



NN

EASTERN REGION

2

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

SATURDAY 11 JANUARY

TO

FRIDAY 17 JANUARY 1975

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

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

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

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

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

WEDNESDAY 15 JANUARY : GREATHAM

The right hand bracket carrying the Down Home signal will be replaced on the same site by a straight post signal with the arm at a height of 18' above rail level. (5)

WEDNESDAY 15 JANUARY : GREENLAND

The bracket signal applying Iron Siding to Bond Yard No.1 or Up Goods will be abolished.

The signals applying Jetties to Bond Yard No.1 or Up Goods will be replaced by 2 ground disc signals, left to Sidings, right to Up Goods.

The connection Reception No.2 to Iron Siding will be secured permanently out of use in the normal position pending removal. (5)

DETAILS OF WORK ALREADY CARRIED OUT

BELFORD

The facing Main to Main crossover at 51m. 38chs. has been temporarily secured out of use until further notice, pending replacement. (UFN)

*** BISHOP MIDDLEHAM AND FERRYHILL**

Bishop Middleham Up Main Distant signal has been replaced by a two aspect colour light displaying yellow and green aspects 1722 yards from the signal box.

Bishop Middleham Down Main Distant signal has been abolished and a yellow aspect added to Ferryhill F453/1 signal. (2)

*** NORTH SHORE**

The Up North Shore Branch Line has been abandoned between the hand points leading to the Up Siding and the points leading onto the Down Main. The existing Down North Shore Branch Line has become the North Shore Branch Down and Up Single Line.

The hand points in the Up Sidings have been spiked, clamped and padlocked set into the Up Sidings. The spring points leading onto the existing single line have become hand points.

A notice board reading 'Stop Examine Points has been provided on the post of a new Up North Shore Branch Distant Signal 492 yards from the signalbox, 306 yards from the Up North Shore Branch Home signal.

The Up North Shore Branch Home Signal has been repositioned on the left-hand side of the new Single Line 186 yards from the signalbox. A double sided notice board reading 'Start of One Train Working' and 'End of One Train Working' has been provided on this signal. The disc signal reading Off the Down North Shore Branch has been abolished. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** * BELASIS LANE – HAVERTON HILL STATION AND HAVERTON HILL SOUTH SIGNAL BOXES**

Haverton Hill Station and Haverton Hill South Signal Boxes have been abolished. All signals worked therefrom have been abolished and any points still required have become hand worked.

The line from Haverton Hill South to Belasis Lane has become a single line worked under "One Train Working" conditions with a staff kept at Belasis Lane Signal Box. The line has been named 'Haverton South Branch'. A new distant signal has been brought into use positioned on the left hand side of the line at a distance of 748 yards from Belasis Lane Haverton South Branch Down Starting Signal.

Illuminated notice boards reading 'Start Of One Train Working' and 'End Of One Train Working' have been positioned on the post of this signal at Belasis Lane.

A new semaphore signal reading Up Main to Haverton South Branch positioned between the Up Main and I.C.I. sidings at Belasis Lane has been brought into use.

The electrical release has been taken off the Shipyard Ground Frame and the ground frame has been padlocked with the keys kept at Belasis Lane Signal Box and Port Clarence Foreman's Office. The former Haverton Hill Signal protecting the Shipyard Siding Ground Frame connection has been attached to the Shipyard Ground Frame on No. 3 lever.

The line from Belasis Lane to Port Clarence has been re-named 'Arrival Line' and the line from Port Clarence has been re-named 'Departure Line'. (2)

*** * NEWSHAM NORTH SIGNALBOX AND PLESSEY ROAD GATE BOX**

Plessey Road Gate Box has been abolished and the crossing is controlled and supervised by Closed Circuit Television from Newsham North Signalbox. (2)

NEWSHAM NORTH

Telephones have been provided on the Down Main Starting and Up Main Outer Home Signals in connection with Plessey Road Crossing. (4)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)
 TABLE 'J' - LOCOMOTIVES ASSISTING IN REAR OF TRAINS - THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 198				
Add: -				
BILLINGHAM BECK BRANCH				
North Shore	Freightliner Terminal Ground Frame	F	-	Freightliner trains

MISCELLANEOUS NOTICES

PILMOOR AND THIRSK

In connection with 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.

NEWCASTLE CENTRAL STATION (EAST END)

Contractors will be working on roof above the Bay Platforms at the East End.

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.

HEATON STATION

Until further notice, Heaton Station Roof is being demolished. Drivers of stopping trains on Down Tynemouth to bring their trains to a stand at marker provided and drivers of stopping trains on Up Tynemouth to draw forward so that rear vehicle is clear of access ramp.

HEATON SIDINGS

The following work is taking place between the hours of 08 00 and 17 00 Daily and until further notice, recovering redundant sidings and assets, constructing earthworks, drainage and buildings, rerouting S. & T. cables and rewiring. Disconnections as required to points and signals in Heaton interlocking area. Off track machines in use.

HEATON CARRIAGESIDINGS

A temporary level crossing over the Up Benton Goods and Portobello Sidings has been brought into use. A lookout man is in attendance.

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

YORK N.C.L. DEPOT

From Tuesday 19 November, No.3 Warehouse Line will be abandoned and the new access to the Goods Warehouse will be via a re-routed No.2 Warehouse Line.

McNEILS OCCUPATION LEVEL CROSSING

Until further notice there will be greatly increased use of the occupation crossing situated between Wear Valley Junction and Harperley by Contractor's vehicle conveying sand and gravel.

HARTLEPOOL SOUTH DURHAM STEEL AND IRON CO. LTD. SOUTH WORKS

A temporary timber crossing has been brought into use between the South Works Signal Box and "A" Grid Sidings which is being used extensively by road vehicles.

SEAHAM STATION

Until further notice the platforms at Seaham are being resurfaced. **Drivers of stopping trains to obey board showing 'Trains Stop Here'.**

Handsignalman in attendance.

BILLINGHAM BECK BRANCH

A temporary level crossing has been brought into use over the single line at 63m. 14chs. adjacent to bridge No. 5B.

A crossing keeper will be in attendance.

PORT CLARENCE TO MONSANTO CHEMICAL SIDINGS BRANCH

A temporary level crossing has been brought into use, over the single line in the vicinity of reclamation embankment.

CROW HOUSE LEVEL CROSSING : THORNLEY COLLIERY BRANCH

Increased use is taking place of Crow House level crossing at 1m. 07chs.

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 5 m.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.

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 - 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

**LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK
WORKING ON EAST COAST MAIN LINE SERVICES**

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast Main Line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

Disabled Trains Requiring Assistance in the Rear

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/31 may be carried out.

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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos.1 and 2 Straight Shed West Roads, No.5 West Road repair shed, 5 and 6 Roads East and West End Straight Shed and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Track alterations and building work in progress.	Until further notice.	
Cambois MPD	Constructing car park adjacent to amenity block, machines unloading spoil from rail wagons.	Until further notice.	

York

31 DECEMBER, 1974

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:-"

D RIVERS

I DLING

O NLY

E NGINES

I DLE AS

S QUANDER

L AST RESORT

E XPENSIVE

L UBRICANTS

12 MONTHS TO NOVEMBER 1974

EASTERN REGION ISSUED

71,000,000 GALLONS

IT'S NOW 20p PER GALLON!!!

M AKE

O UR

N EEEDED

E CONOMY

Y OURS!



NN

EASTERN REGION

3

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

SATURDAY 18 JANUARY
TO
FRIDAY 24 JANUARY 1975
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 19 JANUARY : MIDDLESBROUGH DOCK HILL

The connection, Dock North lines to Up Goods will be abolished together with the associated signalling.

DETAILS OF WORK ALREADY CARRIED OUT

BELFORD

The facing Main to Main crossover at 51m. 38chs. has been temporarily secured out of use until further notice, pending replacement. (UFN)

GREATHAM

The right hand bracket carrying the Down Home signal has been replaced on the same site by a straight post signal with the arm at a height of 18' above rail level. (5)

GREENLAND

The bracket signal applying Iron Siding to Bond Yard No.1 or Up Goods has been abolished.

The signals applying Jetties to Bond Yard No. 1 or Up Goods have been replaced by 2 ground disc signals, left to Sidings, right to Up Goods.

The connection Reception No. 2 to Iron Siding has been secured permanently out of use in the normal position pending removal. (5)

NEWSHAM NORTH

Telephones have been provided on the Down Main Starting and Up Main Outer Home Signals in connection with Plessey Road Crossing. (4)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)
TABLE 'J' – LOCOMOTIVES ASSISTING IN REAR OF TRAINS – THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 198				
Add: –				
BILLINGHAM BECK BRANCH				
North Shore	Freightliner Terminal Ground Frame	F	–	Freightliner trains

MISCELLANEOUS NOTICES

PILMOOR AND THIRSK

In connection with 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.

NEWCASTLE CENTRAL STATION (EAST END)

Contractors will be working on roof above the Bay Platforms at the East End.

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.

HEATON STATION

Until further notice, Heaton Station Roof is being demolished. **Drivers of stopping trains on Down Tynemouth to bring their trains to a stand at marker provided and drivers of stopping trains on Up Tynemouth to draw forward so that rear vehicle is clear of access ramp.**

HEATON SIDINGS

The following work is taking place between the hours of 08 00 and 17 00 Daily and until further notice, recovering redundant sidings and assets, constructing earthworks, drainage and buildings, rerouting S. & T. cables and rewiring. Disconnections as required to points and signals in Heaton interlocking area. Off track machines in use.

HEATON CARRIAGE SIDINGS

A temporary level crossing over the Up Benton Goods and Portobello Sidings has been brought into use. **A lookout man is in attendance.**

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

**** YORK N.C.L. DEPOT**

From Tuesday 19 November, No.3 Warehouse Line will be abandoned and the new access to the Goods Warehouse will be via a re-routed No.2 Warehouse Line.

McNEILS OCCUPATION LEVEL CROSSING

Until further notice there will be greatly increased use of the occupation crossing situated between Wear Valley Junction and Harperley by Contractor's vehicle conveying sand and gravel.

HARTLEPOOL SOUTH DURHAM STEEL AND IRON CO. LTD. SOUTH WORKS

A temporary timber crossing has been brought into use between the South Works Signal Box and "A" Grid Sidings which is being used extensively by road vehicles.

SEAHAM STATION

Until further notice the platforms at Seaham are being resurfaced. **Drivers of stopping trains to obey board showing 'Trains Stop Here'.**

Handsignalman in attendance.

BILLINGHAM BECK BRANCH

A temporary level crossing has been brought into use over the single line at 63m. 14chs. adjacent to bridge No. 5B.

A crossing keeper will be in attendance.

PORT CLARENCE TO MONSANTO CHEMICAL SIDINGS BRANCH

A temporary level crossing has been brought into use, over the single line in the vicinity of reclamation embankment.

CROW HOUSE LEVEL CROSSING : THORNLEY COLLIERY BRANCH

Increased use is taking place of Crow House level crossing at 1m. 07chs.

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 5 m.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.

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 – 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

**LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK
WORKING ON EAST COAST MAIN LINE SERVICES**

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast Main Line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

Disabled Trains Requiring Assistance in the Rear

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/31 may be carried out.

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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos.1 and 2 Straight Shed West Roads, No.5 West Road repair shed, 5 and 6 Roads East and West End Straight Shed and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Track alterations and building work in progress.	Until further notice.	
Cambois MPD	Constructing car park adjacent to amenity block, machines unloading spoil from rail wagons.	Until further notice.	

York
6 JANUARY, 1975

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

4

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

SATURDAY 25 JANUARY

TO

FRIDAY 31 JANUARY 1975

INCLUSIVE

been

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**BELFORD**

The facing Main to Main crossover at 51m. 38chs. has been temporarily secured out of use until further notice, pending replacement. (UFN)

GREATHAM

The right hand bracket carrying the Down Home signal has been replaced on the same site by a straight post signal with the arm at a height of 18' above rail level. (5)

GREENLAND

The bracket signal applying Iron Siding to Bond Yard No.1 or Up Goods has been abolished.

The signals applying Jetties to Bond Yard No. 1 or Up Goods have been replaced by 2 ground disc signals, left to Sidings, right to Up Goods.

The connection Reception No. 2 to Iron Siding has been secured permanently out of use in the normal position pending removal. (5)

MIDDLESBROUGH DOCK HILL

The connection, Dock North lines to Up Goods has been abolished together with the associated signalling. (6)

* NEWSHAM NORTH**

Telephones have been provided on the Down Main Starting and Up Main Outer Home Signals in connection with Plessey Road Crossing. (4)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)
TABLE 'J' - LOCOMOTIVES ASSISTING IN REAR OF TRAINS - THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 198				
Add: -				
BILLINGHAM BECK BRANCH				
North Shore	Freightliner Terminal Ground Frame	F	-	Freightliner trains

MISCELLANEOUS NOTICES

PILMOOR AND THIRSK

In connection with 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.

NEWCASTLE CENTRAL STATION (EAST END)

Contractors will be working on roof above the Bay Platforms at the East End.

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.

HEATON STATION

Until further notice, Heaton Station Roof is being demolished. **Drivers of stopping trains on Down Tynemouth to bring their trains to a stand at marker provided and drivers of stopping trains on Up Tynemouth to draw forward so that rear vehicle is clear of access ramp.**

SEAHAM STATION

Until further notice the platforms at Seaham are being resurfaced **Drivers of stopping trains to obey board showing 'Trains Stop Here'.**

Handsignalman in attendance.

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.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 – 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

**LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK
WORKING ON EAST COAST MAIN LINE SERVICES**

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast Main Line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

Disabled Trains Requiring Assistance in the Rear

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/31 may be carried out.

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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos.1 and 2 Straight Shed West Roads, No.5 West Road repair shed, 5 and 6 Roads East and West End Straight Shed and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Track alterations and building work in progress.	Until further notice.	
Cambois MPD	Constructing car park adjacent to amenity block, machines unloading spoil from rail wagons.	Until further notice.	

MO.45/NN

F.J. BURGE
Chief Operating Manager

York
13 JANUARY, 1975

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

5

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

SATURDAY 1 FEBRUARY

TO

FRIDAY 7 FEBRUARY 1975

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****** BELFORD**

The facing Main to Main crossover at 51m. 38chs. has been temporarily secured out of use until further notice, pending replacement. (UFN)

**** GREATHAM**

The right hand bracket carrying the Down Home signal has been replaced on the same site by a straight post signal with the arm at a height of 18' above rail level. (5)

**** GREENLAND**

The bracket signal applying Iron Siding to Bond Yard No.1 or Up Goods has been abolished.

The signals applying Jetties to Bond Yard No. 1 or Up Goods have been replaced by 2 ground disc signals, left to Sidings, right to Up Goods.

The connection Reception No. 2 to Iron Siding has been secured permanently out of use in the normal position pending removal. (5)

MIDDLESBROUGH DOCK HILL

The connection, Dock North lines to Up Goods has been abolished together with the associated signalling. (6)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)
TABLE 'J' - LOCOMOTIVES ASSISTING IN REAR OF TRAINS - THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 198				
Add: -				
BILLINGHAM BECK BRANCH				
North Shore	Freightliner Terminal Ground Frame	F	-	Freightliner trains

MISCELLANEOUS NOTICES

**PILMOOR AND THIRSK

In connection with 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.

DINSDALE STATION

Commencing Monday 3 February - The East End of Dinsdale Station Down Platform is being repaired. Drivers of stopping trains to bring their trains to a stand at the marker board provided.

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 5 m.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.

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 - 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

SECTION D- GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

**LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK
WORKING ON EAST COAST MAIN LINE SERVICES**

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast Main Line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

Disabled Trains Requiring Assistance in the Rear

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/31 may be carried out.

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
Darlington Diesel Depot	Carriage washing shed plant road BLOCKED and the lines on either side will have limited clearance due to scaffold tent over washing plant road for concreting work.	Until 16 00 Friday 21 February.	08 00 Monday 3 February.
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

York
20 JANUARY, 1975

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

6

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

SATURDAY 8 FEBRUARY

TO

FRIDAY 14 FEBRUARY 1975

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 FEBRUARY : TWEEDMOUTH

The Advanced warning indicator on Up Main 1550 yards in rear of permanent speed restrictions at 67m. 69chs. will be removed. (9)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The trailing main to main crossover at 34m, 73chs. has been temporarily secured out of use, until further notice, pending replacement. (8)

 * **MIDDLESBROUGH DOCK HILL**

The connection, Dock North lines to Up Goods has been abolished together with the associated signalling. (6)

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)
 TABLE 'J' - LOCOMOTIVES ASSISTING IN REAR OF TRAINS - THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 198				
Add: -				
BILLINGHAM BECK BRANCH				
North Shore	Freightliner Terminal Ground Frame	F		Freightliner trains

MISCELLANEOUS NOTICES

DINSDALE STATION

The East End of Dinsdale Station Down Platform is being repaired. Drivers of stopping trains to bring their trains to a stand at the marker board provided.

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 5 m.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.

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 - 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

SECTION D- GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

**LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK
WORKING ON EAST COAST MAIN LINE SERVICES**

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast Main Line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

Disabled Trains Requiring Assistance in the Rear

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/31 may be carried out.

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
Darlington Diesel Depot	Carriage washing shed plant road BLOCKED and the lines on either side will have limited clearance due to scaffold tent over washing plant road for concreting work.	Until 16 00 Friday 21 February.	
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

MO.45/NN

F.J. BURGE
Chief Operating Manager

York
27 JANUARY, 1975

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

7

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

**SATURDAY 15 FEBRUARY
TO
FRIDAY 21 FEBRUARY 1975
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 16 FEBRUARY : SKELTON**

The facing connection Down Independent leading to Permanent Way Yard will be secured out of use in the normal position pending removal. All associated signals will be abolished. (10)

SUNDAY 16 FEBRUARY : MARCHEYS HOUSE

The bracket signal carrying the Up Branch Starting Signal and Winning fixed distant signal and Up Main Starting Signal and Bedlington North fixed distant signal, will be re-positioned 30 yards further from the signal box, reducing the braking distance from the Up Winning Distant Signal to 736 yards.

The trap points on the Down and Up Branch will be locked, clamped and spiked out of use in the reverse position, pending removal. (10)

DETAILS OF WORK ALREADY CARRIED OUT**ALNMOUTH**

The trailing main to main crossover at 34m, 73chs. has been temporarily secured out of use, until further notice, pending replacement. (8)

TWEEDMOUTH

The Advanced warning indicator on Up Main 1550 yards in rear of permanent speed restrictions at 67m 69chs has been removed. (9)

BEDLINGTON NORTH

A new Down Main fixed distant signal has been fitted below Bedlington South Down Main starting signal. (9)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'J' - LOCOMOTIVES ASSISTING IN REAR OF TRAINS - THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 198				
Add: -				
BILLINGHAM BECK BRANCH				
North Shore	Freightliner Terminal Ground Frame	F	-	Freightliner trains

MISCELLANEOUS NOTICES

DINSDALE STATION

The East End of Dinsdale Station Down Platform is being repaired. Drivers of stopping trains to bring their trains to a stand at the marker board provided.

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 5 m.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.

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 - 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

SECTION D- GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

**LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK
WORKING ON EAST COAST MAIN LINE SERVICES**

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast Main Line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

Disabled Trains Requiring Assistance in the Rear

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/31 may be carried out.

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
Darlington Diesel Depot	Carriage washing shed plant road BLOCKED and the lines on either side will have limited clearance due to scaffold tent over washing plant road for concreting work.	Until 16 00 Friday 21 February.	
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

York
6 FEBRUARY, 1975

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

8

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

**SATURDAY 22 FEBRUARY
TO
FRIDAY 28 FEBRUARY 1975
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

SKELTON

The facing connection Down Independent leading to Permanent Way Yard has been secured out of use in the normal position pending removal. All associated signals have been abolished. (10)

**** ALNMOUTH**

The trailing main to main crossover at 34m, 73chs. has been temporarily secured out of use, until further notice, pending replacement. (8)

TWEEDMOUTH

The Advanced warning indicator on Up Main 1550 yards in rear of permanent speed restrictions at 67m 69chs has been removed. (9)

BEDLINGTON NORTH

A new Down Main distant signal has been fitted below Bedlington South Down Main starting signal. (9)

MARCHEYS HOUSE

The bracket signal carrying the Up Branch Starting Signal and Winning distant signal and Up Main Starting signal and Bedlington North distant signal, have been re-positioned 30 yards further from the signal box, reducing the braking distance from the Up Winning Distant signal to 736 yards.

The trap points on the Down and Up Branch have been locked, clamped and spiked out of use in the reverse position, pending removal. (10)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'J' – LOCOMOTIVES ASSISTING IN REAR OF TRAINS – THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 198				
Add: –				
BILLINGHAM BECK BRANCH				
North Shore	Freightliner Terminal Ground Frame	F	–	Freightliner trains

MISCELLANEOUS NOTICES

DINSDALE STATION

The East End of Dinsdale Station Down Platform is being repaired. Drivers of stopping trains to bring their trains to a stand at the marker board provided.

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 5 m.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.

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 – 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

★ **BERWICK-ON-TWEED STATION**

In those instances where passenger trains calling at Berwick-on-Tweed have more than 11 vehicles in the formation, the rear vehicles in excess of this number will not be platformed.

Guards must ensure that passengers for Berwick-on-Tweed travelling in those vehicles which will not be platformed are personally advised to move forward in good time for alighting at Berwick. (11)

SECTION D- GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

**LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK
WORKING ON EAST COAST MAIN LINE SERVICES**

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast Main Line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

Disabled Trains Requiring Assistance in the Rear

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/31 may be carried out.

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
Darlington Diesel Depot	Carriage washing shed plant road BLOCKED and the lines on either side will have limited clearance due to scaffold tent over washing plant road for concreting work.	Until 16 00 Friday 21 February.	
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

York
13 FEBRUARY, 1975

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

9

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

SATURDAY 1 MARCH

TO

FRIDAY 7 MARCH 1975

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 2 MARCH : NEWCASTLE

The elevated sub-signal No.56 on the Fish Dock Sidings to Down North will be repositioned 44ft. nearer to the station as a Ground Position Light.

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The facing connection Down Independent leading to Permanent Way Yard has been secured out of use in the normal position pending removal. All associated signals have been abolished. (10)

**** TWEEDEMOUTH**

The Advanced warning indicator on Up Main 1550 yards in rear of permanent speed restrictions at 67m 69chs has been removed. (9)

**** BEDLINGTON NORTH**

A new Down Main distant signal has been fitted below Bedlington South Down Main starting signal. (9)

MARCHEYS HOUSE

The bracket signal carrying the Up Branch Starting Signal and Winning distant signal and Up Main Starting signal and Bedlington North distant signal, have been re-positioned 30 yards further from the signal box. reducing the braking distance from the Up Winning Distant signal to 736 yards.

The trap points on the Down and Up Branch have been locked, clamped and spiked out of use in the reverse position, pending removal. (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**DINSDALE STATION**

The East End of Dinsdale Station Down Platform is being repaired. Drivers of stopping trains to bring their trains to a stand at the marker board provided.

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 5 m.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.

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 – 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

BERWICK-ON-TWEED STATION

In those instances where passenger trains calling at Berwick-on-Tweed have more than 11 vehicles in the formation, the rear vehicles in excess of this number will not be platformed.

Guards must ensure that passengers for Berwick-on-Tweed travelling in those vehicles which will not be platformed are personally advised to move forward in good time for alighting at Berwick. (11)

SECTION D- GENERAL INSTRUCTIONS AND 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
Darlington Diesel Depot	Carriage washing shed plant road BLOCKED and the lines on either side will have limited clearance due to scaffold tent over washing plant road for concreting work.	Until 16 00 Friday 21 February.	
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

MO.45/NN

F.J. BURGE

Chief Operating Manager

York
20 FEBRUARY, 1975

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

10

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 8 MARCH

TO

FRIDAY 14 MARCH 1975

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 9 MARCH: NEWCASTLE**

The elevated sub-signal No. 56 on the Fish Dock Sidings to Down North will be repositioned 44 feet nearer to the station on a Ground Position light.

