hand-worked points:-

Down Goods to Down Sidings.

Up Goods to No. 2 Up Sidings.

All points of the scissor crossing between Nos. 2 and 3 Up Sidings and Back Road, and Shunting Line.

Facing points, Shunting line to Up Goods.

Up Sidings (North) Shunting line to Back Road.

Signals abolished:-

Up Main 3rd Home to Up Goods with Up Main 3rd Home on the right-hand bracket.

All shunting signals which applied to movements through points converted to hand-worked points or to points secured out of use pending removal have been abolished, except for the disc signal applying through the points—Up Sidings (North) Shunt line to Back Road, which has been repositioned 95 yards nearer to the signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** CEMETERY NORTH – continued**

Altered signals:–

The miniature arm shunt signal, applying – Shunting line to Up Sidings (North) has been renewed as a ground disc signal 38 yards further from the signal box situated on the right-hand side of the shunting line.

The double disc signal, which applied–Up Sidings (North) to Shunting line and Up Main, has been converted to a single yellow faced disc signal, applying – Up Siding to Up Main. (The adjacent connection between the Up Sidings has been abolished.)

Renaming of lines:–

The Up Goods has been renamed Up Through Sidings.

The Down Goods and Down Siding, have been renamed Down Through Sidings.

Notice Boards worded 'STOP FOR ORDERS' applying to movements towards the signal box, have been provided in place of the now abolished 3 arm signals as follows:–

On the Down Through Siding, 137 yards South of the signal box.

On the Up Through Sidings, 190 yards South of the signal box.

On (No.2) Up Sidings, 183 yards South of the signal box. This notice board applies to Nos. 2 and 3 Up Sidings.

(6)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ () notes 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

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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)

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

★ CORBY GATES

The level crossing gates have been disconnected.

(UFN)

Commencing 12 00 Saturday 5 February.

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)

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

Location	Nature of Work	Duration	Commencing date
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use. Also replacing main doors at all back entrances.	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	
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	–
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	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 JANUARY 1972

MO.45/NN

F.J. BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"

**British Rail****NN****EASTERN REGION****No.7**

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

SATURDAY 12 FEBRUARY

TO

FRIDAY 18 FEBRUARY 1972

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 13 FEBRUARY—BETWEEN DARLINGTON NORTH AND SOUTH**

The lead in No. 1 Up Siding at 43m. 78chs. will be resited at 44m. 3chs.

No. 1 Up Siding will be shortened by approximately 90 yds. and the Yard Siding adjacent to No. 1 siding will be shortened by 40 yds. (10)

SUNDAY 13 FEBRUARY—PENSRAW NORTH

The shunt signal applying—set back—Arrival line to Down Main, will be converted to a disc signal, and moved 20 yards nearer to the signal box on the right-hand side of the Arrival line.

The Down Departure to Down Main Home signal will be converted to a disc signal and repositioned 20 yards nearer to the signal box. (10)

SUNDAY 13 FEBRUARY — HOPETOWN, CHARITY, ALBERT HILL JUNCTION AND PARKGATE.

The Up Goods line between Charity, Hopetown and Albert Hill Junction, and the Down Goods line between Hopetown and Charity will be abolished. The portion of the Up Goods line between Old East Yard and Parkgate will be retained in use as an Up Departure line.

Hopetown

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

Facing connection — Up Main to Up Goods.

Trailing connection — Down Main to Down Goods.

The connection leading from Up Main to Nickstream Branch, will be abolished, and the trailing points in the Up Main, and the points in the Nickstream single line will be secured out of use pending removal.

The points in the Coach Shop's Siding to Nickstream Branch, will be secured reverse pending replacement by plain line for through running.

The spur will be abolished.

Trailing connection between the Up Goods and Shunting line, and the associated slip connection to Down Goods.

Remodelling of Lines

The signal box end of the former trailing connection Down Main to Down Goods will be remodelled to form a new trailing crossover between the Down and Up Main lines.

The former facing connection between the Up Goods and Shunting line, and the associated slip connection to the Down Goods will be remodelled to form a new facing connection from Up Main to West Yard Sidings; the points in the Up Main being adjacent to the the new trailing crossover.

Signals abolished:—

Down Goods Starting signal with Charity Down Goods Distant below.

Up Main to Up Goods Starting signal, with Parkgate Up Main to Up Goods Distant below.

Miniature arm-Shunting from Tank Yard.

Middle arm of the 3-arm miniature shunt signal applying—Shunting line to Down Goods.

Miniature arm-Shunting line to Shunt Spur.

A new Ground disc shunting signal will be provided situated on the left-hand side of, and adjacent to the Nickstream Up direction Starting signal to Up Main, and will apply from the Single Line to West Yard Sidings.

The telephone provided at the notice board, situated at the exit from the Old East Yard, will in future communicate with Parkgate signal box. (10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

DATLINGTON SOUTH

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

Subsidiary signal No.150 (associated with the Up Main 2 aspect signal No.151) has been abolished, and signal No.151 no longer applies to the Up Goods.

Subsidiary signal No.152 and the 5-way route indicator (associated with the Up Goods searchlight type signal No.154) has been abolished. (9)

SOUTH HETTON, MURTON GATE BOX, AND SEATON

Murton Gate Box has become a signal box.

South Hetton signal box and all signals worked therefrom have been abolished. Absolute Block Working has been introduced between Murton and Seaton.

Trains from Murton to South Hetton Colliery now travel over the Up Main re-named "Arrival", and trains from the Colliery to Murton now travel over the Down Main, re-named "Departure" under One Train Working arrangements, and the train staff engraved "MURTON – SOUTH HETTON COLLIERY" will be normally retained at Murton signal box.

South Hetton

The points in the Down Main (Departure) of the trailing main to main crossover, have been secured in the reverse position pending replacement by plain line, and the Down Shunt Spur has been abolished.

The points of this crossover in the Up Main (Arrival) have become one-way spring points, normally set for Colliery line to Departure, and the Up Shunt Spur has been abolished.

An illuminated notice board worded, "STOP – EXAMINE POINTS" has been provided at a distance of 50 yards before reaching these spring points for movements towards Murton.

The trap points at the Murton end of the Colliery line have been replaced by plain line. (10)

GOSWICK

Up Main signal G9 has been converted to an automatic signal and re-plated U61. (8)

BETWEEN DARLINGTON SOUTH AND DARLINGTON NORTH

The Down Goods has been abolished.

Darlington South

The facing points in the Down Main, leading to the former Down Goods have been secured permanently out of use in the normal position pending removal. All associated signal routes have been abolished.

The slip connection to the Down Main, leading from the Up Main to Up Goods facing connection, has been abolished and the slip points, together with the trailing points in the Down Main, have been secured permanently out of use in the normal position pending removal. All associated signal routes have been abolished.

Darlington North

The trailing points in the Down Main, leading to the former Down Goods have been secured permanently out of use pending removal.

Signal abolished:–

No.127 position light shunting – Down Main to Down Goods.

No.148 Down Goods Home to Down Main, and its associated subsidiary signal No.132.

Disc shunting – Down Main to No.127.

The signal routes to No.127 signal have been abolished from the route indicators associated with the Up Reception and Up Goods position light shunting signals Nos. 94 and 88. (8)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CHARITY

The Down and Up Goods lines, between Hopetown and Charity have been closed to traffic. The slip connection leading from the main to main trailing crossover to Down Goods, the Facing Points - Up Main to Up Goods and the trailing crossover between the Down and Up Goods lines, have been secured permanently put of use in the normal position pending removal. Shunt Spur No.1 has been abolished.

The Goods lines Nos.1 and 2 have been renamed Siding Lines.

The points at the signal box end of these Sidings lines and the points in Rise Carr Ironworks Sidings, leading to the Siding lines have been disconnected from the signal box and become hand-worked.

The points in the Shunt Spur No.2 of the connection to Rise Carr ironworks have also become hand-worked, and the trap points in this connection have been secured in the reverse position pending replacement by plain line.

The points at the signal box end of the connection between the Sidings lines (former Goods lines No.1 and 2), and the Up Goods have been secured out of use pending removal, and the opposite end of this connection has been remodelled to form a new connection from Up Main to Sidings lines, the facing points of which in the Up Main are situated adjacent to the main to main crossover.

Altered Signals:-

The ground disc signal, applying - Up Main to Down Main, has been repositioned at the point ends of the trailing crossover, and a new ground disc shunting signal reading - Up Main to Down Main, has been provided at the clearance point of the Up Main to Sidings facing points.

The ground disc at the former trap points in the connection from Rise Carr Ironworks to Shunt Spur No.2, has been repositioned to control movements from this connection and from Shunt Spur No.2.

The Up Main to Goods Home (on centre doll of 3), has been replaced by a miniature arm. The Up Main to Goods Distant below, and the semaphore signal on the left-hand doll which applied Up Main to Goods line No.2 Home have been abolished.

The following signals have also been abolished:-

The 'T' bracket carrying

- Goods line No.2. Down Home.
- Goods line No.1. Down Home.
- Shunting, Rise Carr Ironworks Sidings to Goods line No.2.
- Shunting to and from Rise Carr Ironworks Sidings.

The post carrying the 3 miniature arm shunt signals applying:-

- Goods No.2 to Rise Carr Ironworks Sidings.
- Goods line No.2 Up Starting.
- Goods line No.2 to No.1 Up Starting.
- The Down Goods Distant.
- Down Goods to Main Home.
- Disc, shunting, Down Goods to Rolling Mill.
- Disc, shunting from Shunt Spur No.1.
- Disc, shunting Up Goods to Rolling Mill, Down Main or Shunt Spur No.1.

(7)

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

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

★ NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

Commencing Monday 14 February.

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)

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

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
MISCELLANEOUS NOTICES – continued

CORBY GATES

The level crossing gates have been disconnected.

(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)

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

Location	Nature of Work	Duration	Commencing date
Gateshead	Contractor constructing new extensions to daily service shed. Machinery in use. Also replacing main doors at all back entrances.	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	
Thornaby M.P.D.	Contractor constructing new fuelling point apron and oil discharge apron. Machinery in use.	Until further notice	–
Middlesbrough Goods Depot	Contractor constructing new paved areas and associated drainage	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 FEBRUARY 1972

MO.45/NN

F.J. BURGE
 Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

No. 8

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

SATURDAY 19 FEBRUARY

TO

FRIDAY 25 FEBRUARY 1972

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 20 FEBRUARY – BETWEEN DARLINGTON SOUTH AND DARLINGTON NORTH

The Up Siding line will be abolished. All connections between the Up Duplicate and the Up Siding will be secured permanently out of use in the normal position pending removal.

Darlington North

All associated shunting signals will be abolished.

The position-light shunting signal No. 73 (mounted above the double disc shunting signal at the north end of No. 1 Platform line) will no longer apply from No. 1 Platform line to the Up Siding. (11)

SUNDAY 20 FEBRUARY – PEGSWOOD

Pegswood signal box will be abolished. The block section will then be between Morpeth and Longhirst.

Up Main Line Signalling Alterations: –

Signal PD6, will be converted to an automatic signal and re-plated U18.

The existing automatic signal U18 will be re-plated U18B.

Down Main Line Signalling Alterations: –

Signal PD9, will be converted to an automatic signal and re-plated D18. (11)

SUNDAY 20 FEBRUARY – CORBY GATES

The Up Main 2nd Home signal will be abolished. (11)

DETAILS OF WORK ALREADY CARRIED OUT

NORTH SHORE

The trailing connection – Down Sidings (Reception lines) to Down Main on the Hartlepool side of the signal box, and the facing crossover between the Down and Up Main lines, furthest from the signal box, have been secured permanently out of use in the normal position pending removal.

The associated disc shunting signals have been abolished. (New item) (11)

BETWEEN DARLINGTON NORTH AND SOUTH

The lead in No. 1 Up Siding at 43m. 78chs. has been resited at 44m. 3chs.

No. 1 Up Siding has been shortened by approximately 90 yds and the Yard Siding adjacent to No. 1 siding has been shortened by 40 yds. (10)

PENSHAW NORTH

The shunt signal applying – set back – Arrival line to Down Main, has been converted to a disc signal, and moved 20 yards nearer to the signal box on the right hand side of the Arrival line.

The Down Departure to Down Main Home signal has been converted to a disc signal and repositioned 20 yards nearer to the signal box. (10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HOPETOWN, CHARITY, ALBERT HILL JUNCTION AND PARKGATE

The Up Goods line between Charity, Hopetown and Albert Hill Junction, and the Down Goods line between Hopetown and Charity have been abolished. The portion of the Up Goods line between Old East Yard and Parkgate has been retained in use as an Up Departure line.

Hopetown

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

- Facing connection – Up Main to Up Goods.
- Trailing connection – Down Main to Down Goods.

The connection leading from Up Main to Nickstream Branch, has been abolished, and the trailing points in the Up Main, and the points in the Nickstream single line have been secured out of use pending removal.

The points in the Coach Shop's Siding to Nickstream Branch, have been secured reverse pending replacement by plain line for through running.

The spur has been abolished.

Trailing connection between the Up Goods and Shunting line, and the associated slip connection to Down Goods.

Remodelling of Lines

The signal box end of the former trailing connection Down Main to Down Goods has been remodelled to form a new trailing crossover between the Down and Up Main lines.

The former facing connection between the Up Goods and Shunting line, and the associated slip connection to the Down Goods have been remodelled to form a new facing connection from Up Main to West Yard Sidings; the points in the Up Main being adjacent to the new trailing crossover.

Signals abolished:—

- Down Goods Starting signal with Charity Down Goods Distant below.
- Up Main to Up Goods Starting signal, with Parkgate Up Main to Up Goods Distant below.
- Miniature arm-Shunting from Tank Yard.
- Middle arm of the 3-arm miniature shunt signal applying—Shunting line to Down Goods.
- Miniature arm-Shunting line to Shunt Spur.

A new Ground disc shunting signal has been provided situated on the left hand side of, and adjacent to the Nickstream Up direction Starting signal to Up Main, and applies from the Single line to West Yard Sidings.

The telephone provided at the notice board, situated at the exit from the Old East Yard now communicates with Parkgate signal box. (10)

DARLINGTON SOUTH

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

Subsidiary signal No.150 (associated with the Up Main 2 aspect signal No.151) has been abolished, and signal No.151 no longer applies to the Up Goods.

Subsidiary signal No.152 and the 5-way route indicator (associated with the Up Goods searchlight type signal No.154) has been abolished. (9)

SOUTH HETTON, MURTON GATE BOX, AND SEATON

Murton Gate Box has become a signal box.

South Hetton signal box and all signals worked therefrom have been abolished. Absolute Block Working has been introduced between Murton and Seaton.

Trains from Murton to South Hetton Colliery now travel over the Up Main re-named "Arrival", and trains from the Colliery to Murton now travel over the Down Main, re-named "Departure" under One Train Working arrangements, and the train staff engraved "MURTON – SOUTH HETTON COLLIERY" will be normally retained at Murton signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SOUTH HETTON, MURTON GATE BOX AND SEATON—continued

South Hetton

The points in the Down Main (Departure) of the trailing main to main crossover, have been secured in the reverse position pending replacement by plain line, and the Down Shunt Spur has been abolished.

The points of this crossover in the Up Main (Arrival) have become one-way spring points, normally set for Colliery line to Departure, and the Up Shunt Spur has been abolished.

An illuminated notice board worded, "STOP – EXAMINE POINTS" has been provided at a distance of 50 yards before reaching these spring points for movements towards Murton.

The trap points at the Murton end of the Colliery line have been replaced by plain line. (10)

*** * GOSWICK**

Up Main signal G9 has been converted to an automatic signal and re-plated U61. (8)

*** * BETWEEN DARLINGTON SOUTH AND DARLINGTON NORTH**

The Down Goods has been abolished.

Darlington South

The facing points in the Down Main, leading to the former Down Goods have been secured permanently out of use in the normal position pending removal. All associated signal routes have been abolished.

The slip connection to the Down Main, leading from the Up Main to Up Goods facing connection, has been abolished and the slip points, together with the trailing points in the Down Main, have been secured permanently out of use in the normal position pending removal. All associated signal routes have been abolished.

Darlington North

The trailing points in the Down Main, leading to the former Down Goods have been secured permanently out of use pending removal.

Signal abolished:—

No.127 position light shunting – Down Main to Down Goods.

No.148 Down Goods Home to Down Main, and its associated subsidiary signal No.132.

Disc shunting – Down Main to No.127.

The signal routes to No.127 signal have been abolished from the route indicators associated with the Up Reception and Up Goods position light shunting signals Nos. 94 and 88. (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

MISCELLANEOUS NOTICES

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.
(UFN)

★ DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.

Commencing Sunday 20 February.

(UFN)

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)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
MISCELLANEOUS NOTICES – continued

CORBY GATES

The level crossing gates have been disconnected.

(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)

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
NIL			

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

York
 9 FEBRUARY 1972

MO.45/NN

F.J. BURGE
 Chief Operating Manager

Receipt of this notice need not be acknowledged; If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"



NN

EASTERN REGION

No.9

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

f
SATURDAY 26 FEBRUARY

TO

FRIDAY 3 MARCH 1972

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 DARLINGTON SOUTH AND DARLINGTON NORTH

The Up Siding line has been abolished. All connections between the Up Duplicate and the Up Siding have been secured permanently out of use in the normal position pending removal.

Darlington North

All associated shunting signals have been abolished.

The position-light shunting signal No. 73 (mounted above the double disc shunting signal at the north end of No. 1 Platform line) will no longer apply from No. 1 Platform line to the Up Siding. (11)

PEGSWOOD

Pegswood signal box has been abolished. The block section is now between Morpeth and Longhirst.

Up Main Line Signalling Alterations: -

Signal PD6, has been converted to an automatic signal and re-plated U18.

The automatic signal U18 has been re-plated U188.

Down Main Line Signalling Alterations: -

Signal PD9, has been converted to an automatic signal and re-plated D18. (11)

CORBY GATES

The Up Main 2nd Home signal has been abolished. (11)

NORTH SHORE

The trailing connection - Down Sidings (Reception lines) to Down Main on the Hartlepool side of the signal box, and the facing crossover between the Down and Up Main lines, furthest from the signal box, have been secured permanently out of use in the normal position pending removal.

The associated disc shunting signals have been abolished. (11)

BETWEEN DARLINGTON NORTH AND SOUTH

The lead in No. 1 Up Siding at 43m. 78chs. has been resited at 44m. 3chs.

No. 1 Up Siding has been shortened by approximately 90 yds and the Yard Siding adjacent to No. 1 siding has been shortened by 40 yds. (10)

PENSHAW NORTH

The shunt signal applying - set back - Arrival line to Down Main, has been converted to a disc signal, and moved 20 yards nearer to the signal box on the right hand side of the Arrival line.

The Down Departure to Down Main Home signal has been converted to a disc signal and repositioned 20 yards nearer to the signal box. (10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HOPETOWN, CHARITY, ALBERT HILL JUNCTION AND PARKGATE

The Up Goods line between Charity, Hopetown and Albert Hill Junction, and the Down Goods line between Hopetown and Charity have been abolished. The portion of the Up Goods line between Old East Yard and Parkgate has been retained in use as an Up Departure line.

Hopetown

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

- Facing connection – Up Main to Up Goods.
- Trailing connection – Down Main to Down Goods.

The connection leading from Up Main to Nickstream Branch, has been abolished, and the trailing points in the Up Main, and the points in the Nickstream single line have been secured out of use pending removal.

The points in the Coach Shop's Siding to Nickstream Branch, have been secured reverse pending replacement by plain line for through running.

The spur has been abolished.

Trailing connection between the Up Goods and Shunting line, and the associated slip connection to Down Goods.

Remodelling of Lines

The signal box end of the former trailing connection Down Main to Down Goods has been remodelled to form a new trailing crossover between the Down and Up Main lines.

The former facing connection between the Up Goods and Shunting line, and the associated slip connection to the Down Goods have been remodelled to form a new facing connection from Up Main to West Yard Sidings; the points in the Up Main being adjacent to the new trailing crossover.

Signals abolished:—

- Down Goods Starting signal with Charity Down Goods Distant below.
- Up Main to Up Goods Starting signal, with Parkgate Up Main to Up Goods Distant below.
- Miniature arm-Shunting from Tank Yard.
- Middle arm of the 3-arm miniature shunt signal applying Shunting line to Down Goods.
- Miniature arm-Shunting line to Shunt Spur.

A new Ground disc shunting signal has been provided situated on the left hand side of, and adjacent to the Nickstream Up direction Starting signal to Up Main, and applies from the Single line to West Yard Sidings.

The telephone provided at the notice board, situated at the exit from the Old East Yard now communicates with Parkgate signal box. (10)

*** DARLINGTON SOUTH**

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

Subsidiary signal No.150 (associated with the Up Main 2 aspect signal No.151) has been abolished, and signal No.151 no longer applies to the Up Goods.

Subsidiary signal No.152 and the 5-way route indicator (associated with the Up Goods searchlight type signal No.154) has been abolished. (9)

SOUTH HETTON, MURTON GATE BOX, AND SEATON

Murton Gate Box has become a signal box.

South Hetton signal box and all signals worked therefrom have been abolished. Absolute Block Working has been introduced between Murton and Seaton.

Trains from Murton to South Hetton Colliery now travel over the Up Main re-named "Arrival", and trains from the Colliery to Murton now travel over the Down Main, re-named "Departure" under One Train Working arrangements, and the train staff engraved "MURTON – SOUTH HETTON COLLIERY" will be normally retained at Murton signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SOUTH HETTON, MURTON GATE BOX AND SEATON—continued

South Hetton

The points in the Down Main (Departure) of the trailing main to main crossover, have been secured in the reverse position pending replacement by plain line, and the Down Shunt Spur has been abolished.

The points of this crossover in the Up Main (Arrival) have become one-way spring points, normally set for Colliery line to Departure, and the Up Shunt Spur has been abolished.

An illuminated notice board worded, "STOP – EXAMINE POINTS" has been provided at a distance of 50 yards before reaching these spring points for movements towards Murton.

The trap points at the Murton end of the Colliery line have been replaced by plain line. (10)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SOUTH HETTON, MURTON GATE BOX AND SEATON-continued

South Hetton

The points in the Down Main (Departure) of the trailing main to main crossover, have been secured in the reverse position pending replacement by plain line, and the Down Shunt Spur has been abolished.

The points of this crossover in the Up Main (Arrival) have become one-way spring points, normally set for Colliery line to Departure, and the Up Shunt Spur has been abolished.

An illuminated notice board worded, "STOP - EXAMINE POINTS" has been provided at a distance of 50 yards before reaching these spring points for movements towards Murton.

The trap points at the Murton end of the Colliery line have been replaced by plain line. (10)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.
(UFN)

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)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
MISCELLANEOUS NOTICES – continued

CORBY GATES

The level crossing gates have been disconnected.

(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)

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
NIL			

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

York
 16 FEBRUARY 1972

MO.45/NN

F.J. BURGE
 Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"



NN

EASTERN REGION

No.10

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

SATURDAY 4 MARCH

TO

FRIDAY 10 MARCH 1972

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 5 MARCH – DARLINGTON NORTH

The facing connection – Up Goods/Up Main will be secured permanently out of use in the normal position pending removal.

Signalling Alterations

The Up Goods Home signal (No.71) and associated route indicator and subsidiary signal (Calling-on) will now read solely along the Up Goods, and route indications applying through the former facing connection to Up Main will be abolished. (13)

TUESDAY 7 MARCH – WIDDRINGTON STATION

The Up Main Ground Position – light shunting signal (No.12), south of the Platform, will be abolished. (13)

DETAILS OF WORK ALREADY CARRIED OUT

CORBY GATES

The crossing gates have been replaced by manned lifting barriers. (New item) (13)

BETWEEN DARLINGTON SOUTH AND DARLINGTON NORTH

The Up Siding line has been abolished. All connections between the Up Duplicate and the Up Siding have been secured permanently out of use in the normal position pending removal.

Darlington North

All associated shunting signals have been abolished.

The position-light shunting signal No. 73 (mounted above the double disc shunting signal at the north end of No. 1 Platform line) will no longer apply from No. 1 Platform line to the Up Siding. (11)

PEGSWOOD

Pegswood signal box has been abolished. The block section is now between Morpeth and Longhirst.

Up Main Line Signalling Alterations: –

Signal PD6, has been converted to an automatic signal and re-plated U18.

The automatic signal U18 has been re-plated U188.

Down Main Line Signalling Alterations: –

Signal PD9, has been converted to an automatic signal and re-plated D18. (11)

CORBY GATES

The Up Main 2nd Home signal has been abolished. (11)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

NORTH SHORE

The trailing connection – Down Sidings (Reception lines) to Down Main on the Hartlepool side of the signal box, and the facing crossover between the Down and Up Main lines, furthest from the signal box, have been secured permanently out of use in the normal position pending removal.

The associated disc shunting signals have been abolished.

(11)

*** * BETWEEN DARLINGTON NORTH AND SOUTH**

The lead in No. 1 Up Siding at 43m. 78chs. has been resited at 44m. 3chs.

No. 1 Up Siding has been shortened by approximately 90 yds and the Yard Siding adjacent to No. 1 siding has been shortened by 40 yds.

(10)

*** * PENSRAW NORTH**

The shunt signal applying – set back – Arrival line to Down Main, has been converted to a disc signal, and moved 20 yards nearer to the signal box on the right hand side of the Arrival line.

The Down Departure to Down Main Home signal has been converted to a disc signal and repositioned 20 yards nearer to the signal box.