DETAILS OF WORK ALREADY CARRIED OUT**SKELTON**

The facing connection Down Independent leading to Permanent Way Yard has been secured out of use in the normal position pending removal. All associated signals have been abolished. (10)

**** MARCHEYS HOUSE**

The bracket signal carrying the Up Branch Starting Signal and Winning distant signal and Up Main Starting signal and Bedlington North distant signal, have been re-positioned 30 yards further from the signal box, reducing the braking distance from the Up Winning Distant signal to 736 yards.

The trap points on the Down and Up Branch have been locked, clamped and spiked out of use in the reverse position, pending removal. (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**★ MONDAY 10 MARCH – SKELTON JUNCTION**

Points No.25 connecting the Down and Up independent lines at 1m. 52chs. will be spiked out of use pending removal. (13)

★ CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of 70 m.p.h. When vehicles of this nature are marshalled as the last vehicle the train concerned must be decelerated to 60 m.p.h.

BERWICK-ON-TWEED STATION

In those instances where passenger trains calling at Berwick-on-Tweed have more than 11 vehicles in the formation, the rear vehicles in excess of this number will not be platformed.

Guards must ensure that passengers for Berwick-on-Tweed travelling in those vehicles which will not be platformed are personally advised to move forward in good time for alighting at Berwick. (11)

DINSDALE STATION

The East End of Dinsdale Station Down Platform is being repaired. Drivers of stopping trains to bring their trains to a stand at the marker board provided.

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 5 m.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. (10)

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 – 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

SECTION D- GENERAL INSTRUCTIONS AND 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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

York
27 FEBRUARY, 1975

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:-"

FRIDAY 14 MARCH 1975



NN

EASTERN REGION

11

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

SATURDAY 15 MARCH

TO

FRIDAY 21 MARCH 1975

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 19 MARCH : GREATHAM

The Up Home Main signal will be replaced by a 3 aspect colour light signal 27 yards further from the signal box. The signal will be plated G14. (14)

Location	Work	Reference
GREATHAM	Up Home Main signal replaced by 3 aspect colour light signal 27 yards further from signal box. Signal plated G14.	(14)
SKELTON	Facing connection Down Independent leading to Permanent Way Yard secured out of use in normal position pending removal. All associated signals abolished.	(11)
NEWCASTLE	Elevated sub-signal No.56 on Fish Dock Sidings to Down North repositioned 44 feet nearer to station on Ground Position light.	(13)

DETAILS OF WORK ALREADY CARRIED OUT

**** SKELTON**

The facing connection Down Independent leading to Permanent Way Yard has been secured out of use in the normal position pending removal. All associated signals have been abolished. (11)

NEWCASTLE

The elevated sub-signal No.56 on the Fish Dock Sidings to Down North has been repositioned 44 feet nearer to the station on a Ground Position light. (13)

CONVOYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS

The speed of any train conveying a wheeled C.T. and P.M.V. is restricted to a maximum of 20 m.p.h. (amended 1971)

BERWICK-ON-TWEED STATION

In those instances where passenger trains calling at Berwick-on-Tweed have more than 11 vehicles in the formation, the rear vehicles in excess of this number will not be platformed. Guards must ensure that passengers for Berwick-on-Tweed travelling in those vehicles which will not be platformed are personally advised to move forward in good time for alighting at Berwick. (??)

DINDALE STATION

The East End of Dindale Station Down Platform is being repaired. Drivers of stopping trains to bring their trains to a stand at the marker board provided. (Until Sunday 18 March)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO 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		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

Page 28

DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS)
Alnmouth Station

Add:—

— 80 36m. 70chs. to 35m. 70chs.

MISCELLANEOUS NOTICES

SKELTON JUNCTION

Points No.25 connecting the Down and Up independant lines at 1m. 52chs. will be spiked out of use pending removal. (13)

★ CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of 70 m.p.h. (amended item)

** BERWICK-ON-TWEED STATION

In those instances where passenger trains calling at Berwick-on-Tweed have more than 11 vehicles in the formation, the rear vehicles in excess of this number will not be platformed.

Guards must ensure that passengers for Berwick-on-Tweed travelling in those vehicles which will not be platformed are personally advised to move forward in good time for alighting at Berwick. (11)

DINSDALE STATION

The East End of Dinsdale Station Down Platform is being repaired. Drivers of stopping trains to bring their trains to a stand at the marker board provided. Until Sunday 16 March.

SECTION D- GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES-continued

★ DINSDALE STATION

Commencing Monday 17 March, the West end of the Down Platform is being repaired. Drivers of stopping trains to draw their trains clear of the portion affected.

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 - 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

York
5 MARCH, 1975

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



NN

EASTERN REGION

12

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

SATURDAY 22 MARCH

TO

FRIDAY 28 MARCH 1975

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 MARCH : MARCHEYS HOUSE

The existing level crossing gates will be replaced by lifting barriers, controlled from the signal box. (15)

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE

The elevated sub-signal No.56 on the Fish Dock Sidings to Down North has been repositioned 44 feet nearer to the station on a Ground Position light. (13)

GREATHAM

The Up Home Main signal has been replaced by a 3 aspect colour light signal 27 yards further from the signal box. The signal will be plated G14. (14)

SKELTON JUNCTION

Points No. 25 connecting the Down and Up independent lines at the 6200s. will be soiled out of use pending removal. (13)

CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.O.S. AND PARCELS TRAINS

The speed of any train conveying 4 wheeled E.C.T. and P.M.V. is restricted to a maximum of 25 m.p.h.

DIRDALE STATION

The West end of the Down Platform is being repaired. Drivers of stopping trains to draw their trains clear of the portion affected.

GRANGEFORD AND REDCAR (W.S.C.)

A temporary level crossing has been brought into use over Robert Ore Terminal Discharge and Arrival lines 200 yards from S.S.C. No. 30 signal and 800 yards from Grangeford Inward signal G.126.

A crossing keeper will be in attendance during working hours 07 00 - 18 00 each day. Signal barriers have been provided secured by padlocks. Telephone communication from crossing to Robert Ore Terminal signal box.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**

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

ALTERATIONS TO 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		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

Page 28

DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS)

Alnmouth Station

Add:-

- 80 36m. 70chs. to 35m. 70chs.

MISCELLANEOUS NOTICES

SKELTON JUNCTION

Points No.25 connecting the Down and Up independent lines at 1m. 52chs. will be spiked out of use pending removal. (13)

CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of 70 m.p.h.

DINSDALE STATION

The West end of the Down Platform is being repaired. Drivers of stopping trains to draw their trains clear of the portion affected.

GRANGETOWN AND REDCAR (B.S.C.)

A temporary level crossing has been brought into use over Redcar Ore Terminal Departure and Arrival lines 200 yards from B.S.C. No.35 signal and 600 yards from Grangetown inward signal G.106.

A crossing keeper will be in attendance during working hours 07 00 - 19 00 each day. Steel barriers have been provided secured by padlocks. Telephone communication from crossing to Redcar Ore Terminal signal box.

SECTION D- GENERAL INSTRUCTIONS AND 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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

York
12 MARCH, 1975

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:-"

FRIDAY 28 MARCH 1975

ENCLOSURE
NEEDED
ECONOMY
YOURS



NN

EASTERN REGION

13/14

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 29 MARCH

TO

FRIDAY 11 APRIL 1975

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 MARCH : STANNINGTON LEVEL CROSSING

Clifton Crossing Gate Box will be abolished. The level crossing will be worked by Closed Circuit Television and will be controlled by Stannington signal box. (17)

SATURDAY 5 to WEDNESDAY 9 APRIL : ROMANBY ROAD LEVEL CROSSING

The level crossing gates will be dispensed with and replaced by manually operated lifting barriers with flashing road lights. (17)

DETAILS OF WORK ALREADY CARRIED OUT

**
* **NEWCASTLE**

The elevated sub-signal No.56 on the Fish Dock Sidings to Down North has been repositioned 44 feet nearer to the station on a Ground Position light. (13)

**
* **GREATHAM**

The Up Home Main signal has been replaced by a 3 aspect colour light signal 27 yards further from the signal box. The signal will be plated G14. (14)

BEDLINGTON NORTH AND HEPSCOTT

Netherton Ground Frame controlling the connection into Netherton Colliery Sidings at Choppington has been removed and the points locked, clamped and spiked out of use, pending removal. (New Item) (17)

MARCHEYS HOUSE

The existing level crossing gates have been replaced by lifting barriers, controlled from the signal box. (15)

**
* **MARCHEYS HOUSE**

The bracket signal carrying the Up Branch Starting Signal and Winning distant signal and Up Main Starting signal and Bedlington North distant signal has been re-positioned 30 yards further from the signal box, reducing the braking distance from the Up Winning Distant signal to 798 yards.

The trap points on the Down and Up Branch have been locked, clamped and spiked out of use in the reverse position, pending removal. (amended item) (14)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO 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		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

Page 28

DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS)

Alnmouth Station

Add:-

- 80 36m. 70chs. to 35m. 70chs.

MISCELLANEOUS NOTICES

***SKELTON JUNCTION

Points No.25 connecting the Down and Up independant lines at 1m. 52chs. will be spiked out of use pending removal. (13)

★NEWCASTLE BRIDGE NO.259 (K.E.B.)

Due to the presence of plant and materials for the repair work on the King Edward Bridge staff are advised to use the walkway on the West side of the bridge.

CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of 70 m.p.h.

DINSDALE STATION

The West end of the Down Platform is being repaired. Drivers of stopping trains to draw their trains clear of the portion affected.

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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

MO.45/NN

F.J. BURGE

Chief Operating Manager

York

19 MARCH, 1975

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

GREENLAND

NN

EASTERN REGION

15

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 12 APRIL

TO

FRIDAY 18 APRIL 1975

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 APRIL : FREEMANS (WEST BLYTH JUNCTION) AND NORTH BLYTH

The existing single line will be slued into the former Down line at the 2 mile post and this will then become a single line to North Blyth.

A new run-round facility will be provided on the approach to North Blyth and existing run-round at the low level will be abandoned. (18)

DETAILS OF WORK ALREADY CARRIED OUT

STANNINGTON LEVEL CROSSING

Clifton Crossing Gate Box has been abolished. The level crossing is now worked by Closed Circuit Television and is controlled by Stannington signal box. (17)

* **ROMANBY ROAD LEVEL CROSSING (THIS WORK HAS NOT BEEN CARRIED OUT)** (15)

SALTBURN WEST JN.

A "Spring Point" Board has now been erected at the trap points controlled from Down Siding No.1 Ground Frame at Saltburn West Jn. (18)

BEDLINGTON NORTH AND HEPSCOTT

Netherton Ground Frame controlling the connection into Netherton Colliery Sidings at Choppington has been removed and the points locked, clamped and spiked out of use, pending removal. (New Item) (17)

****** MARCHEYS HOUSE

The existing level crossing gates have been replaced by lifting barriers, controlled from the signal box. (15)

****** MARCHEYS HOUSE

The bracket signal carrying the Up Branch Starting Signal and Winning distant signal and Up Main Starting signal and Bedlington North distant signal has been re-positioned 30 yards further from the signal box, reducing the braking distance from the Up Distant signal to 798 yards.

The trap points on the Down and Up Branch have been locked, clamped and spiked out of use in the reverse position, pending removal. (15)

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

NEWCASTLE BRIDGE NO.259 (K.E.B.)

Due to the presence of plant and materials for the repair work on the King Edward Bridge staff are advised to use the walkway on the West side of the bridge.

CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of 70 m.p.h.

DINSDALE STATION

The West end of the Down Platform is being repaired. Drivers of stopping trains to draw their trains clear of the portion affected.

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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	

MO.45/NN

F.J. BURGE
Chief Operating Manager

York
3 APRIL, 1975

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:—"

ALL PULL TOGETHER FOR SAFETY

Have **YOU** always done it the safe way?

Do **YOU** { check your equipment regularly?
remember your protective clothing/equipment?
use only recognised walking routes/access?

Have **YOU** thought how tidiness helps safety?

JOINT ACTION FOR SAFETY GETS RESULTS.



NN

EASTERN REGION

16

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

SATURDAY 19 APRIL

TO

FRIDAY 25 APRIL 1975

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 APRIL : ANNFIELD

The Up Main Distant Signal will be renewed at the reduced height of 16 ft. and re-positioned 265 yards further from the signal box. (19)

SUNDAY 20 APRIL : PRUDHOE

The Up Distant Semaphore signal will be renewed and re-sited 2003 yards from the Signal Box as a 3-aspect Colour Light Signal capable of displaying Yellow and Green aspects and will be plated P.19. The Up Main Home will in future be the Up Main Second Home.

A new Up Main First Home Semaphore signal located 623 yards from the Signal Box will be brought into use with the arm at 14ft. above rail level. A telephone will be provided. The distance between the Up Main Home First and Up Main Home second will be 440 yards.

A new Down Main Intermediate Block Home, 3-aspect Colour Light Signal capable of displaying Red and Green aspects will be brought into use 7080 yards from the Signal Box and will be plated P.37. A telephone will be provided.

A new Down Main Intermediate Block Home Distant, 3-aspect Colour Light Signal plated P.37R, and capable of displaying Yellow and Green aspects will be brought into use and sited 1687 yards to the rear of P.37 (19)

SUNDAY 20 APRIL : DILSTON

A new Up Main Intermediate Block Home, 3-aspect Colour Light Signal plated D.12 and capable of displaying Red and Green aspects will be brought into use 6685 yards from the Signal Box. A telephone will be provided.

A new Intermediate Block Home Distant 3-aspect Colour Light Signal plated D.12R. and capable of displaying Yellow and Green aspects will be brought into use and sited 1703 yards to the rear of D.12 (19)

DETAILS OF WORK ALREADY CARRIED OUT

STANNINGTON LEVEL CROSSING

Clifton Crossing Gate Box has been abolished. The level crossing is now worked by Closed Circuit Television and is controlled by Stannington signal box. (17)

SALTBURN WEST JN.

A "Spring Point" Board has now been erected at the trap points controlled from Down Siding No.1 Ground Frame at Saltburn West Jn. (18)

FREEMANS (WEST BLYTH JUNCTION) AND NORTH BLYTH

The former single line has been slued into the former Down line at the 2 mile post and this has become a single line to North Blyth.

A new run-round facility has been provided on the approach to North Blyth and former run-round at the low level has been abandoned. (18)

BEDLINGTON NORTH AND HEPSCOTT

Netherton Ground Frame controlling the connection into Netherton Colliery Sidings at Choppington has been removed and the points locked, clamped and spiked out of use, pending removal. (17)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

NEWCASTLE BRIDGE NO.259 (K.E.B.)

Due to the presence of plant and materials for the repair work on the King Edward Bridge staff are advised to use the walkway on the West side of the bridge. (18D)

DINSDALE STATION

The West end of the Down Platform is being repaired. Drivers of stopping trains to draw their trains clear of the portion affected. (18D)

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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	(18D)

MO.45/NN

F.J. BURGE

Chief Operating Manager

York
10 APRIL, 1975

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

17

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

SATURDAY 26 APRIL

TO

FRIDAY 2 MAY 1975

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 APRIL : DILSTON

A new Up Main Intermediate Block Home, 3-aspect Colour Light Signal plated D.12 and capable of displaying Red and Green aspects will be brought into use 6685 yards from the Signal Box. A telephone will be provided.

A new Intermediate Block Home Distant 3-aspect Colour Light Signal plated D.12R. and capable of displaying Yellow and Green aspects will be brought into use and sited 1703 yards to the rear of D.12
(20)

DETAILS OF WORK ALREADY CARRIED OUT

ANNFIELD

The Up Main Distant Signal has been renewed at the reduced height of 16ft. and re-positioned 265 yards further from the signal box.
(19)

ROMANBY ROAD LEVEL CROSSING

The level crossing gates have been disposed with and replaced by manually operated lifting barriers with flashing road lights.
(NEW ITEM) (20)

**

* STANNINGTON LEVEL CROSSING

Clifton Crossing Gate Box has been abolished. The level crossing is now worked by Closed Circuit Television and is controlled by Stannington signal box.
(17)

SALTBURN WEST JN.

A "Spring Point" Board has now been erected at the trap points controlled from Down Siding No.1 Ground Frame at Saltburn West Jn.
(18)

PRUDHOE

The Up Distant Semaphore signal has been renewed and re-sited 2003 yards from the Signal box as a 3-aspect Colour Light Signal capable of displaying Yellow and Green aspects and has been plated P.19.

The Up Main Home is now the Up Main Second Home

A new Up Main First Home Semaphore signal located 623 yards from the Signal Box has been brought into use with the arm at 14ft. above rail level. A telephone has been provided. The distance between the Up Main Home First and Up Main Home second is 440 yards.

A new Down Main Intermediate Block Home, 3-aspect Colour Light Signal capable of displaying Red and Green aspects has been brought into use 7080 yards from the Signal Box and has been plated P.37. A telephone has been provided.

A new Down Main Intermediate Block Home Distant, 3-aspect Colour Light Signal plated P.37R, and capable of displaying Yellow and Green aspects has been brought into use and sited 1687 yards to the rear of P.37.
(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

FREEMANS (WEST BLYTH JUNCTION) AND NORTH BLYTH

The former single line has been slued into the former Down line at the 2 mile post and this has become a single line to North Blyth.

A new run-round facility has been provided on the approach to North Blyth and former run-round at the low level has been abandoned. (18)

**BEDLINGTON NORTH AND HEPSCOTT

Netherton Ground Frame controlling the connection into Netherton Colliery Sidings at Choppington has been removed and the points locked, clamped and spiked out of use, pending removal. (17)



ON-SITE STATION
The West end of the Down Station is being repaired. Details of working plans to draw their plans
class of the period affected.

General work in connection with
conversion of No. 5 and 6
straight signal to station signal
building work in progress.

Location
Name of Work

Thomas M.D.	Banking tower building	Unit further notice
Thomas M.D.	Contractor providing extra signal posts on Nos. 1 and 2 straight signal posts for No. 2 West level signal post, and erecting screen between 1 and 2 West straight signal.	Unit further notice
Thomas M.D.	General work in connection with conversion of No. 5 and 6 straight signal to station signal building work in progress.	Unit further notice

NO. 5
Chief Operating Manager

YORK
17 AUG. 1975
This notice is not intended to be a substitute for the notice given
advise your General Office by wire as follows -

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

NEWCASTLE BRIDGE NO.259 (K.E.B.)

Due to the presence of plant and materials for the repair work on the King Edward Bridge staff are advised to use the walkway on the West side of the bridge. (18D)

DINSDALE STATION

The West end of the Down Platform is being repaired. Drivers of stopping trains to draw their trains clear of the portion affected. (18D)

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
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD.	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop. Building work in progress.	Until further notice.	(18D)

MO.45/NN

F.J. BURGE
Chief Operating ManagerYork
17 APRIL, 1975

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:—"

ALL PULL TOGETHER FOR SAFETY

Have **YOU** always done it the safe way?

Do **YOU** { check your equipment regularly?
remember your protective clothing/equipment?
use only recognised walking routes/access?

Have **YOU** thought how tidiness helps safety?

JOINT ACTION FOR SAFETY GETS RESULTS.



C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

18

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

SATURDAY 3 MAY

TO

FRIDAY 9 MAY 1975

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 4 MAY : TYNE

The existing Up Fast to Up Slow connection will be clamped, spiked and padlocked out of use, pending removal.

A new facing crossover Up Fast to Down Fast and a new trailing crossover Down Fast to Up Slow will be brought into use! (21)

SUNDAY 4 MAY : BELFORD

The right-hand signal BD.4 will be resited 66 yards further from the signal box. (21)

DETAILS OF WORK ALREADY CARRIED OUT

ANNFIELD

The Up Main Distant Signal has been renewed at the reduced height of 16ft. and re-positioned 265 yards further from the signal box. (19)

ROMANBY ROAD LEVEL CROSSING

The level crossing gates have been disposed with and replaced by manually operated lifting barriers with flashing road lights. (20)

**** SALT BURN WEST JN.**

A "Spring Point" Board has now been erected at the trap points controlled from Down Siding No.1 Ground Frame at Saltburn West Jn. (18)

PRUDHOE

The Up Distant Semaphore signal has been renewed and re-sited 2003 yards from the Signal box as a 3-aspect Colour Light Signal capable of displaying Yellow and Green aspects and has been plated P.19.

The Up Main Home is now the Up Main Second Home

A new Up Main First Home Semaphore signal located 623 yards from the Signal Box has been brought into use with the arm at 14ft. above rail level. A telephone has been provided. The distance between the Up Main Home First and Up Main Home second is 440 yards.

A new Down Main Intermediate Block Home, 3-aspect Colour Light Signal capable of displaying Red and Green aspects has been brought into use 7080 yards from the Signal Box and has been plated P.37. A telephone has been provided.

A new Down Main Intermediate Block Home Distant, 3-aspect Colour Light Signal plated P.37R, and capable of displaying Yellow and Green aspects has been brought into use and sited 1687 yards to the rear of P.37. (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DILSTON

A new Up Main Intermediate Block Home, 3-aspect Colour Light Signal plated D.12 and capable of displaying Red and Green aspects has been brought into use 6685 yards from the Signal Box. A telephone has been provided.

A new Intermediate Block Home Distant 3-aspect Colour Light Signal plated D.12R. and capable of displaying Yellow and Green aspects has been brought into use and sited 1703 yards to the rear of D.12 (20)

** FREEMANS (WEST BLYTH JUNCTION) AND NORTH BLYTH

The former single line has been slued into the former Down line at the 2 mile post and this has become a single line to North Blyth.

A new run-round facility has been provided on the approach to North Blyth and former run-round at the low level has been abandoned. (18)

The right-hand signal BD 4 will be re-sited 88 yards further from the signal box...
SUNDAY 3 YARDS
West Station
and Freeman's
DETAILS OF WORK ALREADY CARRIED OUT

AMFIELD
The Up Main Distant Signal has been renewed at the reduced height of 18ft. and re-positioned 202 yards further from the signal box. (19)

ROMANBY ROAD LEVEL CROSSING
The level crossing gates have been disposed with and replaced by manually operated lifting barriers with flashing red lights. (20)

SALTBURN WEST JN
A "Spring Point" Board has now been erected at the trap points controlled from Down siding No. 1 Ground Frame at Saltburn West Jn. (18)

PAUGHOLE
The Up Distant Semaphore signal has been renewed and re-sited 2003 yards from the signal box as a 3-aspect Colour Light signal capable of displaying Yellow and Green aspects and has been plated P.18.
The Up Main Home is now the Up Main Second Home
A new Up Main First Home Semaphore signal located 623 yards from the signal box has been brought into use with the arm at 11ft. above rail level. A telephone has been provided. The distance between the Up Main Home First and Up Main Home Second is 440 yards.
A new Down Main Intermediate Block Home 3-aspect Colour Light signal capable of displaying Red and Green aspects has been brought into use 7086 yards from the signal box and has been plated P.37. A telephone has been provided.
A new Down Main Intermediate Block Home Distant 3-aspect Colour Light signal plated P.37R. and capable of displaying Yellow and Green aspects has been brought into use and sited 1827 yards to the rear of P.37. (19)

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

NIL

GENERAL APPENDIX

Pages 4 to 13 (Pages 2 and 3 of Supplement No. 1) REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE - OPERATED TRAINS

Page 6 - Amend clause 3.5.1 (c) to:

(c) Total number of vehicles and whether Mark III A coaches are being conveyed.

Page 8 - Delete NOTE following clause 4.3.3 (b) and substitute :

NOTE : Except in the case of Mark III A vehicles, if a passenger carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock, and the exhaust of air must be noted as above.

In the case of Mark III A vehicles the test must **only** be carried out by opening the brake pipe cock. Use of the passenger communication apparatus or the lever at the end of the coach marked 'Air Brake Test Cock' for carrying out the Brake Continuity Test, is prohibited.

Page 9 Operation of Passenger Communication Apparatus

Clause 8.1 Add at end of clause :

"and, in the case of Mark III A vehicles, by an audible warning from the vehicle concerned."

Clause 8.2 Add as second sentence

When Mark III A coaches are being conveyed, the train must be secured by moving the automatic brake valve to FULL SERVICE, in order to provide sufficient air to operate the audible detector.

Clause 8.6 Add at end of clause;

"except in the case of Mark III A vehicles. In the case of Mark III A vehicles, the handle that has been used to give the alarm must be reset with the standard carriage key".

Page 90

MARK III A COACHES

Power Operated Sliding Saloon Doors

Delete third paragraph completely.

Air Suspension Bogies

Third paragraph, first sentence - Delete the words "or earlier if there is severe passenger discomfort".