(10)

*** * HOPETOWN, CHARITY, ALBERT HILL JUNCTION AND PARKGATE**

The Up Goods line between Charity, Hopetown and Albert Hill Junction, and the Down Goods line between Hopetown and Charity have been abolished. The portion of the Up Goods line between Old East Yard and Parkgate has been retained in use as an Up Departure line.

Hopetown

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

Facing connection – Up Main to Up Goods.

Trailing connection – Down Main to Down Goods.

The connection leading from Up Main to Nickstream Branch, has been abolished, and the trailing points in the Up Main, and the points in the Nickstream single line have been secured out of use pending removal.

The points in the Coach Shop's Siding to Nickstream Branch, have been secured reverse pending replacement by plain line for through running.

The spur has been abolished.

Trailing connection between the Up Goods and Shunting line, and the associated slip connection to Down Goods.

Remodelling of Lines

The signal box end of the former trailing connection Down Main to Down Goods has been remodelled to form a new trailing crossover between the Down and Up Main lines.

The former facing connection between the Up Goods and Shunting line, and the associated slip connection to the Down Goods have been remodelled to form a new facing connection from Up Main to West Yard Sidings; the points in the Up Main being adjacent to the new trailing crossover.

Signals abolished:–

Down Goods Starting signal with Charity Down Goods Distant below.

Up Main to Up Goods Starting signal, with Parkgate Up Main to Up Goods Distant below.

Miniature arm-Shunting from Tank Yard.

Middle arm of the 3-arm miniature shunt signal applying–Shunting line to Down Goods.

Miniature arm-Shunting line to Shunt Spur.

A new Ground disc shunting signal has been provided situated on the left hand side of, and adjacent to the Nickstream Up direction Starting signal to Up Main, and applies from the Single line to West Yard Sidings.

The telephone provided at the notice board, situated at the exit from the Old East Yard now communicates with Parkgate signal box.

(10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** SOUTH HETTON, MURTON GATE BOX, AND SEATON**

Murton Gate Box has become a signal box.

South Hetton signal box and all signals worked therefrom have been abolished. Absolute Block Working has been introduced between Murton and Seaton.

Trains from Murton to South Hetton Colliery now travel over the Up Main re-named "Arrival", and trains from the Colliery to Murton now travel over the Down Main, re-named "Departure" under One Train Working arrangements, and the train staff engraved "MURTON – SOUTH HETTON COLLIERY" will be normally retained at Murton signal box.

South Hetton

The points in the Down Main (Departure) of the trailing main to main crossover, have been secured in the reverse position pending replacement by plain line, and the Down Shunt Spur has been abolished.

The points of this crossover in the Up Main (Arrival) have become one-way spring points, normally set for Colliery line to Departure, and the Up Shunt Spur has been abolished.

An illuminated notice board worded, "STOP – EXAMINE POINTS" has been provided at a distance of 50 yards before reaching these spring points for movements towards Murton.

The trap points at the Murton end of the Colliery line have been replaced by plain line. (10)

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

★ FOUR-WEEKLY GENERAL INSTRUCTIONS AND NOTICES BOOKLET ND – 7D

Pages ND – 77 to 79

All concerned to note that the item headed – Page 318 **ELECTRICALLY OPERATED POINTS – WORKING BY CRANK HANDLE IN CASE OF FAILURE** should be prefixed by a ★ sign to signify an amended item. (11)

★ SUPPLEMENTARY OPERATING INSTRUCTIONS

Due to printing difficulties, the production of the Supplementary Operating Instructions Booklets dated 11 March 1972 has been suspended until further notice.

All concerned must retain the Supplementary Operating Instructions Booklets dated 10 April 1971, and the 7D series of four-weekly General Instructions and Notices Booklets, until the new Supplementary Operating Instructions Booklet is received.

(UFN)

★ FOUR-WEEKLY GENERAL INSTRUCTIONS AND NOTICES BOOKLETS

Due to printing difficulties, the Four-Weekly General Instructions and Notices booklet ND-11D will not be issued.

All concerned to note that Notice ND-7D will apply until further notice. U.F.N.

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.
(UFN)

★ **DARLINGTON SOUTH AND DARLINGTON NORTH—MONDAY to FRIDAY 6 to 10 MARCH**

The York Road Siding will be reduced in length by 70 yards and a temporary chock will be in position, whilst contractors dismantle superstructure of bridge No.99 at 44m. 19chs. Everyone concerned to SHUNT WITH CARE.

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.
(UFN)

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)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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)

★ **ALTERATIONS TO E.R. SECTIONAL APPENDIX – (NORTHERN)**

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
			M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.

Page 23

Morpeth

Pegswood Station

Delete:— block post dot and mileage

Amend:—

C. Up Main 560 yards 218
before reaching
U 18 signal

Amend:—

Widdrington

Longhirst (L.C.) 3 758

TABLE G— WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	

Page 245

DARLINGTON SOUTH TO SALTBURN (INCLUDING GENEVA LOOP, FIGHTING COCKS BRANCH, HARTBURN CURVE ETC.)

Add:—

Middlesbrough	Guisborough Junction Carriage Siding Ground Frame	—	Main	Empty D.M.U. Stock. (15D)
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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
----------	----------------	----------	-----------------

NIL

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

York
23 FEBRUARY 1972

MO.45/NN

F.J. BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"

**British Rail****NN****EASTERN REGION****No.11**

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

SATURDAY 11 MARCH

TO

FRIDAY 17 MARCH 1972

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 MARCH – DARLINGTON NORTH

The ground disc signal applying, set back – Down Main to Up Main, through the trailing crossover, will be repositioned on the right-hand side of the Down Main for a period of one week. (11)

SUNDAY 12 MARCH – STANNINGTON

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (14)

TUESDAY 14 MARCH – BETWEEN PALLION YARD AND HENDON JUNCTION

D'arcy St. Coal Depot, and North Hendon Coal Depot will be abolished.

D'arcy St. Depot and Hendon Bank Top Ground Frames, and all signalling worked therefrom will be abolished.

All ground frame worked points including the main to main crossover, will be secured out of use pending removal. (14)

TUESDAY 14 MARCH – BETWEEN PALLION YARD AND FORD WORKS

No.1 and No.2 Paper Mill Sidings and Ford Works Siding will be abolished. Ford Works Ground Frame, together with all signals worked therefrom will be abolished.

All ground Frame worked points will be secured out of use pending removal. (14)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON NORTH

The facing connection – Up Goods/Up Main has been secured permanently out of use in the normal position pending removal.

Signalling Alterations

The Up Goods Home signal (No. 71) with associated subsidiary and route indicator now reads solely along the Up Goods. (13)

WIDDRINGTON STATION

The Up Main Ground Position – light shunting signal (No. 12), south of the Platform has been abolished. (14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

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

The crossing gates have been replaced by manned lifting barriers. (14)

BETWEEN DARLINGTON SOUTH AND DARLINGTON NORTH

The Up Siding line has been abolished. All connections between the Up Duplicate and the Up Siding have been secured permanently out of use in the normal position pending removal.

Darlington North

All associated shunting signals have been abolished.

The position-light shunting signal No. 73 (mounted above the double disc shunting signal at the north end of No. 1 Platform line) will no longer apply from No. 1 Platform line to the Up Siding. (14)

PEGSWOOD

Pegswood signal box has been abolished. The block section is now between Morpeth and Longhirst.

Up Main Line Signalling Alterations: –

Signal PD6, has been converted to an automatic signal and re-plated U18.

The automatic signal U18 has been re-plated U188.

Down Main Line Signalling Alterations: –

Signal PD9, has been converted to an automatic signal and re-plated D18. (14)

CORBY GATES

The Up Main 2nd Home signal has been abolished. (14)

NORTH SHORE

The trailing connection – Down Sidings (Reception lines) to Down Main on the Hartlepool side of the signal box, and the facing crossover between the Down and Up Main lines, furthest from the signal box, have been secured permanently out of use in the normal position pending removal.

The associated disc shunting signals have been abolished. (14)

BETWEEN DARLINGTON NORTH AND SOUTH

The lead in No. 1 Up Siding at 43m. 78chs. has been resited at 44m. 3chs.

No. 1 Up Siding has been shortened by approximately 90 yds and the Yard Siding adjacent to No. 1 siding has been shortened by 40 yds. (14)

PENSHAW NORTH

The shunt signal applying – set back – Arrival line to Down Main, has been converted to a disc signal, and moved 20 yards nearer to the signal box on the right hand side of the Arrival line.

The Down Departure to Down Main Home signal has been converted to a disc signal and repositioned 20 yards nearer to the signal box. (14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HOPETOWN, CHARITY, ALBERT HILL JUNCTION AND PARKGATE

The Up Goods line between Charity, Hopetown and Albert Hill Junction, and the Down Goods line between Hopetown and Charity have been abolished. The portion of the Up Goods line between Old East Yard and Parkgate has been retained in use as an Up Departure line.

Hopetown

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

- Facing connection – Up Main to Up Goods.
- Trailing connection – Down Main to Down Goods.

The connection leading from Up Main to Nickstream Branch, has been abolished, and the trailing points in the Up Main, and the points in the Nickstream single line have been secured out of use pending removal.

The points in the Coach Shop's Siding to Nickstream Branch, have been secured reverse pending replacement by plain line for through running.

The spur has been abolished.

Trailing connection between the Up Goods and Shunting line, and the associated slip connection to Down Goods.

Remodelling of Lines

The signal box end of the former trailing connection Down Main to Down Goods has been remodelled to form a new trailing crossover between the Down and Up Main lines.

The former facing connection between the Up Goods and Shunting line, and the associated slip connection to the Down Goods have been remodelled to form a new facing connection from Up Main to West Yard Sidings; the points in the Up Main being adjacent to the new trailing crossover.

Signals abolished:—

- Down Goods Starting signal with Charity Down Goods Distant below.
- Up Main to Up Goods Starting signal, with Parkgate Up Main to Up Goods Distant below.
- Miniature arm-Shunting from Tank Yard.
- Middle arm of the 3-arm miniature shunt signal applying—Shunting line to Down Goods.
- Miniature arm-Shunting line to Shunt Spur.

A new Ground disc shunting signal has been provided situated on the left hand side of, and adjacent to the Nickstream Up direction Starting signal to Up Main, and applies from the Single line to West Yard Sidings.

The telephone provided at the notice board, situated at the exit from the Old East Yard now communicates with Parkgate signal box.

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

FOUR-WEEKLY GENERAL INSTRUCTIONS AND NOTICES BOOKLET ND - 7D

Pages ND - 77 to 79

All concerned to note that the item headed - Page 318 **ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE** should be prefixed by a ★ sign to signify an amended item. (11)

SUPPLEMENTARY OPERATING INSTRUCTIONS

Due to printing difficulties, the production of the Supplementary Operating Instructions Booklets dated 11 March 1972 has been suspended until further notice.

All concerned must retain the Supplementary Operating Instructions Booklets dated 10 April 1971, and the 7D series of four-weekly General Instructions and Notices Booklets, until the new Supplementary Operating Instructions Booklet is received.

(UFN)

FOUR-WEEKLY GENERAL INSTRUCTIONS AND NOTICES BOOKLETS

Due to printing difficulties, the Four-Weekly General Instructions and Notices booklet ND-11D will not be issued.

All concerned to note that Notice ND-7D will apply until further notice. U.F.N.

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

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)

ALTERATIONS TO E.R. SECTIONAL APPENDIX – (NORTHERN)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.

Page 23

Morpeth
Pegswood Station

Delete:— block post dot and mileage

Amend:—

C. Up Main 560 yards 218
before reaching
U 18 signal

Amend:—

Widdrington
Longhirst (L.C.) 3 758

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

TABLE G– WORKING IN WRONG DIRECTION

From	To	Down	Line	Up	Remarks
Page 245					
DARLINGTON SOUTH TO SALTBURN (INCLUDING GENEVA LOOP, FIGHTING COCKS BRANCH, HARTBURN CURVE ETC.)					
Add:–					
Middlesbrough	Guisborough	–		Main	Empty D.M.U. Stock.
	Junction Carriage				
	Siding Ground Frame				(15D)

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
NIL			

★ **WORKING MANUAL FOR RAIL STAFF GREY PAGES**

H. INSTRUCTIONS FOR SLEEPING CAR ATTENDANTS

Amend paragraph H.1/8, clause (a), to read:–

- (a) rail tickets, except gold, silver, leather and duty passes and season tickets. (15D)

★ **G.U.V. REMOVAL OF FOOTBOARDS**

Footboards have been removed from G.U.V's and all staff should exercise special care when entering and leaving these vehicles. (14)

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

York
29 FEBRUARY 1972

MO.45/NN

F.J. BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"



NN

EASTERN REGION

No.13

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

SATURDAY 25 MARCH

TO

FRIDAY 31 MARCH 1972

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 26 MARCH – DARLINGTON NORTH

The facing connection – Up Main to Up Goods will be abolished.

Up Main signal No.72 and its offset subsidiary will no longer apply Up Main to Up Goods, and indication "G" will be abolished from the associated route indicator.

The disc shunting signal applying – Set back – Up Goods to Up Main or to Up Sidings, will now apply towards the Up Sidings only. (17)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON NORTH

The trailing main to main crossover has been repositioned 45 yards further north (between 44m. 30chs. and 44½ m.p.)

The associated set back disc shunting signals, applying to movements through this crossover has been repositioned accordingly. (16)

NORTHALLERTON

The trailing points in the Up Slow of the Up Fast/Up Slow facing connection, have been replaced by plain line and the spur removed. The associated ground position–light shunt signal No. 130 has been abolished.

The ground position light shunt signal No. 127/128, applying – set back – Up Main to Down Main through the trailing crossover at the south end of the Station, has been repositioned adjacent to the Up Main point ends. (16)

STANNINGTON

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (14)

BETWEEN PALLION YARD AND HENDON JUNCTION

D'arcy St. Coal Depot, and North Hendon Coal Depot have been abolished.

D'arcy St. Depot and Hendon Bank Top Ground Frames, and all signalling worked therefrom have been abolished.

All ground frame worked points including the main to main crossover, have been secured out of use pending removal. (14)

BETWEEN PALLION YARD AND FORD WORKS

No.1 and No.2 Paper Mill Sidings and Ford Works Siding have been abolished. Ford Works Ground Frame, together with all signals worked therefrom have been abolished.

All ground Frame worked points have been secured out of use pending removal. (14)

**** DARLINGTON NORTH**

The facing connection – Up Goods/Up Main has been secured permanently out of use in the normal position pending removal.

Signalling Alterations

The Up Goods Home signal (No. 71) with associated subsidiary and route indicator now reads solely along the Up Goods. (13)

WIDDRINGTON STATION

The Up Main Ground Position – light shunting signal (No. 12), south of the Platform, has been abolished. (14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CORBY GATES

The crossing gates have been replaced by manned lifting barriers. (14)

BETWEEN DARLINGTON SOUTH AND DARLINGTON NORTH

The Up Siding line has been abolished. All connections between the Up Duplicate and the Up Siding have been secured permanently out of use in the normal position pending removal.

Darlington North

All associated shunting signals have been abolished.

The position-light shunting signal No. 73 (mounted above the double disc shunting signal at the north end of No. 1 Platform line) will no longer apply from No. 1 Platform line to the Up Siding. (14)

PEGSWOOD

Pegswood signal box has been abolished. The block section is now between Morpeth and Longhirst.

Up Main Line Signalling Alterations: –

Signal PD6, has been converted to an automatic signal and re-plated U18.

The automatic signal U18 has been re-plated U18B.

Down Main Line Signalling Alterations: –

Signal PD9, has been converted to an automatic signal and re-plated D18. (14)

CORBY GATES

The Up Main 2nd Home signal has been abolished. (14)

NORTH SHORE

The trailing connection – Down Sidings (Reception lines) to Down Main on the Hartlepool side of the signal box, and the facing crossover between the Down and Up Main lines, furthest from the signal box, have been secured permanently out of use in the normal position pending removal.

The associated disc shunting signals have been abolished. (14)

BETWEEN DARLINGTON NORTH AND SOUTH

The lead in No. 1 Up Siding at 43m. 78chs. has been resited at 44m. 3chs.

No. 1 Up Siding has been shortened by approximately 90 yds and the Yard Siding adjacent to No. 1 siding has been shortened by 40 yds. (14)

PENSHAW NORTH

The shunt signal applying – set back – Arrival line to Down Main, has been converted to a disc signal, and moved 20 yards nearer to the signal box on the right hand side of the Arrival line.

The Down Departure to Down Main Home signal has been converted to a disc signal and repositioned 20 yards nearer to the signal box. (14)

HOPETOWN, CHARITY, ALBERT HILL JUNCTION AND PARKGATE

The Up Goods line between Charity, Hopetown and Albert Hill Junction, and the Down Goods line between Hopetown and Charity have been abolished. The portion of the Up Goods line between Old East Yard and Parkgate has been retained in use as an Up Departure line.

Hopetown

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

Facing connection – Up Main to Up Goods.

Trailing connection – Down Main to Down Goods.

The connection leading from Up Main to Nickstream Branch, has been abolished, and the trailing points in the Up Main, and the points in the Nickstream single line have been secured out of use pending removal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HOPETOWN, CHARITY, ALBERT HILL JUNCTION AND PARKGATE – continued

Hopetown – continued

The points in the Coach Shop's Siding to Nickstream Branch, have been secured reverse pending replacement by plain line for through running.

The spur has been abolished.

Trailing connection between the Up Goods and Shunting line, and the associated slip connection to Down Goods.

Remodelling of Lines

The signal box end of the former trailing connection Down Main to Down Goods has been remodelled to form a new trailing crossover between the Down and Up Main lines.

The former facing connection between the Up Goods and Shunting line, and the associated slip connection to the Down Goods have been remodelled to form a new facing connection from Up Main to West Yard Sidings; the points in the Up Main being adjacent to the new trailing crossover.

Signals abolished:-

Down Goods Starting signal with Charity Down Goods Distant below.

Up Main to Up Goods Starting signal, with Parkgate Up Main to Up Goods Distant below.

Miniature arm-Shunting from Tank Yard.

Middle arm of the 3-arm miniature shunt signal applying-Shunting line to Down Goods.

Miniature arm-Shunting line to Shunt Spur.

A new Ground disc shunting signal has been provided situated on the left hand side of, and adjacent to the Nickstream Up direction Starting signal to Up Main, and applies from the Single line to West Yard Sidings.

The telephone provided at the notice board, situated at the exit from the Old East Yard now communicates with Parkgate signal box. (14)

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

**** GENERAL INSTRUCTIONS AND NOTICES BOOKLETS – ND**

A General Instructions and Notices booklet (ND – 12D) will be issued to apply from Saturday 18 March to Friday 7 April.

All concerned must ensure they receive a copy. Notice ND – 7D will apply until Friday 17 March.

(14)

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

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)

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

Location	Nature of Work	Duration	Commencing date
NIL			

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

York
15 MARCH 1972

MO.45/NN

F.J. BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged; If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"



British Rail

NN

EASTERN REGION

**No.
14/15**

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

★ This booklet contains notices for TWO WEEKS

**SATURDAY 1 APRIL
TO
FRIDAY 14 APRIL 1972
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

THURSDAY 13 APRIL—BLACKHALL ROCKS

The miniature arm shunting signal applying, Inwards line to Up Main, will be replaced by a ground disc signal, situated between the Inwards and Outwards line 261 yards from (30 yards nearer to) the signal box. (18)

SUNDAY 9 APRIL—NORTH SEATON

The Up Home signal (with Marchey's House Up Main Distant below) will be resited 74 yards from the Gate Box at a reduced height of 25 feet above rail level.

The distance between the Marchey's House Up Main Distant, and the Marchey's House Up Main Home signals, will then be 828 yards. (18)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON NORTH

The facing connection — Up Main to Up Goods has been abolished.

Up Main signal No.72 and its offset subsidiary no longer apply Up Main to Up Goods, and indication "G" has been abolished from the associated route indicator.

The disc shunting signal applying — Set back — Up Goods to Up Main or to Up Sidings, now applies towards the Up Sidings only. (17)

DARLINGTON NORTH

The trailing main to main crossover has been repositioned 45 yards further north (between 44m. 30chs. and 44½ m.p.)

The associated set back disc shunting signals, applying to movements through this crossover has been repositioned accordingly. (16)

NORTHALLERTON

The trailing points in the Up Slow of the Up Fast/Up Slow facing connection, have been replaced by plain line and the spur removed. The associated ground position—light shunt signal No. 130 has been abolished.

The ground position light shunt signal No. 127/128, applying — set back — Up Main to Down Main through the trailing crossover at the south end of the Station, has been repositioned adjacent to the Up Main point ends. (16)

** STANNINGTON

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** BETWEEN PALLION YARD AND HENDON JUNCTION**

D'arcy St. Coal Depot, and North Hendon Coal Depot have been abolished.

D'arcy St. Depot and Hendon Bank Top Ground Frames, and all signalling worked therefrom have been abolished.

All ground frame worked points including the main to main crossover, have been secured out of use pending removal. (14)

**** BETWEEN PALLION YARD AND FORD WORKS**

No.1 and No.2 Paper Mill Sidings and Ford Works Siding have been abolished. Ford Works Ground Frame, together with all signals worked therefrom have been abolished.

All ground Frame worked points have been secured out of use pending removal. (14)

**** WIDDRINGTON STATION**

The Up Main Ground Position - light shunting signal (No. 12), south of the Platform has been abolished. (14)

**** CORBY GATES**

The crossing gates have been replaced by manned lifting barriers. (14)

**** BETWEEN DARLINGTON SOUTH AND DARLINGTON NORTH**

The Up Siding line has been abolished. All connections between the Up Duplicate and the Up Siding have been secured permanently out of use in the normal position pending removal.

Darlington North

All associated shunting signals have been abolished.

The position-light shunting signal No. 73 (mounted above the double disc shunting signal at the north end of No. 1 Platform line) will no longer apply from No. 1 Platform line to the Up Siding. (14)

**** PEGSWOOD**

Pegswood signal box has been abolished. The block section is now between Morpeth and Longhirst.

Up Main Line Signalling Alterations: -

Signal PD6, has been converted to an automatic signal and re-plated U18.

The automatic signal U18 has been re-plated U18B.

Down Main Line Signalling Alterations: -

Signal PD9, has been converted to an automatic signal and re-plated D18. (14)

**** CORBY GATES**

The Up Main 2nd Home signal has been abolished. (14)

**** NORTH SHORE**

The trailing connection - Down Sidings (Reception lines) to Down Main on the Hartlepool side of the signal box, and the facing crossover between the Down and Up Main lines, furthest from the signal box, have been secured permanently out of use in the normal position pending removal.

The associated disc shunting signals have been abolished. (14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BETWEEN DARLINGTON NORTH AND SOUTH**

The lead in No. 1 Up Siding at 43m. 78chs. has been resited at 44m. 3chs.

No. 1 Up Siding has been shortened by approximately 90 yds and the Yard Siding adjacent to No. 1 siding has been shortened by 40 yds. (14)

**** PENSRAW NORTH**

The shunt signal applying – set back – Arrival line to Down Main, has been converted to a disc signal, and moved 20 yards nearer to the signal box on the right hand side of the Arrival line.

The Down Departure to Down Main Home signal has been converted to a disc signal and repositioned 20 yards nearer to the signal box. (14)

**** HOPETOWN, CHARITY, ALBERT HILL JUNCTION AND PARKGATE**

The Up Goods line between Charity, Hopetown and Albert Hill Junction, and the Down Goods line between Hopetown and Charity have been abolished. The portion of the Up Goods line between Old East Yard and Parkgate has been retained in use as an Up Departure line.

Hopetown

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

- Facing connection – Up Main to Up Goods.
- Trailing connection – Down Main to Down Goods.

The connection leading from Up Main to Nickstream Branch, has been abolished, and the trailing points in the Up Main, and the points in the Nickstream single line have been secured out of use pending removal.

The points in the Coach Shop's Siding to Nickstream Branch, have been secured reverse pending replacement by plain line for through running.

The spur has been abolished.

Trailing connection between the Up Goods and Shunting line, and the associated slip connection to Down Goods.

Remodelling of Lines

The signal box end of the former trailing connection Down Main to Down Goods has been remodelled to form a new trailing crossover between the Down and Up Main lines.

The former facing connection between the Up Goods and Shunting line, and the associated slip connection to the Down Goods have been remodelled to form a new facing connection from Up Main to West Yard Sidings; the points in the Up Main being adjacent to the new trailing crossover.

Signals abolished:–

- Down Goods Starting signal with Charity Down Goods Distant below.
- Up Main to Up Goods Starting signal, with Parkgate Up Main to Up Goods Distant below.
- Miniature arm-Shunting from Tank Yard.
- Middle arm of the 3-arm miniature shunt signal applying–Shunting line to Down Goods.
- Miniature arm-Shunting line to Shunt Spur.

A new Ground disc shunting signal has been provided situated on the left hand side of, and adjacent to the Nickstream Up direction Starting signal to Up Main, and applies from the Single line to West Yard Sidings.

The telephone provided at the notice board, situated at the exit from the Old East Yard now communicates with Parkgate signal box. (14)

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 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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

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)

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

Location	Nature of Work	Duration	Commencing date
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NIL

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

York
22 MARCH 1972

MO.45/NN

F.J. BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"

**British Rail****NN****EASTERN REGION****No.16**

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

SATURDAY 15 APRIL

TO

FRIDAY 21 APRIL 1972

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 16 APRIL – DARLINGTON NORTH****Remodelling**

The facing connection – Up Main to No. 1 Platform, will be secured permanently out of use in the normal position pending removal.