(22D)

MO.45/NN

F.J. BURGE
Chief Operating Manager

York
24 APRIL, 1975

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:-"

REMEMBER
THE BRAKE CONTINUITY TEST

—It Is VITAL—

Your Life May Depend On It.



C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

19

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

**SATURDAY 10 MAY
TO
FRIDAY 16 MAY 1975
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

**

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 10 MAY : ISABELLA

The existing level crossing gates will be disconnected and Trainmen operated barriers will be installed.

The Up Home semaphore signal operated by Isabella Gate Box will be abolished. Newsham North Distant signal will be replaced on a straight post on the same site with the arm 14 ft. above rail level.

Notice Boards reading "STOP OPEN GATES BEFORE PROCEEDING" will be brought into use and positioned 25 yards on each side of Isabella level crossing.

Advance Warning Boards will be brought into use and positioned 294 yards before reaching the level crossing on the Up direction and 297 yards on the Down direction. (23)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE

The existing Up Fast to Up Slow connection in the vicinity of the 75 $\frac{1}{2}$ m.p. has been clamped, spiked and padlocked out of use, pending removal and has been replaced in approximately the same position by a new facing crossover Up Fast to Down Fast and a new trailing crossover Down Fast to Up Slow. (21)

BELFORD

The gantry carrying signal BD.4 has been resited 66 yards further from the signal box. (21)

**ANNFIELD

The Up Main Distant Signal has been renewed at a reduced height of 16ft. and re-positioned 265 yards further from the signal box. (19)

CARR HOUSE EAST

The points, Down Main to Warehouse Line, have been clamped, spiked and padlocked out of use, pending removal and associated signalling dispensed with.

Access to Warehouse Line is now via hand operated points within the Goods Yard. (New Item) (21/22)

ROMANBY ROAD LEVEL CROSSING

The level crossing gates have been dispensed with and replaced by manually operated lifting barriers with flashing road lights. (20)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** PRUDHOE**

The Up Distant Semaphore signal has been renewed and re-sited 2003 yards from the Signal box as a 3-aspect Colour Light Signal capable of displaying Yellow and Green aspects and has been plated P.19.

The Up Main Home is now the Up Main Second Home

A new Up Main First Home Semaphore signal located 623 yards from the Signal Box has been brought into use with the arm at 14ft. above rail level. A telephone has been provided. The distance between the Up Main Home First and Up Main Home second is 440 yards.

A new Down Main Intermediate Block Home, 3-aspect Colour Light Signal capable of displaying Red and Green aspects has been brought into use 7080 yards from the Signal Box and has been plated P.37. A telephone has been provided.

A new Down Main Intermediate Block Home Distant, 3-aspect Colour Light Signal plated P.37R, and capable of displaying Yellow and Green aspects has been brought into use and sited 1687 yards to the rear of P.37. (19)

DILSTON

A new Up Main Intermediate Block Home, 3-aspect Colour Light Signal plated D.12 and capable of displaying Red and Green aspects has been brought into use 6685 yards from the Signal Box. A telephone has been provided.

A new Intermediate Block Home Distant 3-aspect Colour Light Signal plated D.12R. and capable of displaying Yellow and Green aspects has been brought into use and sited 1703 yards to the rear of D.12 (20)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ *Denotes new or amended item*

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

GENERAL APPENDIX

Pages 4 to 13 (Pages 2 and 3 of Supplement No. 1) REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 6 – Amend clause 3.5.1 (c) to:

(c) Total number of vehicles and whether Mark III A coaches are being conveyed.

Page 8 – Delete NOTE following clause 4.3.3 (b) and substitute :

NOTE : Except in the case of Mark III A vehicles, if a passenger carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock, and the exhaust of air must be noted as above.

In the case of Mark III A vehicles the test must **only** be carried out by opening the brake pipe cock. Use of the passenger communication apparatus or the lever at the end of the coach marked 'Air Brake Test Cock' for carrying out the Brake Continuity Test, is prohibited.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

GENERAL APPENDIX – continued

Page 9 Operation of Passenger Communication Apparatus

Clause 8.1 Add at end of clause :

“and, in the case of Mark III A vehicles, by an audible warning from the vehicle concerned.”

Clause 8.2 Add as second sentence

When Mark III A coaches are being conveyed, the train must be secured by moving the automatic brake valve to FULL SERVICE, in order to provide sufficient air to operate the audible detector.

Clause 8.6 Add at end of clause;

“except in the case of Mark III A vehicles. In the case of Mark III A vehicles, the handle that has been used to give the alarm must be reset with the standard carriage key”.

Page 90

MARK III A COACHES

Power Operated Sliding Saloon Doors

Delete third paragraph completely.

Air Suspension Bogies

Third paragraph, first sentence – **Delete** the words “or earlier if there is severe passenger discomfort”.
(22D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 350

NEWSHAM TO ISABELLA COLLIERY

★ **Delete** existing instructions and **substitute:-**

ISABELLA LEVEL CROSSING – The normal position of the barriers is raised. The barriers are operated by means of push buttons contained in cabinets situated on each side of the crossing. On a train coming to a stand at the stop board, the Guard must insert the key (which is attached to the train staff) in switch, turn switch to ‘PUSH BUTTON’, lower barriers by pressing the ‘LOWER’ button (The releasing of this button will immediately arrest the lowering of the barriers), turn switch to ‘NORMAL’, withdraw key and re-lock cabinet.

When the barriers are in the fully lowered position a flashing white light will be exhibited to indicate that all the road signals are working correctly, but before passing over the crossing the Driver must satisfy himself that the crossing is clear.

When the train has drawn clear of the crossing the barriers must be raised by operating the controls as described above on the opposite side of the crossing.

In the event of the electrical apparatus failing to operate the barriers and/or lights during the hours of daylight and in clear weather only, the Driver may pass the stop board but must not proceed over the crossing until he is satisfied it is safe to do so and must advise the signal man at Newsham North of the circumstances.
(22D)

MO.45/NN

F.J. BURGE
Chief Operating Manager

York
1 MAY, 1975

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



C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

20

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

SATURDAY 17 MAY

TO

FRIDAY 23 MAY 1975

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 MAY : TYNE

The Up Departure line will be slued into the Up Goods line at approximately 176 yards beyond the 76 $\frac{3}{4}$ m.p.

The portion of the Up Departure line between this point and approximately 43 yards beyond signal 214 will be abandoned.

The points approximately 43 yards from signal 214 will be clamped and spiked out of use pending removal.

Signal 214 on the Up Departure line will be abolished.

Ground Position Light signals 205 and 206 applying to signal 214 will now apply to signal 213 and the line between these signals will become the Up Goods line throughout. (24)

SUNDAY 18 MAY : BELFORD

The head shunt will be abandoned and a new set of trap points at 51 miles 41 chains on the Down Refuge Siding will be installed. (24)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE

The existing Up Fast to Up Slow connection in the vicinity of the 75 $\frac{3}{4}$ m.p. has been clamped, spiked and padlocked out of use, pending removal and has been replaced in approximately the same position by a new facing crossover Up Fast to Down Fast and a new trailing crossover Down Fast to Up Slow. (21)

BELFORD

The gantry carrying signal BD.4 has been resited 66 yards further from the signal box. (21)

CARR HOUSE EAST

The points, Down Main to Warehouse Line, have been clamped, spiked and padlocked out of use, pending removal and associated signalling dispensed with.

Access to Warehouse Line is now via hand operated points within the Goods Yard. (21/22)

**** ROMANBY ROAD LEVEL CROSSING**

The level crossing gates have been dispensed with and replaced by manually operated lifting barriers with flashing road lights. (20)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** DILSTON**

A new Up Main Intermediate Block Home, 3-aspect Colour Light Signal plated D.12 and capable of displaying Red and Green aspects has been brought into use 6685 yards from the Signal Box. A telephone has been provided.

A new Intermediate Block Home Distant 3-aspect Colour Light Signal plated D.12R. and capable of displaying Yellow and Green aspects has been brought into use and sited 1703 yards to the rear of D.12
(20)

ISABELLA

The level crossing gates have been disconnected and Trainmen operated barriers installed.

The Up Home semaphore signal operated by Isabella Gate Box has been abolished. Newsham North Distant signal has been replaced on a straight post on the same site with the arm 14 ft above rail level.

Notice boards reading "STOP OPEN GATES BEFORE PROCEEDING" have been brought into use and positioned 25 yards on each side of Isabella level crossing.

Advance Warning Boards have been brought into use and positioned 294 yards before reaching the level crossing on the Up direction and 297 yards on the Down direction.
(23)

APPENDIX INSTRUCTIONS, ETC.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Pages 4 to 13 (Pages 2 and 3 of Supplement No. 1) REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 6 – Amend clause 3.5.1 (c) to:

(c) Total number of vehicles and whether Mark **III** A coaches are being conveyed.

Page 8 – Delete NOTE following clause 4.3.3 (b) and substitute :

NOTE : Except in the case of Mark **III** A vehicles, if a passenger carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock, and the exhaust of air must be noted as above.

In the case of Mark **III** A vehicles the test must **only** be carried out by opening the brake pipe cock. Use of the passenger communication apparatus or the lever at the end of the coach marked 'Air Brake Test Cock' for carrying out the Brake Continuity Test, is prohibited.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

GENERAL APPENDIX – continued

Page 9 Operation of Passenger Communication Apparatus

Clause 8.1 Add at end of clause :

“and, in the case of Mark III A vehicles, by an audible warning from the vehicle concerned.”

Clause 8.2 Add as second sentence

When Mark III A coaches are being conveyed, the train must be secured by moving the automatic brake valve to FULL SERVICE, in order to provide sufficient air to operate the audible detector.

Clause 8.6 Add at end of clause;

“except in the case of Mark III A vehicles. In the case of Mark III A vehicles, the handle that has been used to give the alarm must be reset with the standard carriage key”.

Page 90

MARK III A COACHES

Power Operated Sliding Saloon Doors

Delete third paragraph completely.

Air Suspension Bogies

Third paragraph, first sentence – **Delete** the words “or earlier if there is severe passenger discomfort”.

(22D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 350

NEWSHAM TO ISABELLA COLLIERY

Delete existing instructions and **substitute:-**

ISABELLA LEVEL CROSSING – The normal position of the barriers is raised. The barriers are operated by means of push buttons contained in cabinets situated on each side of the crossing. On a train coming to a stand at the stop board, the Guard must insert the key (which is attached to the train staff) in switch, turn switch to ‘PUSH BUTTON’, lower barriers by pressing the ‘LOWER’ button (The releasing of this button will immediately arrest the lowering of the barriers), turn switch to ‘NORMAL’, withdraw key and re-lock cabinet.

When the barriers are in the fully lowered position a flashing white light will be exhibited to indicate that all the road signals are working correctly, but before passing over the crossing the Driver must satisfy himself that the crossing is clear.

When the train has drawn clear of the crossing the barriers must be raised by operating the controls as described above on the opposite side of the crossing.

In the event of the electrical apparatus failing to operate the barriers and/or lights during the hours of daylight and in clear weather only, the Driver may pass the stop board but must not proceed over the crossing until he is satisfied it is safe to do so and must advise the signal man at Newsham North of the circumstances.

(22D)

MO.45/NN

F.J. BURGE
Chief Operating Manager

York
8 MAY, 1975

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



British Rail

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

21/22

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 24 MAY

TO

FRIDAY 6 JUNE 1975

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 31 MAY : TWEEDMOUTH

The advance warning indicator on the Down Main 1440 yards in rear of the permanent speed restriction at 65miles 68chains will be removed. (25)

SUNDAY 1 JUNE : BELFORD

The following connections will be abolished:—

Trailing Connection Up Main to Belford Quarry at 51 miles 40 chains.

Facing Connection Up Main to Down Main

Trailing Connection Down Main to Up Main.

The following new connections will be brought into use:—

Trailing Up Main to Belford Quarry at 51 miles 46 chains.

Facing Connection Up Main to Down Main approximately 146 yards south of the signal box.

Number 8 Ground Position Light Signal applying Quarry Siding to Up Main will be resited on the new connection approximately 54 yards from the signal box.

Numbers 6A and 6B Ground Position Light Signals will be repositioned 137 yards further south of their present position on the cess side of the Up Main. (25)

DETAILS OF WORK ALREADY CARRIED OUT

**** TYNE**

The existing Up Fast to Up Slow connection in the vicinity of the 75¾m.p. has been clamped, spiked and padlocked out of use, pending removal and has been replaced in approximately the same position by a new facing crossover Up Fast to Down Fast and a new trailing crossover Down Fast to Up Slow. (21)

TYNE

The Up Departure line has been slued into the Up Goods line at approximately 176 yards beyond the 76¾m.p.

The portion of the Up Departure line between this point and approximately 43 yards beyond signal 214 has been abandoned.

The points approximately 43 yards from signal 214 have been clamped and spiked out of use pending removal.

Signal 214 on the Up Departure line has been abolished.

Ground Position Light signals 205 and 206 applying to signal 214 now applies to signal 213 and the line between these signals has become the Up Goods line throughout. (24)

**** BELFORD**

The gantry carrying signal BD.4 has been resited 66 yards further from the signal box. (21)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BELFORD

The head shunt has been abandoned and a new set of trap points at 51 miles 41 chains on the Down Refuge Siding installed. (24)

**** CARR HOUSE EAST**

The points, Down Main to Warehouse Line, have been clamped, spiked and padlocked out of use, pending removal and associated signalling dispensed with.

Access to Warehouse Line is now via hand operated points within the Goods Yard. (21/22)

CARGO FLEET ROAD CROSSING

No.5 and No.6 Disc signals have been disconnected and removed. (New Item) (25)

ISABELLA

The level crossing gates have been disconnected and Trainmen operated barriers installed.

The Up Home semaphore signal operated by Isabella Gate Box has been abolished. Newsham North Distant signal has been replaced on a straight post on the same site with the arm 14 ft above rail level.

Notice boards reading "STOP OPERATE BARRIERS OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" have been brought into use and positioned 25 yards on each side of Isabella level crossing.

Advance Warning Boards have been brought into use and positioned 294 yards before reaching the level crossing on the Up direction and 297 yards on the Down direction. (Amended Item) (23)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Pages 4 to 13 (Pages 2 and 3 of Supplement No. 1) REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 6 – Amend clause 3.5.1 (c) to:

(c) Total number of vehicles and whether Mark III A coaches are being conveyed.

Page 8 – Delete NOTE following clause 4.3.3 (b) and substitute :

NOTE : Except in the case of Mark III A vehicles, if a passenger carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock, and the exhaust of air must be noted as above.

In the case of Mark III A vehicles the test must **only** be carried out by opening the brake pipe cock. Use of the passenger communication apparatus or the lever at the end of the coach marked 'Air Brake Test Cock' for carrying out the Brake Continuity Test, is prohibited.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

GENERAL APPENDIX – continued

Page 9 Operation of Passenger Communication Apparatus

Clause 8.1 Add at end of clause :

“and, in the case of Mark III A vehicles, by an audible warning from the vehicle concerned.”

Clause 8.2 Add as second sentence

When Mark III A coaches are being conveyed, the train must be secured by moving the automatic brake valve to FULL SERVICE, in order to provide sufficient air to operate the audible detector.

Clause 8.6 Add at end of clause;

“except in the case of Mark III A vehicles. In the case of Mark III A vehicles, the handle that has been used to give the alarm must be reset with the standard carriage key”.

Page 90

MARK III A COACHES

Power Operated Sliding Saloon Doors

Delete third paragraph completely.

Air Suspension Bogies

Third paragraph, first sentence – **Delete** the words “or earlier if there is severe passenger discomfort”.

(22D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 350

NEWSHAM TO ISABELLA COLLIERY

Delete existing instructions and **substitute:-**

ISABELLA LEVEL CROSSING – The normal position of the barriers is raised. The barriers are operated by means of push buttons contained in cabinets situated on each side of the crossing. On a train coming to a stand at the stop board, the Guard must insert the key (which is attached to the train staff) in switch, turn switch to ‘PUSH BUTTON’, lower barriers by pressing the ‘LOWER’ button (The releasing of this button will immediately arrest the lowering of the barriers), turn switch to ‘NORMAL’, withdraw key and re-lock cabinet.

When the barriers are in the fully lowered position a flashing white light will be exhibited to indicate that all the road signals are working correctly, but before passing over the crossing the Driver must satisfy himself that the crossing is clear.

When the train has drawn clear of the crossing the barriers must be raised by operating the controls as described above on the opposite side of the crossing.

In the event of the electrical apparatus failing to operate the barriers and/or lights during the hours of daylight and in clear weather only, the Driver may pass the stop board but must not proceed over the crossing until he is satisfied it is safe to do so and must advise the signal man at Newsham North of the circumstances. (22D)

MO.45/NN

F.J. BURGE

York
14 MAY, 1975

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



British Rail

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

23

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

SATURDAY 7 JUNE

TO

FRIDAY 13 JUNE 1975

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 JUNE : SKELTON

The Independent Crossover immediately north of the signal box along with all associated routes will be abolished. (26)

SUNDAY 8 JUNE : BELFORD

A new trailing connection Down Main to Up Main will be brought into use. (26)

SUNDAY 8 JUNE : NEWSHAM SOUTH

The existing level crossing gates will be disconnected and replaced by barriers controlled from Newsham South signal box. (26)

SUNDAY 8 JUNE : NEWSHAM SOUTH

No.6 shunting Down Main to Up Main ground disc signal will be repositioned 27 yards on the cess side of the level crossing.

The Up Goods Home semaphore signal will be repositioned 55 yards from the level crossing with the arm at a reduced height of 14 feet above rail level.

The Up Main Home semaphore signal will be repositioned 55 yards from the level crossing with the arm at a reduced height of 16 feet above rail level. (26)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE

The Up Departure line has been slued into the Up Goods line at approximately 176 yards beyond the 76 $\frac{3}{4}$ m.p.

The portion of the Up Departure line between this point and approximately 43 yards beyond signal 214 has been abandoned.

The points approximately 43 yards from signal 214 have been clamped and spiked out of use pending removal.

Signal 214 on the Up Departure line has been abolished.

Ground Position Light signals 205 and 206 applying to signal 214 now applies to signal 213 and the line between these signals has become the Up Goods line throughout. (24)

BELFORD

The head shunt has been abandoned and a new set of trap points at 51 miles 41 chains on the Down Refuge Siding installed. (24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BELFORD

The following connections have been abolished :-

Trailing Connection Up Main to Belford Quarry at 51 miles 40 chains.

Facing Connection Up Main to Down Main

Trailing Connection Down Main to Up Main.

The following new connections have been brought into use :-

Trailing Up Main to Belford Quarry at 51 miles 46 chains.

Facing Connection Up Main to Down Main approximately 146 yards south of the signal box.

Number 8 Ground Position Light Signal applying Quarry Siding to Up Main has been resited on the new connection approximately 54 yards from the signal box.

Numbers 6A and 6B Ground Position Light signals have been repositioned 137 yards further south of their present position on the cess side of the Up Main. (25)

TWEEDMOUTH

The advance warning indicator on the Down Main 1440 yards in rear of the permanent speed restriction at 65miles 68chains has been removed. (25)

CARGO FLEET ROAD CROSSING

No.5 and No.6 Disc signals have been disconnected and removed. (25)

**** ISABELLA**

The level crossing gates have been disconnected and Trainmen operated barriers installed.

The Up Home semaphore signal operated by Isabella Gate Box has been abolished. Newsham North Distant signal has been replaced on a straight post on the same site with the arm 14 ft above rail level.

Notice boards reading "STOP OPERATE BARRIERS OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" have been brought into use and positioned 25 yards on each side of Isabella level crossing.

Advance Warning Boards have been brought into use and positioned 294 yards before reaching the level crossing on the Up direction and 297 yards on the Down direction. (23)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ WORKING MANUAL FOR RAIL STAFF (B.R. 30054)

GREEN PAGES

D. EXCEPTIONAL LOADS

The amendments to Clauses D 1/7 and D 1/8 under

1. ACCEPTANCE AND CONVEYANCE and Clause D 5/6 under

5. CODEWORDS AND EXPLANATIONS published in SD and ND

notices No.22D will not be operative until 28 June, 1975.

PINK PAGES

Section F13/3

Nobel's Explosives Co. Ltd.

Amend:— telephone number to read Stevenston (0294) 62140

Amend:— Plant Protection Ltd. to read:—
Plant Protection Division

(MM/O/27/5)
(26D)

★ SUPPLEMENT NO.1 TO THE REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET BR.29960/22

Owing to delay in printing, the introduction of the above mentioned Supplement which was scheduled for Saturday 31 May, is postponed until SATURDAY 28 JUNE.

Any person who is in possession of Booklet BR.29960 and who does not receive Supplement No.1 by Saturday 14 June, must promptly advise his Supervisor.

All concerned must note that to cover the interim period, the amendments to the Train Signalling Regulations presently appearing in the 4 weekly Section D Notice for the period 3 – 30 May and Supplementary Operating Instructions will remain operative until Supplement No.1 comes into force on 28 June.

York
28 MAY, 1975

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:—"

GENERAL INSTRUCTIONS AND NOTICES

WORKING MANUAL FOR RAIL STAFF (R.A. 3000)

ACCIDENTS DON'T JUST HAPPEN — THEY ARE CAUSED

T. A. BURGE
Chief Operator Manager

Read this notice carefully and be prepared to act on it at any time. It is not to be taken as a threat. It is a warning. It is a notice of the consequences of failure to follow the instructions. It is a notice of the consequences of failure to follow the instructions. It is a notice of the consequences of failure to follow the instructions.

GREENLAND
S.B



British Rail

NN

EASTERN REGION

24

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

SATURDAY 14 JUNE

TO

FRIDAY 20 JUNE 1975

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

SKELTON

The Independent Crossover immediately north of the signal box along with all associated routes has been abolished. (26)

****TYNE**

The Up Departure line has been slued into the Up Goods line at approximately 176 yards beyond the 76¾ m.p.

The portion of the Up Departure line between this point and approximately 43 yards beyond signal 214 has been abandoned.

The points approximately 43 yards from signal 214 have been clamped and spiked out of use pending removal.

Signal 214 on the Up Departure line has been abolished.

Ground Position Light signals 205 and 206 applying to signal 214 now applies to signal 213 and the line between these signals has become the Up Goods line throughout. (24)

**** BELFORD**

The head shunt has been abandoned and a new set of trap points at 51 miles 41 chains on the Down Refuge Sidinq installed. (24)

TWEEDMOUTH

The advance warning indicator on the Down Main 1440 yards in rear of the permanent speed restriction at 65miles 68chains has been removed. (25)

BELFORD

The following connections have been abolished :-

Trailing Connection Up Main to Belford Quarry at 51 miles 40 chains.

Facing Connection Up Main to Down Main

Trailing Connection Down Main to Up Main.

The following new connections have been brought into use :-

Trailing Up Main to Belford Quarry at 51 miles 46 chains.

Facing Connection Up Main to Down Main approximately 146 yards south of the signal box.

Number 8 Ground Position Light Signal applying Quarry Siding to Up Main has been resited on the new connection approximately 54 yards from the signal box.

Numbers 6A and 6B Ground Position Light signals have been repositioned 137 yards further south of their present position on the cess side of the Up Main. (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BELFORD

A new trailing connection Down Main to Up Main has been brought into use. (26)

NEWSHAM SOUTH

The existing level crossing gates have been disconnected and replaced by barriers controlled from Newsham South signal box. (26)

SOUTH BANK GOODS YARD

All sidings in South Bank Goods Yard, the shunting line and points No. 40, have now been removed. (New item) (27)

CARGO FLEET ROAD CROSSING

No.5 and No.6 Disc signals have been disconnected and removed. (25)

NEWSHAM SOUTH

No.6 shunting Down Main to Up Main ground disc signal has been repositioned 27 yards on the cess side of the level crossing.

The Up Goods Home semaphore signal has been repositioned 55 yards from the level crossing with the arm at a reduced height of 14 feet above rail level.

The Up Main Home semaphore signal has been repositioned 55 yards from the level crossing with the arm at a reduced height of 16 feet above rail level. (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 INSTRUCTIONS

STANHOPE BETWEEN WOLSINGHAM AND EASTGATE

Increased use of accommodation level crossing at 11m. 54chs. takes place.

A crossing keeper is in attendance when the increased use is taking place.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES– continued

MISCELLANEOUS INSTRUCTIONS – continued

WORKING MANUAL FOR RAIL STAFF (B.R. 30054)

GREEN PAGES

D. EXCEPTIONAL LOADS

The amendments to Clauses D 1/7 and D 1/8 under

1. ACCEPTANCE AND CONVEYANCE and Clause D 5/6 under

5. CODEWORDS AND EXPLANATIONS published in SD and ND

notices No.22D will not be operative until 28 June, 1975.

PINK PAGES

★ **Section F11/16**

(a) **CEGB traffic**

During office hours telephone extensions to read 2009 or 2381.

Section F13/3

Nobel's Explosives Co. Ltd.

Amend:– telephone number to read Stevenston (0294) 62140

Amend:– Plant Protection Ltd. to read:–
Plant Protection Division

(MM/O/27/5)
(26D)

SUPPLEMENT NO.1 TO THE REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET BR.29960/22

Owing to delay in printing, the introduction of the above mentioned Supplement which was scheduled for Saturday 31 May, is postponed until SATURDAY 28 JUNE.

Any person who is in possession of Booklet BR.29960 and who does not receive Supplement No.1 by Saturday 14 June, must promptly advise his Supervisor.

All concerned must note that to cover the interim period, the amendments to the Train Signalling Regulations presently appearing in the 4 weekly Section D Notice for the period 3 – 30 May and Supplementary Operating Instructions will remain operative until Supplement No.1 comes into force on 28 June.

★ **SIGNALLING OF TRAINS CONVEYING OUT-OF-GAUGE AND EXCEPTIONAL LOADS**

The special attention of Signalmen and others concerned is drawn to the altered descriptions of the out-of-gauge bell signals and the introduction of a new bell signal (2-1-6), which are shown in Supplement No.1 to the Train Signalling Regulations (BR29960/22), and which will come into operation on Saturday 28 June. (26D)

York
4 JUNE, 1975

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

25

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS

SIGNAL ALTERATIONS

APPENDIX INSTRUCTIONS, ETC.

SATURDAY 21 JUNE

UNTIL FURTHER NOTICE

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

SKELTON

The Independent Crossover immediately north of the signal box along with all associated routes has been abolished. (26)

**** TWEEDEMOUTH**

The advance warning indicator on the Down Main 1440 yards in rear of the permanent speed restriction at 65miles 68chains has been removed. (25)

**** BELFORD**

The following connections have been abolished :-

Trailing Connection Up Main to Belford Quarry at 51 miles 40 chains.

Facing Connection Up Main to Down Main

Trailing Connection Down Main to Up Main.

The following new connections have been brought into use :-

Trailing Up Main to Belford Quarry at 51 miles 46 chains.

Facing Connection Up Main to Down Main approximately 146 yards south of the signal box.

Number 8 Ground Position Light Signal applying Quarry Siding to Up Main has been resited on the new connection approximately 54 yards from the signal box.

Numbers 6A and 6B Ground Position Light signals have been repositioned 137 yards further south of their present position on the cess side of the Up Main. (25)

BELFORD

A new trailing connection Down Main to Up Main has been brought into use. (26)

NEWSHAM SOUTH

The existing level crossing gates have been disconnected and replaced by barriers controlled from Newsham South signal box. (26)

SOUTH BANK GOODS YARD

All sidings in South Bank Goods Yard, the shunting line and points No. 40, have now been removed. (27)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** CARGO FLEET ROAD CROSSING**

No.5 and No.6 Disc signals have been disconnected and removed.

(25)

NEWSHAM SOUTH

No.6 shunting Down Main to Up Main ground disc signal has been repositioned 27 yards on the cess side of the level crossing.

The Up Goods Home semaphore signal has been repositioned 55 yards from the level crossing with the arm at a reduced height of 14 feet above rail level.

The Up Main Home semaphore signal has been repositioned 55 yards from the level crossing with the arm at a reduced height of 16 feet above rail level.

(26)

**PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS
APPENDIX INSTRUCTIONS, ETC.**

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ MISCELLANEOUS NOTICE

The 4 Weekly Section D notice No.22D shown to terminate on Friday, 27 June, will remain in operation until further notice and must be retained until the receipt of a further Section D notice.

MISCELLANEOUS INSTRUCTIONS

★ STANHOPE, BETWEEN WOLSINGHAM AND EASTGATE

The accommodation level crossing at 11m 54chs is subject to increased use at certain times when a crossing keeper will be in attendance.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES– continued

MISCELLANEOUS INSTRUCTIONS – continued

WORKING MANUAL FOR RAIL STAFF (B.R. 30054)

GREEN PAGES

D. EXCEPTIONAL LOADS

The amendments to Clauses D 1/7 and D 1/8 under

1. ACCEPTANCE AND CONVEYANCE and Clause D 5/6 under

5. CODEWORDS AND EXPLANATIONS published in SD and ND

notices No.22D will not be operative until 28 June, 1975.

PINK PAGES

Section F11/16

(a) **CEGB traffic**

During office hours telephone extensions to read 2009 or 2381.

Section F13/3

Nobel's Explosives Co. Ltd.

Amend:- telephone number to read Stevenston (0294) 62140

Amend:- Plant Protection Ltd. to read :-
Plant Protection Division

(MM/O/27/5)

(26D)

SUPPLEMENT NO.1 TO THE REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET BR.29960/22

Owing to delay in printing, the introduction of the above mentioned Supplement which was scheduled for Saturday 31 May, is postponed until SATURDAY 28 JUNE.

Any person who is in possession of Booklet BR.29960 and who does not receive Supplement No.1 by Saturday 14 June, must promptly advise his Supervisor.

All concerned must note that to cover the interim period, the amendments to the Train Signalling Regulations presently appearing in the 4 weekly Section D Notice for the period 3 – 30 May and Supplementary Operating Instructions will remain operative until Supplement No.1 comes into force on 28 June.

SIGNALLING OF TRAINS CONVEYING OUT-OF-GAUGE AND EXCEPTIONAL LOADS

The special attention of Signalmen and others concerned is drawn to the altered descriptions of the out-of-gauge bell signals and the introduction of a new bell signal (2-1-6), which are shown in Supplement No.1 to the Train Signalling Regulations (BR29960/22), and which will come into operation on Saturday 28 June. (26D)

MO.45/NN

F.J. BURGE

York
11 JUNE, 1975

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



NN

EASTERN REGION

26

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

SATURDAY 28 JUNE

TO

FRIDAY 4 JULY 1975

INCLUSIVE

★ DEPOT MANAGERS MUST ACKNOWLEDGE RECEIPT OF THIS NOTICE TO THEIR DIVISIONAL OPERATING MANAGER

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 JUNE - GATESHEAD

The right-hand bracket carrying 4-aspect Down Greensfield signal No.G118 will be renewed on a new "T" bracket with the route indicator positioned adjacent to the red aspect and the subsidiary mounted on the main post. (29)

DETAILS OF WORK ALREADY CARRIED OUT

** SKELTON

The Independent Crossover immediately north of the signal box along with all associated routes has been abolished. (26)

** BELFORD

A new trailing connection Down Main to Up Main has been brought into use. (26)

SOUTH BANK GOODS YARD

All sidings in South Bank Goods Yard, the shunting line and points No. 40, have now been removed. (27)

* NEWSHAM SOUTH

No.6 shunting Down Main to Up Main ground disc signal has been repositioned 27 yards on the cess side of the level crossing.

The Up Goods Home semaphore signal has been repositioned 55 yards from the level crossing with the arm at a reduced height of 14 feet above rail level.

The Up Main Home semaphore signal has been repositioned 55 yards from the level crossing with the arm at a reduced height of 16 feet above rail level. (26)

** NEWSHAM SOUTH

The existing level crossing gates have been disconnected and replaced by barriers controlled from Newsham South signal box. (26)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICE

The 4 Weekly Section D notice No.22D shown to terminate on Friday, 27 June, will remain in operation until further notice and must be retained until the receipt of a further Section D notice.

MISCELLANEOUS INSTRUCTIONS

★ BETWEEN WOLSINGHAM AND EASTGATE

An open crossing with flashing lights has been brought into use at 11 miles 54chains along with Advance warning boards, which are positioned on the left hand side of the single line in the direction of travel, 750 yards on the approach from Eastgate and 500 yards from the approach from Wolsingham.

Combined speed and whistle boards have been positioned 75 yards on the approach from Eastgate and 50 yards on the approach from Wolsingham.

A speed restriction over the crossing of 5m.p.h. from the Eastgate to Broadwood direction at 10m.p.h. from the Broadwood to Eastgate direction has been introduced. (New Item) (29)

★ ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

Page 220

TABLE P. 4(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING.

Name of Crossing	Located			Remarks
	Between	Miles	Chains	
BISHOP AUCKLAND TO EASTGATE A.P.C.M.				
Add:—				
Stanhope Crossing	Wolsingham and Eastgate	11	54	—

(30D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued
WORKING MANUAL FOR RAIL STAFF (B.R. 30054)

GREEN PAGES

D. EXCEPTIONAL LOADS

The amendments to Clauses D 1/7 and D 1/8 under
 1. ACCEPTANCE AND CONVEYANCE and Clause D 5/6 under
 5. CODEWORDS AND EXPLANATIONS published in SD and ND
 notices No.22D will not be operative until 28 June, 1975.

PINK PAGES

Section F11/16

(a) CEGB traffic

During office hours telephone extensions to read 2009 or 2381.

Section F13/3

Nobel's Explosives Co. Ltd.

Amend:- telephone number to read Stevenston (0294) 62140

Amend:- Plant Protection Ltd. to read :-
 Plant Protection Division

(MM/O/27/5)
 (26D)

SUPPLEMENT NO.1 TO THE REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET BR.29960/22

Owing to delay in printing, the introduction of the above mentioned Supplement which was scheduled for Saturday 31 May, is postponed until SATURDAY 28 JUNE.

Any person who is in possession of Booklet BR.29960 and who does not receive Supplement No.1 by Saturday 14 June, must promptly advise his Supervisor.

All concerned must note that to cover the interim period, the amendments to the Train Signalling Regulations presently appearing in the 4 weekly Section D Notice for the period 3 - 30 May and Supplementary Operating Instructions will remain operative until Supplement No.1 comes into force on 28 June.

SIGNALLING OF TRAINS CONVEYING OUT-OF-GAUGE AND EXCEPTIONAL LOADS

The special attention of Signalmen and others concerned is drawn to the altered descriptions of the out-of-gauge bell signals and the introduction of a new bell signal (2-1-6), which are shown in Supplement No.1 to the Train Signalling Regulations (BR29960/22), and which will come into operation on Saturday 28 June.

(26D)

York
 18 JUNE, 1975

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

27

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

SATURDAY 5 JULY

TO

FRIDAY 11 JULY 1975

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

GATESHEAD

The right-hand bracket carrying 4-aspect Down Greensfield signal No. G118 has been renewed on a new "T" bracket with the route indicator positioned adjacent to the red aspect and the subsidiary mounted on the main post. (29)

** SOUTH BANK GOODS YARD

All sidings in South Bank Goods Yard, the shunting line and points No. 40, have now been removed. (27)

MISCELLANEOUS INSTRUCTIONS

BETWEEN WOLSINGHAM AND EASTGATE

An open crossing with flashing lights has been brought into use at 11 miles 54chains along with Advance warning boards, which are positioned on the left hand side of the single line in the direction of travel, 750 yards on the approach from Eastgate and 500 yards from the approach from Wolsingham.

Combined speed and whistle boards have been positioned 75 yards on the approach from Eastgate and 50 yards on the approach from Wolsingham.

A speed restriction over the crossing of 5m.p.h. from the Eastgate to Broadwood direction and 10m.p.h. from the Broadwood to Eastgate direction has been introduced. (29)

Page 220

ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

TABLE P. 4(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING.

Name of Crossing	Located			Remarks
	Between	Miles	Chains	
BISHOP AUCKLAND TO EASTGATE A.P.C.M.				
Add:- Stanhope Crossing	Wolsingham and Eastgate	11	54	-

(30D)

York
25 JUNE, 1975

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****28**

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

SATURDAY 12 JULY**TO****FRIDAY 18 JULY 1975****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

GATESHEAD

The right-hand bracket carrying 4-aspect Down Greensfield signal No. G118 has been renewed on a new "T" bracket with the route indicator positioned adjacent to the red aspect and the subsidiary mounted on the main post. (29)

HAYDON BRIDGE

The miniature arm semaphore signal applying – shunting – Down Refuge Siding to Down Main, has been replaced by a ground disc. (New item) (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 INSTRUCTIONS

BETWEEN WOLSINGHAM AND EASTGATE

An open crossing with flashing lights has been brought into use at 11 miles 54chains along with Advance warning boards, which are positioned on the left hand side of the single line in the direction of travel, 750 yards on the approach from Eastgate and 500 yards from the approach from Wolsingham.

Combined speed and whistle boards have been positioned 75 yards on the approach from Eastgate and 50 yards on the approach from Wolsingham.

A speed restriction over the crossing of 5m.p.h. from the Eastgate to Broadwood direction and 10m.p.h. from the Broadwood to Eastgate direction has been introduced.

★ **Note – This Crossing has not been brought into use.**

(29)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

★ ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

TABLE 'O' INSTRUCTIONS FOR WORKING DOWN INCLINES.

Page 210

From Direction of	Proceeding towards	Point at which train must come to a stand for A.W.B.	Point at which train must come to a stand for wagon brakes to be released
Eastgate Cement Co. Sidings.	Bishop Auckland	14 mile post	9½ mile post

Page 220

TABLE P. 4(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING.

Name of Crossing	Located			Remarks
	Between	Miles	Chains	
BISHOP AUCKLAND TO EASTGATE A.P.C.M.				
Add:- Stanhope Crossing	Wolsingham and Eastgate	11	54	-

★ Note – This Crossing has not been brought into use.

(29)

York
2 JULY, 1975

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:-"

INCLUSIVE

SAFETY FIRST

You may not have
a **SECOND** chance

F. J. BURGE
Chief Operating Manager

M. J. BURKE

JULY 1955

Have all of this notice read and understood by the trainmen and conductors who will be affected by the same. This notice is being posted in the shops and at the various stations. Your Supervisor Officer by wire as follows: "MILE SIG. NOTICE AN NO."

MISCELLANEOUS INSTRUCTIONS

BETWEEN WASHINGTON AND EASTGATE

An overhead wire system will be installed along the line between Washington and Eastgate. This system will be installed in two sections. The first section will be installed between Washington and Eastgate and will be 100 miles long. The second section will be installed between Eastgate and Washington and will be 100 miles long. The overhead wire system will be installed in two sections. The first section will be installed between Washington and Eastgate and will be 100 miles long. The second section will be installed between Eastgate and Washington and will be 100 miles long. The overhead wire system will be installed in two sections. The first section will be installed between Washington and Eastgate and will be 100 miles long. The second section will be installed between Eastgate and Washington and will be 100 miles long.



NN

EASTERN REGION

29

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

SATURDAY 19 JULY

TO

FRIDAY 25 JULY 1975

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 JULY – LOW FELL JUNCTION

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

Trailing crossover between the Down and Up Main lines. The associated ground position light signals Nos.132 and 133 will be abolished.

- Facing connection – Up Main to Up Slow
- Facing connection – Down Slow to Down Main.

The associated ground position light signals Nos.134/135 will also be abolished and the adjacent trap points in the Down and Up Goods lines will be secured out of use in the reverse position, pending replacement by plain line.

The following new points and connections will be brought into use approximately 250 yards South of the above redundant connections:—

- Facing crossover –Down Fast to Up Fast and a trailing crossover Down Fast to Up Slow, providing a route between the Up Fast and Up Slow lines.
- Facing crossover –Down Slow to Up Slow and a trailing crossover between the Down Fast and Up Slow, providing a route between the Down Slow and Down Fast lines.

A new ground position light signal No.TY.133 with 2-way stencil route indicator will be provided at the Up Goods end of the trailing crossover between the Down and Up Goods lines, with the following applications:—

- “D” – set back Up Goods towards Low Fell Down Sidings
- “G” – set back Up Goods towards Down Goods 114 signal

Down Goods ground position light signal No.128 will in future apply set back towards the Up Slow only.

The following new ground position light shunting signals will be brought into use in conjunction with the new connections.

- TY.132 – set back – Down Main to Up Slow
- TY.134 – with 2-way stencil route indicator with the following applications:—

Indication	Application To or Towards
“X”	Set back – Up Slow to Up Goods TY.133 signal
“M”	Set back – Up Slow to Down Main

The route readings from Down Slow 4-aspect signal TY.142 will be altered as follows:—

- Indication “D” with subsidiary – towards Low Fell Down Sidings
- Indication “M” with main aspect – towards Down Main signal D.78
- Indication “G” with sub-towards Down Goods signal 114 line occupied
- Indication “G” with main aspect – towards Down Goods signal 114

Trap points will be provided in the Down Slow 240 yards after passing TY.142 signal.

The theatre type route indicator on Up Main 4-aspect signal TY.131 will be replaced by a junction indicator applying towards the Up Slow. (32)

SUNDAY 20 JULY : BARDON MILL

The connection Up Main to N.C.B. Colliery Sidings will be secured permanently out of use in the normal position pending removal. The associated ground disc signal will be abolished. (32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued
DETAILS OF WORK REFERRED TO IN SECTION B – continued

MONDAY 21 AND TUESDAY 22 JULY : EARSDON

The following connections will be abolished :-

- Trailing Down Branch to Up Branch
- Trailing Up Branch to Backworth Sidings

The following signals will be abolished :-

- Disc signal applying Down Branch to Up Branch
- Disc signal applying Shunt Spur to Backworth Sidings
- Disc signal applying Up Branch to Down Branch or to Up Main or Backworth Sidings
- Miniature shunting Backworth Sidings to Shunt Spur
- Miniature shunting Backworth Sidings to Up Branch.

(32)

DETAILS OF WORK ALREADY CARRIED OUT

**** GATESHEAD**

The right-hand bracket carrying 4-aspect Down Greensfield signal No. G118 has been renewed on a new "T" bracket with the route indicator positioned adjacent to the red aspect and the subsidiary mounted on the main post.

(29)

HAYDON BRIDGE

The miniature arm semaphore signal applying – shunting – Down Refuge Siding to Down Main, has been replaced by a ground disc.

(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 INSTRUCTIONS

**** BETWEEN WOLSINGHAM AND EASTGATE**

An open crossing with flashing lights has been brought into use at 11 miles 54chains along with Advance warning boards, which are positioned on the left hand side of the single line in the direction of travel, 750 yards on the approach from Eastgate and 500 yards from the approach from Wolsingham.

Combined speed and whistle boards have been positioned 75 yards on the approach from Eastgate and 50 yards on the approach from Wolsingham.

A speed restriction over the crossing of 5m.p.h. from the Eastgate to Broadwood direction and 10m.p.h. from the Broadwood to Eastgate direction has been introduced.

★ Note – This Crossing has not been brought into use.

(29)

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

ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

TABLE 'O' INSTRUCTIONS FOR WORKING DOWN INCLINES.

Page 210

From Direction of	Proceeding towards	Point at which train must come to a stand for A.W.B.	Point at which train must come to a stand for wagon brakes to be released
Eastgate Cement Co. Sidings.	Bishop Auckland	14 mile post	9½ mile post

** Page 220

TABLE P. 4(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING.

Name of Crossing	Located		Remarks
	Between	Miles Chains	
BISHOP AUCKLAND TO EASTGATE A.P.C.M.			
Add:- Stanhope Crossing	Wolsingham and Eastgate	11 54	-

★ **Note - This Crossing has not been brought into use.**

(29)

York
9 JULY, 1975

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

30

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

SATURDAY 26 JULY

TO

FRIDAY 1 AUGUST 1975

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**LOW FELL JUNCTION**

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

Trailing crossover between the Down and Up Main lines. The associated ground position light signals Nos.132 and 133 have been abolished.

Facing connection – Up Main to Up Slow

Facing connection – Down Slow to Down Main.

The associated ground position light signals Nos. 134/135 have been abolished and the adjacent trap points in the Down and Up Goods lines secured out of use in the reverse position pending replacement by plain line.

The following new points and connections have been brought into use approximately 250 yards South of the above redundant connections :-

Facing crossover –Down Fast to Up Fast and a trailing crossover Down Fast to Up Slow, providing a route between the Up Fast and Up Slow lines.

Facing crossover –Down Slow to Up Slow and a trailing crossover between the Down Fast and Up Slow, providing a route between the Down Slow and Down Fast lines.

A new ground position light signal No. TY.133 with 2-way stencil route indicator has been provided at the Up Goods end of the trailing crossover between the Down and Up Goods lines, with the following applications:-

“D” – set back Up Goods towards Low Fell Down Sidings

“G” – set back Up Goods towards Down Goods 114 signal

Down Goods ground position light signal No.128 will in future apply set back towards the Up Slow only.

The following new ground position light shunting signals have been brought into use in conjunction with the new connections.

TY.132 – set back – Down Main to Up Slow

TY.134 – with 2-way stencil route indicator with the following applications:-

Indication

Application To or Towards

“X”

Set back – Up Slow to Up Goods TY.133 signal

“M”

Set back – Up Slow to Down Main

The route readings from Down Slow 4-aspect signal TY.142 have been altered as follows :-

Indication “D” with subsidiary – towards Low Fell Down Sidings

Indication “M” with main aspect – towards Down Main signal D.78

Indication “G” with sub-towards Down Goods signal 114 line occupied

Indication “G” with main aspect – towards Down Goods signal 114

Trap points have been provided in the Down Slow 240 yards after passing TY.142 signal.

The threatre type route indicator on Up Main 4-aspect signal TY.131 has been replaced by a junction indicator applying towards the Up Slow.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BARDON MILL

The connection Un Main to N.C.B. Colliery Sidings has been secured permanently out of use in the normal position pending removal. The associated ground disc signal has been abolished. (32)

EARSDON

The following connections have been abolished:–

- Trailing Down Branch to Up Branch
- Trailing Up Branch to Backworth Sidings

The following signals will be abolished :-

- Disc signal applying Down Branch to Up Branch
- Disc signal applying Shunt Spur to Backworth Sidings
- Disc signal applying Up Branch to Down Branch or to Up Main or Backworth Sidings
- Miniature shunting Backworth Sidings to Shunt Spur
- Miniature shunting Backworth Sidings to Up Branch. (32)

HAYDON BRIDGE

The miniature arm semaphore signal applying – shunting – Down Refuge Siding to Down Main, has been replaced by a ground disc. (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.

NIL

York
16 JULY, 1975

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:–"

The connection Up Main to H.C.B. Coffery signals has been secured permanently out of use in the normal position pending removal. The associated ground disc signal has been abolished.

DETAILS OF WORK REPORTED IN SECTION B

The following connections have been abolished:-

- Trailing Down Branch to Up Branch
- Trailing Up Branch to Backwork Sidings

The following signals will be abolished:-

- Disc signal applying Down Branch to Up Branch
- Disc signal applying Shunt Spur to Backwork
- Disc signal applying Up Branch to Down Branch
- Disc signal applying Down Branch to Shunt Spur
- Miniature shunting Backwork Sidings to Shunt Spur
- Miniature shunting Backwork Sidings to Up Branch

SAFETY FIRST

- Facing connection - Up Main to Up Slow
- Facing connection - Down Slow to Down Main

The following connections have been abolished:-

You may not have a SECOND chance

- Facing crossover - Down Fast to Up Fast
- Facing crossover - Down Slow to Up Slow

At Haydon Bridge, the following signals will be abolished:-

- TY 132 - set back - Down Main to Up Slow
- TY 134 - with 2-way ground disc indicator - Down Main to Up Slow
- TY 135 - set back - Up Slow to Up Goods

The following signals will be abolished:-

TY 132 - set back - Down Main to Up Slow
TY 134 - with 2-way ground disc indicator - Down Main to Up Slow
TY 135 - set back - Up Slow to Up Goods

**British Rail****NN****EASTERN REGION****31**

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

SATURDAY 2 AUGUST

TO

FRIDAY 8 AUGUST 1975

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

LOW FELL JUNCTION

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

Trailing crossover between the Down and Up Main lines. The associated ground position light signals Nos.132 and 133 have been abolished.