The points – Wallside Siding/Carriage Dock will be abolished and replaced by plain line for through running Wallside Siding to No. 1 Platform, and the Carriage Dock will be abolished.

The trailing connection – Down Main to No. 1 Platform, will be remodelled with Down Main trailing points repositioned nearer to the signal box.

A new facing crossover between the Down and Up Main lines, will be brought into use adjacent to the signal box. Movements from Up Main to No. 1 platform will be via this crossover and the remodelled Down Main trailing points.

The points Wallside Siding/Horse Dock, will be altered to lie normally towards the Horse Dock to provide trapping.

New Signal:–

No. 109 ground position light shunting signal situated at the new Down Main trailing points applying Down Main to No. 1 Platform or to Up Duplicate.

Signals Abolished:–

The Down Main set back disc signal applying – set back to No. 73 sub, and position light signal No. 73, (mounted on the double disc) applying – shunting, No. 1 Platform (north end) to Up Duplicate or to No. 1 Platform. (19)

SUNDAY 16 APRIL – BEAMISH

The Down Inner Distant signal will be abolished.

The Down Outer Distant signal, will be replaced by a 2-aspect colour light (Y/G, Yellow aspect 12ft. above rail level) and renamed Down Distant signal. (19)

DETAILS OF WORK ALREADY CARRIED OUT**BLACKHALL ROCKS**

The miniature arm shunting signal applying, Inwards line to Up Main, has been replaced by a ground disc signal, situated between the Inwards and Outwards line 261 yards from (30 yards nearer to) the signal box. (18)

NORTH SEATON

The Up Home signal (with Marchey's House Up Main Distant below) has been resited 74 yards from the Gate Box at a reduced height of 25 feet above rail level.

The distance between the Marchey's House Up Main Distant, and the Marchey's House Up Main Home signals is now 828 yards. (18)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued.

DARLINGTON NORTH

The facing connection – Up Main to Up Goods has been abolished.

Up Main signal No.72 and its offset subsidiary no longer apply Up Main to Up Goods, and indication "G" has been abolished from the associated route indicator.

The disc shunting signal applying – Set back – Up Goods to Up Main or to Up Sidings, now applies towards the Up Sidings only. (17)

*** * DARLINGTON NORTH**

The trailing main to main crossover has been repositioned 45 yards further north (between 44m. 30chs. and 44½ m.p.)

The associated set back disc shunting signals, applying to movements through this crossover has been repositioned accordingly. (16)

*** * NORTHALLERTON**

The trailing points in the Up Slow of the Up Fast/Up Slow facing connection, have been replaced by plain line and the spur removed. The associated ground position–light shunt signal No. 130 has been abolished.

The ground position light shunt signal No. 127/128, applying – set back – Up Main to Down Main through the trailing crossover at the south end of the Station, has been repositioned adjacent to the Up Main point ends. (16)

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 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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

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)

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
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NIL

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

York
5 APRIL, 1972

MO.45/NN

F.J. BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"

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 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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

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)

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
----------	----------------	----------	-----------------

NIL

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

York
5 APRIL, 1972

MO.45/NN

F.J. BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"



NN

EASTERN REGION C. J. **No.17**

WOOLSTENHOLMES

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

SATURDAY 22 APRIL

TO

FRIDAY 28 APRIL 1972

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

NORMANBY

The ground disc signal applying Up Goods to No.2 Down Goods has been abolished. (New item) (20)

DARLINGTON NORTH

Remodelling

The facing connection – Up Main to No.1 Platform, has been secured permanently out of use in the normal position pending removal.

The points – Wallside Siding/Carriage Dock have been abolished and replaced by plain line for through running Wallside Siding to No.1 Platform, and the Carriage Dock has been abolished.

The trailing connection – Down Main to No. 1 Platform, has been remodelled with Down Main trailing points repositioned nearer to the signal box.

A new facing crossover between the Down and Up Main lines, has been brought into use adjacent to the signal box. Movements from Up Main to No.1 platform will now be via this crossover and the remodelled Down Main trailing points.

The points Wallside Siding/Horse Dock, have been altered to lie normally towards the Horse Dock to provide trapping.

New Signal:–

No. 109 ground position light shunting signal situated at the new Down Main trailing points applying Down Main to No. 1 Platform or to Up Duplicate.

Signals Abolished:–

The Down Main set back disc signal applying – set back to No. 73 sub, and position light signal No. 73, (mounted on the double disc) applying – shunting, No. 1 Platform (north end) to Up Duplicate or to No. 1 Platform. (19)

BEAMISH

The Down Inner Distant signal has been abolished.

The Down Outer Distant signal, has been replaced by a 2-aspect colour light (Y/G, Yellow aspect 12ft. above rail level) and renamed Down Distant signal. (19)

BLACKHALL ROCKS

The miniature arm shunting signal applying, Inwards line to Up Main, has been replaced by a ground disc signal, situated between the Inwards and Outwards line 261 yards from (30 yards nearer to) the signal box. (18)

NORTH SEATON

The Up Home signal (with Marchey's House Up Main Distant below) has been resited 74 yards from the Gate Box at a reduced height of 25 feet above rail level.

The distance between the Marchey's House Up Main Distant, and the Marchey's House Up Main Home signals is now 828 yards. (18)

* * * DARLINGTON NORTH

The facing connection – Up Main to Up Goods has been abolished.

Up Main signal No.72 and its offset subsidiary no longer apply Up Main to Up Goods, and indication "G" has been abolished from the associated route indicator.

The disc shunting signal applying – Set back – Up Goods to Up Main or to Up Sidings, now applies towards the Up Sidings only. (17)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

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)

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
NIL			

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

York
12 APRIL 1972

MO.45/NN

F.J. BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"



NN

EASTERN REGION

No.18

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

SATURDAY 29 APRIL

TO

FRIDAY 5 MAY 1972

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 30 APRIL – DARLINGTON SOUTH

The following lines will be abolished:-

- Up Goods Nos. 1,2 and 3
- Up Goods, between Black Banks and Croft Junction

The Up Goods No.4 will become an Up Siding.

All associated shunting signals, and No.39 Up Goods to Up Main outlet signal will, except as shown below, be abolished.

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

- Facing, Up Goods to Up Main
- Facing, Up Main to Up Goods

The points at the signal box end, leading from Up Goods No.1 to No.2, No.2 to No.3, and No.3 to the Up Siding (formerly Up Goods No.4) will be secured in the reverse position pending removal, for through running to the Up Siding, and all shunting signals controlling movements to the Up Goods No.1, 2, 3 and the Up Siding, will in future apply to the Up Siding only. (21)

SUNDAY 30 APRIL – PARKGATE

The facing points – Up Main/Up Goods, will be secured out of use pending removal, and the associated Signalling abolished. The Up Goods will be severed approximately 350 yards North of the signal box, and the line (North of Parkgate) will be converted to a shunting neck with access at the Parkgate end only (21)

SUNDAY 30 APRIL – BETWEEN CHARITY AND HEIGHINGTON

A single line will be formed by sluing the Down Main into the Up Main at the Charity end (between 2m. 45chs. and 2m. 55chs.), and the Up Main into the Down Main at the Heighington end (between 3m. 75chs. and 4m. 5chs.).

The single line, which will be worked under the Train Staff and Ticket Regulations, will extend from a new facing crossover to be provided 680 yards South of Heighington signal box (new signal H33) to the Charity Up Main Home signal.

The Train Staff and Ticket working will commence with the first train to travel over the route on Monday 1st May, and will be withdrawn at 05 00 hours on Saturday 13th May.

The redundant section of the Down Main between the 4m. 5chs. and 2m. 45chs. will be removed, and a portion of the Up Main will be removed between 2m. 55chs. and 2 m.p. The Up Main between 2 m.p., and Charity signal box, will be temporarily taken out of use.

Charity

Signalling alterations:-

The Up Main Home bracket signal, and Up Main to Up Sidings, will now apply Single line to Up Main, and Single line to Up Sidings respectively.

The Down Main Home, will become the Down Main to Single line signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 30 APRIL – BETWEEN CHARITY AND HEIGHINGTON – continued

Charity – continued

Signals Abolished

Down Main Starting Signal

Double Discs applying – set-back – Down Main to Up Main, and Down Main to Sidings.

Heighington

New Colour Light Signals:–

2-aspect, H33 (Red/Green), applying Up Main to Single line, situated 680 yards south of the signal box, A telephone will be provided connected to Heighington signal box.

3-aspect H38, situated 975 yards south of the signal box, and applying – Down direction single line to Down Main. A telephone will be provided connected to Heighington Signal box.

A 2-aspect (Yellow/Green) Distant signal for H38 plated H38R will be provided 800 yards before reaching H38.

A portion of the Up Main 300 yards in length will be retained on the Charity side of H33 signal, to provide an over-run, and the remainder of the Up Main to the Slue at 3m. 75chs. will be removed.

Whiley Hill Automatic-Half Barriers

The whistle boards for the Down approach, will be repositioned to the Single line. (21)

DETAILS OF WORK ALREADY CARRIED OUT

NORMANBY

The ground disc signal applying Up Goods to No.2 Down Goods has been abolished. (20)

DARLINGTON NORTH

Remodelling

The facing connection – Up Main to No.1 Platform, has been secured permanently out of use in the normal position pending removal.

The points – Wallside Siding/Carriage Dock have been abolished and replaced by plain line for through running Wallside Siding to No.1 Platform, and the Carriage Dock has been abolished.

The trailing connection – Down Main to No. 1 Platform, has been remodelled with Down Main trailing points repositioned nearer to the signal box.

A new facing crossover between the Down and Up Main lines, has been brought into use adjacent to the signal box. Movements from Up Main to No.1 platform will now be via this crossover and the remodelled Down Main trailing points.

The points Wallside Siding/Horse Dock, have been altered to lie normally towards the Horse Dock to provide trapping.

New Signal:–

No. 109 ground position light shunting signal situated at the new Down Main trailing points applying Down Main to No. 1 Platform or to Up Duplicate.

Signals Abolished:–

The Down Main set back disc signal applying – set back to No. 73 sub, and position light signal No. 73, (mounted on the double disc) applying – shunting, No. 1 Platform (north end) to Up Duplicate or to No. 1 Platform. (19)

BEAMISH

The Down Inner Distant signal has been abolished.

The Down Outer Distant signal, has been replaced by a 2-aspect colour light (Y/G, Yellow aspect 12ft. above rail level) and renamed Down Distant signal. (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SECTION D

DETAILS OF WORK ALREADY CARRIED OUT - continued.

**BLACKHALL ROCKS

The miniature arm shunting signal applying, Inwards line to Up Main, has been replaced by a ground disc signal, situated between the Inwards and Outwards line 261 yards from (30 yards nearer to) the signal box. (18)

**NORTH SEATON

The Up Home signal (with Marchey's House Up Main Distant below) has been resited 74 yards from the Gate Box at a reduced height of 25 feet above rail level.

The distance between the Marchey's House Up Main Distant, and the Marchey's House Up Main Home signals is now 828 yards. (18)

BETWEEN PLIMMOR AND THIRK

NORTHALLINGTON

DARLINGTON STATION

FERRIBILL

BETWEEN FERRIBILL SOUTH JN. AND BISHOP WIDDLEVALE

EDTON STATION

Location	Nature of Work	Duration	Commencing Date
Thomas M.P.	Painting door fittings	Until further notice	Monday 1 May

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

★ BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (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)

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 MPD	Painting depot buildings.	Until further notice.	Monday 1 May

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

★ ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 25/26

SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC

Delete all items on these pages and substitute:-

T.C.B.

●	Christon Bank (LC)	3	1022			DRS	40			C. Up line, 560 yards before reaching CB15 signal.	147
	FALLODEN (44M.P.) AND MARSHALL MEADOWS							90	100	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
●	Station (LC)	2	1735							- 85 44m. 65chs. to 44m. 0chs.	
	Newham (LC)										
	Belford										
●	Lucker (LC)	3	404							- 90 49m. 20chs. to 44m. 65chs.	
●	Station (LC)	2	637			DRS	50			CW. Down Passenger Loop clear of fouling point with Main line.	2200
						UPL	170				
						DPL	160			CW. Up Passenger Loop clear of fouling point with Main line.	200 (falling)
	Crag Mill (LC)									C. Up line, 560 yards before reaching BD26 signal.	208
										C. Up line, 560 yards before reaching U53 signal.	208
●	Smeafield (LC)	3	728					80	80	57m. 1ch. to 58m. 67chs.	
	Fenham Law Moor (LC)										
	Beal										
●	Station (LC)	3	1162							- 90 65m. 14chs. to 58m. 67chs.	
								50		- 65m. 57chs. to 66m. 57chs.	
										- 85 65m. 58chs. to 65m. 14chs.	
●	Goswick (LC)	2	327							C. Up line, 725 yards before reaching U.64.	245
										C. Down line, 960 yards before reaching D.62.	190
	Scremerston (LC)									C. Down line, 560 yards before reaching SN.3.	190
	Spittal (LC)									C. Down line, 560 yards before reaching D.63B.	190

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A - continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 25/26 - substitute - continued

T.C.B.	●	Berwick									
		Tweedmouth	5	224							
		●	Ayton Station (Scottish Region)	7	1258						

DGL 73

Locomotive horn code - 3S1L - Work at Berwick. (19D)

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

MO.45/NN

F.J. BURGE
Chief Operating Manager

York
19 APRIL 1972

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time, advise your Superior Officer by wire as follows: - "NILE SIG. NOTICE NN NO :-"

**British Rail****NN****EASTERN REGION****No.19**

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

SATURDAY 6 MAY

TO

FRIDAY 12 MAY 1972

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 7 MAY – PARKGATE

The searchlight type head of the Up Main Outer Home Signal P.56, will be renewed as a 4-aspect multi-unit type head. (22/23)

SUNDAY 7 MAY – STRANTON

The arm of the Down Main Home Signal will be increased in height to 30 feet above rail level. (22/23)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON SOUTH

The following lines have been abolished:—

Up Goods Nos. 1,2 and 3
Up Goods, between Black Banks and Croft Junction

The Up Goods No.4 has become an Up Siding.

All associated shunting signals and No.39 Up Goods to Up Main outlet signal have, except as shown below, been abolished.

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

Facing, Up Goods to Up Main
Facing, Up Main to Up Goods

The points at the signal box end, leading from Up Goods No.1 to No.2, No.2 to No.3 and No.3 to the Up Siding (formerly Up Goods No.4) have been secured in the reverse position pending removal, for through running to the Up Siding and all shunting signals controlling movements to the Up Goods No. 1, 2, 3 and the Up Siding, now apply to the Up Siding only.

PARKGATE

The facing points – Up Main/Up Goods have been secured out of use pending removal and the associated signalling abolished. The Up Goods has been severed approximately 350 yards North of the signal box, and the line (North of Parkgate) has been converted to a shunting neck with access at the Parkgate end only. (21)

BETWEEN CHARITY AND HEIGHINGTON

A single line has been formed by sluicing the Down Main into the Up Main at the Charity end (between 2m. 45chs. and 2m. 55chs.) and the Up Main into the Down Main at the Heighington end (between 3m. 75chs. and 4m. 5chs.).

The single line, which is worked under the Train Staff and Ticket Regulations, extends from a new facing crossover which has been provided 680 yards South of Heighington signal box (new signal H33) to the Charity Up Main Home signal.

The Train Staff and Ticket working will be withdrawn at 05 00 hours on Saturday 13th May.

The redundant section of the Down Main between the 4m. 5chs. and 2m. 45chs. has been removed and a portion of the Up Main has been removed between 2m. 55chs. and 2 m.p. The Up Main between 2 m.p. and Charity signal box, has been temporarily taken out of use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued.

BETWEEN CHARITY AND HEIGHINGTON – continued

Charity

Signalling Alterations:–

The Up Main Home bracket signal, and Up Main to Up Sidings, now applies Single line to Up Main, and Single line to Up Sidings respectively.

The Down Main Home, has become the Down Main to Single line signal.

Signals Abolished

Down Main Starting Signal

Double Discs applying – set-back – Down Main to Up Main, and Down Main to Sidings.

Heighington

New Colour Light Signals:–

2-aspect, H33 (Red/Green), applying Up Main to Single line, situated 680 yards south of the signal box. A telephone has been provided connected to Heighington signal box.

3-aspect H38, situated 975 yards south of the signal box and applying – Down directions single line to Down Main. A telephone has been provided connected to Heighington signal box.

A 2-aspect (Yellow/Green) Distant signal for H38 plated H38R has been provided 800 yards before reaching H38.

A portion of the Up Main 300 yards in length has been retained on the Charity side of H33 signal, to provide an over-run and the remainder of the Up Main to the Slue at 3m. 75chs. has been removed.

Whiley Hill Automatic-Half Barriers

The whistle boards for the Down approach, have been repositioned to the Single line. (20)

NORMANBY

The ground disc signal applying Up Goods to No.2 Down Goods has been abolished. (20)

****DARLINGTON NORTH**

Remodelling

The facing connection – Up Main to No.1 Platform, has been secured permanently out of use in the normal position pending removal.

The points – Wallside Siding/Carriage Dock have been abolished and replaced by plain line for through running Wallside Siding to No.1 Platform, and the Carriage Dock has been abolished.

The trailing connection – Down Main to No. 1 Platform, has been remodelled with Down Main trailing points repositioned nearer to the signal box.

A new facing crossover between the Down and Up Main lines, has been brought into use adjacent to the signal box. Movements from Up Main to No.1 platform will now be via this crossover and the remodelled Down Main trailing points.

The points Wallside Siding/Horse Dock, have been altered to lie normally towards the Horse Dock to provide trapping.

New Signal:–

No. 109 ground position light shunting signal situated at the new Down Main trailing points applying Down Main to No. 1 Platform or to Up Duplicate.

Signals Abolished:–

The Down Main set back disc signal applying – set back to No. 73 sub, and position light signal No. 73, (mounted on the double disc) applying – shunting, No. 1 Platform (north end) to Up Duplicate or to No. 1 Platform. (19)

****BEAMISH**

The Down Inner Distant signal has been abolished.

The Down Outer Distant signal, has been replaced by a 2-aspect colour light (Y/G, Yellow aspect 12ft. above rail level) and renamed Down Distant signal. (19)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (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)

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

Location	Nature of Work	Duration	Commencing date
Thornaby MPD	Painting depot buildings	Until further notice	

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York

26 APRIL 1972

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"



NN

Eastern
EASTERN REGION

No.20

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

SATURDAY 13 MAY
TO
FRIDAY 19 MAY 1972
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

★ **PARKGATE** (This work has not been carried out)

The searchlight type head of the Up Main Outer Home Signal P.56 has been renewed as a 4-aspect multi-unit type head. (22/23)

STRANTON

The arm of the Down Main Home Signal has been increased in height to 30 feet above rail level. (22/23)

★ **DARLINGTON SOUTH** (This work has not been carried out)

The following lines have been abolished:-

Up Goods Nos. 1,2 and 3

Up Goods, between Black Banks and Croft Junction

The Up Goods No.4 has become an Up Siding.

All associated shunting signals and No.39 Up Goods to Up Main outlet signal have, except as shown below, been abolished.

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

Facing, Up Goods to Up Main

Facing, Up Main to Up Goods

The points at the signal box end, leading from Up Goods No.1 to No.2, No.2 to No.3 and No.3 to the Up Siding (formerly Up Goods No.4) have been secured in the reverse position pending removal, for through running to the Up Siding and all shunting signals controlling movements to the Up Goods No. 1, 2, 3 and the Up Siding, now apply to the Up Siding only. (21)

★ **PARKGATE** (This work has not been carried out.)

The facing points - Up Main/Up Goods have been secured out of use pending removal and the associated signalling abolished. The Up Goods has been severed approximately 350 yards North of the signal box, and the line (North of Parkgate) has been converted to a shunting neck with access at the Parkgate end only. (21)

BETWEEN CHARITY AND HEIGHINGTON

A single line has been formed by sluicing the Down Main into the Up Main at the Charity end (between 2m. 45chs. and 2m. 55chs.) and the Up Main into the Down Main at the Heighington end (between 3m. 75chs. and 4m. 5chs.).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued.

BETWEEN CHARITY AND HEIGHINGTON – continued

The single line, which is worked under the Train Staff and Ticket Regulations, extends from a new facing crossover which has been provided 680 yards South of Heighington signal box (new signal H33) to the Charity Up Main Home signal.

★ The Train Staff and Ticket working will be withdrawn at 05 00 hours on Saturday 10th June.

The redundant section of the Down Main between the 4m. 5chs. and 2m. 45chs. has been removed and a portion of the Up Main has been removed between 2m. 55chs. and 2 m.p. The Up Main between 2 m.p. and Charity signal box, has been temporarily taken out of use.

Charity

Signalling Alterations:–

The Up Main Home bracket signal, and Up Main to Up Sidings, now applies Single line to Up Main, and Single line to Up Sidings respectively.

The Down Main Home, has become the Down Main to Single line signal.

Signals Abolished

Down Main Starting Signal

Double Discs applying – set-back – Down Main to Up Main, and Down Main to Sidings.

Heighington

New Colour Light Signals:–

2-aspect, H33 (Red/Green), applying Up Main to Single line, situated 680 yards south of the signal box. A telephone has been provided connected to Heighington signal box.

3-aspect H38, situated 975 yards south of the signal box and applying – Down directions single line to Down Main. A telephone has been provided connected to Heighington signal box.

A 2-aspect (Yellow/Green) Distant signal for H38 plated H38R has been provided 800 yards before reaching H38.

A portion of the Up Main 300 yards in length has been retained on the Charity side of H33 signal, to provide an over-run and the remainder of the Up Main to the Slue at 3m. 75chs. has been removed.

Whiley Hill Automatic-Half Barriers

The whistle boards for the Down approach, have been repositioned to the Single line.

(Amended Item) (24)

**** NORMANBY**

The ground disc signal applying Up Goods to No.2 Down Goods has been abolished.

(20)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ **BETWEEN ERYHOLME AND FERRYHILL, OAK TREE AND DARLINGTON SOUTH,
PARKGATE AND HEIGHINGTON – RESIGNALLING**

The work shown to be carried out in the 4 weekly ND 19D books in connection with the above scheme has been postponed. All additions, cancellations and amendments in ND 19D shown – (w.e.f. 15-5-72) are thereby cancelled (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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (UFN)

NN-27

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

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)

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 MPD	Painting depot buildings	Until further notice	

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

York
3 MAY 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged: If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :-"

TO

FRIDAY 19 MAY 1972

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.



NN

EASTERN REGION

No.21

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

SATURDAY 20 MAY

TO

FRIDAY 26 MAY 1972

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 23 MAY—HALTWHISTLE

The connection—Branch Single line/Coal Siding will be secured out of use in the normal position pending removal of the points and of the Coal Siding.

The associated signalling will be abolished.

(25)

DETAILS OF WORK ALREADY CARRIED OUT

STRANTON

The arm of the Down Main Home Signal has been increased in height to 30 feet above rail level.

(22/23)

BETWEEN CHARITY AND HEIGHINGTON

A single line has been formed by sluing the Down Main into the Up Main at the Charity end (between 2m. 45chs. and 2m. 55chs.) and the Up Main into the Down Main at the Heighington end (between 3m. 75chs. and 4m. 5chs.).

The single line, which is worked under the Train Staff and Ticket Regulations, extends from a new facing crossover which has been provided 680 yards South of Heighington signal box (new signal H33) to the Charity Up Main Home signal.

The Train Staff and Ticket working will be withdrawn at 05 00 hours on Saturday 10th June.

The redundant section of the Down Main between the 4m. 5chs. and 2m. 45chs. has been removed and a portion of the Up Main has been removed between 2m. 55chs. and 2 m.p. The Up Main between 2 m.p. and Charity signal box, has been temporarily taken out of use.

Charity

Signalling Alterations:—

The Up Main Home bracket signal, and Up Main to Up Sidings, now applies Single line to Up Main, and Single line to Up Sidings respectively.

The Down Main Home, has become the Down Main to Single line signal.

Signals Abolished

Down Main Starting Signal

Double Discs applying — set-back — Down Main to Up Main, and Down Main to Sidings.

Heighington

New Colour Light Signals:—

2-aspect, H33 (Red/Green), applying Up Main to Single line, situated 680 yards south of the signal box. A telephone has been provided connected to Heighington signal box.

3-aspect H38, situated 975 yards south of the signal box and applying — Down directions single line to Down Main. A telephone has been provided connected to Heighington signal box.

A 2-aspect (Yellow/Green) Distant signal for H38 plated H38R has been provided 800 yards before reaching H38.

A portion of the Up Main 300 yards in length has been retained on the Charity side of H33 signal, to provide an over-run and the remainder of the Up Main to the Slue at 3m. 75chs. has been removed.

Whiley Hill Automatic-Half Barriers

The whistle boards for the Down approach, have been repositioned to the Single line.