Facing connection – Up Main to Up Slow

Facing connection – Down Slow to Down Main.

The associated ground position light signals Nos. 134/135 have been abolished and the adjacent trap points in the Down and Up Goods lines secured out of use in the reverse position pending replacement by plain line.

The following new points and connections have been brought into use approximately 250 yards South of the above redundant connections :-

Facing crossover –Down Fast to Up Fast and a trailing crossover Down Fast to Up Slow, providing a route between the Up Fast and Up Slow lines.

Facing crossover –Down Slow to Up Slow and a trailing crossover between the Down Fast and Up Slow, providing a route between the Down Slow and Down Fast lines.

A new ground position light signal No. TY.133 with 2-way stencil route indicator has been provided at the Up Goods end of the trailing crossover between the Down and Up Goods lines, with the following applications:-

“D” – set back Up Goods towards Low Fell Down Sidings

“G” – set back Up Goods towards Down Goods 114 signal

Down Goods ground position light signal No. 128 will in future apply set back towards the Up Slow only.

The following new ground position light shunting signals have been brought into use in conjunction with the new connections.

TY.132 – set back – Down Main to Up Slow

TY.134 – with 2-way stencil route indicator with the following applications:-

Indication

Application To or Towards

“X”

Set back – Up Slow to Up Goods TY.133 signal

“M”

Set back – Up Slow to Down Main

The route readings from Down Slow 4-aspect signal TY.142 have been altered as follows :-

Indication “D” with subsidiary – towards Low Fell Down Sidings

Indication “M” with main aspect – towards Down Main signal D.78

Indication “G” with sub-towards Down Goods signal 114 line occupied

Indication “G” with main aspect – towards Down Goods signal 114

Trap points have been provided in the Down Slow 240 yards after passing TY.142 signal.

The threatre type route indicator on Up Main 4-aspect signal TY.131 has been replaced by a junction indicator applying towards the Up Slow. (32)

WORK CARRIED OUT 6.7.75 LOW FELL JN.

The route indicator on TY.142, no longer carries rear indication.

(New Item) (32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BARDON MILL

The connection Up Main to N.C.B. Colliery Sidings has been secured permanently out of use in the normal position pending removal. The associated ground disc signal has been abolished. (32)

EARSDON

The following connections have been abolished:-

- Trailing Down Branch to Up Branch
- Trailing Up Branch to Backworth Sidings

The following signals will be abolished :-

- Disc signal applying Down Branch to Up Branch
- Disc signal applying Shunt Spur to Backworth Sidings
- Disc signal applying Up Branch to Down Branch or to Up Main or Backworth Sidings
- Miniature shunting Backworth Sidings to Shunt Spur
- Miniature shunting Backworth Sidings to Up Branch. (32)

**** HAYDON BRIDGE**

The miniature arm semaphore signal applying – shunting – Down Refuge Siding to Down Main, has been replaced by a ground disc. (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.

★ **FREIGHTLINER TRAINS**

As from Monday, 4 August, 1975, Freightliner Trains will be reported through the TOPS System. Guards will continue to receive the Freightliner Train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these Trains.

York
23 JULY, 1975

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****32**

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

SATURDAY 9 AUGUST**TO****FRIDAY 15 AUGUST 1975****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 10 AUGUST – TYNE YARD

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

- Down Departure E to Down Fast
- Down Departure C to Down Slow
- Down Departure D to Down Departure C

All associated signal routes will be abolished. Down Fast signal TY.201 will be replated as an automatic signal.

(35)

DETAILS OF WORK ALREADY CARRIED OUT

** LOW FELL JUNCTION

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

Trailing crossover between the Down and Up Main lines. The associated ground position light signals Nos.132 and 133 have been abolished.

- Facing connection – Up Main to Up Slow
- Facing connection – Down Slow to Down Main.

The associated ground position light signals Nos. 134/135 have been abolished and the adjacent trap points in the Down and Up Goods lines secured out of use in the reverse position pending replacement by plain line.

The following new points and connections have been brought into use approximately 250 yards South of the above redundant connections:—

- Facing crossover –Down Fast to Up Fast and a trailing crossover Down Fast to Up Slow, providing a route between the Up Fast and Up Slow lines.
- Facing crossover –Down Slow to Up Slow and a trailing crossover between the Down Fast and Up Slow, providing a route between the Down Slow and Down Fast lines.

A new ground position light signal No. TY.133 with 2-way stencil route indicator has been provided at the Up Goods end of the trailing crossover between the Down and Up Goods lines, with the following applications:—

- “D” – set back Up Goods towards Low Fell Down Sidings
- “G” – set back Up Goods towards Down Goods 114 signal

Down Goods ground position light signal No.128 will in future apply set back towards the Up Slow only.

The following new ground position light shunting signals have been brought into use in conjunction with the new connections.

- TY.132 – set back – Down Main to Up Slow
- TY.134 – with 2-way stencil route indicator with the following applications:—

Indication	Application To or Towards
“X”	Set back – Up Slow to Up Goods TY.133 signal
“M”	Set back – Up Slow to Down Main

The route readings from Down Slow 4-aspect signal TY.142 have been altered as follows:—

- Indication “D” with subsidiary – towards Low Fell Down Sidings
- Indication “M” with main aspect – towards Down Main signal D.78
- Indication “G” with sub-towards Down Goods signal 114 line occupied
- Indication “G” with main aspect – towards Down Goods signal 114

Trap points have been provided in the Down Slow 240 yards after passing TY.142 signal.

The threatre type route indicator on Up Main 4-aspect signal TY.131 has been replaced by a junction indicator applying towards the Up Slow.

(32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT:— continued

** WORK CARRIED OUT 6.7.75 LOW FELL JN.

The route indicator on TY.142, no longer carries rear indication.

(32)

** BARDON MILL

The connection Up Main to N.C.B. Colliery Sidings has been secured permanently out of use in the normal position pending removal. The associated ground disc signal has been abolished.

(32)

** EARS DON

The following connections have been abolished:—

- Trailing Down Branch to Up Branch
- Trailing Up Branch to Backworth Sidings

The following signals will be abolished :-

- Disc signal applying Down Branch to Up Branch
- Disc signal applying Shunt Spur to Backworth Sidings
- Disc signal applying Up Branch to Down Branch or to Up Main or Backworth Sidings
- Miniature shunting Backworth Sidings to Shunt Spur
- Miniature shunting Backworth Sidings to Up Branch.

(32)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ YORK (NATIONAL RAILWAY MUSEUM)

On Sunday 10 August or as soon as possible thereafter, (in connection with the National Railway Museum which will shortly be opened), two semaphore arm signal posts will be erected outside the museum, one at the southend, visible from York Station and the other at the north end, visible from trains approaching York. The one at the south end carries STOP and Distant arms of the Upper Quadrant type, and the one at the north end carries STOP, Distant and Calling-On arms of the former "somersault" type. The arms of the signals will normally be maintained in the "ON" position, but may sometimes be in the "OFF" position for short periods only. The lamps of the signals are fitted for electric lighting but the signals will not normally be lit. These signals have no relevance to normal train working. (35)

★ COANWOOD LEVEL CROSSING (ALSTON BRANCH)

Contractors vehicles are using a temporary open level crossing at approximately 3m. 76chs.

Advanced warning boards and "STOP" boards are erected at 219 yards and 25 yards respectively before reaching the crossing on each rail approach. (35)

FREIGHTLINER TRAINS

Freightliner Trains are now reported through the TOPS System. Guards will continue to receive the Freightliner train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these Trains.

York
30 JULY, 1975

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:-"

ALL PULL TOGETHER FOR SAFETY

Have **YOU** always done it the safe way?

Do **YOU** { check your equipment regularly?
remember your protective clothing/equipment?
use only recognised walking routes/access?

Have **YOU** thought how tidiness helps safety?

JOINT ACTION FOR SAFETY GETS RESULTS.

Canville



NN

EASTERN REGION

33

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

SATURDAY 16 AUGUST

TO

FRIDAY 22 AUGUST 1975

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 17 AUGUST - MONKSEATON

Up Main 4-aspect signal (No. 35), will be renewed on a straight post with the red aspect at a reduced height of 12ft. above rail level. (36)

SUNDAY 10 AUGUST - TYNE YARD

THIS WORK NOT CARRIED OUT

DETAILS OF WORK ALREADY CARRIED OUT

NIL

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

YORK (NATIONAL RAILWAY MUSEUM)

On Sunday 10 August or as soon as possible thereafter, (in connection with the National Railway Museum which will shortly be opened), two semaphore arm signal posts will be erected outside the museum, one at the southend, visible from York Station and the other at the north end, visible from trains approaching York. The one at the south end carries STOP and Distant arms of the Upper Quadrant type, and the one at the north end carries STOP, Distant and Calling-On arms of the former "somersault" type. The arms of the signals will normally be maintained in the "ON" position, but may sometimes be in the "OFF" position for short periods only. The lamps of the signals are fitted for electric lighting but the signals will not normally be lit. These signals have no relevance to normal train working. (35)

COANWOOD LEVEL CROSSING (ALSTON BRANCH)

Contractors vehicles are using a temporary open level crossing at approximately 3m. 76chs.

Advanced warning boards and "STOP" boards are erected at 219 yards and 25 yards respectively before reaching the crossing on each rail approach. (35)

★CHEVINGTON

The Down Siding will be clamped out of use from 07 30 Monday, 18 August until 18 00 Wednesday 20 August.

★SHILDON STATION

From Sunday 24 August to Sunday 31 August, a temporary extension to the West end of the Up Platform will be in use.

FREIGHTLINER TRAINS

Freightliner Trains are now reported through the TOPS System. Guards will continue to receive the Freightliner train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these Trains.

**British Rail****NN****EASTERN REGION****34/35**

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

SATURDAY 23 AUGUST**TO****FRIDAY 5 SEPTEMBER 1975****INCLUSIVE****★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 23 AUGUST – HEATON

Four temporary notice boards worded "STOP, TELEPHONE" with telephone facilities to Heaton signal box will be provided at the exits from the Primary Departure Sidings. (38)

SUNDAY 24 AUGUST – BLAYDON

The Down Main 3-aspect colour light signal plated 33/CC/23 will be repositioned 120 yards further from the signal box. (38)

SUNDAY 24 AUGUST – HEXHAM

The Down Starting semaphore signal will be renewed and repositioned 315 yards nearer to the signal box on a straight post with the arm at 40ft. above rail level. (38)

SUNDAY 17 AUGUST – MONKSEATON – THIS WORK NOT CARRIED OUT.

DETAILS OF WORK ALREADY CARRIED OUT

NIL

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ BETWEEN WOLSINGHAM AND EASTGATE

An open level crossing with steady amber/flashing red road signals has been brought into use at 11 miles 54 chains.

In the Down direction, an Advance Warning Board (St. Georges Cross) and combined 10 m.p.h./whistle board are provided at 496 yards, and 99 yards, respectively before reaching the level crossing.

In the Up direction, an Advance Warning Board and a combined 5 m.p.h./whistle board are provided at 1276 yards, and 162 yards, respectively, before reaching the level crossing.

A Trainmen's white light is provided on both rail approaches to the crossing, at a point approximately 25 yards before reaching the level crossing. Amended Item (38)

** YORK (NATIONAL RAILWAY MUSEUM)

On Sunday 10 August or as soon as possible thereafter, (in connection with the National Railway Museum which will shortly be opened), two semaphore arm signal posts will be erected outside the museum, one at the southend, visible from York Station and the other at the north end, visible from trains approaching York. The one at the south end carries STOP and Distant arms of the Upper Quadrant type, and the one at the north end carries STOP, Distant and Calling-On arms of the former "somersault" type. The arms of the signals will normally be maintained in the "ON" position, but may sometimes be in the "OFF" position for short periods only. The lamps of the signals are fitted for electric lighting but the signals will not normally be lit. These signals have no relevance to normal train working. (35)

** COANWOOD LEVEL CROSSING (ALSTON BRANCH)

Contractors vehicles are using a temporary open level crossing at approximately 3m. 76chs.

Advanced warning boards and "STOP" boards are erected at 219 yards and 25 yards respectively before reaching the crossing on each rail approach. (35)

SHILDON STATION

From Sunday 24 August to Sunday 31 August, a temporary extension to the West end of the Up Platform will be in use.

FREIGHTLINER TRAINS

Freightliner Trains are now reported through the TOPS System. Guards will continue to receive the Freightliner train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these Trains.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

★ ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE P.4 - OPEN LEVEL CROSSINGS

Page 220

(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING

Name of Crossing	Located		Miles	Chains	Remarks
	Between				
Add:-					
BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS)					
Kielder Water, Stanhope	Wolsingham and Eastgate A.P.C.M.		11	54	-

York
13 AUGUST, 1975

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 1 - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERNATIONS TO SECTIONAL APPENDIX (WESTERN AREA)

TABLE PA - OPEN LEVEL CROSSINGS

Page 24

CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING

Name of Crossing	Section	Miles	Chain	Notes
Asst. Bishop Auckland East to Eastern (A.P.C.M. Sidings)				
Walter Wood, Sherburn	Holmepton and	11	24	
	Central A.P.C.M.			

THIS CONCERNS YOU

Your Railway Rule Book instructs you how to deal with an operating emergency.

But could you deal with a personal injury?

At work? At home? Anywhere?

No? Then how about you joining your local First Aid Class?

Contact your Staff Office or one of the Divisional Ambulance Secretaries.

THEY WILL BE PLEASED TO HELP YOU TO HELP OTHERS



NN

EASTERN REGION

36

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

SATURDAY 6 SEPTEMBER

TO

FRIDAY 12 SEPTEMBER 1975

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
BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.)		
UNTIL FURTHER NOTICE		
Marchey's House*	Down and Up	08 00 to 16 00. Work on level crossing and gates. (75/8)
Marchey's House and Ashington	Down and Up	08 00 to 17 00. Bridgework No.3 at 1m. 59chs. (75/27)
SUNDAY 7 SEPTEMBER		
Marchey's House and Ashington	Down and Up BLOCKED	00 01 to 18 00. Trackwork between 1m. 42chs. and 1m. 67chs. (Up) Cranes in use. North Seaton Crossing and Green Lane A.H.Bs manned.
THURSDAY 11 SEPTEMBER		
Ashington and Marchey's House	Up	08 00 to 16 00. Trackwork between 1m. 67chs. and 1m. 51chs. On track machines in use.
NEWSHAM TO ISABELLA COLLIERY		
UNTIL FURTHER NOTICE		
Newsham South and Isabella Colliery	Sidings	07 30 to 16 30. Trackwork. Off track machine in use. (75/1)
CAMBOIS BRANCH		
UNTIL FURTHER NOTICE		
Freemans	Single	08 00 to 16 00. Demolishing former Cambois signal box. Crane in use. (75/19)

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 7 SEPTEMBER – HEXHAM

The Down Starting Signal will be repositioned 315 yards nearer to the signal box on a straight post with the arm at a reduced height of 14ft. above rail level. (39)
 (This supercedes the item dated 24 August in No.34/35 Notice).

DETAILS OF WORK ALREADY CARRIED OUT

HEATON

Four temporary notice boards worded "STOP, TELEPHONE" with telephone facilities to Heaton signal box have been provided at the exits from the Primary Departure Sidings. (38)

BLAYDON

The Down Main 3-aspect colour light signal plated 33/CC/23 has been repositioned 120 yards further from the signal box. (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.

GENERAL INSTRUCTIONS AND NOTICES ND 34D

Page ND - 6

★ ALTERATIONS TO RULE BOOK

Amend Section H.4.2.2 to read : Section H.4.4.2.

(38)

★ COANWOOD LEVEL CROSSING (ALSTON BRANCH)

Contractor's vehicles are using a temporary open level crossing at approximately 3 miles 76 chains.

Advanced warning boards, intermediate, and stop boards are erected before reaching the crossing on each rail approach, at respectively:-

from Haltwhistle 355 yards, 191 yards, 27 yards.

from Alston 464 yards, 246 yards, 27 yards.

(Amended item) (39)

BETWEEN WOLSINGHAM AND EASTGATE

An open level crossing with steady amber/flashing red road signals has been brought into use at 11 miles 54 chains.

In the Down direction, an Advance Warning Board (St.Georges Cross) and combined 10 m.p.h./whistle board are provided at 496 yards, and 99 yards, respectively before reaching the level crossing.

In the Up direction, an Advance Warning Board and a combined 5 m.p.h./whistle board are provided at 1276 yards, and 162 yards, respectively, before reaching the level crossing.

A Trainmen's white light is provided on both rail approaches to the crossing, at a point approximately 25 yards before reaching the level crossing. (38)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE P.4 - OPEN LEVEL CROSSINGS

Page 220

(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING

Name of Crossing	Located			Remarks
	Between	Miles	Chains	
Add :-				
BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS)				
Kielder Water, Stanhope	Wolsingham and Eastgate A.P.C.M.	11	54	-

York
20 AUGUST, 1975

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

37

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

**SATURDAY 13 SEPTEMBER
TO
FRIDAY 19 SEPTEMBER 1975
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 14 SEPTEMBER – YORK HOLGATE JUNCTION

The Down Doncaster Goods line to York Yard South will be abandoned and the following connections will be secured normal pending removal:—

Facing connection – Down Doncaster Main to Down Doncaster Goods
Trailing Trap points in the Down Doncaster Goods.

The routes to Down Doncaster Goods from signals 34, 45 and 46 will be abandoned.

A new "LIMIT OF SHUNT" Indicator will be provided on the Down Holgate Loop 350 yards south of 31 signal. An additional route Down Holgate Loop to the "Limit of Shunt" will be provided on ground position light signal 41. (40)

DETAILS OF WORK ALREADY CARRIED OUT

HEATON CARRIAGE SIDINGS

Primary Departure lines 1 – 6 have been brought into use. Ground position light signal No.106B, formerly applying – Motive Power Departure line to 109 signal has been reinstated and applies Departure Sidings to 109 signal. (New Item) (40)

HEXHAM

The Down Starting Signal has been repositioned 315 yards nearer to the signal box on a straight post with the arm at a reduced height of 14ft. above rail level. (39)

(This supercedes the item dated 24 August in No.34/35 Notice).

HEATON

Four temporary notice boards worded "STOP, TELEPHONE" with telephone facilities to Heaton signal box have been provided at the exits from the Primary Departure Sidings. (38)

BLAYDON

The Down Main 3-aspect colour light signal plated 33/CC/23 has been repositioned 120 yards further from the signal box. (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.

GENERAL INSTRUCTIONS AND NOTICES ND 34D

Page ND - 6

ALTERATIONS TO RULE BOOK

Amend Section H.4.2.2 to read : Section H.4.4.2.

(38)

COANWOOD LEVEL CROSSING (ALSTON BRANCH)

Contractor's vehicles are using a temporary open level crossing at approximately 3 miles 76 chains. Advanced warning boards, intermediate, and stop boards are erected before reaching the crossing on each rail approach, at respectively:-
 from Haltwhistle 355 yards, 191 yards, 27 yards.
 from Alston 464 yards, 246 yards, 27 yards.

(39)

BETWEEN WOLSINGHAM AND EASTGATE

An open level crossing with steady amber/flashing red road signals has been brought into use at 11 miles 54 chains.

In the Down direction, an Advance Warning Board (St. Georges Cross) and combined 10 m.p.h./whistle board are provided at 496 yards, and 99 yards, respectively before reaching the level crossing.

In the Up direction, an Advance Warning Board and a combined 5 m.p.h./whistle board are provided at 1276 yards, and 162 yards, respectively, before reaching the level crossing.

A Trainmen's white light is provided on both rail approaches to the crossing, at a point approximately 25 yards before reaching the level crossing.

(38)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE P.4 - OPEN LEVEL CROSSINGS

Page 220

(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING

Name of Crossing	Located			Remarks
	Between	Miles	Chains	
Add :-				
BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS)				
Kielder Water; Stanhope	Wolsingham and Eastgate A.P.C.M.	11	54	-

MO.45/NN

F.J. BURGE
Chief Operating ManagerYork
4 SEPTEMBER, 1975

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

39

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

SATURDAY 27 SEPTEMBER

TO

FRIDAY 3 OCTOBER 1975

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

**

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 27 to SUNDAY 28 SEPTEMBER – DAWDON**

The section of the Down Seabanks branch between the Branch trap points, and the Down Main, will be removed. The Down Branch will be diverted to form a connection with the Up Branch. All movements from Down Branch to Down Main, will now be routed via the Up Branch and mains crossover.

Signalling Alterations

The Down Branch miniature arm Home signal will be replaced by a full arm signal situated 45 yards further from the signal box and on the left-hand side of the line.

The disc signal applying set-back, Up Branch to Down Main or to Up Main, will be replaced by a miniature arm signal with the arm 14 ft. above rail level, situated 130 yards further from the signal box.

The disc signal applying set-back – Up Main to Down Main or along the Up Main, will be repositioned on the right-hand side of the Up Main. (42)

SUNDAY 28 SEPTEMBER – MONKSEATON

Up Main 4-aspect signal (No.35), will be renewed on a straight post with the Red aspect at a reduced height of 12 ft. above rail level. (42)

TUESDAY 30 SEPTEMBER – MORPETH

The Banner Repeating signal associated with U.18B signal will be abolished. (42)

DETAILS OF WORK ALREADY CARRIED OUT**TYNE YARD**

The facing connection (between 75½ and 75¼m.p.), leading from the Up Slow to Up Fast, has been replaced by crossovers giving the same facility as follows :-

Facing crossover between Up Slow and Down Fast line.

Trailing crossover (immediately South of the above crossover), between the Down and Up Fast lines.

The facing connection leading from Up Goods to Up Slow, has been repositioned immediately North of the above new connections. (41)

HEATON CARRIAGE SIDINGS

Primary Departure lines 1 – 6 have been brought into use. Ground position light signal No.106B, formerly applying – Motive Power Departure line to 109 signal has been reinstated and applies Departure Sidings to 109 signal. (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

YORK HOLGATE JUNCTION

The Down Doncaster Goods line to York Yard South has been abandoned and the following connections secured normal pending removal:—

Facing connection – Down Doncaster Main to Down Doncaster Goods
Trailing Trap points in the Down Doncaster Goods.

The routes to Down Doncaster Goods from signals 34, 45 and 46 have been abandoned.

A new "LIMIT OF SHUNT" indicator has been provided on the Down Holgate Loop 350 yards south of 31 signal. An additional route Down Holgate Loop to the "Limit of Shunt" has been provided on ground position light signal 41. (40)

HEXHAM

The Down Starting Signal has been repositioned 315 yards nearer to the signal box on a straight post with the arm at a reduced height of 14ft. above rail level. (39)

(This supercedes the item dated 24 August in No.34/35 Notice).

TEES WORKS SIDINGS

Connections leading to No.1, 7 and 10 Sidings have been removed and Sidings abandoned. Points leading to 3, 4, 5 and 6 Sidings have been removed and re-instated to Plain line. (41)

BETWEEN LOW ROW AND BRAMPTON FELL – MILTON LEVEL CROSSING NEAR 48¾m.p.

Milton Crossing Down Home signal has been repositioned 100 yards before reaching the crossing, with the arm at a reduced height of 14ft. above rail level.

The Down colour light Distant signal has been repositioned 1,637 yards before reaching the Home signal. (41)

BETWEEN LOW ROW AND BRAMPTON FELL – MILTON LEVEL CROSSING NEAR 48¾m.p.

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (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.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

Page 242 (Page ND15, ND38)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX
CONVEYANCE OF DEAD DIESEL MULTIPLE UNIT STOCK

★ Item 3 Amend second sentence:— This pipe is painted red and when viewed by a person etc.

OTHER GENERAL INSTRUCTIONS

Page 256 (Page 100 Supp. No.1)

CONVEYANCE OF DIESEL MULTIPLE UNITS BY LOCOMOTIVE HAULED TRAINS

★ Delete heading and item (see page 242 of the Sectional Appendix). (41)

** COANWOOD LEVEL CROSSING (ALSTON BRANCH)

Contractor's vehicles are using a temporary open level crossing at approximately 3 miles 76 chains.

Advanced warning boards, intermediate, and stop boards are erected before reaching the crossing on each rail approach, at respectively:—

from Haltwhistle 355 yards, 191 yards, 27 yards.

from Alston 464 yards, 246 yards, 27 yards. (39)

York
18 SEPTEMBER, 1975

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:—"

THIS CONCERNS YOU

Your Railway Rule Book instructs you how to deal with an operating emergency.

But could you deal with a personal injury?

At work? At home? Anywhere?

No? Then how about you joining your local First Aid Class?

Contact your Staff Office or one of the Divisional Ambulance Secretaries.

THEY WILL BE PLEASED TO HELP YOU TO HELP OTHERS



NN

EASTERN REGION

41

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

SATURDAY 11 OCTOBER

TO

FRIDAY 17 OCTOBER 1975

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

TYNE

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

- Down Departure E. to Down Fast
- Down Departure C. to Down Slow
- Down Departure D. to Down Departure C.

All associated signal routes have been abolished. Down Fast signal TY.201 has been replated as an automatic signal.

The Down Slow signal TY.264 has been replated as an automatic signal. (43)

* TYNE YARD

The facing connection (between 75½ and 75¼m.p.), leading from the Up Slow to Up Fast, has been replaced by crossovers giving the same facility as follows :-

Facing crossover between Up Slow and Down Fast line.

Trailing crossover (immediately South of the above crossover), between the Down and Up Fast lines.

The facing connection leading from Up Goods to Up Slow, has been repositioned immediately North of the above new connections. (41)

DAWDON

The section of the Down Seabanks branch between the Branch trap points, and the Down Main, has been removed. The Down Branch has been diverted to form a connection with the Up Branch. All movements from Down Branch to Down Main, are now routed via the Up Branch and mains crossover.

Signalling Alterations

The Down Branch miniature arm Home signal has been replaced by a full arm signal situated 45 yards further from the signal box and on the left-hand side of the line.

The disc signal applying set-back, Up Branch to Down Main or to Up Main, has been replaced by a miniature arm signal with the arm 14 ft. above rail level, situated 130 yards further from the signal box.

The disc signal applying set-back – Up Main to Down Main or along the Up Main, has been repositioned on the right-hand side of the Up Main. (42)

MONKSEATON

Up Main 4-aspect signal (No.35), has been renewed on a straight post with the Red aspect at a reduced height of 12 ft. above rail level. (42)

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

MORPETH

The Banner Repeating signal associated with U.18B signal has been abolished. (42)

*** * TEES WORKS SIDINGS**

Connections leading to No.1, 7 and 10 Sidings have been removed and Sidings abandoned. Points leading to 3, 4, 5 and 6 Sidings have been removed and re-instated to Plain line. (41)

*** * BETWEEN LOW ROW AND BRAMPTON FELL – MILTON LEVEL CROSSING NEAR 48¾m.p.**

Milton Crossing Down Home signal has been repositioned 100 yards before reaching the crossing, with the arm at a reduced height of 14ft. above rail level.

The Down colour light Distant signal has been repositioned 1,637 yards before reaching the Home signal. (41)

*** * BETWEEN LOW ROW AND BRAMPTON FELL – MILTON LEVEL CROSSING NEAR 48¾m.p.**

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (41)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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

Page 242 (Page ND15, ND38)

**INSTRUCTIONS RELATING TO THE GENERAL APPENDIX
 CONVEYANCE OF DEAD DIESEL MULTIPLE UNIT STOCK**

Item 3 Amend second sentence:— This pipe is painted red and when viewed by a person etc.

OTHER GENERAL INSTRUCTIONS

Page 256 (Page 100 Supp. No.1)

CONVEYANCE OF DIESEL MULTIPLE UNITS BY LOCOMOTIVE HAULED TRAINS
 Delete heading and item (see page 242 of the Sectional Appendix). (41)

York
 2 OCTOBER, 1975

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

42

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

SATURDAY 18 OCTOBER

TO

FRIDAY 24 OCTOBER 1975

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 18 and SUNDAY 19 OCTOBER – CARR HOUSE WEST

A new miniature arm signal with 3-way stencil type route indicator will be provided 35 yards on the Consett North Side of Carr House West signal box on the right-hand side of the Up Main with the following applications:—

	Indication	
Set back Up Main to Down Main	'M'	
Set back Up Main to Goods line	'T'	
Set back Up Main to Down Siding	'S'	(45)

SUNDAY 19 OCTOBER – LONGHIRST

The level crossing gates will be replaced by lifting barriers controlled from the Signal box. (45)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE

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

- Down Departure E. to Down Fast
- Down Departure C. to Down Slow
- Down Departure D. to Down Departure C.

All associated signal routes have been abolished. Down Fast signal TY.201 has been replated as an automatic signal.

The Down Slow signal TY.264 has been replated as an automatic signal. (43)

**** DAWDON**

The section of the Down Seabanks branch between the Branch trap points, and the Down Main, has been removed. The Down Branch has been diverted to form a connection with the Up Branch. All movements from Down Branch to Down Main, are now routed via the Up Branch and mains crossover.

Signalling Alterations

The Down Branch miniature arm Home signal has been replaced by a full arm signal situated 45 yards further from the signal box and on the left-hand side of the line.

The disc signal applying ~~set-back~~, Up Branch to Down Main or to Up Main, has been replaced by a miniature arm signal with the arm 14 ft. above rail level, situated 130 yards further from the signal box.

The disc signal applying set-back – Up Main to Down Main or along the Up Main, has been repositioned on the right-hand side of the Up Main. (42)

**** MONKSEATON**

Up Main 4-aspect signal (No.35), has been renewed on a straight post with the Red aspect at a reduced height of 12 ft. above rail level. (42)

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

**** MORPETH**

The Banner Repeating signal associated with U.18B signal has been abolished.

(42)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ **DARLINGTON STATION**

Commencing 00 01 Sunday 19 October and until further notice, repairs are being carried out to No. 1 platform (South end). Trains entering this platform must be brought to a stand with the Locomotive at the Stop Board which has been provided.

(45)

MISCELLANEOUS INSTRUCTIONS

★ **FOUR – DIGIT INDICATORS ON LOCOMOTIVES**

The four -digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

York

MO.45/NN

F.J. BURGE
Chief Operating Manager

9 OCTOBER, 1975

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

44

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

SATURDAY 1 NOVEMBER

TO

FRIDAY 7 NOVEMBER 1975

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 NOVEMBER – HEATON

The facing points Up Goods/Up Sidings and the associated signalling will be repositioned 166 yards nearer to Newcastle. (47)

TUESDAY 4 NOVEMBER – LOW ROW

A new ground disc applying – set back – Up Main to Down Main, will be provided in the cress of the Up Main, at the point ends of the trailing crossover.

A new ground disc applying – set back – Down Main to Up Main, will be provided in the cress of the Down Main, and on the west side of the level crossing. (47)

THURSDAY 6 NOVEMBER – CRAG MILL LEVEL CROSSING

The level crossing gates will be replaced by Manned Lifting barriers.

DETAILS OF WORK ALREADY CARRIED OUT

LONGHIRST

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (45)

→ = KIELDER AOCL - see BR(ER) SA 2/1983, p.46
 STANHOPE ACCOMMODATION LEVEL CROSSING AT 11m. 54chs. (see 75-45-808)

Alterations have been made to the Warning Boards for trains approaching the level crossing in the Up direction as follows:-

The combined Speed Restriction/Whistle Board situated 162 yards from the level crossing has been abolished and replaced by an illuminated Stop Board, reading "STOP OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" situated 48 yards from the level crossing.

An Intermediate Board has been provided 250 yards from the level crossing. (46)

CARR HOUSE WEST

A new miniature arm signal with 3-way stencil type route indicator has been provided 35 yards on the Consett North Side of Carr House West signal box on the right-hand side of the Up Main with the following applications:-

	Indication
Set back Up Main to Down Main	'M'
Set back Up Main to Goods line	'T'
Set back Up Main to Down Siding	'S'

(45)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

DARLINGTON STATION

Until further notice, repairs are being carried out to No. 1 platform (South end). Trains entering this platform must be brought to a stand with the Locomotive at the Stop Board which has been provided. (45)

MISCELLANEOUS INSTRUCTIONS

FOUR - DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

York

MO.45/NN

F.J. BURGE
Chief Operating Manager

23 OCTOBER, 1975

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:-"

CARE

is the

PASSWORD

to

SAFETY



NN

EASTERN REGION

45

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

SATURDAY 8 NOVEMBER

TO

FRIDAY 14 NOVEMBER 1975

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 8 to SUNDAY 9 NOVEMBER : OUSTON AND TYNE

T.Y.264 signal will be altered from Automatic to Controlled

(48)

SATURDAY 8 to SUNDAY 9 NOVEMBER : LONDONDERRY

The connections Down Hendon to Loop and No. 1 Loop to No. 2 Loop, will be clamped out of use in the normal position. No. 1 Loop will be abandoned. The associated signals will be abolished together with the Down Hendon second home signal. No. 2 Loop will be renamed Loop.

(48)

SUNDAY 9 NOVEMBER : YORK STATION SIGNAL BOX

Ground position light signal No. 56 will be repositioned 14 yards nearer to the signal box on the right of the Down Leeds line and will now also apply to movements through the trailing Down Leeds to Up Leeds crossover.

An illuminated number plate will be fitted.

(48)

SUNDAY 9 NOVEMBER : GRANGETOWN (TOD POINT ORE TERMINAL)

A new junction at Redcar Ore Terminal will be brought into use leading from the Ore Terminal lines to the new Mineral Terminal comprising of the following :-

New Points

Ore Terminal line to Mineral Arrival line (No. 203).

Ore lines crossover. (No. 206)

Ore Arrival line to Mineral Departure line (No. 207)

New Signals

A new 3 aspect colour light signal plated G115 will be positioned on the left hand side of the Mineral Departure line at a distance of 25 yards in the rear of No. 207 trap points.

Signals Altered

No. G106 signal will have a left hand horizontal junction indication fitted applying into Mineral Terminal.

All points will be operated from Grangetown Signal Box

(48)

WEDNESDAY 12 NOVEMBER : BILLINGHAM

Billingham Station ground frame, together with associated points and signals will be abolished. The associated points will be clamped normal pending removal.

(48)

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

****LONGHIRST**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (45)

CRAG MILL LEVEL CROSSING

The level crossing gates have been replaced by Manned Lifting barriers.

STANHOPE ACCOMMODATION LEVEL CROSSING AT 11m. 54chs.

Alterations have been made to the Warning Boards for trains approaching the level crossing in the Up direction as follows:—

The combined Speed Restriction/Whistle Board situated 162 yards from the level crossing has been abolished and replaced by an illuminated Stop Board, reading "STOP OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" situated 48 yards from the level crossing.

An Intermediate Board has been provided 250 yards from the level crossing. (46)

CARR HOUSE WEST

Diamond signs have been fitted to the following signals:—

Up Main to Down Main New miniature signal with 3-way route indication. Down Starting signal.
 (New Item) (48)

****CARR HOUSE WEST**

A new miniature arm signal with 3-way stencil type route indicator has been provided 35 yards on the Consett North Side of Carr House West signal box on the right-hand side of the Up Main with the following applications:—

	Indication	
Set back Up Main to Down Main	'M'	
Set back Up Main to Goods line	'T'	
Set back Up Main to Down Siding	'S'	(45)

LOW ROW

A new ground disc applying – set back – Up Main to Down Main, has been provided in the cress of the Up Main, at the point ends of the trailing crossover.

A new ground disc applying – set back – Down Main to Up Main, has been provided in the cress of the Down Main, and on the west side of the level crossing. (47)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

**** DARLINGTON STATION**

Until further notice, repairs are being carried out to No. 1 platform (South end). Trains entering this platform must be brought to a stand with the Locomotive at the Stop Board which has been provided. (45)

MISCELLANEOUS INSTRUCTIONS

FOUR - DIGIT INDICATORS ON LOCOMOTIVES

The four - digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

York

MO.45/NN

F.J. BURGE
Chief Operating Manager

30 OCTOBER , 1975

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

46

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

SATURDAY 15 NOVEMBER

TO

FRIDAY 21 NOVEMBER 1975

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 15 and SUNDAY 16 NOVEMBER – BETWEEN BRIAN MILLS DEPOT AND LONDONDERRY

The Up Hendon line will be realigned between Brian Mills Depot and Londonderry signal box, and the layout remodelled in simplified form.

The trailing points – Up Hendon/Loop will be repositioned 20 yds. further from the signal box and the trailing crossover repositioned 16 yds. nearer to the signal box. All other points and connections leading to and from the Down and Up Hendon lines in the area of the realigned Up Hendon, will be secured out of use in the normal position pending removal.

Londonderry**Signalling Alterations**

The disc signal applying – set back – Up Hendon to Down Hendon; along Up Hendon or towards the Loop, will be renewed as a miniature arm signal at the point ends of the new trailing connection Up Hendon/Loop, with the arm at a height of 22ft. above rail level.

The miniature arm signal applying – Loop to Up Hendon, will be repositioned 58 yds. further from the signal box with the arm at a reduced height of 14ft. above rail level.

The Up Hendon Starting signal will be renewed on a straight post at a height of 22ft. above rail level and 8 yds. nearer to the signal box.

The miniature arm bracket signal applying – set back – Down Hendon to Up Hendon or to Brian Mills Depot, will be repositioned adjacent to the Down Hendon point ends of the repositioned trailing crossover, with the arm at an increased height of 22 ft. above rail level. (49)

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION SIGNAL BOX

Ground position light signal No. 56 has been repositioned 14 yards nearer to the signal box on the right of the Down Leeds line and now also applies to movements through the trailing Down Leeds to Up Leeds crossover.

An illuminated number plate has been fitted. (48)

CRAG MILL LEVEL CROSSING

The level crossing gates have been replaced by Manned Lifting barriers.

STANHOPE ACCOMMODATION LEVEL CROSSING AT 11m. 54chs.

Alterations have been made to the Warning Boards for trains approaching the level crossing in the Up direction as follows:—

The combined Speed Restriction/Whistle Board situated 162 yards from the level crossing has been abolished and replaced by an illuminated Stop Board, reading "STOP OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" situated 48 yards from the level crossing.

An Intermediate Board has been provided 250 yards from the level crossing. (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CARR HOUSE WEST

Diamond signs have been fitted to the following signals :-

Up Main to Down Main New miniature signal with 3-way route indication. Down Starting signal.
(48)

BILLINGHAM

Billingham Station ground frame, together with associated points and signals has been abolished. The associated points have been clamped normal pending removal.
(48)

LONDONDERRY

The connections Down Hendon to Loop and No.1 Loop to No.2 Loop, have been clamped out of use in the normal position. No.1 Loop has been abandoned. The associated signals have been abolished together with the Down Hendon second home signal. No.2 Loop has been renamed Loop.

GRANGETOWN (TOD POINT ORE TERMINAL)

A new junction at Redcar Ore Terminal has been brought into use leading from the Ore Terminal lines to the new Mineral Terminal comprising of the following:-

New Points

- Ore Terminal line to Mineral Arrival line (No. 203).
- Ore lines crossover. (No. 206)
- Ore Arrival line to Mineral Departure line (No. 207)

New Signals

A new 3 aspect colour light signal plated G115 has been positioned on the left hand side of the Mineral Departure line at a distance of 25 yards in the rear of No.207 trap points.

Signals Altered

No.G106 signal now has a left hand horizontal junction indication fitted applying into Mineral Terminal.
All points are now operated from Grangetown signal box.
(48)

LOW ROW

A new ground disc applying – set back – Up Main to Down Main, has been provided in the cess of the Up Main, at the point ends of the trailing crossover.

A new ground disc applying – set back – Down Main to Up Main, has been provided in the cess of the Down Main, and on the west side of the level crossing.
(47)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**

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

MISCELLANEOUS INSTRUCTIONS

NIL

York

MO.45/NN

F.J. BURGE
Chief Operating Manager

7 NOVEMBER, 1975

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

47

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

SATURDAY 22 NOVEMBER

TO

FRIDAY 28 NOVEMBER 1975

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 NOVEMBER – BETWEEN PARKGATE JN. AND FERRYHILL SOUTH JN.

Aycliffe ground frame together with its associated signals will be abolished. All points worked therefrom will be secured out of use in the normal position pending removal. (50)

SATURDAY 22 to SUNDAY 23 NOVEMBER – CARR HOUSE WEST AND CARR HOUSE EAST

Carr House East signal box will be abolished. Carr House West will be renamed Carr House. The Block section will then be between Carr House and Annfield.

Signalling Alterations:—

Carr House East Down Home signal will become the Carr House Down 3rd Down Home and a "diamond" sign will be provided on the post of this signal. The Carr House East Down Starting signal will become the Carr House Down Starting signal and a signal-post telephone connected to the signal box will be provided. All other signals formerly worked from Carr House East will be abolished.

Carr House semaphore Up Home will be replaced by 3-aspect colour light signal (No.5) situated 170 yards further from the signal box, with the Red aspect 12ft. above rail level. A signal-post telephone connected to the signal box will be provided.

Carr House semaphore Up Distant signal will be replaced by a 2-aspect colour light 740 yards before reaching the new colour light home signal.

The two-way Goods line between Carr House East and Carr House West will be renamed "Through Siding"

The trailing connection (Carr House East end) leading from the Down Main to Through Siding, together with the trap points in the Through Siding, will be brought under control of Carr House Signal box. The points leading from the Through Siding to Goods Yard will be converted to Hand-worked points. All other points formerly worked from Carr House East will be secured out of use in the normal position pending removal.

A new Ground position light shunting signal will be provided on the cess side of the Down Main, adjacent to the trailing points at the Carr House East end leading to the Through Siding, and will apply – set back – Down Main to Through Siding, or to Goods Yard. This signal will be elevated 16ft. above rail level.

New ground position light signals will also be provided at the Carr House East end applying to movements from Through Siding, No.1 Siding, and Goods Yard, towards the Down Main.

Catch points will be provided in the Up Main situated 600 yards before reaching the new colour light Home signal. (50)

SUNDAY 23 NOVEMBER – ALNMOUTH STATION

The searchlight – type head of Up Main signal No.129, will be replaced by 4-aspect multi-unit type head on a straight post, with the Red aspect 9ft. above rail level. (50)

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 NOVEMBER – BETWEEN PARKGATE JN. AND FERRYHILL SOUTH JN.

Aycliffe ground frame together with its associated signals will be abolished. All points worked therefrom will be secured out of use in the normal position pending removal. (50)

SATURDAY 22 to SUNDAY 23 NOVEMBER – CARR HOUSE WEST AND CARR HOUSE EAST

Carr House East signal box will be abolished. Carr House West will be renamed Carr House. The Block section will then be between Carr House and Annfield.

Signalling Alterations:—

Carr House East Down Home signal will become the Carr House Down 3rd Down Home and a "diamond" sign will be provided on the post of this signal. The Carr House East Down Starting signal will become the Carr House Down Starting signal and a signal-post telephone connected to the signal box will be provided. All other signals formerly worked from Carr House East will be abolished.

Carr House semaphore Up Home will be replaced by 3-aspect colour light signal (No.5) situated 170 yards further from the signal box, with the Red aspect 12ft. above rail level. A signal-post telephone connected to the signal box will be provided.

Carr House semaphore Up Distant signal will be replaced by a 2-aspect colour light 740 yards before reaching the new colour light home signal.

The two-way Goods line between Carr House East and Carr House West will be renamed "Through Siding"

The trailing connection (Carr House East end) leading from the Down Main to Through Siding, together with the trap points in the Through Siding, will be brought under control of Carr House Signal box. The points leading from the Through Siding to Goods Yard will be converted to Hand-worked points. All other points formerly worked from Carr House East will be secured out of use in the normal position pending removal.

A new Ground position light shunting signal will be provided on the cess side of the Down Main, adjacent to the trailing points at the Carr House East end leading to the Through Siding, and will apply – set back – Down Main to Through Siding, or to Goods Yard. This signal will be elevated 16ft. above rail level.

New ground position light signals will also be provided at the Carr House East end applying to movements from Through Siding, No.1 Siding, and Goods Yard, towards the Down Main.

Catch points will be provided in the Up Main situated 600 yards before reaching the new colour light Home signal. (50)

SUNDAY 23 NOVEMBER – ALNMOUTH STATION

The searchlight – type head of Up Main signal No.129, will be replaced by 4-aspect multi-unit type head on a straight post, with the Red aspect 9ft. above rail level. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

TUESDAY 25 NOVEMBER – SEATON

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

Signalling Alterations :-

The Up Home signal will be repositioned 53 yards further from the signal box with the arm at a reduced height of 20ft. above rail level. The Up Distant signal will be repositioned 169 yards further from the signal box with the arm at a reduced height of 14ft. above rail level.

The distance between the repositioned Up Distant and Home signals will then be 920 yards.

The catch points situated 298 yards before reaching the site of the former Up Home signal will be abolished.

The Down Home signal will be repositioned 21 yards nearer to the signal box, with the arm at an increased height of 30ft. above rail level. The Down Distant signal will be repositioned 341 yards nearer to the signal box with the arm at a reduced height of 20ft. above rail level. The distance between the repositioned Down Distant and Home signals will then be 880 yards.

(50)

WEDNESDAY 26 NOVEMBER – BARDON MILL

The slip connection Up Sidings/Down Main will be secured out of use in the normal position pending removal and the Up Siding outlet disc signal will be abolished.

(50)

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION SIGNAL BOX

Ground position light signal No. 56 has been repositioned 14 yards nearer to the signal box on the right of the Down Leeds line and now also applies to movements through the trailing Down Leeds to Up Leeds crossover.

An illuminated number plate has been fitted.

(48)

OUSTON AND TYNE

T.Y.264 signal has been altered from Automatic to Controlled.

(New item) (50)

**** CRAG MILL LEVEL CROSSING**

The level crossing gates have been replaced by Manned Lifting barriers.

(47)

**** STANHOPE ACCOMMODATION LEVEL CROSSING AT 11m. 54chs.**

Alterations have been made to the Warning Boards for trains approaching the level crossing in the Up direction as follows:-

The combined Speed Restriction/Whistle Board situated 162 yards from the level crossing has been abolished and replaced by an illuminated Stop Board, reading "STOP OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING" situated 48 yards from the level crossing.

An Intermediate Board has been provided 250 yards from the level crossing.

(46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CARR HOUSE WEST

Diamond signs have been fitted to the following signals :-

Up Main to Down Main New miniature signal with 3-way route indication. Down Starting signal.
(48)

BILLINGHAM

Billingham Station ground frame, together with associated points and signals has been abolished. The associated points have been clamped normal pending removal.
(48)

LONDONDERRY

The connections Down Hendon to Loop and No.1 Loop to No.2 Loop, have been clamped out of use in the normal position. No.1 Loop has been abandoned. The associated signals have been abolished together with the Down Hendon second home signal. No.2 Loop has been renamed Loop.
(48)

BETWEEN BRIAN MILLS DEPOT AND LONDONDERRY

The Up Hendon line has been realigned between Brian Mills Depot and Londonderry signal box, and the layout remodelled in simplified form.

The trailing points – Up Hendon/Loop have been repositioned 20 yds. further from the signal box and the trailing crossover repositioned 16 yds. nearer to the signal box. All other points and connections leading to and from the Down and Up Hendon lines in the area of the realigned Up Hendon, have been secured out of use in the normal position pending removal.

Londonderry

Signalling Alterations

The disc signal applying – set back – Up Hendon to Down Hendon; along Up Hendon or towards the Loop, has been renewed as a miniature arm signal at the point ends of the new trailing connection Up Hendon/Loop, with the arm at a height of 22ft. above rail level.

The miniature arm signal applying – Loop to Up Hendon, has been repositioned 58 yds. further from the signal box with the arm at a reduced height of 14ft. above rail level.

The Up Hendon Starting signal has been renewed on a straight post at a height of 22ft. above rail level and 8 yds. nearer to the signal box.

The miniature arm bracket signal applying – set back – Down Hendon to Up Hendon or to Brian Mills Depot, has been repositioned adjacent to the Down Hendon point ends of the repositioned trailing crossover, with the arm at an increased height of 22 ft. above rail level.
(49)

GRANGETOWN (TOD POINT ORE TERMINAL)

A new junction at Redcar Ore Terminal has been brought into use leading from the Ore Terminal lines to the new Mineral Terminal comprising of the following:-

New Points

Ore Terminal line to Mineral Arrival line (No. 203).

Ore lines crossover. (No. 206)

Ore Arrival line to Mineral Departure line (No. 207)

New Signals

A new 3 aspect colour light signal plated G115 has been positioned on the left hand side of the Mineral Departure line at a distance of 25 yards in the rear of No.207 trap points.