(24)

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

**BETWEEN ERYHOLME AND FERRYHILL, OAK TREE AND DARLINGTON SOUTH,
PARKGATE AND HEIGHINGTON – RESIGNALLING**

The work shown to be carried out in the 4 weekly ND 19D books in connection with the above scheme has been postponed. All additions, cancellations and amendments in ND 19D shown – (w.e.f. 15-5-72) are thereby cancelled (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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (UFN)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

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)

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 MPD	Painting depot buildings	Until further notice	

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York
10 MAY 1972

Receipt of this notice need not be acknowledged; If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"

**NN****EASTERN REGION****No.
22/23**

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

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 27 MAY

TO

FRIDAY 9 JUNE 1972

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**WEDNESDAY 31 MAY – DARLINGTON SOUTH**

The following lines will be abolished:—

Up Goods Nos. 1, 2 and 3.

Up Goods between Black Banks and Croft Junction.

The Up Goods No. 4 will become an Up Siding.

All associated shunting signals and No. 39 Up Goods to Up Main outlet signal will, except as shown below, be abolished.

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

Facing, Up Goods to Up Main.

Facing, Up Main to Up Goods.

The points at the signal box end, leading from Up Goods No. 1 to No. 2, No. 2 to No. 3, and No. 3 to the Up Siding (formerly Up Goods No. 4) will be secured in the reverse position pending removal, for through running to the Up Siding, and all shunting signals controlling movements to the Up Goods No. 1, 2, 3 and the Up Siding, will in future apply to the Up Siding only. (26)

WEDNESDAY 31 MAY – PARKGATE

The facing points – Up Main/Up Goods, will be secured out of use pending removal, and the associated signalling abolished. The Up Goods will be severed approximately 350 yards North of the signal box, and the line (North of Parkgate) will be converted to a shunting neck with access at the Parkgate end only.

The searchlight type head of the Up Main Outer Home Signal P.56, will be renewed as a 4-aspect multi-unit type head. (26)

SUNDAY 4 JUNE – NORMANBY – The facing connection, Down Mineral to Slag line and the associated slip connection to the Up Mineral will be secured out of use pending removal.

Signals Abolished:

Miniature Arm

Down Mineral to Slag line.

Miniature Arm

Up Mineral to Normanby Independent or to Cargo Fleet Ore Sidings.

Disc

Set Back, Up Mineral to Down Mineral or to Normanby Independent.

Disc

Slag line to Up Mineral. (26)

TUESDAY 6 JUNE – BEDLINGTON SOUTH

The "Doctor Pit", "Doctor Pit Pass Bye", "A" Pit Sidings and "A" Pit will be secured out of use pending removal.

The left-hand bracket signal applying from Down Main to these Sidings and all associated shunting signals will be abolished. (26)

DETAILS OF WORK ALREADY CARRIED OUT**HALTWHISTLE**

The connection – Branch Single line/Coal Siding has been secured out of use in the normal position pending removal of the points and of the Coal Siding.

The associated signalling has been abolished. (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * STRANTON

The arm of the Down Main Home Signal has been increased in height to 30 feet above rail level.

(22/23)

BETWEEN CHARITY AND HEIGHINGTON

A single line has been formed by sluing the Down Main into the Up Main at the Charity end (between 2m. 45chs. and 2m. 55chs.) and the Up Main into the Down Main at the Heighington end (between 3m. 75chs. and 4m. 5chs.).

The single line, which is worked under the Train Staff and Ticket Regulations, extends from a new facing crossover which has been provided 680 yards South of Heighington signal box (new signal H33) to the Charity Up Main Home signal.

The Train Staff and Ticket working will be withdrawn at 05 00 hours on Saturday 10th June.

The redundant section of the Down Main between the 4m. 5chs. and 2m. 45chs. has been removed and a portion of the Up Main has been removed between 2m. 55chs. and 2 m.p. The Up Main between 2 m.p. and Charity signal box, has been temporarily taken out of use.

Charity

Signalling Alterations:—

The Up Main Home bracket signal, and Up Main to Up Sidings, now applies Single line to Up Main, and Single line to Up Sidings respectively.

The Down Main Home, has become the Down Main to Single line signal.

Signals Abolished

Down Main Starting Signal

Double Discs applying – set-back – Down Main to Up Main, and Down Main to Sidings.

Heighington

New Colour Light Signals:—

2-aspect, H33 (Red/Green), applying Up Main to Single line, situated 680 yards south of the signal box. A telephone has been provided connected to Heighington signal box.

3-aspect H38, situated 975 yards south of the signal box and applying – Down directions single line to Down Main. A telephone has been provided connected to Heighington signal box.

A 2-aspect (Yellow/Green) Distant signal for H38 plated H38R has been provided 800 yards before reaching H38.

A portion of the Up Main 300 yards in length has been retained on the Charity side of H33 signal, to provide an over-run and the remainder of the Up Main to the Slue at 3m. 75chs. has been removed.

Whiley Hill Automatic-Half Barriers

The whistle boards for the Down approach, have been repositioned to the Single line.

(24)

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

**BETWEEN ERYHOLME AND FERRYHILL, OAK TREE AND DARLINGTON SOUTH,
PARKGATE AND HEIGHINGTON – RESIGNALLING**

The work shown to be carried out in the 4 weekly ND 19D books in connection with the above scheme has been postponed. All additions, cancellations and amendments in ND 19D shown – (w.e.f. 15-5-72) are thereby cancelled (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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (UFN)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

★ PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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)

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 MPD	Painting depot buildings	Until further notice	

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York
17 MAY 1972

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



NN

EASTERN REGION

No.24

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

SATURDAY 10 JUNE

TO

FRIDAY 16 JUNE 1972

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 11 JUNE – DARLINGTON

Revised signalling will be commissioned.

Full details are shown in Supplementary Signalling Notice No. 34 and all concerned should be in possession of a copy.

The date of Saturday 13 May shown on the front cover should be amended accordingly.

From 00 01 hours on Tuesday 13 June – the new layout will apply except in the area of North Road Station where the Single Passenger line will run via the Down Platform and the Single Goods line will run via the Up Platform until further slueing takes place. (27)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON SOUTH

The following lines have been abolished:–

Up Goods Nos. 1, 2 and 3.

Up Goods between Black Banks and Croft Junction.

The Up Goods No. 4 has become an Up Siding.

All associated shunting signals and No. 39 Up Goods to Up Main outlet signal have, except as shown below been abolished.

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

Facing, Up Goods to Up Main.

Facing, Up Main to Up Goods.

The points at the signal box end, leading from Up Goods No.1 to No.2, No.2 to No.3 and No.3 to the Up Siding (formerly Up Goods No.4) have been secured in the reverse position pending removal, for through running to the Up Siding. All shunting signals controlling movements to the Up Goods No.1,2,3 and the Up Siding, now apply to the Up Siding only. (26)

PARKGATE

The facing points – Up Main/Up Goods have been secured out of use pending removal, and the associated signalling abolished. The Up Goods has been severed approximately 350 yards North of the signal box, and the line (North of Parkgate) has been converted to a shunting neck with access at the Parkgate end only.

The searchlight type head of the Up Main Outer Home Signal P.56 has been renewed as a 4-aspect multi-unit type head. (26)

NORMANBY

The facing connection, Down Mineral to Slag line and the associated slip connection to the Up Mineral have been secured out of use pending removal.

Signals Abolished:

Miniature Arm	Down Mineral to Slag line.	
Miniature Arm	Up Mineral to Normanby Independent or to Cargo Fleet Ore Sidings.	
Disc	Set Back, Up Mineral to Down Mineral or to Normanby Independent.	
Disc	Slag line to Up Mineral.	(26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BEDLINGTON SOUTH

The "Doctor Pit", "Doctor Pit Pass Bye", "A" Pit Sidings and "A" Pit have been secured out of use pending removal.

The left-hand bracket signal applying from Down Main to these Sidings and all associated shunting signals have been abolished. (26)

HALTWHISTLE

The connection – Branch Single line/Coal Siding has been secured out of use in the normal position pending removal of the points and of the Coal Siding.

The associated signalling has been abolished. (25)

*** ** BETWEEN CHARITY AND HEIGHINGTON**

A single line has been formed by sluing the Down Main into the Up Main at the Charity end (between 2m. 45chs. and 2m. 55chs.) and the Up Main into the Down Main at the Heighington end (between 3m. 75chs. and 4m. 5chs.).

The single line, which is worked under the Train Staff and Ticket Regulations, extends from a new facing crossover which has been provided 680 yards South of Heighington signal box (new signal H33) to the Charity Up Main Home signal.

The Train Staff and Ticket working will be withdrawn at 05 00 hours on Saturday 10th June.

The redundant section of the Down Main between the 4m. 5chs. and 2m. 45chs. has been removed and a portion of the Up Main has been removed between 2m. 55chs. and 2 m.p. The Up Main between 2 m.p. and Charity signal box, has been temporarily taken out of use.

Charity

Signalling Alterations:—

The Up Main Home bracket signal, and Up Main to Up Sidings, now applies Single line to Up Main, and Single line to Up Sidings respectively.

The Down Main Home, has become the Down Main to Single line signal.

Signals Abolished

Down Main Starting Signal

Double Discs applying – set-back – Down Main to Up Main, and Down Main to Sidings.

Heighington

New Colour Light Signals:—

2-aspect, H33 (Red/Green), applying Up Main to Single line, situated 680 yards south of the signal box. A telephone has been provided connected to Heighington signal box.

3-aspect H38, situated 975 yards south of the signal box and applying – Down directions single line to Down Main. A telephone has been provided connected to Heighington signal box.

A 2-aspect (Yellow/Green) Distant signal for H38 plated H38R has been provided 800 yards before reaching H38.

A portion of the Up Main 300 yards in length has been retained on the Charity side of H33 signal, to provide an over-run and the remainder of the Up Main to the Slue at 3m. 75chs. has been removed.

Whiley Hill Automatic-Half Barriers

The whistle boards for the Down approach, have been repositioned to the Single line.

(24)

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 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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work:

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.
(UFN)

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)

★ WIDDRINGTON STATION

The Up Platform at Widdrington has been damaged, by a derailment, for 25 yds at the South End.

Drivers of Up stopping trains must be prepared to stop short of the marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (UFN)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to hand signalman's instructions.

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)

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 MPD	Painting depot buildings	Until further notice	

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

York
31 MAY 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



British Rail

NN

EASTERN REGION

No.25

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

**SATURDAY 17 JUNE
TO
FRIDAY 23 JUNE 1972
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

DARLINGTON

Revised signalling has been commissioned.

Full details are shown in Supplementary Signalling Notice No. 34 and all concerned should be in possession of a copy.

The date of Saturday 13 May shown on the front cover should be amended to read Sunday 11 June.

The new layout will apply except in the area of North Road Station where the Single Passenger line will run via the Down Platform and the Single Goods line will run via the Up Platform until further Slueing takes place.

(27)

DARLINGTON SOUTH

The following lines have been abolished:-

Up Goods Nos. 1, 2 and 3.

Up Goods between Black Banks and Croft Junction.

The Up Goods No. 4 has become an Up Siding.

All associated shunting signals and No. 39 Up Goods to Up Main outlet signal have, except as shown below been abolished.

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

Facing, Up Goods to Up Main.

Facing, Up Main to Up Goods.

The points at the signal box end, leading from Up Goods No.1 to No.2, No.2 to No.3 and No.3 to the Up Siding (formerly Up Goods No.4) have been secured in the reverse position pending removal, for through running to the Up Siding. All shunting signals controlling movements to the Up Goods No.1,2,3 and the Up Siding, now apply to the Up Siding only.

(26)

PARKGATE

The facing points - Up Main/Up Goods have been secured out of use pending removal, and the associated signalling abolished. The Up Goods has been severed approximately 350 yards North of the signal box, and the line (North of Parkgate) has been converted to a shunting neck with access at the Parkgate end only.

The searchlight type head of the Up Main Outer Home Signal P.56 has been renewed as a 4-aspect multi-unit type head.

(26)

NORMANBY

The facing connection, Down Mineral to Slag line and the associated slip connection to the Up Mineral have been secured out of use pending removal.

Signals Abolished:

Miniature Arm

Down Mineral to Slag line.

Miniature Arm

Up Mineral to Normanby Independent or to Cargo Fleet Ore Sidings.

Disc

Set Back, Up Mineral to Down Mineral or to Normanby Independent.

Disc

Slag line to Up Mineral.

(26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BEDLINGTON SOUTH

The "Doctor Pit", "Doctor Pit Pass Bye", "A" Pit Sidings and "A" Pit have been secured out of use pending removal.

The left-hand bracket signal applying from Down Main to these Sidings and all associated shunting signals have been abolished. (26)

*** * HALTWHISTLE**

The connection – Branch Single line/Coal Siding has been secured out of use in the normal position pending removal of the points and of the Coal Siding.

The associated signalling has been abolished. (25)

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 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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.
(UFN)

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)

WIDDRINGTON STATION

The Up Platform at Widdrington has been damaged, by a derailment, for 25 yds at the South End.

Drivers of Up stopping trains must be prepared to stop short of the marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (UFN)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to hand signalman's instructions.

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)

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 MPD	Painting depot buildings	Until further notice	

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

York
7 JUNE, 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"

**British Rail****NN****EASTERN REGION****No.26**

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

SATURDAY 24 JUNE

TO

FRIDAY 30 JUNE 1972

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 25 JUNE – THIRSK

The trailing connection on the Up Slow South of the signal box and associated signal reading Up Slow or Up Sidings or Down Fast or Down Slow will be moved 37 yards further from the signal box. (29)

SUNDAY 25 JUNE – NEWCASTLE

The points leading to and from Station Siding No.2 will be secured out of use in the normal position pending removal.

The associated ground position light signals 117, 133, 135, 182 and 184 and four aspect signal No.186 will be abolished. (29)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON

Revised signalling has been commissioned.

Full details are shown in Supplementary Signalling Notice No. 34 and all concerned should be in possession of a copy.

The date of Saturday 13 May shown on the front cover should be amended to read Sunday 11 June.

The new layout will apply except in the area of North Road Station where the Single Passenger line will run via the Down Platform and the Single Goods line will run via the Up Platform until further Slueing takes place. (27)

**** DARLINGTON SOUTH**

The following lines have been abolished:-

Up Goods Nos. 1, 2 and 3.

Up Goods between Black Banks and Croft Junction.

The Up Goods No. 4 has become an Up Siding.

All associated shunting signals and No. 39 Up Goods to Up Main outlet signal have, except as shown below been abolished.

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

Facing, Up Goods to Up Main.

Facing, Up Main to Up Goods.

The points at the signal box end, leading from Up Goods No.1 to No.2, No.2 to No.3 and No.3 to the Up Siding (formerly Up Goods No.4) have been secured in the reverse position pending removal, for through running to the Up Siding. All shunting signals controlling movements to the Up Goods No.1,2,3 and the Up Siding, now apply to the Up Siding only. (26)

**** PARKGATE**

The facing points – Up Main/Up Goods have been secured out of use pending removal, and the associated signalling abolished. The Up Goods has been severed approximately 350 yards North of the signal box, and the line (North of Parkgate) has been converted to a shunting neck with access at the Parkgate end only.

The searchlight type head of the Up Main Outer Home Signal P.56 has been renewed as a 4-aspect multi-unit type head. (26)

**** NORMANBY**

The facing connection, Down Mineral to Slag line and the associated slip connection to the Up Mineral have been secured out of use pending removal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** * NORMANBY—continued**

Signals Abolished:

Miniature Arm	Down Mineral to Slag line.	
Miniature Arm	Up Mineral to Normanby Independent or to Cargo Fleet Ore Sidings.	
Disc	Set Back, Up Mineral to Down Mineral or to Normanby Independent.	
Disc	Slag line to Up Mineral.	(26)

*** * BEDLINGTON SOUTH**

The "Doctor Pit", "Doctor Pit Pass Bye", "A" Pit Sidings and "A" Pit have been secured out of use pending removal.

The left-hand bracket signal applying from Down Main to these Sidings and all associated shunting signals have been abolished. (26)

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 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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotives must stop at the South end of the platform, clear of the repair work.

The following instructions and notices apply to the above mentioned sidings and platforms.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

WIDDRINGTON STATION

The Up Platform at Widdrington has been damaged, by a derailment, for 25 yds at the South End. Drivers of Up stopping trains must be prepared to stop short of the marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (UFN)

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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)

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 MPD	Painting depot buildings	Until further notice	



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

York
14 JUNE, 1957

F.J.BURGE
Chief Operating Manager

Re...

ti 60

**NN****EASTERN REGION****No. 27**

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

**SATURDAY 1 JULY
TO
FRIDAY 7 JULY 1972
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 2 JULY – THIRSK

The Up Slow to Up Fast facing connection at Green Lane (between 22m. 29chs. and 22m. 32chs.) will be repositioned between 22m. 30chs. and 22m. 34m. and will be taken temporarily out of use from Sunday 2 July until Sunday 9 July.

The adjacent connection – Up Sidings to Up Slow and the associated ground position light signal will be moved 37 yards further North. (30)

SUNDAY 2 JULY – GATESHEAD (FELLING)

The Banner Repeating signal to the Up Pelaw Goods signal G.27 will be abolished. (30)

DETAILS OF WORK ALREADY CARRIED OUT

THIRSK

The trailing connection on the Up Slow South of the signal box and associated signal reading Up Slow or Up Sidings or Down Fast or Down Slow have been moved 37 yards further from the signal box. (29)

NEWCASTLE

The points leading to and from Station Sidings No.2 have been secured out of use in the normal position pending removal.

The associated ground position light signals 117, 133, 135, 182 and 184 and four aspect signal No.186 have been abolished. (29)

DARLINGTON

Revised signalling has been commissioned.

Full details are shown in Supplementary Signalling Notice No. 34 and all concerned should be in possession of a copy.

The date of Saturday 13 May shown on the front cover should be amended to read Sunday 11 June.

The new layout will apply except in the area of North Road Station where the Single Passenger line will run via the Down Platform and the Single Goods line will run via the Up Platform until further Slueing takes place. (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 NOTICES**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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice. (UFN)

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)

WIDDRINGTON STATION

The Up Platform at Widdrington has been damaged, by a derailment, for 25 yds at the South End.

Drivers of Up stopping trains must be prepared to stop short of the marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (UFN)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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)

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 MPD	Painting depot buildings	Until further notice	

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

York
21 JUNE, 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



NN

EASTERN REGION

No.28

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

MACAPLINE

SATURDAY 8 JULY

TO

FRIDAY 14 JULY 1972

INCLUSIVE

[Handwritten scribbles]

24
28
MAR 1971

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.

MAR 1971

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.*

3

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 JULY – NORWOOD JN.

The two trailing connections between No.3 Empty Line and the former Up Dunstan Branch line will be secured out of use pending removal.

All associated signalling will be abolished.

The following new ground disc signals will be provided:—

Shunting – No.1 Full Line to Up Main, sited 15 yards on the Norwood Jn. side of the signal box.

Shunting – No.2 Full Line to Up Main, sited 15 yards on the Norwood Jn. side of the signal box. (31)

MONDAY 10 JULY – FERRYHILL

The A.W.S. track equipment on the Goods Loop before reaching signal F445 (Goods Loop to Up Main or Down Ferryhill) will be removed. (31)

DETAILS OF WORK ALREADY CARRIED OUT

THIRSK

The Up Slow to Up Fast facing connection at Green Lane (between 22m. 29chs. and 22m. 32chs.) has been repositioned between 22m. 30chs. and 22m. 34chs. and taken temporarily out of use from Sunday 2 July until Sunday 9 July.

The adjacent connection – Up Sidings to Up Slow and the associated ground position light signal have been moved 37 yards further North. (30)

GATESHEAD (FELLING)

The Banner Repeating signal to the Up Pelaw Goods signal G.27 has been abolished. (30)

THIRSK

The trailing connection on the Up Slow South of the signal box and associated signal reading Up Slow or Up Sidings or Down Fast or Down Slow have been moved 37 yards further from the signal box. (29)

NEWCASTLE

The points leading to and from Station Sidings No.2 have been secured out of use in the normal position pending removal.

The associated ground position light signals 117, 133, 135, 182 and 184 and four aspect signal No.186 have been abolished. (29)

** DARLINGTON

Revised signalling has been commissioned.

Full details are shown in Supplementary Signalling Notice No. 34 and all concerned should be in possession of a copy.

The date of Saturday 13 May shown on the front cover should be amended to read Sunday 11 June.

The new layout will apply except in the area of North Road Station where the Single Passenger line will run via the Down Platform and the Single Goods line will run via the Up Platform until further Slueing takes place. (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 NOTICES

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

★ THIRSK

The Down Fast/Up Fast trailing crossover between 22m. 27chs. and 22m. 31chs. will be out of use from
Sunday 9 July until Sunday 16 July. (29)

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform,
clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North
end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the
platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and
Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.
(UFN)

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)

WIDDINGTON STATION

The Up Platform at Widdington has been damaged, by a derailment, for 25 yds at the South End.
Drivers of Up stopping trains must be prepared to stop short of the marker provided.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance (UFN)

8

★ BETWEEN LOW ROW AND BRAMPTON FELL

Naworth Automatic Half Barrier level crossing has been closed to vehicular traffic. The roadway has been fenced off and the barrier arms removed. The flashing road warning lights and warning bells will continue to function for the guidance of pedestrians only.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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)

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 MPD	Painting depot buildings	Until further notice	

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York
28 JUNE, 1972

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



British Rail

NN

EASTERN REGION

No.29

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

SATURDAY 15 JULY

TO

FRIDAY 21 JULY 1972

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

NORWOOD JN.

The two trailing connections between No.3 Empty Line and the former Up Dunstan Branch line have been secured out of use pending removal.

All associated signalling has been abolished.

The following new ground disc signals have been provided:—

Shunting – No.1 Full Line to Up Main, sited 15 yards on the Norwood Jn. side of the signal box.

Shunting – No.2 Full Line to Up Main, sited 15 yards on the Norwood Jn. side of the signal box. (31)

FERRYHILL

The A.W.S. track equipment on the Goods Loop before reaching signal F445 (Goods Loop to Up Main or Down Ferryhill) has been removed. (31)

THIRSK

The Up Slow to Up Fast facing connection adjacent to the signal box (between 22m. 29chs. and 22m. 32chs.) has been repositioned between 22m. 30chs. and 22m. 34chs.

The adjacent connection – Up Sidings to Up Slow and the associated ground position light signal have been moved 37 yards further North. (Amended Item) (30)

GATESHEAD (FELLING)

The Banner Repeating signal to the Up Pelaw Goods signal G.27 has been abolished. (30)

**** THIRSK**

The trailing connection on the Up Slow South of the signal box and associated signal reading Up Slow or Up Sidings or Down Fast or Down Slow have been moved 37 yards further from the signal box. (29)

**** NEWCASTLE**

The points leading to and from Station Sidings No.2 have been secured out of use in the normal position pending removal.

The associated ground position light signals 117, 133, 135, 182 and 184 and four aspect signal No.186 have been abolished. (29)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

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)

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted. (UFN)

*** THIRSK

The Down Fast/Up Fast trailing crossover between 22m. 27chs. and 22m. 31chs. will be out of use until
Sunday 16 July. (29)

★ THIRSK

The Down Fast/Down Slow crossover between 22m. 31chs. and 22m. 35chs. will be out of use from
Sunday 16 July until Sunday 23 July. (30)

*** ★ CHURCH LANE LEVEL CROSSING - (between Redcar Station and Longbeck)

The level crossing gates will be removed at 20 00 hours on Saturday 15 July and reinstated at 18 00
hours on Sunday 16 July.

Hand-Signalmen in attendance during this period. (29)

★ HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of
stopping trains to keep a sharp lookout and stop beyond marker provided.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform,
clear of the repair work. (UFN)

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North
end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the
platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and
Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.
(UFN)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

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)

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

(UFN)

BETWEEN LOW ROW AND BRAMPTON FELL

Naworth Automatic Half Barrier level crossing has been closed to vehicular traffic. The roadway has been fenced off and the barrier arms removed. The flashing road warning lights and warning bells will continue to function for the guidance of pedestrians only.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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)

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 MPD	Painting depot buildings	Until further notice	

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

York
5 JULY, 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



NN

EASTERN REGION

No.30

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

SATURDAY 22 JULY

TO

FRIDAY 28 JULY 1972

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 23 JULY – HALL DENE

The double disc signal applying: –

(Upper Disc) Down Main to Vane Tempest Colliery and (Lower Disc) Down Main to Up Main, will be resited on the right-hand side of the Down Main line, 7 yards further from the signal box (new position 23 yards from the signal box).

Diamond signs will be provided.

(33)

DETAILS OF WORK ALREADY CARRIED OUT

NORWOOD JN.

The two trailing connections between No.3 Empty Line and the former Up Dunstan Branch line have been secured out of use pending removal.

All associated signalling has been abolished.

The following new ground disc signals have been provided:–

Shunting – No.1 Full Line to Up Main, sited 15 yards on the Norwood Jn. side of the signal box.

Shunting – No.2 Full Line to Up Main, sited 15 yards on the Norwood Jn. side of the signal box.

(31)

FERRYHILL

The A.W.S. track equipment on the Goods Loop before reaching signal F445 (Goods Loop to Up Main or Down Ferryhill) has been removed.

(31)

* THIRSK

The Up Slow to Up Fast facing connection adjacent to the signal box (between 22m. 29chs. and 22m. 32chs.) has been repositioned between 22m. 30chs. and 22m. 34chs.

The adjacent connection – Up Sidings to Up Slow and the associated ground position light signal have been moved 37 yards further North.

(30)

* * GATESHEAD (FELLING)

The Banner Repeating signal to the Up Pelaw Goods signal G.27 has been abolished.

(30)

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 M.P.D. SIDINGS

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

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted.

THIRSK

* * The Down Fast/Down Slow crossover between 22m. 31chs. and 22m. 35chs. will be out of use until Sunday 23 July. (30)

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.

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

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

BETWEEN LOW ROW AND BRAMPTON FELL

Naworth Automatic Half Barrier level crossing has been closed to vehicular traffic. The roadway has been fenced off and the barrier arms removed. The flashing road warning lights and warning bells will continue to function for the guidance of pedestrians only.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

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 MPD	Painting depot buildings	Until further notice	

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

York
12 JULY 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"

Coussett Lott



NN

EASTERN REGION

No.31

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

SATURDAY 29 JULY

TO

FRIDAY 4 AUGUST 1972

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 29 JULY – WIDDRINGTON

The trailing connection – Up Main to Up Sidings, the south end of the Up Sidings and associated shunting signals will be abolished.

The north end of the Up Siding will be connected into the Up Main by new trailing points situated 279 yards south of Stobswood Colliery Crossing.

A 2-lever Ground Frame, released by Widdrington and with adjacent telephone connected thereto, will be provided to control this new connection. (34)

SUNDAY 30 JULY – ERYHOLME

The Down Passenger Loop will be abolished.

The points in the Down Main, leading to and from the Loop, will be secured out of use in the normal position pending removal.

Signals Abolished

Down Passenger Loop auto signal D37 BS
Down Passenger Loop to Down Main D38 S

Altered Signal

The position "1" junction indicator (Down Main to Down Passenger Loop) will be abolished from signal D37. (34)

DETAILS OF WORK ALREADY CARRIED OUT

SEATON-ON-TEES BRANCH

The former Siding, leading from the Single Line at 0m. 70 chs., (access formerly controlled by Graythorpe Ground Frame), has been reinstated and renamed 'Laing's Off Shore Pipe Line Siding'.

The points in the Single line (facing for Up trains), are hand-worked and must be secured for through running along the Single line when the Siding is not in use. (New Item) (34)

HALL DENE

The double disc signal applying: –

(Upper Disc) Down Main to Vane Tempest Colliery and (Lower Disc) Down Main to Up Main, has been resited on the right-hand side of the Down Main line, 7 yards further from the signal box (new position 23 yards from the signal box).

Diamond signs have been provided.

(33)

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

The two trailing connections between No.3 Empty Line and the former Up Dunstan Branch line have been secured out of use pending removal.

All associated signalling has been abolished.

The following new ground disc signals have been provided:—

Shunting – No.1 Full Line to Up Main, sited 15 yards on the Norwood Jn. side of the signal box

Shunting – No.2 Full Line to Up Main, sited 15 yards on the Norwood Jn. side of the signal box
(31)

**** FERRYHILL**

The A.W.S. track equipment on the Goods Loop before reaching signal F445 (Goods Loop to Up Main or Down Ferryhill) has been removed.
(31)

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 M.P.D. SIDINGS

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

BETWEEN PILMOOR AND THIRSK

Owing to engineering work the clearance at bridge 34 at 17m. 78chs. has been restricted.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.

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

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

*** BETWEEN LOW ROW AND BRAMPTON FELL**

Naworth Automatic Half Barrier level crossing has been closed to vehicular traffic. The roadway has been fenced off and the barrier arms removed. The flashing road warning lights and warning bells will continue to function for the guidance of pedestrians only.

Until 18 00 Sunday 30 July.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to hand signalman's instructions.

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.

★ WIDDRINGTON STATION

Commencing Monday 31 July, the Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

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 MPD	Painting depot buildings	Until further notice	

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

York
19 JULY 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



NN

EASTERN REGION

No.32

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

SATURDAY 5 AUGUST

TO

FRIDAY 11 AUGUST 1972

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

WIDDRINGTON

The trailing connection – Up Main to Up Sidings, the south end of the Up Sidings and associated shunting signals have been abolished.

The north end of the Up Siding has been connected into the Up Main by new trailing points situated 279 yards south of Stobswood Colliery Crossing.

A 2-lever Ground Frame, released by Widdrington and with adjacent telephone connected thereto, has been provided to control this new connection. (34)

ERYHOLME

The Down Passenger Loop has been abolished.

The points in the Down Main, leading to and from the Loop, have been secured out of use in the normal position pending removal.

Signals Abolished

Down Passenger Loop auto signal D37 BS
Down Passenger Loop to Down Main D38 S

Altered Signal

The position "1" junction indicator (Down Main to Down Passenger Loop) has been abolished from signal D37 (34)

SEATON-ON-TEES BRANCH

The former Siding, leading from the Single Line at 0m. 70 chs., (access formerly controlled by Graythorpe Ground Frame), has been reinstated and renamed 'Laing's Off Shore Pipe Line Siding'.

The points in the Single line (facing for Up trains), are hand-worked and must be secured for through running along the Single line when the Siding is not in use. (34)

HALL DENE

The double disc signal applying : –
(Upper Disc) Down Main to Vane Tempest Colliery and (Lower Disc) Down Main to Up Main, has been resited on the right-hand side of the Down Main line, 7 yards further from the signal box (new position 23 yards from the signal box).

Diamond signs have been provided. (33)

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 M.P.D. SIDINGS**

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

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.

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

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

★ CRAG HALL

All Skinninggrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings will be retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

MISCELLANEOUS NOTICES-continued

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

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 MPD	Painting depot buildings	Until further notice	

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

York
26 JULY 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:- "NILE SIG. NOTICE NN NO :-"



British Rail

NN

EASTERN REGION

No.33

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

SATURDAY 12 AUGUST

TO

FRIDAY 18 AUGUST 1972

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 13 AUGUST – TWEEDMOUTH

The Shunt Spur (extension of No 3 Reception line), together with the outlet signal T64, will be abolished. The points, shunt spur/No.3 Reception line will be secured in the reverse position pending replacement by plain line.

Signalling Alterations

The bracket post carrying T62 and T63 C/L signals (Reception lines to Down Main and Up Main to Down Main) will be abolished and a new ground position light signal plated T63, will be provided in approximately the same position. T63 will apply-set back-Up Main to Down Main signal T50.

The three ground position light signals, T65, T66 and T67, formally applying from Nos. 3,2 and 1 Reception lines respectively towards signal T62, will now apply-Reception line No. 1,2 or 3 towards Down Main signal T50. (37)

DETAILS OF WORK ALREADY CARRIED OUT

WIDDRINGTON

The trailing connection – Up Main to Up Sidings, the south end of the Up Sidings and associated shunting signals have been abolished.

The north end of the Up Siding has been connected into the Up Main by new trailing points situated 279 yards south of Stobswood Colliery Crossing.

A 2-lever Ground Frame, released by Widdrington and with adjacent telephone connected thereto, has been provided to control this new connection. (34)

ERYHOLME

The Down Passenger Loop has been abolished.

The points in the Down Main, leading to and from the Loop, have been secured out of use in the normal position pending removal.

Signals Abolished

Down Passenger Loop auto signal D37 BS

Down Passenger Loop to Down Main D38 S

Altered Signal

The position "1" junction indicator (Down Main to Down Passenger Loop) has been abolished from signal D37 (34)

SEATON-ON-TEES BRANCH

The former Siding, leading from the Single Line at 0m. 70 chs., (access formerly controlled by Graythorpe Ground Frame), has been reinstated and renamed 'Lainq's Off Shore Pipe Line Sidina'.

The points in the Single line (facing for Up trains), are hand-worked and must be secured for through running along the Single line when the Siding is not in use. (34)

**** HALL DENE**

The double disc signal applying: –

(Upper Disc) Down Main to Vane Tempest Colliery and (Lower Disc) Down Main to Up Main, has been resited on the right-hand side of the Down Main line, 7 yards further from the signal box (new position 23 yards from the signal box).

Diamond signs have been provided. (33)

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

★ TWEEDMOUTH

The trailing crossover, Down Main to Up Main, between 65m. 50chs. and 66 m.p. at Tweedmouth, will be out of use from 01 15 hours Sunday 13 August until 18 00 hours Sunday 20 August. (34)

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.

★ PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10" x 8" x 4" will be installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.

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

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

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 MPD	Painting depot buildings	Until further notice	

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York
2 AUGUST 1972

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"

AIR BRAKE CONTINUITY TEST

The Air Brake Continuity Test is VITAL—

your life may depend on it.



NN

EASTERN REGION

No.34

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

SATURDAY 19 AUGUST

TO

FRIDAY 25 AUGUST 1972

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.



NN

EASTERN REGION

No.34

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

SATURDAY 19 AUGUST

TO

FRIDAY 25 AUGUST 1972

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

NORTHALLERTON

The Coal Depot, the trailing connection leading thereto from the Up Main at the north end of the station, and the associated signalling have been abolished. (New Item) (38)

TWEEDMOUTH

The Shunt Spur (extension of No.3 Reception line), together with the outlet signal T64, has been abolished. The points, shunt spur/No.3 Reception line have been secured in the reverse position pending replacement by plain line.

Signalling Alterations

The bracket post carrying T62 and T63 C/L signals (Reception lines to Down Main and Up Main to Down Main) has been abolished and a new ground position light signal plated T63, provided in approximately the same position. T63 applies-set back-Up Main to Down Main signal T50.

The three ground position light signals, T65, T66 and T67, formally applying from Nos. 3, 2 and 1 Reception lines respectively towards signal T62, now apply-Reception line No. 1, 2 or 3 towards Down Main signal T50. (37)

*
* * **WIDDRINGTON**

The trailing connection – Up Main to Up Sidings, the south end of the Up Sidings and associated shunting signals have been abolished.

The north end of the Up Siding has been connected into the Up Main by new trailing points situated 279 yards south of Stobswood Colliery Crossing.

A 2-lever Ground Frame, released by Widdrington and with adjacent telephone connected thereto, has been provided to control this new connection. (34)

*
* * **ERYHOLME**

The Down Passenger Loop has been abolished.

The points in the Down Main, leading to and from the Loop, have been secured out of use in the normal position pending removal.

Signals Abolished

Down Passenger Loop auto signal D37 BS
Down Passenger Loop to Down Main D38 S

Altered Signal

The position "1" junction indicator (Down Main to Down Passenger Loop) has been abolished from signal D37 (34)

*
* * **SEATON-ON-TEES BRANCH**

The former Siding, leading from the Single Line at 0m. 70 chs., (access formerly controlled by Graythorpe Ground Frame), has been reinstated and renamed 'Laing's Off Shore Pipe Line Siding'.

The points in the Single line (facing for trains travelling towards Seaton-on-Tees), are hand-worked and must be secured for through running along the Single line when the Siding is not in use.

(Amended Item) (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 NOTICES**TWEEDMOUTH**

The trailing crossover, Down Main to Up Main, between 65m. 50chs. and 66 m.p. at Tweedmouth, will be out of use until 18 00 hours Sunday 20 August. (34)

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.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.

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

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

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 MPD	Painting depot buildings	Until further notice	

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York
9 AUGUST 1972

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"

WOOLSTENHOLMES



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 26 AUGUST

TO

FRIDAY 8 SEPTEMBER 1972

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 27 AUGUST - NEWCASTLE CENTRAL**

The connection between No.11 Platform line and the Down South line will be secured out of use pending removal.

The trailing crossover, continuous with the above connection, between the Down and Up South lines, also the associated slip connection (Down South to No.11 Platform connecting line) will be abolished.

All associated signal routes will be abolished. (39)

DETAILS OF WORK ALREADY CARRIED OUT**NORTHALLERTON**

The Coal Depot, the trailing connection leading thereto from the Up Main at the north end of the station, and the associated signalling have been abolished. (38)

TWEEDMOUTH

The Shunt Spur (extension of No.3 Reception line), together with the outlet signal T64, has been abolished. The points, shunt spur/No.3 Reception line have been secured in the reverse position pending replacement by plain line.

Signalling Alterations

The bracket post carrying T62 and T63 C/L signals (Reception lines to Down Main and Up Main to Down Main) has been abolished and a new ground position light signal plated T63, provided in approximately the same position. T63 applies-set back-Up Main to Down Main signal T50.

The three ground position light signals, T65, T66 and T67, formally applying from Nos. 3; 2 and 1 Reception lines respectively towards signal T62, now apply-Reception line No. 1, 2 or 3 towards Down Main signal T50. (37)

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**★ CONDITIONAL WORKING TIME TABLES – OCTOBER 1972**

Commencing with the October, 1972 issue, the following books will be combined and re-lettered:-

1. Present sections A, C, D and K combined and lettered K.
2. Present sections E, F and G combined and lettered L.

The new books will be produced in the standard size of 11½" X 7½" and have buff covers. (40)

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.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10"x8"x4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.

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

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

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 MPD	Painting depot buildings	Until further notice	

★ SOUTH GOSFORTH D.M.U. DEPOT

Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use. Handsignalmen in attendance.

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

York
16 AUGUST 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



NN

EASTERN REGION

No. 37

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

SATURDAY 9 SEPTEMBER

TO

FRIDAY 15 SEPTEMBER 1972

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 line side work. Ladders and trestles in use.
North Ormesby and Nunthorpe	Down Main	08 30 to 16 30. Contractors removing Ormesby Station buildings by hand at 2m. 57chs.
Nunthorpe	Single	Preparatory work in connection with alteration to road traffic lights. Commencing Monday 11 September.
Battersby and Castleton	Single	Preparatory work in connection with alteration to road traffic lights at Battersby road crossing. Commencing Monday 11 September.
Battersby and Grosmont	Single	07 30 to 17 00. Cleaning and painting bridges. Ladders and trestles in use.
Battersby and Castleton	Single	08 00 to 16 00. Preparatory work in connection with alterations to road traffic lights at Guisborough Road level crossing.
Glaisdale and Grosmont	Single	08 00 to 16 00. Shortening Egton station platform. Machinery in use (See Section 'D').
Grosmont and Sleights	All	07 30 to 16 00. Work in connection with signalling alterations.
SUNDAY 10 SEPTEMBER		
Nunthorpe and Battersby	Single (BLOCKED)	08 00 to 16 00. Contractor painting bridge No.14 at 4m. 55chs.

Following the recommendations of Colonel J.R.H. Robertson in his Report on the Morpeth Derailment of 7/5/69; see paragraphs 71-77.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 SEPTEMBER – HEATON, MORPETH AND TWEEDMOUTH

→ Warning indicators, as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions – Indicator Signs" (Supplementary Operating Instructions dated 11 March 1972) together with the associated A.W.S. permanent magnets, will be brought into use at the following locations:—

Heaton**Up Main**

300 yards before reaching H.51 signal, 1,990 yards from commencement of 45 m.p.h. permanent speed restriction.

Morpeth**Down Main**

300 yards before reaching D.15 signal, 1,485 yards from commencement of 40 m.p.h. permanent speed restriction.

Tweedmouth**Up Main**

300 yards before reaching U.68 signal, 1,550 yards from commencement of 60 m.p.h. permanent speed restriction.

Down Main

700 yards before reaching T.83 signal, 1,440 yards from commencement of 50 m.p.h. permanent speed restriction. (40)

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE CENTRAL

The connection between No. 11 Platform line and the Down South line has been secured out of use pending removal.

The trailing crossover, continuous with the above connection, between the Down and Up South lines, also the associated slip connection (Down South to No. 11 Platform connecting line) has been abolished.

All associated signal routes have been abolished. (39)

NORTHALLERTON

The Coal Depot, the trailing connection leading thereto from the Up Main at the north end of the station, and the associated signalling have been abolished. (38)

* * TWEEDEMOUTH

The Shunt Spur (extension of No.3 Reception line), together with the outlet signal T64, has been abolished. The points, shunt spur/No.3 Reception line have been secured in the reverse position pending replacement by plain line. |

Signalling Alterations

The bracket post carrying T62 and T63 C/L signals (Reception lines to Down Main and Up Main to Down Main) has been abolished and a new ground position light signal plated T63, provided in approximately the same position. T63 applies-set back-Up Main to Down Main signal T50.

The three ground position light signals, T65, T66 and T67, formally applying from Nos. 3; 2 and 1 Reception lines respectively towards signal T62, now apply-Reception line No. 1, 2 or 3 towards Down Main signal T50. (37)

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**CONDITIONAL WORKING TIME TABLES – OCTOBER 1972**

Commencing with the October, 1972 issue, the following books will be combined and re-lettered:-

1. Present sections A, C, D and K combined and lettered K.
2. Present sections E, F and G combined and lettered L.

The new books will be produced in the standard size of 11½" X 7½" and have buff covers. (40)

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.

★ SKELTON NEW YARD

On Monday 11 September and until further notice – due to the condition of the track, the facing points – Down Independent to the P.W Top Yard will be secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10"x8"x4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

DARLINGTON STATION

The North end of No.1 Platform Line (Up) will be rebuilt for approximately 150 yards from the North end.

Drivers of all diesel locomotive hauled trains will be required to stop trains at the South end of the platform, clear of the rebuilding work.

The local instructions headed "Darlington starting bells" shown on page 82 of General Instructions and Notices Booklet ND 7D will not apply on No.1 platform during the currency of this Section D Notice.

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

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

MISCELLANEOUS NOTICES-continued

★ DURHAM STATION

Until further notice the South end of the Down Platform will be out of use. Train crews should be prepared to draw forward at Durham and arrangements for passengers made as shown in Special Traffic Notices.

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

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 MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use. Handsignalman in attendance.	Until further notice.	

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

York
30 AUGUST 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:- "NILE SIG. NOTICE NN NO :-"

**British Rail****NN****EASTERN REGION****No.38**

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

SATURDAY 16 SEPTEMBER

TO

FRIDAY 22 SEPTEMBER 1972

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 17 SEPTEMBER—TYNE (DURHAM STATION) AND LOW FELL

Warning Indicators as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions—Indicator Signs" (Supplementary Operating Instructions dated 11 March 1972), together with the A.W.S. Permanent Magnets, will be brought into use at the following locations:—

Tyne (Durham Station)**Up Main**

579 yards before reaching TY 360 signal and 1,245 yards from commencement of 50m.p.h. permanent speed restriction at 66m. 11chs. (937 yards before reaching the cut-out sign).

Low Fell**Down Main**

300 yards before reaching D 78 signal and 1,456 yards from the commencement of the 55m.p.h. permanent speed restriction at 78m. 63chs. (41)

SUNDAY 17 SEPTEMBER—CHEVINGTON

The trailing crossover between the Down and Up Main lines will be repositioned 150 yards further North. The associated ground position light shunting signals will be repositioned accordingly. (41)

TUESDAY 19 SEPTEMBER — BETWEEN BARLBY NORTH AND CHALONERS WHIN AND BETWEEN SKELTON AND YORK

Warning Indicators as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions — Indicator Signs" (Supplementary Operating Instructions dated 11 March, 1972), together with the A.W.S. Permanent magnets, will be brought into use at the following locations.

Between Barlby North and Chaloners Whin**Down Main**

804 yards before reaching D184B signal and 1,890 yards from the commencement of the 55 m.p.h. permanent speed restriction at 185m. 45chs.

Between Skelton and York**Up Main**

300 yards before reaching S4 signal and 1,809 yards from commencement of the 50 m.p.h. permanent speed restriction at 1m. 9chs. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON BANK TOP YARD

A notice board worded "STOP, OPERATE GROUND FRAME NO.1083 BEFORE PROCEEDING", has been erected at the south end of Bank Top Yard between Sidings Nos.2 & 3 situated 75 yards north of the Ground Frame.

This notice board applies to the three Through Sidings.

(New Item) (41)

HEATON, MORPETH AND TWEEDMOUTH

Warning indicators, as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions – Indicator Signs" (Supplementary Operating Instructions dated 11 March 1972) together with the associated A.W.S. permanent magnets, have been brought into use at the following locations:–

Heaton

Up Main

300 yards before reaching H.51 signal, 1,990 yards from commencement of 45 m.p.h. permanent speed restriction.

Morpeth

Down Main

300 yards before reaching D.15 signal, 1,485 yards from commencement of 40 m.p.h. permanent speed restriction.

Tweedmouth

Up Main

300 yards before reaching U.68 signal, 1,550 yards from commencement of 60 m.p.h. permanent speed restriction.

Down Main

700 yards before reaching T.83 signal, 1,440 yards from commencement of 50 m.p.h. permanent speed restriction. (40)

NEWCASTLE CENTRAL

The connection between No. 11 Platform line and the Down South line has been secured out of use pending removal.

The trailing crossover, continuous with the above connection, between the Down and Up South lines, also the associated slip connection (Down South to No. 11 Platform connecting line) has been abolished.

All associated signal routes have been abolished.

(39)

**** NORTHALLERTON**

The Coal Depot, the trailing connection leading thereto from the Up Main at the north end of the station, and the associated signalling have been abolished. (38)

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

CONDITIONAL WORKING TIME TABLES – OCTOBER 1972

Commencing with the October, 1972 issue, the following books will be combined and re-lettered:-

1. Present sections A, C, D and K combined and lettered K.
2. Present sections E, F and G combined and lettered L.

The new books will be produced in the standard size of 11½" X 7½" and have buff covers. (40)

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

★ WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of 10 m.p.h. has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :-

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

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

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

DURHAM STATION

Until further notice the South end of the Down Platform will be out of use. Train crews must be prepared to draw forward at Durham and arrangements for passengers are made as shown in Special Traffic Notices.

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

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 MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

York
6 SEPTEMBER 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"

GREENLAND



NN

EASTERN REGION

No.39

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

SATURDAY 23 SEPTEMBER

TO

FRIDAY 29 SEPTEMBER 1972

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 24 SEPTEMBER—BETWEEN PERCY MAIN AND PERCY MAIN NORTH

The Down Goods line will be abolished. All signalling associated with the following redundant points and connections will be disconnected from the signal box and maintained in the 'ON' position pending removal.

Percy Main

The facing points—Down B & T to Down Goods will be removed and replaced by plain line.

Percy Main North

The Trailing crossover between the Down and Up Dock lines and the Trailing points — Down Goods to Down Main, will be secured out of use pending removal. (42)

SUNDAY 24 SEPTEMBER—NORTH ORMESBY

The trailing crossover between the Down and Up Main lines will be removed and plain line installed.

The associated disc shunting signals will be abolished. (42)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE (DURHAM STATION) AND LOW FELL

THIS WORK HAS NOT BEEN CARRIED OUT

CHEVINGTON

The trailing crossover between the Down and Up Main lines has been repositioned 150 yards further North.

The associated ground position light shunting signals have been repositioned accordingly. (41)

BETWEEN BARLBY NORTH AND CHALONERS WHIN AND BETWEEN SKELTON AND YORK

Warning Indicators as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions—Indicator Signs" (Supplementary Operating Instructions dated 11 March, 1972), together with the A.W.S. Permanent magnets, have been brought into use at the following locations.

Between Barlby North and Chaloners Whin**Down Main**

804 yards before reaching D184B signal and 1,890 yards from the commencement of the 55 m.p.h. permanent speed restriction at 185m. 45chs.

Between Skelton and York**Up Main**

300 yards before reaching S4 signal and 1,809 yards from commencement of the 50 m.p.h. permanent speed restriction at 1m. 9chs. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DARLINGTON BANK TOP YARD

A notice board worded "STOP, OPERATE GROUND FRAME NO.1083 BEFORE PROCEEDING", has been erected at the south end of Bank Top Yard between Sidings Nos.2 & 3 situated 75 yards north of the Ground Frame.

This notice board applies to the three Through Sidings. (41)



HEATON, MORPETH AND TWEEDMOUTH

** THIS WORK HAS NOT BEEN CARRIED OUT



**** NEWCASTLE CENTRAL**

The connection between No. 11 Platform line and the Down South line has been secured out of use pending removal.

The trailing crossover, continuous with the above connection, between the Down and Up South lines, also the associated slip connection (Down South to No. 11 Platform connecting line) has been abolished.

All associated signal routes have been abolished. (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

★ **MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

CONDITIONAL WORKING TIME TABLES – OCTOBER 1972

Commencing with the October, 1972 issue, the following books will be combined and re-lettered:-

1. Present sections A, C, D and K combined and lettered K.
2. Present sections E, F and G combined and lettered L.

The new books will produced in the standard size of 11½" X 7½" and have buff covers. (40)

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.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.** has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :-

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

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

DURHAM STATION

Until further notice the South end of the Down Platform will be out of use. Train crews must be prepared to draw forward at Durham and arrangements for passengers are made as shown in Special Traffic Notices.

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

★ **SEATON ON TEES BRANCH**

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	Monday 25
Thornaby MPD	Painting depot buildings		
South Gosforth DMU Depot	Construct		



NN

EASTERN REGION

No.40

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

SATURDAY 30 SEPTEMBER

TO

FRIDAY 6 OCTOBER 1972

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

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DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN PERCY MAIN AND PERCY MAIN NORTH

The Down Goods line has been abolished. All signalling associated with the following redundant points and connections has been disconnected from the signal box and maintained in the 'ON' position pending removal.

Percy Main

The facing points—Down B & T to Down Goods have been removed and replaced by plain line.

Percy Main North

The Trailing crossover between the Down and Up Dock lines and the Trailing points — Down Goods to Down Main, has been secured out of use pending removal. (42)

NORTH ORMESBY

The trailing crossover between the Down and Up Main lines has been removed and plain line installed.

The associated disc shunting signals have been abolished. (42)

CHEVINGTON

The trailing crossover between the Down and Up Main lines has been repositioned 150 yards further North.