Signals Altered

No.G106 signal now has a left hand horizontal junction indication fitted applying into Mineral Terminal. All points are now operated from Grangetown signal box.
(48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

****LOW ROW**

A new ground disc applying – set back – Up Main to Down Main, has been provided in the cess of the Up Main, at the point ends of the trailing crossover.

A new ground disc applying – set back – Down Main to Up Main, has been provided in the cess of the Down Main, and on the west side of the level crossing. (47)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ *Denotes new or amended item*

**

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

MISCELLANEOUS INSTRUCTIONS

NIL

York

MO.45/NN

F.J. BURGE
Chief Operating Manager

14 NOVEMBER, 1975

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

48

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

SATURDAY 29 NOVEMBER

TO

FRIDAY 5 DECEMBER 1975

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 NOVEMBER – BILLINGHAM-ON-TEES AND NORTON-ON-TEES STATION

The Up and Down Goods lines will in future be worked in accordance with the Permissive Block Regulations.

Billingham-on-Tees

Signals abolished :-

- Up Main 2nd Home and Up Main 2nd Home to Up Goods.
- Up Main Starting with the Norton-on-Tees Up Distant below.
- Down Goods Starting to Down Main.
- Disc – set back – Down Goods to Goods Siding.

A new 3-aspect colour light Up Main Starting signal with position "I" Junction Indicator applying towards the Up Goods will be provided, on the site of the former Up Main 2nd Home, with the Red aspect at a height of 11ft. above rail level. A position light subsidiary will also be provided which, when read in conjunction with the Junction Indicator, will apply towards the Up Goods line occupied. The new Starting signal will incorporate the Up Distant for Norton-on-Tees Station, 1,425 yards before reaching the Home signal, and the Up Main 1st Home will be renamed Up Main Home.

A new semaphore arm Down Goods Distant, will be provided 779 yards before reaching the Down Goods Home signal and a Down Goods "LIMIT OF SHUNT" indicator will be provided 200 yards on the Norton-on-Tees side of the Down Goods Home signal.

The disc signal applying – set back – Down Main to Down Goods will be resited on the cess side of the Down Main, and will be provided with a 2-way stencil route indicator applying.

- "S" – towards Goods Siding and
- "X" – set back along Down Goods to the new "Limit of Shunt" indicator.

The outlet disc from the Goods Siding will be provided with a 2-way route indicator applying :-

- "M" – towards Down Main and
- "Y" – towards Goods Yard.

Norton-on-Tees Station

The Down Main to Down Goods miniature arm signal on the left-hand doll of the Down Main 2nd Home signal will be replaced by a full arm and a "Calling-on" arm to Down Goods will be provided below.
(51/52)

SUNDAY 30 NOVEMBER – BOLDON COLLIERY – TYNE DOCK BRANCH

The Tyne Dock Branch will be singled.

The Arrival line will become the single line worked in both directions, signalled under the "One Train Working" Regulations, but no train staff will be provided.

The trailing points – Down Main/Departure will be secured out of use in the normal position pending removal of the points and of the Departure line.

The signals formerly applicable to the Arrival Line will now apply to Movements onto the single line in the Up direction, and the signals formerly applicable to movements from the Departure line will now apply to movements from the single line in the Down direction.
(51/52)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN PARKGATE JN. AND FERRYHILL SOUTH JN.

Aycliffe ground frame together with its associated signals has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. (50)

CARR HOUSE WEST AND CARR HOUSE EAST

Carr House East signal box has been abolished. Carr House West has been renamed Carr House. The Block Section is now between Carr House and Annfield.

Signalling Alterations:—

Carr House East Down Home signal has become the Carr House Down 3rd Down Home and a "diamond" sign has been provided on the post of this signal. The Carr House East Down Starting signal has become the Carr House Down Starting signal and a signal-post telephone connected to the signal box has been provided. All other signals formerly worked from Carr House East have been abolished.

Carr House semaphore Up Home has been replaced by 3-aspect colour light signal (No.5) situated 170 yards further from the signal box with the Red aspect 12ft. above rail level. A signal-post telephone connected to the signal box has been provided.

Carr House semaphore Up Distant signal has been replaced by a 2-aspect colour light 740 yards before reaching the new colour light home signal.

The two-way Goods line between Carr House East and Carr House West has been renamed "Through Siding".

The trailing connection (Carr House East end) leading from the Down Main to Through Siding, together with the trap points in the Through Siding has been brought under control of Carr House signal box. The points leading from the Through Siding to Goods Yard have been converted to Hand-worked points. All other points formerly worked from Carr House East have been secured out of use in the normal position pending removal.

A new Ground position light shunting signal has been provided on the cess side of the Down Main, adjacent to the trailing points at the Carr House East end leading to the Through Siding, and apply – set back – Down Main to Through Siding, or to Goods Yard. This signal has been elevated 16ft above rail level.

New ground position light signals have also been provided at the Carr House East end applying to movements from Through Siding, No.1 Siding, and Goods Yard, towards the Down Main.

Catch points have been provided in the Up Main situated 600 yards before reaching the new colour light Home signal. (50)

ALNMOUTH STATION

The searchlight – type head of Up Main signal No.129, has been replaced by 4-aspect multi-unit type head on a straight post, with the Red aspect 9ft. above rail level. (50)

SEATON

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

Signalling Alterations:—

The Up Home signal has been repositioned 53 yards further from the signal box with the arm at a reduced height of 20ft. above rail level. The Up Distant signal has been repositioned 169 yards further from the signal box with the arm at a reduced height of 14ft. above rail level.

The distance between the repositioned Up Distant and Home signals is now 920 yards.

The catch points situated 298 yards before reaching the site of the former Up Home signal have been abolished.

The Down Home signal has been repositioned 21 yards nearer to the signal box, with the arm at an increased height of 30 ft. above rail level. The Down Distant signal has been repositioned 341 yards nearer to the signal box with the arm at a reduced height of 20ft. above rail level. The distance between the repositioned Down Distant and Home signals is now 880 yards. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BARDON MILL

The slip connection Up Sidings/Down Main has been secured out of use in the normal position pending removal and the Up Siding outlet disc signal abolished. (50)

**** YORK STATION SIGNAL BOX**

Ground position light signal No. 56 has been repositioned 14 yards nearer to the signal box on the right of the Down Leeds line and now also applies to movements through the trailing Down Leeds to Up Leeds crossover.

An illuminated number plate has been fitted. (48)

OUSTON AND TYNE

T.Y.264 signal has been altered from Automatic to Controlled. (50)

**** CARR HOUSE WEST**

Diamond signs have been fitted to the following signals :-

Up Main to Down Main New miniature signal with 3-way route indication. Down Starting signal. (48)

**** BILLINGHAM**

Billingham Station ground frame, together with associated points and signals has been abolished. The associated points have been clamped normal pending removal. (48)

**** LONDONDERRY**

The connections Down Hendon to Loop and No.1 Loop to No.2 Loop, have been clamped out of use in the normal position. No.1 Loop has been abandoned. The associated signals have been abolished together with the Down Hendon second home signal. No.2 Loop has been renamed Loop. (48)

BETWEEN BRIAN MILLS DEPOT AND LONDONDERRY

The Up Hendon line has been realigned between Brian Mills Depot and Londonderry signal box, and the layout remodelled in simplified form.

The trailing points – Up Hendon/Loop have been repositioned 20 yds. further from the signal box and the trailing crossover repositioned 16 yds. nearer to the signal box. All other points and connections leading to and from the Down and Up Hendon lines in the area of the realigned Up Hendon, have been secured out of use in the normal position pending removal.

Londonderry

Signalling Alterations

The disc signal applying – set back – Up Hendon to Down Hendon; along Up Hendon or towards the Loop, has been renewed as a miniature arm signal at the point ends of the new trailing connection Up Hendon/Loop, with the arm at a height of 22ft. above rail level.

The miniature arm signal applying – Loop to Up Hendon, has been repositioned 58 yds. further from the signal box with the arm at a reduced height of 14ft. above rail level.

The Up Hendon Starting signal has been renewed on a straight post at a height of 22ft. above rail level and 8 yds. nearer to the signal box.

The miniature arm bracket signal applying – set back – Down Hendon to Up Hendon or to Brian Mills Depot, has been repositioned adjacent to the Down Hendon point ends of the repositioned trailing crossover, with the arm at an increased height of 22 ft. above rail level. (49)

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

**** GRANGETOWN (TOD POINT ORE TERMINAL)**

A new junction at Redcar Ore Terminal has been brought into use leading from the Ore Terminal lines to the new Mineral Terminal comprising of the following:-

New Points

- Ore Terminal line to Mineral Arrival line (No. 203).
- Ore lines crossover. (No. 206)
- Ore Arrival line to Mineral Departure line (No. 207)

New Signals

A new 3 aspect colour light signal plated G115 has been positioned on the left hand side of the Mineral Departure line at a distance of 25 yards in the rear of No.207 trap points.

Signals Altered

No.G106 signal now has a left hand horizontal junction indication fitted applying into Mineral Terminal. All points are now operated from Grangetown signal box. (48)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**

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

MISCELLANEOUS INSTRUCTIONS

★ YORK STATION NORTH

As from Sunday 30 November, No.1 Pump House siding at 0m. 13chs. will be abolished. (51/52)

★ EAST BOLDON

The North End of the Down and Up Platforms are being repaired. Drivers of stopping trains to stop their trains clear of the affected portions.

★ BETWEEN BOWSFIELD AND THORNABY – BRIDGE No.20 at 11m. 23chs.

Walkways at sleeper level may be removed. Staff must use elevated walkways on bridge parapets.

York

MO.45/NN

F.J. BURGE
 Chief Operating Manager

21 NOVEMBER, 1975

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

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

49

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

SATURDAY 6 DECEMBER

TO

FRIDAY 12 DECEMBER 1975

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 6 TO SUNDAY 7 DECEMBER – CHURCH STREET AND STRANTON

The Church Street Up Main Starting signal with Stranton Distant below, will be renewed on a right-hand bracket post with the arms at reduced heights of 23ft. and 19ft. above rail level respectively. The Up Main Home to Up Goods (left-hand bracket signal) will be abolished.

The semaphore arms of the Church Street Down Main starting to Up Main and Bay Platform Starting to Up Main will be increased in height to 23ft. above rail level. A new Stranton Up Distant arm will be provided below each stop signal arm 328 yards before reaching the Stanton Up Home signal. (1)

SUNDAY 7 to MONDAY 8 DECEMBER – SCOTSWOOD

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

Trailing crossover between the Down and Up West lines.

Facing junction points – Down West/Down Branch

Trailing junction points – Up Branch/Up West

The points in the Branch single line leading to the Up West or from Down West, will be secured out of use in the reverse position for through running along the Branch single line, pending replacement by plain line.

Signals Abolished:-

Disc shunting signals associated with the trailing crossover.

Up Branch Starting to Up West.

The Junction will be remodelled, and the route from Down West to the Branch single line will now be via a new facing crossover between the Down and Up West lines (approximately 30 yards east of the former facing points in the Down West) and a new trailing connection in the Up West from the Branch single line situated adjacent to the signal box.

New Signals

Disc – set back from Up West to Branch, situated 105 yards East of the signal box and in the cress of the Up West. A new semaphore arm Up Branch single line Home to Up West will be provided 71 yards before reaching the signal box, and immediately West of new trap points which will be provided in the Branch single line.

Signals Replated

The Down West Home signal (No.19/23) will be replated No. 1.

Up Main Home signal (No. 55) will be replated No. 10. (1)

WEDNESDAY 10 DECEMBER – BETWEEN DARLINGTON SOUTH JUNCTION AND BOWSFIELD (EAGLESCLIFFE SOUTH JUNCTION)

A.W.S. will be brought into use as follows:-

Down Main – signals D940 to B854 inclusive.

Up Main – signals UN16 to D941 inclusive. (1)

DETAILS OF WORK ALREADY CARRIED OUT

BILLINGHAM ON TEES TO PORT CLARENCE (PHILLIPS SIDINGS G.F.)

A trailing hold-up catchpoint has been installed at the entrance of the Outover Road from Phillips Sidings. (New item) (1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DUNSTON STAITHES

The Ground Frame controlling access to the Staithes, together with associated signals, has been abolished. (New item) (1)

BETWEEN PARKGATE JN. AND FERRYHILL SOUTH JN.

Aycliffe ground frame together with its associated signals has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. (50)

OUSTON AND TYNE

T.Y.264 signal has been altered from Automatic to Controlled. (50)

ALNMOUTH STATION

The searchlight – type head of Up Main signal No.129, has been replaced by 4-aspect multi-unit type head on a straight post, with the Red aspect 9ft. above rail level. (50)

CARR HOUSE WEST AND CARR HOUSE EAST

Carr House East signal box has been abolished. Carr House West has been renamed Carr House. The Block Section is now between Carr House and Annfield.

Signalling Alterations:–

Carr House East Down Home signal has become the Carr House Down 3rd Down Home and a "diamond" sign has been provided on the post of this signal. The Carr House East Down Starting signal has become the Carr House Down Starting signal and a signal-post telephone connected to the signal box has been provided. All other signals formerly worked from Carr House East have been abolished.

Carr House semaphore Up Home has been replaced by 3-aspect colour light signal (No.5) situated 170 yards further from the signal box with the Red aspect 12ft. above rail level. A signal-post telephone connected to the signal box has been provided.

Carr House semaphore Up Distant signal has been replaced by a 2-aspect colour light 740 yards before reaching the new colour light home signal.

The two-way Goods line between Carr House East and Carr House West has been renamed "Through Siding".

The trailing connection (Carr House East end) leading from the Down Main to Through Siding, together with the trap points in the Through Siding has been brought under control of Carr House signal box. The points leading from the Through Siding to Goods Yard have been converted to Hand-worked points. All other points formerly worked from Carr House East have been secured out of use in the normal position pending removal.

A new Ground position light shunting signal has been provided on the cress side of the Down Main, adjacent to the trailing points at the Carr House East end leading to the Through Siding, and apply – set back – Down Main to Through Siding, or to Goods Yard. This signal has been elevated 16ft above rail level.

New ground position light signals have also been provided at the Carr House East end applying to movements from Through Siding, No.1 Siding, and Goods Yard, towards the Down Main.

Catch points have been provided in the Up Main situated 600 yards before reaching the new colour light Home signal. (50)

BILLINGHAM-ON-TEES AND NORTON-ON-TEES STATION

The Up and Down Goods lines are now worked in accordance with the Permissive Block Regulations.

Billingham-on-Tees

Signals abolished :-

- Up Main 2nd Home and Up Main 2nd Home to Up Goods.
- Up Main Starting with the Norton-on-Tees Up Distant below.
- Down Goods Starting to Down Main.
- Disc – set back – Down Goods to Goods Siding.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

A new 3-aspect colour light Up Main Starting signal with position "I" Junction Indicator applying towards the Up Goods has been provided, on the site of the former Up Main 2nd Home, with the Red aspect at a height of 11ft. above rail level. A position light subsidiary has also been provided which, when read in conjunction with the Junction Indicator, applies towards the Up Goods line occupied. The new Starting signal now incorporates the Up Distant for Norton-on-Tees Station, 1,425 yards before reaching the Home signal, and the Up Main 1st Home has been renamed Up Main Home.

A new semaphore arm Down Goods Distant has been provided 779 yards before reaching the Down Goods Home signal and a Down Goods "LIMIT OF SHUNT" indicator has been provided 200 yards on the Norton-on-Tees side of the Down Goods Home signal.

The disc signal applying – set back – Down Main to Down Goods has been resited on the cess side of the Down Main, and has been provided with a 2-way stencil route indicator applying.

"S" – towards Goods Siding and

"X" – set back along Down Goods to the new "Limit of Shunt" indicator.

The outlet disc from the Goods Siding has been provided with a 2-way route indicator applying:-

"M" – towards Down Main and

"Y" – towards Goods Yard.

Norton-on-Tees Station

The Down Main to Down Goods miniature arm signal on the left-hand doll of the Down Main 2nd Home signal has been replaced by a full arm and a "Calling-on" arm to Down Goods has been provided below.
(51/52)

BOLDON COLLIERY – TYNE DOCK BRANCH

The Tyne Dock Branch has been singled.

The Arrival line has become the single line worked in both directions, signalled under the "One Train Working" Regulations, but no train staff has been provided,

The trailing points – Down Main/Departure have been secured out of use in the normal position pending removal of the points and of the Departure line.

The signals formerly applicable to the Arrival line now apply to Movements onto the single line in the Up direction, and the signals formerly applicable to movements from the Departure line now apply to movements from the single line in the Down direction.
(51/52)

SEATON

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

Signalling Alterations :-

The Up Home signal has been repositioned 53 yards further from the signal box with the arm at a reduced height of 20ft. above rail level. The Up Distant signal has been repositioned 169 yards further from the signal box with the arm at a reduced height of 14ft. above rail level.

The distance between the repositioned Up Distant and Home signals is now 920 yards.

The catch points situated 298 yards before reaching the site of the former Up Home signal have been abolished.

The Down Home signal has been repositioned 21 yards nearer to the signal box, with the arm at an increased height of 30 ft. above rail level. The Down Distant signal has been repositioned 341 yards nearer to the signal box with the arm at a reduced height of 20ft. above rail level. The distance between the repositioned Down Distant and Home signals is now 880 yards.
(50)

BARDON MILL

The slip connection Up Sidings/Down Main has been secured out of use in the normal position pending removal and the Up Siding outlet disc signal abolished.
(50)

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

**** BETWEEN BRIAN MILLS DEPOT AND LONDONDERRY**

The Up Hendon line has been realigned between Brian Mills Depot and Londonderry signal box, and the layout remodelled in simplified form.

The trailing points – Up Hendon/Loop have been repositioned 20 yds. further from the signal box and the trailing crossover repositioned 16 yds. nearer to the signal box. All other points and connections leading to and from the Down and Up Hendon lines in the area of the realigned Up Hendon, have been secured out of use in the normal position pending removal.

Londonderry

Signalling Alterations

The disc signal applying – set back – Up Hendon to Down Hendon; along Up Hendon or towards the Loop, has been renewed as a miniature arm signal at the point ends of the new trailing connection Up Hendon/Loop, with the arm at a height of 22ft. above rail level.

The miniature arm signal applying – Loop to Up Hendon, has been repositioned 58 yds. further from the signal box with the arm at a reduced height of 14ft. above rail level.

The Up Hendon Starting signal has been renewed on a straight post at a height of 22ft. above rail level and 8 yds. nearer to the signal box.

The miniature arm bracket signal applying – set back – Down Hendon to Up Hendon or to Brian Mills Depot, has been repositioned adjacent to the Down Hendon point ends of the repositioned trailing crossover, with the arm at an increased height of 22 ft. above rail level. (49)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

YORK STATION NORTH

No.1 Pump House siding at 0m. 13chs. has been abolished. (51/52)

EAST BOLDON

The North End of the Down and Up Platforms are being repaired. Drivers of stopping trains to stop their trains clear of the affected portions.

BETWEEN BOWSFIELD AND THORNABY – BRIDGE No.20 at 11m. 23chs.

Walkways at sleeper level may be removed. Staff must use elevated walkways on bridge parapets.

York

MO.45/NN

F.J. BURGE
 Chief Operating Manager

28 NOVEMBER, 1975

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 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 6 TO SUNDAY 7 DECEMBER – CHURCH STREET AND STRANTON

The Church Street Up Main Starting signal with Stranton Distant below, will be renewed on a right-hand bracket post with the arms at reduced heights of 23ft. and 19ft. above rail level respectively. The Up Main Home to Up Goods (left-hand bracket signal) will be abolished.

The semaphore arms of the Church Street Down Main starting to Up Main and Bay Platform Starting to Up Main will be increased in height to 23ft. above rail level. A new Stranton Up Distant arm will be provided below each stop signal arm 328 yards before reaching the Stanton Up Home signal. (1)

SUNDAY 7 to MONDAY 8 DECEMBER – SCOTSWOOD

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

Trailing crossover between the Down and Up West lines.

Facing junction points – Down West/Down Branch

Trailing junction points – Up Branch/Up West

The points in the Branch single line leading to the Up West or from Down West, will be secured out of use in the reverse position for through running along the Branch single line, pending replacement by plain line.

Signals Abolished:-

Disc shunting signals associated with the trailing crossover.

Up Branch Starting to Up West.

The Junction will be remodelled, and the route from Down West to the Branch single line will now be via a new facing crossover between the Down and Up West lines (approximately 30 yards east of the former facing points in the Down West) and a new trailing connection in the Up West from the Branch single line situated adjacent to the signal box.

New Signals

Disc – set back from Up West to Branch, situated 105 yards East of the signal box and in the cress of the Up West. A new semaphore arm Up Branch single line Home to Up West will be provided 71 yards before reaching the signal box, and immediately West of new trap points which will be provided in the Branch single line.

Signals Replated

The Down West Home signal (No.19/23) will be replated No. 1.

Up Main Home signal (No. 55) will be replated No. 10. (1)

WEDNESDAY 10 DECEMBER – BETWEEN DARLINGTON SOUTH JUNCTION AND BOWSFIELD (EAGLESCLIFFE SOUTH JUNCTION)

A.W.S. will be brought into use as follows:-

Down Main – signals D940 to B854 inclusive.

Up Main – signals UN16 to D941 inclusive. (1)

DETAILS OF WORK ALREADY CARRIED OUT

BILLINGHAM ON TEES TO PORT CLARENCE (PHILLIPS SIDINGS G.F.)

A trailing hold-up catchpoint has been installed at the entrance of the Outover Road from Phillips Sidings. (New item) (1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DUNSTON STAITHES

The Ground Frame controlling access to the Staithes, together with associated signals, has been abolished. (New item) (1)

BETWEEN PARKGATE JN. AND FERRYHILL SOUTH JN.

Aycliffe ground frame together with its associated signals has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. (50)

OUSTON AND TYNE

T.Y.264 signal has been altered from Automatic to Controlled. (50)

ALNMOUTH STATION

The searchlight – type head of Up Main signal No.129, has been replaced by 4-aspect multi-unit type head on a straight post, with the Red aspect 9ft. above rail level. (50)

CARR HOUSE WEST AND CARR HOUSE EAST

Carr House East signal box has been abolished. Carr House West has been renamed Carr House. The Block Section is now between Carr House and Annfield.

Signalling Alterations:-

Carr House East Down Home signal has become the Carr House Down 3rd Down Home and a "diamond" sign has been provided on the post of this signal. The Carr House East Down Starting signal has become the Carr House Down Starting signal and a signal-post telephone connected to the signal box has been provided. All other signals formerly worked from Carr House East have been abolished.

Carr House semaphore Up Home has been replaced by 3-aspect colour light signal (No.5) situated 170 yards further from the signal box with the Red aspect 12ft. above rail level. A signal-post telephone connected to the signal box has been provided.

Carr House semaphore Up Distant signal has been replaced by a 2-aspect colour light 740 yards before reaching the new colour light home signal.

The two-way Goods line between Carr House East and Carr House West has been renamed "Through Siding".

The trailing connection (Carr House East end) leading from the Down Main to Through Siding, together with the trap points in the Through Siding has been brought under control of Carr House signal box. The points leading from the Through Siding to Goods Yard have been converted to Hand-worked points. All other points formerly worked from Carr House East have been secured out of use in the normal position pending removal.

A new Ground position light shunting signal has been provided on the cess side of the Down Main, adjacent to the trailing points at the Carr House East end leading to the Through Siding, and apply – set back – Down Main to Through Siding, or to Goods Yard. This signal has been elevated 16ft above rail level.

New ground position light signals have also been provided at the Carr House East end applying to movements from Through Siding, No.1 Siding, and Goods Yard, towards the Down Main.

Catch points have been provided in the Up Main situated 600 yards before reaching the new colour light Home signal. (50)

BILLINGHAM-ON-TEES AND NORTON-ON-TEES STATION

The Up and Down Goods lines are now worked in accordance with the Permissive Block Regulations.