The associated ground position light shunting signals have been repositioned accordingly. (41)

BETWEEN BARLBY NORTH AND CHALONERS WHIN AND BETWEEN SKELTON AND YORK

Warning Indicators as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions—Indicator Signs" together with the A.W.S. Permanent magnets, have been brought into use at the following locations.

Between Barlby North and Chaloners Whin**Down Main**

804 yards before reaching D184B signal and 1,890 yards from the commencement of the 55 m.p.h. permanent speed restriction at 185m. 45chs.

Between Skelton and York**Up Main**

300 yards before reaching S4 signal and 1,809 yards from commencement of the 50 m.p.h. permanent speed restriction at 1m. 9chs. (41)

DARLINGTON BANK TOP YARD

A notice board worded "STOP, OPERATE GROUND FRAME NO.1083 BEFORE PROCEEDING", has been erected at the south end of Bank Top Yard between Sidings Nos.2 & 3 situated 75 yards north of the Ground Frame.

This notice board applies to the three Through Sidings.

(41)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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MISCELLANEOUS NOTICES

★ TRACK CIRCUIT OPERATING CLIPS

Track circuit operating clips, as described on page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments.

The equipping of every locomotive and vehicle will necessarily take some time, during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip(s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rule Book, Section M and Section T, Part 1. (42)

★ ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 – 69 of the General Appendix for Lining Machines. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:—

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

CONDITIONAL WORKING TIME TABLES – OCTOBER 1972

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2. Present sections E, F and G combined and lettered L.

The new books will be produced in the standard size of 11½" X 7½" and have buff covers. (40)

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points — Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.** has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :-

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

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

DURHAM STATION

Until further notice the South end of the Down Platform will be out of use. Train crews must be prepared to draw forward at Durham and arrangements for passengers are made as shown in Special Traffic Notices.

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to hand signalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

York
20 SEPTEMBER 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:– "NILE SIG. NOTICE NN NO :–"



NN

EASTERN REGION

No.41

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

SATURDAY 7 OCTOBER

TO

FRIDAY 13 OCTOBER 1972

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 8 OCTOBER – BETWEEN DARLINGTON AND URLAY NOOK

Revised signalling will be commissioned.

Full details are shown in **Supplementary Signalling Notice No.39** and all concerned should be in possession of a copy. (44)

SUNDAY 8 OCTOBER – CHATHILL

The trailing crossover will be re-positioned 50 yards further south.

The associated 1-lever "Crossover Ground Frame" will be abolished and replaced by a 2-lever Ground Frame released from Chathill signal box and sited adjacent to the new crossover on the Down side.

A new Up Siding will be brought into use, the outlet trailing points in the Up Main being just south of the new crossover.

The Up Main trailing points of the new Siding will be controlled from the new 2-lever "Up Siding Ground Frame", released from Chathill signal box. (44)

SUNDAY 8 OCTOBER – WASHINGTON SOUTH, CHEMICAL WORKS (AND SOUTH PELAW)

Washington Chemical Works signal box, together with all signals worked therefrom will be abolished. The Up and Down Pontop lines between Washington South and Chemical Works will be worked as Siding lines and re-named Chemical Sidings No.1 and No.2 respectively.

Chemical Works

All points except the mains crossover will be secured out of use pending removal. The South end of the mains crossover will be secured in the reverse position pending removal. The North end of the mains crossover will become spring points normally set in the reverse position. Buffer-stops will be erected approximately 140 yards north of these spring points in Chemical Siding No.2.

Between Washington South and South Pelaw

The Up and Down Pontop lines will be re-named Up and Down Branch lines respectively.

Washington South

The signal box will be re-named Washington.

All signalling associated with the following redundant lines and Sidings will be abolished:—

- Brickworks Siding
- Tavern Siding
- Iron Works Siding
- Up Goods No.2
- Washington Colliery Branch

Up Goods No.1 and Down Goods No.2 and the associated signalling will be abolished.

The Down Goods No.1 will be renamed Down Goods Loop.

Signalling Alterations:—

Up Pontop (Chemical Siding) Home No.1 signal will be abolished.

The 2-arm signal – Up Pontop (Chemical Siding) Home No.2 and Up Pontop (Chemical Siding) to Up Main Home will be renewed as 2 disc signals on the L-H side of Chemical Siding No.1 – the L-H disc applying – Chemical Siding No.1 to Up Main and the R-H disc applying Chemical Siding No.2 to Up Branch.

The bracket signal – Down Pontop (Chemical Siding) to Up Goods No.2; to Up Main; to Up Pontop (Branch) or to Down Pontop (Branch) will be renewed as a ground disc with 3-way stencil route indicator to the R-H side of Chemical Siding No.2 with the following readings:—

Indication	Application to or towards
"M"	Chemical Siding No.2 to Up Main
"B"	" " " to Up Branch
"X"	" " " to Down Branch

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 8 OCTOBER – WASHINGTON SOUTH, CHEMICAL WORKS (AND SOUTH PELAW) – continued

Signalling Alterations – continued

The Down Branch (former Pontop) Starting signal to Down Goods No.1; to Down Main or to Goods Yard, will become the Down Branch Home No.2 to Down Main and the Distant below abolished. The associated 5-way route indicator will also be abolished and replaced by 3 ground disc signals adjacent to the main signal and these will apply as follows:—

The disc sited on the L-H side of the main signal will apply – Down Branch to Down Goods Loop.

The 2 discs on the R-H side of the main signal will apply (L-H disc) towards the Goods Yard and (R-H disc) towards Chemical Siding No.2. (44)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN PERCY MAIN AND PERCY MAIN NORTH

The Down Goods line has been abolished. All signalling associated with the following redundant points and connections has been disconnected from the signal box and maintained in the 'ON' position pending removal.

Percy Main

The facing points—Down B & T to Down Goods have been removed and replaced by plain line.

Percy Main North

The Trailing crossover between the Down and Up Dock lines and the Trailing points – Down Goods to Down Main, has been secured out of use pending removal. (42)

NORTH ORMESBY

The trailing crossover between the Down and Up Main lines has been removed and plain line installed.

The associated disc shunting signals have been abolished. (42)

*** * CHEVINGTON**

The trailing crossover between the Down and Up Main lines has been repositioned 150 yards further North.

The associated ground position light shunting signals have been repositioned accordingly. (41)

*** * BETWEEN BARLBY NORTH AND CHALONERS WHIN AND BETWEEN SKELTON AND YORK**

Warning Indicators as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions—Indicator Signs" together with the A.W.S. Permanent magnets, have been brought into use at the following locations.

Between Barlby North and Chaloners Whin

Down Main

804 yards before reaching D184B signal and 1,890 yards from the commencement of the 55 m.p.h. permanent speed restriction at 185m. 45chs.

Between Skelton and York

Up Main

300 yards before reaching S4 signal and 1,809 yards from commencement of the 50 m.p.h. permanent speed restriction at 1m. 9chs. (41)

*** * DARLINGTON BANK TOP YARD**

A notice board worded "STOP, OPERATE GROUND FRAME NO.1083 BEFORE PROCEEDING", has been erected at the south end of Bank Top Yard between Sidings Nos.2 & 3 situated 75 yards north of the Ground Frame.

This notice board applies to the three Through Sidings. (41)

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**TRACK CIRCUIT OPERATING CLIPS**

Track circuit operating clips, as described on page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments.

The equipping of every locomotive and vehicle will necessarily take some time, during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip(s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rule Book, Section M and Section T, Part 1. (42)

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 – 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:—

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

**MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W Top Yard have been secured out of use.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

MISCELLANEOUS NOTICES-continued

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10"x8"x4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.** has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :-

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box). has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

Until further notice the South end of the Down Platform will be out of use. Train crews must be prepared to draw forward at Durham and arrangements for passengers are made as shown in Special Traffic Notices.

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinninggrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.
 A temporary block post has been installed in the Yard Supervisor's Office.
 All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to hand signalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

★ SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.

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

Location	Nature of Work	Duration	Commencing date
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice.	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

York
 27 SEPTEMBER 1972

MO.45/NN

F.J.BURGE
 Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"

“PUNCTUALITY

is the

SOUL

of

BUSINESS”

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

No.42

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

SATURDAY 14 OCTOBER

TO

FRIDAY 20 OCTOBER 1972

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 DARLINGTON AND URLAY NOOK

Revised signalling has been commissioned.

Full details are shown in **Supplementary Signalling Notice No.39** and all concerned should be in possession of a copy. (44)

CHATHILL

The trailing crossover has been re-positioned 50 yards further south.

The associated single lever "Crossover Ground Frame" has been abolished and replaced by a 2-lever Ground Frame released from Chathill signal box and sited adjacent to the new crossover on the Down side.

A new Up Siding has been brought into use, the outlet trailing points in the Up Main being just south of the new crossover.

The Up Main trailing points of the new Siding are controlled from the new 2-lever "Up Siding Ground Frame", released from Chathill signal box. (44)

WASHINGTON SOUTH, CHEMICAL WORKS (AND SOUTH PELAW)

Washington Chemical Works signal box, together with all signals worked therefrom has been abolished. The Up and Down Pontop lines between Washington South and Chemical Works are worked as Siding lines and re-named Chemical Sidings No.1 and No.2 respectively.

Chemical Works

All points except the mains crossover have been secured out of use pending removal. The South end of the mains crossover has been secured in the reverse position pending removal. The North end of the mains crossover have become spring points normally set in the reverse position. Buffer-stops have been erected approximately 140 yards north of these spring points in Chemical Siding No.2.

Between Washington South and South Pelaw

The Up and Down Pontop lines have been re-named Up and Down Branch lines respectively.

Washington South

The signal box has been re-named Washington.

All signalling associated with the following redundant lines and Sidings has been abolished:-

- Brickworks Siding
- Tavern Siding
- Iron Works Siding
- Up Goods No.2
- Washington Colliery Branch

Up Goods No.1 and Down Goods No.2 and the associated signalling have been abolished.

The Down Goods No.1 has been renamed Down Goods Loop.

Signalling Alterations:-

Up Pontop (Chemical Siding) Home No.1 signal has been abolished.

The 2-arm signal - Up Pontop (Chemical Siding) Home No.2 and Up Pontop (Chemical Siding) to Up Main Home has been renewed as 2 disc signals on the L-H side of Chemical Siding No.1 - the L-H disc applying - Chemical Siding No.1 to Up Main and the R-H disc applying Chemical Siding No.2 to Up Branch.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WASHINGTON SOUTH, CHEMICAL WORKS (AND SOUTH PELAW) – continued

Washington South – continued

Signalling Alterations – continued

The bracket signal – Down Pontop (Chemical Siding) to Up Goods No.2; to Up Main; to Up Pontop (Branch) or to Down Pontop (Branch) has been renewed as a ground disc with 3-way stencil route indicator to the R-H side of Chemical Siding No.2 with the following readings:–

Indication	Application to or towards
"M"	Chemical Siding No.2 to Up Main
"B"	" " " " to Up Branch
"X"	" " " " to Down Branch

The Down Branch (former Pontop) Starting signal to Down Goods No.1; to Down Main or to Goods Yard, has become the Down Branch Home No.2 to Down Main and the Distant below abolished. The associated 5-way route indicator has also been abolished and replaced by 3 ground disc signals adjacent to the main signal and these apply as follows:–

The disc sited on the L-H side of the main signal applies – Down Branch to Down Goods Loop.

The 2 discs on the R-H side of the main signal applies (L-H disc) towards the Goods Yard and (R-H disc) towards Chemical Siding No.2. (44)

*** * BETWEEN PERCY MAIN AND PERCY MAIN NORTH**

The Down Goods line has been abolished. All signalling associated with the following redundant points and connections has been disconnected from the signal box and maintained in the 'ON' position pending removal.

Percy Main

The facing points–Down B & T to Down Goods have been removed and replaced by plain line.

Percy Main North

The Trailing crossover between the Down and Up Dock lines and the Trailing points – Down Goods to Down Main, has been secured out of use pending removal. (42)

*** * NORTH ORMESBY**

The trailing crossover between the Down and Up Main lines has been removed and plain line installed.

The associated disc shunting signals have been abolished. (42)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ **TRACK CIRCUIT OPERATING CLIPS** (page 8 Supplement No.4)

Track circuit operating clips, as described on page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments.

The equipping of every locomotive and vehicle will necessarily take some time, during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip(s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rules 178 to 180 and 217. (42)

★ **ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21**

This machine must be worked in accordance with the instructions shown in pages 1 to 10 of Supplement 4A to General Appendix for Lining Machines. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:-

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

**MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.** has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :-

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box). has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

★ FELLING STATION

Commencing Monday 16 October a temporary level crossing will be in use over the Down Pelaw Main at 99m. 54chs. (just west of Felling Station) between the hours of 08 00 and 17 30 each day. The boundary fence will be replaced after completion of work each day.

A handsignalman will be in attendance during the hours of work to control vehicles over the crossing and a telephone is being provided to Pelaw signal box.

Drivers to keep a sharp lookout and sound locomotive horn when approaching level crossing.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.
 A temporary block post has been installed in the Yard Supervisor's Office.
 All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.

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

Location	Nature of Work	Duration	Commencing date
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

York
 4 OCTOBER 1972

MO.45/NN

F.J.BURGE
 Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"

"PUNCTUALITY
is the
SOUL
of
BUSINESS"

It will be seen that these local agreements are all designed to ensure that the national and section council agreements, on resident signor men and Sunday work, are carried out. We would like to submit that the conditions enjoyed by our Colleagues in the more leary by named boxes be made available to men in the remote and town. Class boxes.



NN

EASTERN REGION

No.43

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

SATURDAY 21 OCTOBER

TO

FRIDAY 27 OCTOBER 1972

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 22 OCTOBER – LEAMSIDE

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

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

The Block section will then be between Whitwell and Fenchouses.

(46)

SUNDAY 22 OCTOBER – GLAISDALE – GROSMONT – SLEIGHTS

Grosmont signalbox, together with signals worked therefrom will be abolished.

The Electric Token instrument at Grosmont will be transferred to Sleights signalbox and the Up line between Grosmont and Sleights will become a Single line worked in both directions.

The Electric Token Block working will then be between Glaisdale and Sleights.

The Down line between Grosmont and Sleights will be closed to traffic and secured out of use.

Grosmont

All points will be secured out of use pending removal.

The points in the Single line leading to and from the former Pickering Branch will be secured and pad-locked in the reverse position for through running along the Single line, and the points in the former Pickering Branch adjacent to the signalbox will be secured out of use pending replacement by plain line.

Sleights

Signalling alterations:—

The arm of the Up Main Distant signal will be replaced by a stop signal arm and this signal will then become the Up Main Home.

A new semaphore Distant will be provided 558 yards before reaching the new Home signal.

The present Up Main Starting signal will be renamed Advanced Starting (from Up Main to Single line) and a new Up Main Starting signal will be provided 142 yards west of Sleights signalbox.

A new ground disc will be provided, situated 233 yards west of the signalbox applying to Down direction movements on the Single line to Goods Yard.

(46)

DETAILS OF WORK ALREADY CARRIED OUT

THIRSK

The Spring trailing end in the Down Fast of the connection from the Down Slow, situated 1,075 yards before reaching D24 signal has become motor-operated from Thirsk signal box. (New Item) (46)

BETWEEN DARLINGTON AND URLAY NOOK

Revised signalling has been commissioned.

Full details are shown in **Supplementary Signalling Notice No.39** and all concerned should be in possession of a copy.

(44)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CHATHILL

The trailing crossover has been re-positioned 50 yards further south.

The associated single lever "Crossover Ground Frame" has been abolished and replaced by a 2-lever Ground Frame released from Chathill signal box and sited adjacent to the new crossover on the Down side.

A new Up Siding has been brought into use, the outlet trailing points in the Up Main being just south of the new crossover.

The Up Main trailing points of the new Siding are controlled from the new 2-lever "Up Siding Ground Frame", released from Chathill signal box. (44)

WASHINGTON SOUTH, CHEMICAL WORKS (AND SOUTH PELAW)

Washington Chemical Works signal box, together with all signals worked therefrom has been abolished. The Up and Down Pontop lines between Washington South and Chemical Works are worked as Siding lines and re-named Chemical Sidings No.1 and No.2 respectively.

Chemical Works

All points except the mains crossover have been secured out of use pending removal. The South end of the mains crossover has been secured in the reverse position pending removal. The North end of the mains crossover have become spring points normally set in the reverse position. Buffer-stops have been erected approximately 140 yards north of these spring points in Chemical Siding No.2.

Between Washington South and South Pelaw

The Up and Down Pontop lines have been re-named Up and Down Branch lines respectively.

Washington South

The signal box has been re-named Washington.

All signalling associated with the following redundant lines and Sidings has been abolished:—

- Brickworks Siding
- Tavern Siding
- Iron Works Siding
- Up Goods No.2
- Washington Colliery Branch

Up Goods No.1 and Down Goods No.2 and the associated signalling have been abolished.

The Down Goods No.1 has been renamed Down Goods Loop.

Signalling Alterations:—

Up Pontop (Chemical Siding) Home No.1 signal has been abolished.

The 2-arm signal – Up Pontop (Chemical Siding) Home No.2 and Up Pontop (Chemical Siding) to Up Main Home has been renewed as 2 disc signals on the L-H side of Chemical Siding No.1 – the L-H disc applying – Chemical Siding No.1 to Up Main and the R-H disc applying Chemical Siding No.2 to Up Branch.

The bracket signal – Down Pontop (Chemical Siding) to Up Goods No.2; to Up Main; to Up Pontop (Branch) or to Down Pontop (Branch) has been renewed as a ground disc with 3-way stencil route indicator to the R-H side of Chemical Siding No.2 with the following readings:—

Indication	Application to or towards
"M"	Chemical Siding No.2 to Up Main
"B"	" " " to Up Branch
"X"	" " " to Down Branch

The Down Branch (former Pontop) Starting signal to Down Goods No.1; to Down Main or to Goods Yard, has become the Down Branch Home No.2 to Down Main and the Distant below abolished. The associated 5-way route indicator has also been abolished and replaced by 3 ground disc signals adjacent to the main signal and these apply as follows:—

The disc sited on the L-H side of the main signal applies – Down Branch to Down Goods Loop.

The 2 discs on the R-H side of the main signal applies (L-H disc) towards the Goods Yard and (R-H disc) towards Chemical Siding No.2. (44)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES**TRACK CIRCUIT OPERATING CLIPS (page 8 Supplement No.4)**

Track circuit operating clips, as described on page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments.

The equipping of every locomotive and vehicle will necessarily take some time, during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip(s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rules 178 to 180 and 217. (42)

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 1 to 10 of Supplement 4A to General Appendix for Lining Machines. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:—

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

**MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10"x8"x4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.**, has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :—

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box). has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

FELLING STATION

Commencing Monday 16 October a temporary level crossing will be in use over the Down Pelaw Main at 99m. 54chs. (just west of Felling Station) between the hours of 08 00 and 17 30 each day. The boundary fence will be replaced after completion of work each day.

A handsignalman will be in attendance during the hours of work to control vehicles over the crossing and a telephone is being provided to Pelaw signal box.

Drivers to keep a sharp lookout and sound locomotive horn when approaching level crossing.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

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.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.

Repairs at Motive Power Depots Carriage Sheds Wagon Repair Sheds and Warehouses—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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

York
11 OCTOBER 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire 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 28 OCTOBER

TO

FRIDAY 3 NOVEMBER 1972

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 29 OCTOBER – YORK

The facing end of the connection in No.7 Platform line, leading to the Up Scarborough will be secured in the reverse position pending replacement via plain line for through running from No.7 Platform to Up Scarborough.

The extension of No.7 Platform line beyond these points (connection to Down Scarborough) will be made redundant and the points at the Down Scarborough end secured normal pending removal.

Signal Routes abolished :-

All signal routes applying to movements to and from No.7 Platform via the above redundant connection.

(47)

WEDNESDAY 1 NOVEMBER – BLUE BELL

The trailing points leading from Up Main to Up Siding and the trailing main to main crossover will be secured out of use in the normal position pending removal. All associated shunting signals will be abolished.

(47)

DETAILS OF WORK ALREADY CARRIED OUT

LEAMSIDE

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

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

The Block section is now between Whitwell and Fencehouses.

(46)

GLAISDALE – GROSMONT – SLEIGHTS

Grosmont signalbox, together with signals worked therefrom has been abolished.

The Electric Token instrument at Grosmont has been transferred to Sleights signalbox and the Up line between Grosmont and Sleights has become a Single line worked in both directions.

The Electric Token Block working is now between Glaisdale and Sleights.

The Down line between Grosmont and Sleights has been closed to traffic and secured out of use.

Grosmont

All points have been secured out of use pending removal.

The points in the Single line leading to and from the former Pickering Branch have been secured and padlocked in the reverse position for through running along the Single line, and the points in the former Pickering Branch adjacent to the signalbox secured out of use pending replacement by plain line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GLAISDALE – GROSMONT – SLEIGHTS – continued

Sleights

Signalling alterations:—

The arm of the Up Main Distant signal has been replaced by a stop signal arm and this signal has become the Up Main Home.

A new semaphore Distant has been provided 558 yards before reaching the new Home signal.

The present Up Main Starting signal has been renamed Advanced Starting (from Up Main to Single line) and a new Up Main Starting signal has been provided 142 yards west of Sleights signalbox.

A new ground disc has been provided, situated 233 yards west of the signalbox applying to Down direction movements on the Single line to Goods Yard. (46)

THIRSK

The Spring trailing end in the Down Fast of the connection from the Down Slow, situated 1,075 yards before reaching D24 signal has become motor-operated from Thirsk signal box. (46)

BETWEEN DARLINGTON AND URLAY NOOK

Revised signalling has been commissioned.

Full details are shown in **Supplementary Signalling Notice No.39** and all concerned should be in possession of a copy. (44)

CHATHILL

The trailing crossover has been re-positioned 50 yards further south.

The associated single lever "Crossover Ground Frame" has been abolished and replaced by a 2-lever Ground Frame released by Annetts Key retained in the signal box and sited adjacent to the new crossover on the Down side.

A new Up Siding has been brought into use, the outlet trailing points in the Up Main being just south of the new crossover.

The Up Main trailing points of the new Siding are controlled from the new 2-lever "Up Siding Ground Frame", released by Annetts Key retained in Chathill signal box. (Amended) (45)

WASHINGTON SOUTH, CHEMICAL WORKS (AND SOUTH PELAW)

Washington Chemical Works signal box, together with all signals worked therefrom has been abolished. The Up and Down Pontop lines between Washington South and Chemical Works are worked as Siding lines and re-named Chemical Sidings No.1 and No.2 respectively.

Chemical Works

All points except the mains crossover have been secured out of use pending removal. The South end of the mains crossover has been secured in the reverse position pending removal. The North end of the mains crossover have become spring points normally set in the reverse position. Buffer-stops have been erected approximately 140 yards north of these spring points in Chemical Siding No.2.

Between Washington South and South Pelaw

The Up and Down Pontop lines have been re-named Up and Down Branch lines respectively.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WASHINGTON SOUTH, CHEMICAL WORKS (AND SOUTH PELAW) – continued

Washington South

The signal box has been re-named Washington.

All signalling associated with the following redundant lines and Sidings has been abolished:—

Brickworks Siding

Tavern Siding

Iron Works Siding

Up Goods No.2

Washington Colliery Branch

Up Goods No.1 and Down Goods No.2 and the associated signalling have been abolished.

The Down Goods No.1 has been renamed Down Goods Loop.

Signalling Alterations:—

Up Pontop (Chemical Siding) Home No.1 signal has been abolished.

The 2-arm signal – Up Pontop (Chemical Siding) Home No.2 and Up Pontop (Chemical Siding) to Up Main Home has been renewed as 2 disc signals on the L–H side of Chemical Siding No.1 – the L–H disc applying – Chemical Siding No.1 to Up Main and the R–H disc applying Chemical Siding No.2 to Up Branch.

The bracket signal – Down Pontop (Chemical Siding) to Up Goods No.2; to Up Main; to Up Pontop (Branch) or to Down Pontop (Branch) has been renewed as a ground disc with 3-way stencil route indicator to the R–H side of Chemical Siding No.2 with the following readings:—

Indication	Application to or towards
"M"	Chemical Siding No.2 to Up Main
"B"	" " " to Up Branch
"X"	" " " to Down Branch

The Down Branch (former Pontop) Starting signal to Down Goods No.1; to Down Main or to Goods Yard, has become the Down Branch Home No.2 to Down Main and the Distant below abolished. The associated 5-way route indicator has also been abolished and replaced by 3 ground disc signals adjacent to the main signal and these apply as follows:—

The disc sited on the L–H side of the main signal applies – Down Branch to Down Goods Loop.

The 2 discs on the R–H side of the main signal applies (L–H disc) towards the Goods Yard and (R–H disc) towards Chemical Siding No.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

**

MISCELLANEOUS NOTICES**ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21**

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:-

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

**MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.** has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :-

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box). has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

FELLING STATION

Commencing Monday 16 October a temporary level crossing will be in use over the Down Pelaw Main at 99m. 54chs. (just west of Felling Station) between the hours of 08 00 and 17 30 each day. The boundary fence will be replaced after completion of work each day.

A handsignalman will be in attendance during the hours of work to control vehicles over the crossing and a telephone is being provided to Pelaw signal box.

Drivers to keep a sharp lookout and sound locomotive horn when approaching level crossing.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

★ NORMANBY BRANCH

The Normanby Branch has been shortened by 120 yards.

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.

★ LACKENBY: BRITISH STEEL CORPORATION NOS.2,3, & 4 GRIDS

Commencing forthwith the B.S.C. will be making alterations to the layout on Nos. 2, 3 and 4 Grids. Will all Drivers and Guards working in the area exercise great care and keep a sharp lookout for Handsignalmen who will be in attendance.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

Repairs in Motive Power Depots Carriage Sheds Wagon Repair Sheds and Warehouses—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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	
South Gosforth D.M.U. Depot	Concreting and repairing track through washing plant. Washer Line (BLOCKED)	07 00 Sat 28 October to 07 00 Monday 30 October	Saturday 28 October

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York
18 OCTOBER, 1972

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



British Rail

NN

EASTERN REGION

No.45

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

**SATURDAY 4 NOVEMBER
TO
FRIDAY 10 NOVEMBER 1972
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 5 NOVEMBER—HORDEN**

The Up Main Distant will be replaced by a two-aspect colour light (Yellow aspect 12ft. above rail level) at a distance of 1,300 yards (150 yards further) before reaching the Up Main Home signal. (48)

DETAILS OF WORK ALREADY CARRIED OUT**YORK**

The facing end of the connection in No.7 Platform line, leading to the Up Scarborough has been secured in the reverse position pending replacement by plain line for through running from No.7 Platform to Up Scarborough.

The extension of No.7 Platform line beyond these points (connection to Down Scarborough) have been made redundant and the points at the Down Scarborough end secured normal pending removal.

Signal Routes abolished :-

All signal routes applying to movements to and from No.7 Platform via the above redundant connection. (47)

BLUE BELL

The trailing points leading from Up Main to Up Siding and the trailing main to main crossover have been secured out of use in the normal position pending removal. All associated shunting signals have been abolished. (47)

LEAMSIDE

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

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

The Block section is now between Whitwell and Fencehouses. (46)

GLAISDALE – GROSMONT – SLEIGHTS

Grosmont signalbox, together with signals worked therefrom has been abolished.

The Electric Token instrument at Grosmont has been transferred to Sleights signalbox and the Up line between Grosmont and Sleights has become a Single line worked in both directions.

The Electric Token Block working is now between Glaisdale and Sleights.

The Down line between Grosmont and Sleights has been closed to traffic and secured out of use.

Grosmont

All points have been secured out of use pending removal.

The points in the Single line leading to and from the former Pickering Branch have been secured and padlocked in the reverse position for through running along the Single line, and the points in the former Pickering Branch adjacent to the signalbox secured out of use pending replacement by plain line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GLAISDALE – GROSMONT – SLEIGHTS – continued

Sleights

Signalling alterations:—

The arm of the Up Main Distant signal has been replaced by a stop signal arm and this signal has become the Up Main Home.

A new semaphore Distant has been provided 558 yards before reaching the new Home signal.

The present Up Main Starting signal has been renamed Advanced Starting (from Up Main to Single line) and a new Up Main Starting signal has been provided 142 yards west of Sleights signalbox.

A new ground disc has been provided, situated 233 yards west of the signalbox applying to Down direction movements on the Single line to Goods Yard. (46)

THIRSK

The Spring trailing end in the Down Fast of the connection from the Down Slow, situated 1,075 yards before reaching D24 signal has become motor-operated from Thirsk signal box. (46)

*** * * BETWEEN DARLINGTON AND URLAY NOOK**

Revised signalling has been commissioned.

Full details are shown in **Supplementary Signalling Notice No.39** and all concerned should be in possession of a copy. (45)

*** * * CHATHILL**

The trailing crossover has been re-positioned 50 yards further south.

The associated single lever "Crossover Ground Frame" has been abolished and replaced by a 2-lever Ground Frame released by Annetts Key retained in the signal box and sited adjacent to the new crossover on the Down side.

A new Up Siding has been brought into use, the outlet trailing points in the Up Main being just south of the new crossover.

The Up Main trailing points of the new Siding are controlled from the new 2-lever "Up Siding Ground Frame", released by Annetts Key retained in Chathill signal box. (Amended) (45)

*** * * WASHINGTON SOUTH, CHEMICAL WORKS (AND SOUTH PELAW)**

Washington Chemical Works signal box, together with all signals worked therefrom has been abolished. The Up and Down Pontop lines between Washington South and Chemical Works are worked as Siding lines and re-named Chemical Sidings No.1 and No.2 respectively.

Chemical Works

All points except the mains crossover have been secured out of use pending removal. The South end of the mains crossover has been secured in the reverse position pending removal. The North end of the mains crossover have become spring points normally set in the reverse position. Buffer-stops have been erected approximately 140 yards north of these spring points in Chemical Siding No.2.

Between Washington South and South Pelaw

The Up and Down Pontop lines have been re-named Up and Down Branch lines respectively.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * WASHINGTON SOUTH. CHEMICAL WORKS (AND SOUTH PELAW) – continued.

Washington South

The signal box has been re-named Washington.

All signalling associated with the following redundant lines and Sidings has been abolished:–

Brickworks Siding

Tavern Siding

Iron Works Siding

Up Goods No.2

Washington Colliery Branch

Up Goods No.1 and Down Goods No.2 and the associated signalling have been abolished.

The Down Goods No.1 has been renamed Down Goods Loop.

Signalling Alterations:–

Up Pontop (Chemical Siding) Home No.1 signal has been abolished.

The 2-arm signal – Up Pontop (Chemical Siding) Home No.2 and Up Pontop (Chemical Siding) to Up Main Home has been renewed as 2 disc signals on the L–H side of Chemical Siding No.1 – the L–H disc applying – Chemical Siding No.1 to Up Main and the R–H disc applying Chemical Siding No.2 to Up Branch.

The bracket signal – Down Pontop (Chemical Siding) to Up Goods No.2; to Up Main; to Up Pontop (Branch) or to Down Pontop (Branch) has been renewed as a ground disc with 3-way stencil route indicator to the R–H side of Chemical Siding No.2 with the following readings:–

Indication	Application to or towards
"M"	Chemical Siding No.2 to Up Main
"B"	" " " to Up Branch
"X"	" " " to Down Branch

The Down Branch (former Pontop) Starting signal to Down Goods No.1; to Down Main or to Goods Yard, - has become the Down Branch Home No.2 to Down Main and the Distant below abolished. The associated 5-way route indicator has also been abolished and replaced by 3 ground disc signals adjacent to the main signal and these apply as follows:–

The disc sited on the L–H side of the main signal applies – Down Branch to Down Goods Loop.

The 2 discs on the R–H side of the main signal applies (L–H disc) towards the Goods Yard and (R–H disc) towards Chemical Siding No.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

MISCELLANEOUS NOTICES

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:—

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.**, has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :—

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box), has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinninggrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

FELLING STATION

Commencing Monday 16 October a temporary level crossing will be in use over the Down Pelaw Main at 99m. 54chs. (just west of Felling Station) between the hours of 08 00 and 17 30 each day. The boundary fence will be replaced after completion of work each day.

A handsignalman will be in attendance during the hours of work to control vehicles over the crossing and a telephone is being provided to Pelaw signal box.

Drivers to keep a sharp lookout and sound locomotive horn when approaching level crossing.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

NORMANBY BRANCH

The Normanby Branch has been shortened by 120 yards.

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.

LACKENBY: BRITISH STEEL CORPORATION NOS. 2, 3, & 4 GRIDS

Commencing forthwith the B.S.C. will be making alterations to the layout on Nos. 2, 3 and 4 Grids. Will all Drivers and Guards working in the area exercise great care and keep a sharp lookout for Handsignalmen who will be in attendance.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

Repairs in Motive Power Depots Carriage Sheds Wagon Repair Sheds and Warehouses-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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

York
25 OCTOBER, 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:- "NILE SIG. NOTICE NN NO :-"

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

No.46

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

SATURDAY 11 NOVEMBER

TO

FRIDAY 17 NOVEMBER 1972

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**6**

*** 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 NOVEMBER – CLIFF HOUSE**

The Southern (Up Goods Loop) end of the facing connection from Up Goods to Up Goods Loop will be secured in the reverse position pending substitution by plain line for through running to the Up Goods Loop.

The Northern (Down Goods) end of the facing connection from Down Main to Down Goods will be converted to trap points.

The line between the above points will be removed.

The associated Up Goods set-back disc will no longer apply towards the Down Goods. (49)

SUNDAY 12 NOVEMBER – HALL DENE RYHOPE STATION AND RYHOPE GRANGE AND SILKSWORTH COLLIERY BRANCH

Ryhope Station Signalbox will cease to signal the Down and Up Main lines and the Block section on these lines will then be between Hall Dene and Ryhope Grange.

Ryhope Station

All Main Line signals will be abolished and the Main to Main trailing crossover secured out of use in the normal position pending removal.

The Silksworth Colliery Branch will be closed to traffic, the junction points secured out of use pending removal, and all associated signalling abolished. (49)

SUNDAY 12 NOVEMBER – SOUTH PELAW

The Up Siding to Up Branch outlet miniature arm signal will be replaced by a ground disc re-sited 50 yards from the Signalbox (72 yards nearer) on the left-hand side of the Up Siding. (49)

DETAILS OF WORK ALREADY CARRIED OUT**BLUE BELL**

The trailing points leading from Up Main to Up Siding and the trailing main to main crossover have been secured out of use in the normal position pending removal. All associated shunting signals have been abolished. (47)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** LEAMSIDE**

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

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

The Block section is now between Whitwell and Fencehouses. (46)

DURHAM STATION

The Platform mounted Up Main colour light signal TY.370 has been repositioned approximately 10 ft. to the left hand side of the Up Main line. (New Item) (49)

HORDEN

The Up Main Distant has been replaced by a two-aspect colour light (Yellow aspect 12ft.above rail level) at a distance of 1,300 yards (150 yards further) before reaching the Up Main Home signal. (48)

**** GLAISDALE – GROSMONT – SLEIGHTS**

Grosmont signalbox, together with signals worked therefrom has been abolished.

The Electric Token instrument at Grosmont has been transferred to Sleights signalbox and the Up line between Grosmont and Sleights has become a Single line worked in both directions.

The Electric Token Block working is now between Glaisdale and Sleights. ;

The Down line between Grosmont and Sleights has been closed to traffic and secured out of use.

Grosmont

All points have been secured out of use pending removal.

The points in the Single line leading to and from the former Pickering Branch have been secured and padlocked in the reverse position for through running along the Single line, and the points in the former Pickering Branch adjacent to the signalbox secured out of use pending replacement by plain line.

Sleights

Signalling alterations:-

The arm of the Up Main Distant signal has been replaced by a stop signal arm and this signal has become the Up Main Home.

A new semaphore Distant has been provided 558 yards before reaching the new Home signal. ;

The present Up Main Starting signal has been renamed Advanced Starting (from Up Main to Single line) and a new Up Main Starting signal has been provided 142 yards west of Sleights signalbox.

A new ground disc has been provided, situated 233 yards west of the signalbox applying to Down direction movements on the Single line to Goods Yard. (46)

**** THIRSK**

The Spring trailing end in the Down Fast of the connection from the Down Slow, situated 1,075 yards before reaching D24 signal has become motor-operated from Thirsk signal box. (46)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

6

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

MISCELLANEOUS NOTICES

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the lowered position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:--

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

**MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points - Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10"x 8"x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of 10 m.p.h. has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :-

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

Nos. 1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box). has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

FELLING STATION

Commencing Monday 16 October a temporary level crossing will be in use over the Down Pelaw Main at 99m. 54chs. (just west of Felling Station) between the hours of 08 00 and 17 30 each day. The boundary fence will be replaced after completion of work each day.

A handsignalman will be in attendance during the hours of work to control vehicles over the crossing and a telephone is being provided to Pelaw signal box.

Drivers to keep a sharp lookout and sound locomotive horn when approaching level crossing.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

NORMANBY BRANCH

The Normanby Branch has been shortened by 120 yards.

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.

LACKENBY: BRITISH STEEL CORPORATION NOS.2,3, & 4 GRIDS

Commencing forthwith the B.S.C. will be making alterations to the layout on Nos. 2, 3 and 4 Grids. Will all Drivers and Guards working in the area exercise great care and keep a sharp lookout for Handsignalmen who will be in attendance.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

MISCELLANEOUS NOTICES-continued

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

6

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.

Repairs in Motive Power Depots Carriage Sheds Wagon Repair Sheds and Warehouses-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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York
1 NOVEMBER, 1972

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:- "NILE SIG. NOTICE NN NO :-"



NN

EASTERN REGION

No.47

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

**SATURDAY 18 NOVEMBER
TO
FRIDAY 24 NOVEMBER 1972
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

CLIFF HOUSE

The Southern (Up Goods Loop) end of the facing connection from Up Goods to Up Goods Loop has been secured in the reverse position pending substitution by plain line for through running to the Up Goods Loop.

The Northern (Down Goods) end of the facing connection from Down Main to Down Goods has been converted to trap points.

The line between the above points has been removed.

The associated Up Goods set-back disc no longer applies towards the Down Goods. (49)

HALL DENE RYHOPE STATION AND RYHOPE GRANGE AND SILKSWORTH COLLIERY BRANCH

Ryhope Station Signal box has ceased to signal the Down and Up Main lines and the Block section on these lines is now between Hall Dene and Ryhope Grange.

Ryhope Station

All Main Line signals have been abolished and the Main to Main trailing crossover secured out of use in the normal position pending removal.

The Silksworth Colliery Branch has been closed to traffic, the junction points secured out of use pending removal, and all associated signalling abolished. (49)

SOUTH PELAW

The Up Siding to Up Branch outlet miniature arm signal has been replaced by a ground disc re-sited 50 yards from the Signal box (72 yards nearer) on the left-hand side of the Up Siding. (49)

*
** BLUE BELL

The trailing points leading from Up Main to Up Siding and the trailing main to main crossover have been secured out of use in the normal position pending removal. All associated shunting signals have been abolished. (47)

DURHAM STATION

The Platform mounted Up Main colour light signal TY.370 has been repositioned approximately 10 ft. to the left hand side of the Up Main line. (New Item) (49)

HORDEN

The Up Main Distant has been replaced by a two-aspect colour light (Yellow aspect 12 ft. above rail level) at a distance of 1,300 yards (150 yards further) before reaching the Up Main Home signal. (48)

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

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:-

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

**MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points - Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transposers which are housed in a plastic case measuring 10"x8"x4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

★ **NEWCASTLE CENTRAL STATION (EAST END) COMMENCING SUNDAY 19 NOVEMBER**

Contractors will be working on roof above the Bay Platforms at the East End. Drivers to keep a sharp look out for contractors machinery and men working overhead.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.**, has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :-

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box). has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinninggrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

FELLING STATION

Commencing Monday 16 October a temporary level crossing will be in use over the Down Pelaw Main at 99m. 54chs. (just west of Felling Station) between the hours of 08 00 and 17 30 each day. The boundary fence will be replaced after completion of work each day.

A handsignalman will be in attendance during the hours of work to control vehicles over the crossing and a telephone is being provided to Pelaw signal box.

Drivers to keep a sharp lookout and sound locomotive horn when approaching level crossing.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
MISCELLANEOUS NOTICES—continued

NORMANBY BRANCH

The Normanby Branch has been shortened by 120 yards.

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.

LACKENBY: BRITISH STEEL CORPORATION NOS.2,3, & 4 GRIDS

Commencing forthwith the B.S.C. will be making alterations to the layout on Nos. 2, 3 and 4 Grids. Will all Drivers and Guards working in the area exercise great care and keep a sharp lookout for Handsignalmen who will be in attendance.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.

Repairs in Motive Power Depots Carriage Sheds Wagon Repair Sheds and Warehouses—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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

York
 8 NOVEMBER, 1972

MO.45/NN

F.J.BURGE
 Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



British Rail

NN

EASTERN REGION

No.48

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

SATURDAY 25 NOVEMBER

TO

FRIDAY 1 DECEMBER 1972

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 26 NOVEMBER – ERYHOLME

The trailing points in the Up Main leading from the Up Sidings, will be secured out of use in the normal position pending removal of the points and the Up Siding, and the associated ground position light shunting signal (Nos 36 and 37) abolished. (51)

SUNDAY 26 NOVEMBER – PALLION YARD AND HENDON

The line between Hendon and Pallion will be converted to a Single line worked under "One Train Only" arrangements.

The single line section will include Hendon-Hylton Quarry Sidings and Pallion to Deptford.

The former Down line will be used from Hendon to Millfield No.1 Ground Frame and the former Up line from there to Pallion. A Spur will be retained at Diamond Ground Frame, 75 yards in length of the Down Main east of the points leading to Jobling's Sidings.

An Annett's Key will be attached to the Train Staff to release the Ground Frames on the Branch.

Hendon

The facing points – Up Main to Up Branch will be secured in the reverse position pending replacement by plain line.

The following points and connections will be secured out of use in the normal position pending removal.
Trailing connection between the former Up Main and Down Main (Pallion line).

Facing junction points and connections Up Branch (Hendon) to former Up Main leading to Pallion.

Trailing connection Down Branch (Hendon) to former Up Main.

The facing end of the Down Main of the facing connection between the former Down Main (new Single line) and the former Up Main, will be converted to Trap points.

The trailing points in the former Down Main of the connection from Down Branch (north of Hendon) will be converted to spring-points normally set for the Pallion Branch.

All signals associated with the above points and the former Up and Down Pallion Branch, with the exception of the miniature arm signal opposite Hendon signalbox, controlling Down direction movements on the Single line will be abolished.

A new 2-lever Hendon Branch Ground Frame will be provided to operate the Trap points in the Single line (see above). Lever numbers as follows:—

1 – Trap points (released by Annett's Key on the Train Staff).

2 – Facing point lock (locks trap points in the reverse position only).

A 50 yard over-run will be retained at the trap points.

A notice board will be provided to the left of the Branch line 55 yards on the Hendon side of the Trap points worded:—

"START OF ONE TRAIN WORKING – OPERATE GROUND FRAME".

A notice board will be provided to the right of the Branch line, 55 yards on the Pallion side of the Trap points and worded:—

"END OF ONE TRAIN WORKING – TRAP POINTS AHEAD. OPERATE GROUND FRAME"

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 26 NOVEMBER – PALLION YARD AND HENDON – continued

Tatham Street Coal Depot Ground Frame

A new 2-lever Ground Frame will be provided: lever numbers as follows:-

- 1 – Facing point lock (released by Annett's Key attached to the Train Staff).
- 2 – Points – single line to Siding

Millfield No.1 Ground Frame

The main to main crossover will be secured reverse pending replacement by plain line and this will form part of the Single line.

The associated slip connection to the Siding will be secured out of use in the normal position pending removal.

The Ground Frame will be abolished.

Millfield No.2 Ground Frame – will be renamed "Millfield".

No.1 lever will operate a facing point lock on the Single line points leading to the Siding and will be released by the Annett's Key on the train staff.

- Lever No.2 – Points – Single line to Siding No.1.
- No.3 – Points – Single line to Siding No.2.

Diamond Ground Frame

No.1 lever will operate a facing point lock on the Single line points leading to the Siding, and will be released by the Annett's Key on the Train Staff.

- No.2 – Spur to Jobling's Siding
- No.3 – Single line to Spur
- No.4 – Spur to Up Siding.

(51)

DETAILS OF WORK ALREADY CARRIED OUT

CLIFF HOUSE

The Southern (Up Goods Loop) end of the facing connection from Up Goods to Up Goods Loop has been secured in the reverse position pending substitution by plain line for through running to the Up Goods Loop.

The Northern (Down Goods) end of the facing connection from Down Main to Down Goods has been converted to trap points.

The line between the above points has been removed.

The associated Up Goods set-back disc no longer applies towards the Down Goods.

(49)

HALL DENE RYHOPE STATION AND RYHOPE GRANGE AND SILKSWORTH COLLIERY BRANCH

Ryhope Station Signal box has ceased to signal the Down and Up Main lines and the Block section on these lines is now between Hall Dene and Ryhope Grange.

Ryhope Station

All Main Line signals have been abolished and the Main to Main trailing crossover secured out of use in the normal position pending removal.

The Silksworth Colliery Branch has been closed to traffic, the junction points secured out of use pending removal, and all associated signalling abolished.

(49)

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

SOUTH PELAW

The Up Siding to Up Branch outlet miniature arm signal has been replaced by a ground disc re-sited 50 yards from the Signal box (72 yards nearer) on the left-hand side of the Up Siding. (49)

NORTH SHIELDS GOODS YARD GROUND FRAME

All connections from the Down and Up Mains into the former Nile Street goods yard have been spiked and clamped out of use pending removal.

The entrance to Hylton Street coal yard from the Down and Up Mains at North Shields has also been spiked and clamped out of use pending removal.

Siding No.58 (W.P. 1226) in Hylton Street yard will be buffer stopped.

EARSDON JN. AND BLUE BELL

The former N.C.B. Field Siding on the Up side has been abandoned and connections leading to and from this siding have been spiked and clamped out of use pending removal.

The Main to Main trailing crossover at Blue Bell has been spiked and clamped out of use pending removal.

DURHAM STATION

The Platform mounted Up Main colour light signal TY.370 has been repositioned approximately 10 ft. to the left hand side of the Up Main line. (49)

**** HORDEN**

The Up Main Distant has been replaced by a two-aspect colour light (Yellow aspect 12ft.above rail level) at a distance of 1,300 yards (150 yards further) before reaching the Up Main Home signal. (48)

GRANGETOWN (LACKENBY STEELWORKS B.S.C. LINES)

The Down and Up Beam Mill lines have been slued to a new alignment immediately on the steelworks side of the fly-over bridge.

The new track is on the works (west)side of the original track and continues up to No.2 grid ground frame at which point it rejoins the existing alignment.

Lackenby No.2 ground frame and the points and signals worked therefrom will be repositioned accordingly. (New Item) (51)

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

★ **SIGNAL POST REPLACEMENT SWITCHES**

In certain Track Circuit Block areas, switches are provided at automatic and semi-automatic signals, which cannot be controlled to Danger from the signalbox, to enable the signal to be placed or maintained at danger.

These switches have two positions "Auto" and "Red". When it is necessary to place or maintain the signal to danger, the key must be inserted in the switch and turned to "Red".

Keys are issued as necessary to Operating and Engineering Departments Staff to enable the signals to be controlled to Danger as provided for in the Rules and Regulations and where otherwise specially authorised.

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:--

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

**MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W Top Yard have been secured out of use.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS NOTICES—continued****PILMOOR AND THIRSK**

In connection with forthcoming high speed diesel tests, transponders which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

NORTHALLERTON

The walls of No.5 Platform are being repaired.

Drivers of stopping trains must take particular care and stop trains at the North end of the platform, clear of the repair work.

Northallerton

No.5 Platform is being shortened by approximately 100 yards from the North End. Drivers of stopping trains must take particular care and stop trains at the South end of the platform clear of the work.

NEWCASTLE CENTRAL STATION (EAST END)

Contractors will be working on roof above the Bay Platforms at the East End. Drivers to keep a sharp look out for contractors machinery and men working overhead.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.**, has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :-

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box), has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

NORMANBY BRANCH

The Normanby Branch has been shortened by 120 yards.

LACKENBY: BRITISH STEEL CORPORATION NOS.2,3, & 4 GRIDS

Commencing forthwith the B.S.C. will be making alterations to the layout on Nos. 2, 3 and 4 Grids. Will all Drivers and Guards working in the area exercise great care and keep a sharp lookout for Handsignalmen who will be in attendance.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

Repairs in Motive Power Depots Carriage Sheds Wagon Repair Sheds and Warehouses—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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York
15 NOVEMBER 1972

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



NN

EASTERN REGION

No.49

*7 hrs SB
6.45 Gt. HP*

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

**SATURDAY 2 DECEMBER
TO
FRIDAY 8 DECEMBER 1972
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**BETWEEN TYNE (OUSTON JUNCTION) AND DURHAM STATION**

The following Up Main automatic signals are being replated.

Old No.	New No.
U.73B	TY.278
U.72	TY.280
U.71	TY.282
U.70	TY.284
U.70B	TY.286
U.69	TY.288
U.68	TY.290
U.67	TY.292

SATURDAY 2 DECEMBER – NEWSHAM NORTH

The Down Main Starting signal will be abolished.

(52/53)

WEDNESDAY 6 DECEMBER – PERCY MAIN NORTH

The facing connection – Down Dock line to No.1 Reception line and the adjacent trailing crossover between the Down and Up Dock lines will be secured out of use in the normal position pending removal.

All associated shunting signals will be abolished.

(52/53)

WEDNESDAY and THURSDAY 6 and 7 DECEMBER – PERCY MAIN ENGINE SHEDS

All shunting signals formerly controlled from Percy Main Engine Sheds signal box will be abolished.

(52/53)

DETAILS OF WORK ALREADY CARRIED OUT**ERYHOLME**

The trailing points in the Up Main leading from the Up Sidings, have been secured out of use in the normal position pending removal of the points and the Up Siding, and the associated ground position light shunting signal (Nos 36 and 37) abolished.

(51)

PALLION YARD AND HENDON

The line between Hendon and Pallion has been converted to a Single line worked under "One Train Only" arrangements.

The single line section now includes Hendon-Hylton Quarry Sidings and Pallion to Deptford.

The former Down line is now used from Hendon to Millfield No.1 Ground Frame and the former Up line from there to Pallion. A Spur has been retained at Diamond Ground Frame, 75 yards in length of the Down Main east of the points leading to Jobling's Sidings.