Billingham-on-Tees

Signals abolished :-

- Up Main 2nd Home and Up Main 2nd Home to Up Goods.
- Up Main Starting with the Norton-on-Tees Up Distant below.
- Down Goods Starting to Down Main.
- Disc – set back – Down Goods to Goods Siding.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

A new 3-aspect colour light Up Main Starting signal with position "I" Junction Indicator applying towards the Up Goods has been provided, on the site of the former Up Main 2nd Home, with the Red aspect at a height of 11ft. above rail level. A position light subsidiary has also been provided which, when read in conjunction with the Junction Indicator, applies towards the Up Goods line occupied. The new Starting signal now incorporates the Up Distant for Norton-on-Tees Station, 1,425 yards before reaching the Home signal, and the Up Main 1st Home has been renamed Up Main Home.

A new semaphore arm Down Goods Distant has been provided 779 yards before reaching the Down Goods Home signal and a Down Goods "LIMIT OF SHUNT" indicator has been provided 200 yards on the Norton-on-Tees side of the Down Goods Home signal.

The disc signal applying – set back – Down Main to Down Goods has been resited on the cess side of the Down Main, and has been provided with a 2-way stencil route indicator applying.

"S" – towards Goods Siding and

"X" – set back along Down Goods to the new "Limit of Shunt" indicator.

The outlet disc from the Goods Siding has been provided with a 2-way route indicator applying:-

"M" – towards Down Main and

"Y" – towards Goods Yard.

Norton-on-Tees Station

The Down Main to Down Goods miniature arm signal on the left-hand doll of the Down Main 2nd Home signal has been replaced by a full arm and a "Calling-on" arm to Down Goods has been provided below. (51/52)

BOLDON COLLIERY – TYNE DOCK BRANCH

The Tyne Dock Branch has been singled.

The Arrival line has become the single line worked in both directions, signalled under the "One Train Working" Regulations, but no train staff has been provided,

The trailing points – Down Main/Departure have been secured out of use in the normal position pending removal of the points and of the Departure line.

The signals formerly applicable to the Arrival line now apply to Movements onto the single line in the Up direction, and the signals formerly applicable to movements from the Departure line now apply to movements from the single line in the Down direction. (51/52)

SEATON

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

Signalling Alterations :-

The Up Home signal has been repositioned 53 yards further from the signal box with the arm at a reduced height of 20ft. above rail level. The Up Distant signal has been repositioned 169 yards further from the signal box with the arm at a reduced height of 14ft. above rail level.

The distance between the repositioned Up Distant and Home signals is now 920 yards.

The catch points situated 298 yards before reaching the site of the former Up Home signal have been abolished.

The Down Home signal has been repositioned 21 yards nearer to the signal box, with the arm at an increased height of 30 ft. above rail level. The Down Distant signal has been repositioned 341 yards nearer to the signal box with the arm at a reduced height of 20ft. above rail level. The distance between the repositioned Down Distant and Home signals is now 880 yards. (50)

BARDON MILL

The slip connection Up Sidings/Down Main has been secured out of use in the normal position pending removal and the Up Siding outlet disc signal abolished. (50)

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

**** BETWEEN BRIAN MILLS DEPOT AND LONDONDERRY**

The Up Hendon line has been realigned between Brian Mills Depot and Londonderry signal box, and the layout remodelled in simplified form.

The trailing points – Up Hendon/Loop have been repositioned 20 yds. further from the signal box and the trailing crossover repositioned 16 yds. nearer to the signal box. All other points and connections leading to and from the Down and Up Hendon lines in the area of the realigned Up Hendon, have been secured out of use in the normal position pending removal.

Londonderry

Signalling Alterations

The disc signal applying – set back – Up Hendon to Down Hendon; along Up Hendon or towards the Loop, has been renewed as a miniature arm signal at the point ends of the new trailing connection Up Hendon/Loop, with the arm at a height of 22ft. above rail level.

The miniature arm signal applying – Loop to Up Hendon, has been repositioned 58 yds. further from the signal box with the arm at a reduced height of 14ft. above rail level.

The Up Hendon Starting signal has been renewed on a straight post at a height of 22ft. above rail level and 8 yds. nearer to the signal box.

The miniature arm bracket signal applying – set back – Down Hendon to Up Hendon or to Brian Mills Depot, has been repositioned adjacent to the Down Hendon point ends of the repositioned trailing crossover, with the arm at an increased height of 22 ft. above rail level. (49)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**

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

MISCELLANEOUS NOTICES

YORK STATION NORTH

No.1 Pump House siding at 0m. 13chs. has been abolished. (51/52)

EAST BOLDON

The North End of the Down and Up Platforms are being repaired. Drivers of stopping trains to stop their trains clear of the affected portions.

BETWEEN BOWSFIELD AND THORNABY – BRIDGE No.20 at 11m. 23chs.

Walkways at sleeper level may be removed. Staff must use elevated walkways on bridge parapets.

York

MO.45/NN

F.J. BURGE
 Chief Operating Manager

28 NOVEMBER, 1975

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



NN

EASTERN REGION

50

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

SATURDAY 13 DECEMBER

TO

FRIDAY 19 DECEMBER 1975

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 16 DECEMBER – BETWEEN BOROUGHBIDGE ROAD/NORTHALLERTON AND NORTH SHORE

The A.W.S. will be brought into use at the following signals:–

Between Northallerton and Northallerton East Junction

Down Northallerton Branch at Low Gates signals LG47 and LG48

Between Boroughbridge Road and North Shore

Between Low Gates Down Main signal LG51 and North Shore signal NS.905 inclusive

Between Bowesfield and Northallerton East Junction

Between Bowesfield Up Main B902 signal and Low Gates LG36 signal inclusive. (2)

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD SOUTH – NO.1 DOWN YARD

The Hump and Hump Fan connections together with associated connections to Holgate Cattle Dock and the Down No.1 and No.2 Reception lines are out of use pending removal. All sidings in No.1 Down Yard are now single-ended with access only from the North End. Buffer stops will be erected at their Southern Ends adjacent to the former Hump connections. (New Item) (2)

YORK YARD SOUTH

The Hand-worked connection between the No.1 and No.2 Departure lines, York Up Yard ("A" and "B") has been secured out of use pending removal. (New Item) (2)

YORK BRANCHES YARD

No.4 Siding, Branches Yard has been secured out of use at both ends pending removal. (New Item) (2)

YORK UP YARD

The crossover between the Down Mineral line and the York line has been secured out of use and the York line shortened to a point adjacent to the crossover giving a remaining length of 260 yards. (New Item) (2)

****** **BETWEEN PARKGATE JN. AND FERRYHILL SOUTH JN.**

Aycliffe ground frame together with its associated signals has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** OUSTON AND TYNE**

T.Y.264 signal has been altered from Automatic to Controlled.

(50)

**** ALNMOUTH STATION**

The searchlight – type head of Up Main signal No.129, has been replaced by 4-aspect multi-unit type head on a straight post, with the Red aspect 9ft. above rail level.

(50)

**** CARR HOUSE WEST AND CARR HOUSE EAST**

Carr House East signal box has been abolished. Carr House West has been renamed Carr House. The Block Section is now between Carr House and Annfield.

Signalling Alterations:-

Carr House East Down Home signal has become the Carr House Down 3rd Down Home and a "diamond" sign has been provided on the post of this signal. The Carr House East Down Starting signal has become the Carr House Down Starting signal and a signal-post telephone connected to the signal box has been provided. All other signals formerly worked from Carr House East have been abolished.

Carr House semaphore Up Home has been replaced by 3-aspect colour light signal (No.5) situated 170 yards further from the signal box with the Red aspect 12ft. above rail level. A signal-post telephone connected to the signal box has been provided.

Carr House semaphore Up Distant signal has been replaced by a 2-aspect colour light 740 yards before reaching the new colour light home signal.

The two-way Goods line between Carr House East and Carr House West has been renamed "Through Siding".

The trailing connection (Carr House East end) leading from the Down Main to Through Siding, together with the trap points in the Through Siding has been brought under control of Carr House signal box. The points leading from the Through Siding to Goods Yard have been converted to Hand-worked points. All other points formerly worked from Carr House East have been secured out of use in the normal position pending removal.

A new Ground position light shunting signal has been provided on the cess side of the Down Main, adjacent to the trailing points at the Carr House East end leading to the Through Siding, and apply – set back – Down Main to Through Siding, or to Goods Yard. This signal has been elevated 16ft above rail level.

New ground position light signals have also been provided at the Carr House East end applying to movements from Through Siding, No.1 Siding, and Goods Yard, towards the Down Main.

Catch points have been provided in the Up Main situated 600 yards before reaching the new colour light Home signal.

(50)

BILLINGHAM-ON-TEES AND NORTON-ON-TEES STATION

The Up and Down Goods lines are now worked in accordance with the Permissive Block Regulations.

Billingham-on-Tees

Signals abolished :-

- Up Main 2nd Home and Up Main 2nd Home to Up Goods.
- Up Main Starting with the Norton-on-Tees Up Distant below.
- Down Goods Starting to Down Main.
- Disc – set back – Down Goods to Goods Siding.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BILLINGHAM-ON-TEES AND NORTON-ON-TEES STATION – continued

Billingham-on-Tees – continued

A new 3-aspect colour light Up Main Starting signal with position "I" Junction Indicator applying towards the Up Goods has been provided, on the site of the former Up Main 2nd Home, with the Red aspect at a height of 11ft. above rail level. A position light subsidiary has also been provided which, when read in conjunction with the Junction Indicator, applies towards the Up Goods line occupied. The new Starting signal now incorporates the Up Distant for Norton-on-Tees Station, 1,425 yards before reaching the Home signal, and the Up Main 1st Home has been renamed Up Main Home.

A new semaphore arm Down Goods Distant has been provided 779 yards before reaching the Down Goods Home signal and a Down Goods "LIMIT OF SHUNT" indicator has been provided 200 yards on the Norton-on-Tees side of the Down Goods Home signal.

The disc signal applying – set back – Down Main to Down Goods has been resited on the cess side of the Down Main, and has been provided with a 2-way stencil route indicator applying.

"S" – towards Goods Siding and

"X" – set back along Down Goods to the new "Limit of Shunt" indicator.

The outlet disc from the Goods Siding has been provided with a 2-way route indicator applying:–

"M" – towards Down Main and

"Y" – towards Goods Yard.

Norton-on-Tees Station

The Down Main to Down Goods miniature arm signal on the left-hand doll of the Down Main 2nd Home signal has been replaced by a full arm and a "Calling-on" arm to Down Goods has been provided below.

**** SEATON**

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

Signalling Alterations:–

The Up Home signal has been repositioned 53 yards further from the signal box with the arm at a reduced height of 20ft. above rail level. The Up Distant signal has been repositioned 169 yards further from the signal box with the arm at a reduced height of 14ft. above rail level.

The distance between the repositioned Up Distant and Home signals is now 920 yards.

The catch points situated 298 yards before reaching the site of the former Up Home signal have been abolished.

The Down Home signal has been repositioned 21 yards nearer to the signal box, with the arm at an increased height of 30 ft. above rail level. The Down Distant signal has been repositioned 341 yards nearer to the signal box with the arm at a reduced height of 20ft. above rail level. The distance between the repositioned Down Distant and Home signals is now 880 yards. (50)

CHURCH STREET AND STRANTON

The Church Street Up Main Starting signal with Stranton Distant below, has been renewed on a right-hand bracket post with the arms at reduced heights of 23ft. and 19ft. above rail level respectively. The Up Main Home to Up Goods (left-hand bracket signal) has been abolished.

The semaphore arms of the Church Street Down Main starting to Up Main and Bay Platform Starting to Up Main have been increased in height to 23ft. above rail level. A new Stranton Up Distant arm has been provided below each stop signal arm 328 yards before reaching the Stranton Up Home signal. (1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAIL OF WORK ALREADY CARRIED OUT – continued

BOLDON COLLIERY – TYNE DOCK BRANCH

The Tyne Dock Branch has been singled.

The Arrival line has become the single line worked in both directions, signalled under the "One Train Working" Regulations, but no train staff is provided.

The trailing points – Down Main/Departure have been secured out of use in the normal position pending removal of the points and of the Departure line.

The signals formerly applicable to the Arrival line now apply to Movements onto the single line in the Up direction, and the signals formerly applicable to movements from the Departure line now apply to movements from the single line in the Down direction. (51/52)

BILLINGHAM ON TEES TO PORT CLARENCE (PHILLIPS SIDINGS G.F.)

A trailing hold-up catchpoint has been installed at the entrance of the Outover Road from Phillips Sidings. (1)

BETWEEN DARLINGTON SOUTH JUNCTION AND BOWSFIELD (EAGLESCLIFFE SOUTH JUNCTION)

A.W.S. has been brought into use as follows:–

Down Main – signals D940 to B854 inclusive.

Up Main – signals UN16 to D941 inclusive. (1)

SCOTSWOOD

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

Trailing crossover between the Down and Up West lines.

Facing junction points – Down West/Down Branch

Trailing junction points – Up Branch/Up West

The points in the Branch single line leading to the Up West or from Down West, have been secured out of use in the reverse position for through running along the Branch single line, pending replacement by plain line.

Signals Abolished:–

Disc shunting signals associated with the trailing crossover.

Up Branch Starting to Up West.

The Junction has been remodelled, and the route from Down West to the Branch single line is now via a new facing crossover between the Down and Up West lines (approximately 30 yards east of the former facing points in the Down West) and a new trailing connection in the Up West from the Branch single line situated adjacent to the signal box.

New Signals

Disc – set back from Up West to Branch, situated 105 yards East of the signal box and in the cess of the Up West. A new semaphore arm Up Branch single line Home to Up West has been provided 71 yards before reaching the signal box, and immediately West of new trap points which have been provided in the Branch single line.

Signals Replated

The Down West Home signal (No.19/23) has been replated No.1.

Up Main Home signal (No.55) has been replated No.10. (1)

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

SCOTSWOOD

The Up West Starting signal (No.53) will be replated No.8.

(New Item) (2)

**** BARDON MILL**

The slip connection Up Sidings/Down Main has been secured out of use in the normal position pending removal and the Up Siding outlet disc signal abolished. (50)

DUNSTON STAITHES

The Ground Frame controlling access to the Staithes, together with associated signals, has been abolished. (1)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**

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

MISCELLANEOUS NOTICES

YORK STATION NORTH

No.1 Pump House siding at 0m. 13chs. has been abolished.

(51/52)

EAST BOLDON

The North End of the Down and Up Platforms are being repaired. Drivers of stopping trains to stop their trains clear of the affected portions.

BETWEEN BOWESFIELD AND THORNABY – BRIDGE No.20 at 11m. 23chs.

Walkways at sleeper level may be removed. Staff must use elevated walkways on bridge parapets.

York

MO.45/NN

F.J. BURGE
 Chief Operating Manager

5 DECEMBER, 1975

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

51/52

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

SATURDAY 20 DECEMBER 1975

TO

FRIDAY 2 JANUARY 1976

INCLUSIVE

★ THIS NOTICE APPLIES FOR TWO WEEKS

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 20 and SUNDAY 21 DECEMBER – CHURCH STREET AND CLARENCE ROAD

Church Street signal box together with all signals worked therefrom except those referred to below, will be abolished. The block section on the Down and Up Main Lines, will then be between Stranton and Clarence Road and between Cliff House and Clarence Road on the Down and Up Goods lines.

The control of the Main to Main crossover (Stranton end) at Church Street, together with the facing points Down Main to South Bay, will be transferred to Clarence Road. All other points and connections formerly worked by Church Street will be secured out of use in the normal position pending removal.

Signalling Alterations (Up Direction)

Clarence Road Up Starting signal, together with its associated Warning and Calling-on signals will be abolished, and the Church Street Up Main Starting; Down Main Starting to Up Main; and South Bay Starting to Up Main, will become Clarence Road Up Starting signals, and signal-post telephone to Clarence Road signal box will be provided on these signals.

Banner Repeating Signals (for the stop arm 19ft. and for the distant arm 15ft. above rail level) will be provided on a right-hand bracket post situated 219 yards before reaching the Clarence Road Up Starting signal with Stranton Up Distant below.

Down Direction

Church Street Down Main Home signal will become the Clarence Road Down Main 1st Home and the Clarence Road Down Main Home will become the 2nd Home signal. A new semaphore arm signal will be provided 6ft. to the left of the Down Main 1st Home signal, with the arm 13ft. above rail level. This signal will be the Clarence Road Down Main 1st Home to South Bay and a signal post telephone to Clarence Road will be provided for these signals.

The Church Street Down Goods Home signal will be repositioned 55 yards before reaching Church Street level crossing (725 yards from Clarence Road signal box) with the arm 25 ft. above rail level. This signal will become the Clarence Road Down Goods 1st Home and the Clarence Road Down Goods Homes will be renamed 2nd Homes. An adjacent telephone to Clarence Road will be provided.

The miniature arm signal on the Stranton side of Church Street level crossing applying set back – Up Main to Down Main or to South Bay, will also be brought under control of Clarence Road, but will now no longer apply set back along the Up Main.

The disc signal at Clarence Road applying set back – Down Main to Bay Platform or to Siding, will be repositioned 16 yards further from the signal box in the Down Cess at a height of 4ft. above rail level. A 3-way route indicator will be provided with the following indications:—

- “X” – Set back along Down Main.
- “D” – Set back to Bay Platform.
- “S” – Set back to Siding.

Church Street level crossing gates will be secured by padlock.

(3)

SUNDAY 21 DECEMBER – BETWEEN BOWESFIELD (EAGLESCLIFFE SOUTH JUNCTION) AND MIDDLESBROUGH AND THE HARTBURN CURVE

The AWS will be brought into use as follows:—

Down Middlesbrough Main Bowesfield B815 to Middlesbrough No.3 signals inclusive.

Up Main Tees Yard TY101 to Bowesfield B820 signals inclusive.

Hartburn Curve

At Up Branch B903 signal.

At Down Branch B15/18 signal.

(3)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY REFERRED TO IN SECTION B – continued

FRIDAY 2 JANUARY – HEATON

The points, Up Goods to Up Siding, will be secured out of use in the normal position pending repositioning.

(3)

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD SOUTH – NO.1 DOWN YARD

The Hump and Hump Fan connections together with associated connections to Holgate Cattle Dock and the Down No.1 and No.2 Reception lines are out of use pending removal. All sidings in No.1 Down Yard are now single-ended with access only from the North End. Buffer stops will be erected at their Southern Ends adjacent to the former Hump connections.

(2)

YORK YARD SOUTH

The Hand-worked connection between the No.1 and No.2 Departure lines, York Up Yard ("A" and "B") has been secured out of use pending removal.

(2)

YORK BRANCHES YARD

No.4 Siding, Branches Yard has been secured out of use at both ends pending removal.

(2)

YORK UP YARD

The crossover between the Down Mineral line and the York line has been secured out of use and the York line shortened to a point adjacent to the crossover giving a remaining length of 260 yards.

(2)

BETWEEN BOROUGHBIDGE ROAD/NORTHALLERTON AND NORTH SHORE

The A.W.S. has been brought into use at the following signals:-

Between Northallerton and Northallerton East Junction

Down Northallerton Branch at Low Gates signals LG47 and LG48

Between Boroughbridge Road and North Shore

Between Low Gates Down Main signal LG51 and North Shore signal NS.905 inclusive

Between Bowesfield and Northallerton East Junction

Between Bowesfield Up Main B902 signal and Low Gates LG36 signal inclusive.

(2)

BILLINGHAM-ON-TEES AND NORTON-ON-TEES STATION

The Up and Down Goods lines are now worked in accordance with the Permissive Block Regulations.

Billingham-on-Tees

Signals abolished :-

Up Main 2nd Home and Up Main 2nd Home to Up Goods.

Up Main Starting with the Norton-on-Tees Up Distant below.

Down Goods Starting to Down Main.

Disc – set back – Down Goods to Goods Siding.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BILLINGHAM-ON-TEES AND NORTON-ON-TEES STATION – continued

Billingham-on-Tees – continued

A new 3-aspect colour light Up Main Starting signal with position "I" Junction Indicator applying towards the Up Goods has been provided, on the site of the former Up Main 2nd Home, with the Red aspect at a height of 11ft. above rail level. A position light subsidiary has also been provided which, when read in conjunction with the Junction Indicator, applies towards the Up Goods line occupied. The new Starting signal now incorporates the Up Distant for Norton-on-Tees Station, 1,425 yards before reaching the Home signal, and the Up Main 1st Home has been renamed Up Main Home.

A new semaphore arm Down Goods Distant has been provided 779 yards before reaching the Down Goods Home signal and a Down Goods "LIMIT OF SHUNT" indicator has been provided 200 yards on the Norton-on-Tees side of the Down Goods Home signal.

The disc signal applying – set back – Down Main to Down Goods has been resited on the cess side of the Down Main, and has been provided with a 2-way stencil route indicator applying.

"S" – towards Goods Siding and

"X" – set back along Down Goods to the new "Limit of Shunt" indicator.

The outlet disc from the Goods Siding has been provided with a 2-way route indicator applying:-

"M" – towards Down Main and

"Y" – towards Goods Yard.

Norton-on-Tees Station

The Down Main to Down Goods miniature arm signal on the left-hand doll of the Down Main 2nd Home signal has been replaced by a full arm and a "Calling-on" arm to Down Goods has been provided below.

CHURCH STREET AND STRANTON

The Church Street Up Main Starting signal with Stranton Distant below, has been renewed on a right-hand bracket post with the arms at reduced heights of 23ft. and 19ft. above rail level respectively. The Up Main Home to Up Goods (left-hand bracket signal) has been abolished.

The semaphore arms of the Church Street Down Main starting to Up Main and Bay Platform Starting to Up Main have been increased in height to 23ft. above rail level. A new Stranton Up Distant arm has been provided below each stop signal arm 328 yards before reaching the Stranton Up Home signal. (1)

*** BOLDON COLLIERY – TYNE DOCK BRANCH**

The Tyne Dock Branch has been singled.

The Arrival line has become the single line worked in both directions, signalled under the "One Train Working" Regulations, but no train staff is provided.

The trailing points – Down Main/Departure have been secured out of use in the normal position pending removal of the points and of the Departure line.

The signals formerly applicable to the Arrival line now apply to Movements onto the single line in the Up direction, and the signals formerly applicable to movements from the Departure line now apply to movements from the single line in the Down direction. (51/52)

BILLINGHAM ON TEES TO PORT CLARENCE (PHILLIPS SIDINGS G.F.)

A trailing hold-up catchpoint has been installed at the entrance of the Outover Road from Phillips Sidings. (1)

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

BETWEEN DARLINGTON SOUTH JUNCTION AND BOWSFIELD (EAGLESCLIFFE SOUTH JUNCTION)

A.W.S. has been brought into use as follows:–

Down Main – signals D940 to B854 inclusive.

Up Main – signals UN16 to D941 inclusive.

(1)

SCOTSWOOD

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

Trailing crossover between the Down and Up West lines.

Facing junction points – Down West/Down Branch

Trailing junction points – Up Branch/Up West

The points in the Branch single line leading to the Up West or from Down West, have been secured out of use in the reverse position for through running along the Branch single line, pending replacement by plain line.

Signals Abolished:–

Disc shunting signals associated with the trailing crossover.

Up Branch Starting to Up West.

The Junction has been remodelled, and the route from Down West to the Branch single line is now via a new facing crossover between the Down and Up West lines (approximately 30 yards east of the former facing points in the Down West) and a new trailing connection in the Up West from the Branch single line situated adjacent to the signal box.

New Signals

Disc – set back from Up West to Branch, situated 105 yards East of the signal box and in the cress of the Up West. A new semaphore arm Up Branch single line Home to Up West has been provided 71 yards before reaching the signal box, and immediately West of new trap points which have been provided in the Branch single line.

Signals Replated

The Down West Home signal (No.19/23) has been replated No.1.

Up Main Home signal (No.55) has been replated No.10.

(1)

SCOTSWOOD

The Up West Starting signal (No.53) will be replated No.8.

(2)

DUNSTON STAITHES

The Ground Frame controlling access to the Staithes, together with associated signals, has been abolished.

(1)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

** YORK STATION NORTH

No.1 Pump House siding at 0m. 13chs. has been abolished.

(51/52)

EAST BOLDON

The North End of the Down and Up Platforms are being repaired. Drivers of stopping trains to stop their trains clear of the affected portions.

BETWEEN BOWSFIELD AND THORNABY – BRIDGE No.20 at 11m. 23chs.

Walkways at sleeper level may be removed. Staff must use elevated walkways on bridge parapets.

York
12 DECEMBER, 1975

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:—"