An Annett's Key is now attached to the Train Staff to release the Ground Frames on the Branch.

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

PALLION YARD AND HENDON – continued

Hendon

The facing points – Up Main to Up Branch have been secured in the reverse position pending replacement by plain line.

The following points and connections have been secured out of use in the normal position pending removal.
 Trailing connection between the former Up Main and Down Main (Pallion line).

Facing junction points and connections Up Branch (Hendon) to former Up Main leading to Pallion.

Trailing connection Down Branch (Hendon) to former Up Main.

The facing end of the Down Main of the facing connection between the former Down Main (new Single line) and the former Up Main, has been converted to Trap points.

The trailing points in the former Down Main of the connection from Down Branch (north of Hendon) have been converted to spring-points normally set for the Pallion Branch.

All signals associated with the above points and the former Up and Down Pallion Branch, with the exception of the miniature arm signal opposite Hendon signalbox, controlling Down direction movements on the Single line have been abolished.

A new 2-lever Hendon Branch Ground Frame has been provided to operate the Trap points in the Single line (see above). Lever numbers as follows :-

- 1 – Trap points (released by Annett's Key on the Train Staff).
- 2 – Facing point lock (locks trap points in the reverse position only).

A 50 yard over-run has been retained at the trap points.

A notice board has been provided to the left of the Branch line 55 yards on the Hendon side of the Trap points worded :-

“START OF ONE TRAIN WORKING – OPERATE GROUND FRAME”.

A notice board has been provided to the right of the Branch line, 55 yards on the Pallion side of the Trap points and worded :-

“END OF ONE TRAIN WORKING – TRAP POINTS AHEAD. OPERATE GROUND FRAME”

Tatham Street Coal Depot Ground Frame

A new 2-level Ground Frame has been provided: lever numbers as follows:-

- 1 – Facing point lock (released by Annett's Key attached to the Train Staff).
- 2 – Points – single line to Siding

Millfield No.1 Ground Frame

The main to main crossover has been secured reverse pending replacement by plain line and this will form part of the Single line.

The associated slip connection to the Siding has been secured out of use in the normal position pending removal.

The Ground Frame has been abolished.

Millfield No. 2 Ground Frame – is now named “Millfield”.

No.1 lever now operate a facing point lock on the Single line points leading to the Siding and is released by the Annett's Key on the train staff.

- Lever No.2 – Points – Single line to Siding No.1.
- No.3 – Points – Single line to Siding No.2.

Diamond Ground Frame

No. 1 lever now operates a facing point lock on the Single line points leading to the Siding, and is released by the Annett's Key on the Train Staff.

- No.2 – Spur to Jobling's Siding
- No.3 – Single line to Spur
- No.4 – Spur to Up Siding.

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

*** * CLIFF HOUSE**

The Southern (Up Goods Loop) end of the facing connection from Up Goods to Up Goods Loop has been secured in the reverse position pending substitution by plain line for through running to the Up Goods Loop.

The Northern (Down Goods) end of the facing connection from Down Main to Down Goods has been converted to trap points.

The line between the above points has been removed.

The associated Up Goods set-back disc no longer applies towards the Down Goods. (49)

*** * HALL DENE RYHOPE STATION AND RYHOPE GRANGE AND SILKSWORTH COLLIERY BRANCH**

Ryhope Station Signal box has ceased to signal the Down and Up Main lines and the Block section on these lines is now between Hall Dene and Ryhope Grange.

Ryhope Station

All Main Line signals have been abolished and the Main to Main trailing crossover secured out of use in the normal position pending removal.

The Silksworth Colliery Branch has been closed to traffic, the junction points secured out of use pending removal, and all associated signalling abolished. (49)

*** * SOUTH PELAW**

The Up Siding to Up Branch outlet miniature arm signal has been replaced by a ground disc re-sited 50 yards from the Signal box (72 yards nearer) on the left-hand side of the Up Siding. (49)

NORTH SHIELDS GOODS YARD GROUND FRAME

All connections from the Down and Up Mains into the former Nile Street goods yard have been spiked and clamped out of use pending removal.

The entrance to Hylton Street coal yard from the Down and Up Mains at North Shields has also been spiked and clamped out of use pending removal.

Siding No.58 (W.P. 1226) in Hylton Street yard will be buffer stopped.

EARSDON JN. AND BLUE BELL

The former N.C.B. Field Siding on the Up side has been abandoned and connections leading to and from this siding have been spiked and clamped out of use pending removal.

The Main to Main trailing crossover at Blue Bell has been spiked and clamped out of use pending removal.

*** * DURHAM STATION**

The Platform mounted Up Main colour light signal TY.370 has been repositioned approximately 10 ft. to the left hand side of the Up Main line. (49)

GRANGETOWN (LACKENBY STEELWORKS B.S.C. LINES)

The Down and Up Beam Mill lines have been slued to a new alignment immediately on the steelworks side of the fly-over bridge.

The new track is on the works (west)side of the original track and continues up to No.2 grid ground frame at which point it rejoins the existing alignment.

Lackenby No.2 ground frame and the points and signals worked therefrom will be repositioned accordingly. (New Item) (51)

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**SIGNAL POST REPLACEMENT SWITCHES**

In certain Track Circuit Block areas, switches are provided at automatic and semi-automatic signals, which cannot be controlled to Danger from the signalbox, to enable the signal to be placed or maintained at danger.

These switches have two positions "Auto" and "Red". When it is necessary to place or maintain the signal to danger, the key must be inserted in the switch and turned to "Red".

Keys are issued as necessary to Operating and Engineering Departments Staff to enable the signals to be controlled to Danger as provided for in the Rules and Regulations and where otherwise specially authorised.

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:-

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

**MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points - Down Independent to the P.W Top Yard have been secured out of use.

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transponders which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

★ **NORTHALLERTON**

No.5 Platform is being shortened by approximately 100 yards from the North End. Drivers of stopping trains must take particular care and stop trains at the South end of the platform clear of the work.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

NEWCASTLE CENTRAL STATION (EAST END)

Contractors will be working on roof above the Bay Platforms at the East End. Drivers to keep a sharp look out for contractors machinery and men working overhead.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.** has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :—

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box). has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

The South end of the Up Platform is being rebuilt and realigned. Trains will be required to stop short of the portion under reconstruction as shown in Special Traffic Notices or Trains Advices and Drivers will be hand-signalled as necessary. **Until Saturday 2 December.**

★DURHAM STATION

The **North End** of the Up Platform is being rebuilt and realigned from Sunday 3 December.

Stopping trains will be required to draw beyond the portion under reconstruction as shown in Special Traffic Notices or Train Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

NORMANBY BRANCH

The Normanby Branch has been shortened by 120 yards.

LACKENBY: BRITISH STEEL CORPORATION NOS.2,3, & 4 GRIDS

Commencing forthwith the B.S.C. will be making alterations to the layout on Nos. 2, 3 and 4 Grids. Will all Drivers and Guards working in the area exercise great care and keep a sharp lookout for Handsignalmen who will be in attendance.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.

Repairs in Motive Power Depots Carriage Sheds Wagon Repair Sheds and Warehouses—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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

York
22 NOVEMBER 1972

MO.45/NN

F.J.BURGE
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:— "NILE SIG. NOTICE NN NO :—"



NN

EASTERN REGION

No.50

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

SATURDAY 9 DECEMBER

TO

FRIDAY 15 DECEMBER 1972

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 12 DECEMBER – BELFORD

The trailing points leading from the Down Passenger Loop to the Depot Sidings will be secured out of use in the normal position pending removal.

The associated ground position light shunting signals will be abolished. (1)

SATURDAY 9 DECEMBER – BETWEEN PERCY MAIN STATION AND PERCY MAIN NORTH

✓ The Permissive working over the Down and Up B & T lines will be withdrawn and replaced by Absolute Block Working.

Percy Main

✓ The subsidiary signals and route indicators on the Down Main and Down Branch Home signals, applying from those lines to Down B & T line occupied will be abolished.

* Percy Main North

The Up Dock semaphore starting signal to Down Main will be reduced in height to 15 ft above rail level. (1)

Postponed

DETAILS OF WORK ALREADY CARRIED OUT

SCOTSWOOD

The facing connection at 2¼m.p. leading from Down West to Vickers Armstrong Shipyard Sidings has been secured out of use in the normal position pending removal. (New Item) (1)

BETWEEN TYNE (OUSTON JUNCTION) AND DURHAM STATION

The following Up Main automatic signals have been replated.

Old No.	New No.
U.73B	TY.278
U.72	TY.280
U.71	TY.282
U.70	TY.284
U.70B	TY.286
U.69	TY.288
U.68	TY.290
U.67	TY.292

NEWSHAM NORTH

✓ The Down Main Starting signal has been abolished. (52/53)

PERCY MAIN NORTH

* The facing connection – Down Dock line to No.1 Reception line and the adjacent trailing crossover between the Down and Up Dock lines has been secured out of use in the normal position pending removal.

* All associated shunting signals have been abolished. (52/53)

* *Postponed*

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PERCY MAIN ENGINE SHEDS

* All shunting signals formerly controlled from Percy Main Engine Sheds signal box have been abolished.

Postponed

(52/53)

ERYHOLME

The trailing points in the Up Main leading from the Up Sidings, have been secured out of use in the normal position pending removal of the points and the Up Siding, and the associated ground position light shunting signal (Nos 36 and 37) abolished.

(51)

PALLION YARD AND HENDON

The line between Hendon and Pallion has been converted to a Single line worked under "One Train Only" arrangements.

The single line section now includes Hendon-Hylton Quarry Sidings and Pallion to Deptford.

The former Down line is now used from Hendon to Millfield No.1 Ground Frame and the former Up line from there to Pallion. A Spur has been retained at Diamond Ground Frame, 75 yards in length of the Down Main east of the points leading to Jobling's Sidings.

An Annett's Key is now attached to the Train Staff to release the Ground Frames on the Branch.

Hendon

The facing points – Up Main to Up Branch have been secured in the reverse position pending replacement by plain line.

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

Trailing connection between the former Up Main and Down Main (Pallion line).

Facing junction points and connections Up Branch (Hendon) to former Up Main leading to Pallion.

Trailing connection Down Branch (Hendon) to former Up Main.

The facing end of the Down Main of the facing connection between the former Down Main (new Single line) and the former Up Main, has been converted to Trap points.

The trailing points in the former Down Main of the connection from Down Branch (north of Hendon) have been converted to spring-points normally set for the Pallion Branch.

All signals associated with the above points and the former Up and Down Pallion Branch, with the exception of the miniature arm signal opposite Hendon signalbox, controlling Down direction movements on the Single line have been abolished.

A new 2-lever Hendon Branch Ground Frame has been provided to operate the Trap points in the Single line (see above). Lever numbers as follows :-

1 – Trap points (released by Annett's Key on the Train Staff).

2 – Facing point lock (locks trap points in the reverse position only).

A 50 yard over-run has been retained at the trap points.

A notice board has been provided to the left of the Branch line 55 yards on the Hendon side of the Trap points worded :-

"START OF ONE TRAIN WORKING – OPERATE GROUND FRAME".

A notice board has been provided to the right of the Branch line, 55 yards on the Pallion side of the Trap points and worded :-

"END OF ONE TRAIN WORKING – TRAP POINTS AHEAD. OPERATE GROUND FRAME"

Tatham Street Coal Depot Ground Frame

A new 2-level Ground Frame has been provided: lever numbers as follows:-

1 – Facing point lock (released by Annett's Key attached to the Train Staff).

2 – Points – single line to Siding

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PALLION YARD AND HENDON – continued

Millfield No.1 Ground Frame

The main to main crossover has been secured reverse pending replacement by plain line and this will form part of the Single line.

The associated slip connection to the Siding has been secured out of use in the normal position pending removal.

The Ground Frame has been abolished.

Millfield No. 2 Ground Frame – is now named "Millfield".

No.1 lever now operate a facing point lock on the Single line points leading to the Siding and is released by the Annett's Key on the train staff.

Lever No.2 – Points – Single line to Siding No.1.

No.3 – Points – Single line to Siding No.2.

Diamond Ground Frame

No. 1 lever now operates a facing point lock on the Single line points leading to the Siding, and is released by the Annett's Key on the Train Staff.

No.2 – Spur to Jobling's Siding

No.3 – Single line to Spur

No.4 – Spur to Up Siding.

(51)

NORTH SHIELDS GOODS YARD GROUND FRAME

All connections from the Down and Up Mains into the former Nile Street goods yard have been spiked and clamped out of use pending removal.

The entrance to Hylton Street coal yard from the Down and Up Mains at North Shields has also been spiked and clamped out of use pending removal.

Siding No.58 (W.P. 1226) in Hylton Street yard will be buffer stopped.

EARSDON JN. AND BLUE BELL

The former N.C.B. Field Siding on the Up side has been abandoned and connections leading to and from this siding have been spiked and clamped out of use pending removal.

The Main to Main trailing crossover at Blue Bell has been spiked and clamped out of use pending removal.

GRANGETOWN (LACKENBY STEELWORKS B.S.C. LINES)

The Down and Up Beam Mill lines have been slued to a new alignment immediately on the steelworks side of the fly-over bridge.

The new track is on the works (west)side of the original track and continues up to No.2 grid ground frame at which point it rejoins the existing alignment.

Lackenby No.2 ground frame and the points and signals worked therefrom will be repositioned accordingly.
(New Item) (51)

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****SIGNAL POST REPLACEMENT SWITCHES**

In certain Track Circuit Block areas, switches are provided at automatic and semi-automatic signals, which cannot be controlled to Danger from the signalbox, to enable the signal to be placed or maintained at danger.

These switches have two positions "Auto" and "Red". When it is necessary to place or maintain the signal to danger, the key must be inserted in the switch and turned to "Red".

Keys are issued as necessary to Operating and Engineering Departments Staff to enable the signals to be controlled to Danger as provided for in the Rules and Regulations and where otherwise specially authorised.

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may be run are as shown below:-

	Plain line	Over Switches and Crossings
When running under own power, not recording	25	15
When recording	15	15

**MIDDLESBROUGH GOODS YARD
TEMPORARY LEVEL CROSSING**

An "Open" level crossing has been provided on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the Middlesbrough Goods Yard and the Marsh Branch. Movements over the crossing must not exceed 5m.p.h. and the shunter accompanying each movement must precede the train on foot to safeguard the passage of the train over the level crossing.

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.

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W Top Yard have been secured out of use.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

PILMOOR AND THIRSK

In connection with forthcoming high speed diesel tests, transponders which are housed in a plastic case measuring 10" x 8" x 4" have been installed in the four footway at 200 metre intervals between 19m. 38chs. and 20m. 76chs.

★ NORTHALLERTON

No.5 Platform is being shortened by approximately 100 yards from the North End. Drivers of stopping trains must take particular care and stop trains at the South end of the platform clear of the work.

NEWCASTLE CENTRAL STATION (EAST END)

Contractors will be working on roof above the Bay Platforms at the East End. Drivers to keep a sharp look out for contractors machinery and men working overhead.

WILTON I.C.I. SIDINGS

Commencing forthwith, a permanent speed restriction of **10 m.p.h.** has been imposed on all sidings at Wilton.

The following sidings have been clamped out of use until further notice :—

- (1) All empty Mineral Sidings.
- (2) No.3 Loaded Mineral Siding.
- (3) Stop roads connecting loaded and Empty Mineral Siding.

No.1 and 2 loaded Mineral Sidings have been retained for outgoing block loads when necessary. Rear stops have been placed 60 ft. beyond the hand points at the Tippler end of Nos.1 and 2 sidings.

FERRYHILL

The Occupation crossing at 56m. 21chs. (approximately 1070 yards south of the signal box). has an increased user due to contractors vehicles crossing tracks with ballast materials between 08 00 and 16 00 daily.

Handsignalmen in attendance

DURHAM STATION

The **North End** of the Up Platform is being rebuilt and realigned from Sunday 3 December.

Stopping trains will be required to draw beyond the portion under reconstruction as shown in Special Traffic Notices or Train Advices and Drivers will be hand-signalled as necessary.

HEATON STATION

The Down North platform has been damaged for approximately 40 yards at the West end. Drivers of stopping trains to keep a sharp lookout and stop beyond marker provided.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS NOTICES—continued

BETWEEN FERRYHILL SOUTH JN. AND BISHOP MIDDLEHAM

The occupation crossing at 10m. 57chs. will be subject to intensive use by contractors vehicles between 08 00 and 18 00 each day. A crossing keeper will be in attendance

CRAG HALL

All Skinningrove traffic to be exchanged in B.S.C. Sidings forthwith.

Five B.R. Down Sidings have been retained; 4 of these for storage of Engineer's material, and 1 as access to Coal Siding and Boulby line.

PERCY MAIN ENGINE SHEDS SIGNAL BOX

The signal box has been destroyed by fire.

A temporary block post has been installed in the Yard Supervisor's Office.

All points and signals have been disconnected. All drivers and guards must keep a sharp lookout and work to handsignalman's instructions.

NORMANBY BRANCH

The Normanby Branch has been shortened by 120 yards.

LACKENBY: BRITISH STEEL CORPORATION NOS.2,3, & 4 GRIDS

Commencing forthwith the B.S.C. will be making alterations to the layout on Nos. 2, 3 and 4 Grids. Will all Drivers and Guards working in the area exercise great care and keep a sharp lookout for Handsignalmen who will be in attendance.

WIDDRINGTON STATION

The Up Platform is being raised over its entire length. Drivers of stopping trains to keep a sharp lookout, and be prepared to stop short according to instructions of lookout man on site.

SEATON ON TEES BRANCH

The hand-worked points in the Single line, leading to Laing's off shore pipe line siding, must be secured for through running along the Single line when the siding is not in use. (UFN)

SLEIGHTS STATION

The Down and Up Platforms at Sleights are being shortened by approximately 10 yards at the North end of the Station. Drivers to be prepared to stop short of any obstructions, for the passengers entering or leaving the trains.



NN

EASTERN REGION

No.51

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

SATURDAY 16 DECEMBER

TO

FRIDAY 22 DECEMBER 1972

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 17 DECEMBER – RYHOPE GRANGE

The Down Main Distant signal will be replaced by a 2-aspect colour light, situated 710 yards further from the signal box at a height of 12ft. above rail level.

The distance between the new colour light distant signal and the Down Main Home signal will then be 1,690 yards. (2)

TUESDAY 19 DECEMBER – CHRISTON BANK

The main to main trailing crossover and trailing points leading from the Down Main to the Down Siding, will be secured out of use in the normal position pending removal.

All associated shunting signalling will be abolished. (2)

MONDAY 18 DECEMBER – NORWOOD COKE WORKS

Two 2-aspects (R/G) colour light signals, one at each side of the entrance to the N.C.B. Sidings and under the control of the Weigh Cabin will be provided to control movements into the Coke Works.

A Hailer Unit will be provided to enable trainmen to communicate with the Coke Works weigh cabin. (2)

DETAILS OF WORK ALREADY CARRIED OUT

BELFORD

The trailing points leading from the Down Passenger Loop to the Depot Sidings have been secured out of use in the normal position pending removal.

The associated ground position light shunting signals have been abolished. (1)

BETWEEN PERCY MAIN STATION AND PERCY MAIN NORTH

The Permissive working over the Down and Up B & T lines has been withdrawn and replaced by Absolute Block Working.

Percy Main

The subsidiary signals and route indicators on the Down Main and Down Branch Home signals, applying from those lines to Down B & T line occupied have been abolished.

Percy Main North

The Up Dock semaphore starting signal to Down Main has been reduced in height to 15ft. above rail level. (1)

SCOTSWOOD

The facing connection at 2¼m.p. leading from Down West to Vickers Armstrong Shipyard Sidings has been secured out of use in the normal position pending removal. (New Item) (1)

BETWEEN TYNE (OUSTON JUNCTION) AND DURHAM STATION

The following Up Main automatic signals have been replated.

Old No.	New No.
U.73B	TY.278
U.72	TY.280
U.71	TY.282

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued
DETAILS OF WORK ALREADY CARRIED OUT – continued
BETWEEN TYNE (OUSTON JUNCTION) AND DURHAM STATION – continued

Old No.	New No.
U.70	TY.284
U.70B	TY.286
U.69	TY.288
U.68	TY.290
U.67	TY.292

NEWSHAM NORTH

The Down Main Starting signal has been abolished. (52/53)

ERYHOLME

The trailing points in the Up Main leading from the Up Sidings, have been secured out of use in the normal position pending removal of the points and the Up Siding, and the associated ground position light shunting signal (Nos 36 and 37) abolished. (51)

PALLION YARD AND HENDON

The line between Hendon and Pallion has been converted to a Single line worked under "One Train Only" arrangements.

The single line section now includes Hendon-Hylton Quarry Sidings and Pallion to Deptford.

The former Down line is now used from Hendon to Millfield No.1 Ground Frame and the former Up line from there to Pallion. A Spur has been retained at Diamond Ground Frame, 75 yards in length of the Down Main east of the points leading to Jobling's Sidings.

An Annett's Key is now attached to the Train Staff to release the Ground Frames on the Branch.

Hendon

The facing points – Up Main to Up Branch have been secured in the reverse position pending replacement by plain line.

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

Trailing connection between the former Up Main and Down Main (Pallion line).

Facing junction points and connections Up Branch (Hendon) to former Up Main leading to Pallion.

Trailing connection Down Branch (Hendon) to former Up Main.

The facing end of the Down Main of the facing connection between the former Down Main (new Single line) and the former Up Main, has been converted to Trap points.

The trailing points in the former Down Main of the connection from Down Branch (north of Hendon) have been converted to spring-points normally set for the Pallion Branch.

All signals associated with the above points and the former Up and Down Pallion Branch, with the exception of the miniature arm signal opposite Hendon signalbox, controlling Down direction movements on the Single line have been abolished.

A new 2-lever Hendon Branch Ground Frame has been provided to operate the Trap points in the Single line (see above). Lever numbers as follows :-

- 1 – Trap points (released by Annett's Key on the Train Staff).
- 2 – Facing point lock (locks trap points in the reverse position only).

A 50 yard over-run has been retained at the trap points.

A notice board has been provided to the left of the Branch line 55 yards on the Hendon side of the Trap points worded :-

"START OF ONE TRAIN WORKING – OPERATE GROUND FRAME".

A notice board has been provided to the right of the Branch line, 55 yards on the Pallion side of the Trap points and worded :-

"END OF ONE TRAIN WORKING – TRAP POINTS AHEAD. OPERATE GROUND FRAME"

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

**** PALLION YARD AND HENDON – continued**

Tatham Street Coal Depot Ground Frame

A new 2-level Ground Frame has been provided: lever numbers as follows:-

- 1 – Facing point lock (released by Annett's Key attached to the Train Staff).
- 2 – Points – single line to Siding

Millfield No.1 Ground Frame

The main to main crossover has been secured reverse pending replacement by plain line and this will form part of the Single line.

The associated slip connection to the Siding has been secured out of use in the normal position pending removal.

The Ground Frame has been abolished.

Millfield No. 2 Ground Frame – is now named "Millfield".

No.1 lever now operate a facing point lock on the Single line points leading to the Siding and is released by the Annett's Key on the train staff.

- Lever No.2 – Points – Single line to Siding No.1.
- No.3 – Points – Single line to Siding No.2.

Diamond Ground Frame

No. 1 lever now operates a facing point lock on the Single line points leading to the Siding, and is released by the Annett's Key on the Train Staff.

- No.2 – Spur to Jobling's Siding
- No.3 – Single line to Spur
- No.4 – Spur to Up Siding.

(51)

**** NORTH SHIELDS GOODS YARD GROUND FRAME**

All connections from the Down and Up Mains into the former Nile Street goods yard have been spiked and clamped out of use pending removal.

The entrance to Hylton Street coal yard from the Down and Up Mains at North Shields has also been spiked and clamped out of use pending removal.

Siding No.58 (W.P. 1226) in Hylton Street yard will be buffer stopped.

**** EARSDON JN. AND BLUE BELL**

The former N.C.B. Field Siding on the Up side has been abandoned and connections leading to and from this siding have been spiked and clamped out of use pending removal.

The Main to Main trailing crossover at Blue Bell has been spiked and clamped out of use pending removal.

**** GRANGETOWN (LACKENBY STEELWORKS B.S.C. LINES)**

The Down and Up Beam Mill lines have been slued to a new alignment immediately on the steelworks side of the fly-over bridge.

The new track is on the works (west)side of the original track and continues up to No.2 grid ground frame at which point it rejoins the existing alignment.

Lackenby No.2 ground frame and the points and signals worked therefrom will be repositioned accordingly.
 (New Item) (51)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS NOTICES—continued****FERRYHILL**

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Handsignalmen in attendance

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

★ DERWENTHAUGH

Commencing on Monday 18 December the Delta Steelworks Shunting Neck will be shortened by 20 yds. and a temporary stop-block provided, pending construction of new buffer stop.

Repairs in Motive Power Depots Carriage Sheds Wagon Repair Sheds and Warehouses-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
York MPD Rail Tanker Off-loading Line	Construct Diesel dispenser and pipe line	08 00 to 18 00	
Thornaby MPD	Painting depot buildings	Until further notice	
South Gosforth DMU Depot	Contractors repairing walls in pit Nos. 10 East and 6 West. Mechanical plant in use.	Until further notice.	

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

MO.45/NN

F.J.BURGE
Chief Operating Manager

York
6 DECEMBER, 1972

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Superior Officer by wire as follows:- "NILE SIG. NOTICE NN NO :-"