



NN

EASTERN REGION

1

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

SATURDAY 3 JANUARY

TO

FRIDAY 9 JANUARY 1976

INCLUSIVE

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

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

To join the Signalling Record Society visit

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

SUNDAY 4 JANUARY – HEATON

The points, Up Goods to Up Sidings, will be repositioned 166 yards nearer to Newcastle. (4)

DETAILS OF WORK ALREADY CARRIED OUT

HEATON

The points, Up Goods to Up Siding, have been secured out of use in the normal position pending repositioning. (3)

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 BROUGHBRIDGE 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 Broughbridge 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)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CHURCH STREET AND CLARENCE ROAD

Church Street signal box together with all signals worked therefrom except those referred to below has been abolished. The block section on the Down and Up Main Lines, is 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 have been transferred to Clarence Road. All other points and connections formerly worked by Church Street have been 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 has been abolished, and the Church Street Up Main Starting; Down Main Starting to Up Main; and South Bay S 3 to Up Main, have become Clarence Road Up Starting signals, and signal-post telephone to Clarence Road signal box have been provided on these signals.

Banner Repeating Signals (for the stop arm 19ft and for the distant arm 15ft above rail level) have been 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 has become the Clarence Road Down Main 1st Home and the Clarence Road Down Main Home has become the 2nd Home signal. A new semaphore arm signal has been provided 6ft. to the left of the Down Main 1st Home signal, with the arm 13ft. above rail level. This signal is the Clarence Road Down Main 1st Home to South Bay and a signal post telephone to Clarence Road is provided for these signals.

The Church Street Down Goods Home signal has been repositioned 55 yards before reaching Church Street level crossing (725 yards from Clarence Road signal box) with the arm 25ft. above rail level. This signal has become the Clarence Road Down Goods 1st Home and the Clarence Road Down Goods Homes have been renamed 2nd Homes. An adjacent telephone to Clarence Road has been 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, has also been brought under control of Clarence Road.

The disc signal at Clarence Road applying set back – Down Main to Bay Platform or to Siding, has been 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 is 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 are secured by padlock. (3)

BETWEEN BOWESFIELD (EAGLESCLIFFE SOUTH JUNCTION) AND MIDDLESBROUGH AND THE HARTBURN CURVE

The AWS has been 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 CARRIED OUT – continued

**** 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.

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)

**** 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 BOWESFIELD (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)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** 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

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.

★ ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)
INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Pages 232 – 236 (page 30 ND 50 D)

WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

Clause 4 (Tail Traffic)

Delete from 3rd line:– "the Guard riding in the rearmost brake compartment of the Diesel Multiple Unit and to". (6)

MO.45/NN

F.J. BURGE
Chief Operating Manager

York

19 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.:"

● *Don't be sorry*

● *Be careful*



NN

EASTERN REGION

2

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

SATURDAY 10 JANUARY

TO

FRIDAY 16 JANUARY 1976

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

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DETAILS OF WORK REFERRED TO IN SECTION B

– NIL –

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)

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****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)

HEATON

The points, Up Goods to Up Sidings, have been repositioned 166 yards nearer to Newcastle. (4)

****BETWEEN BROUGHBRIDGE 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

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Between Low Gates Down Main signal LG51 and North Shore signal NS.905 inclusive

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Between Bowesfield Up Main B902 signal and Low Gates LG36 signal inclusive. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CHURCH STREET AND CLARENCE ROAD

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Signalling Alterations (Up Direction)

Clarence Road Up Starting signal, together with its associated Warning and Calling-on signals has been abolished, and the Church Street Up Main Starting; Down Main Starting to Up Main; and South Bay Starting to Up Main, have become Clarence Road Up Starting signals, and signal-post telephone to Clarence Road signal box have been provided on these signals.

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Down Direction

Church Street Down Main Home signal has become the Clarence Road Down Main 1st Home and the Clarence Road Down Main Home has become the 2nd Home signal. A new semaphore arm signal has been provided 6ft. to the left of the Down Main 1st Home signal, with the arm 13ft. above rail level. This signal is the Clarence Road Down Main 1st Home to South Bay and a signal post telephone to Clarence Road is provided for these signals.

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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, has also been brought under control of Clarence Road.

The disc signal at Clarence Road applying set back – Down Main to Bay Platform or to Siding, has been 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 is 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 are secured by padlock. (3)

BETWEEN BOWESFIELD (EAGLESCLIFFE SOUTH JUNCTION) AND MIDDLESBROUGH AND THE HARTBURN CURVE

The AWS has been 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)

**** SCOTSWOOD**

The Up West Starting signal (No.53) will be replated No.8. (2)

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

★ HEATON

Commencing Monday 12 January, due to contractors erecting brickwork for new Control Tower, there will be limited clearance at the South access to new dated trains departure sidings and standage sidings (formerly part of South Yard).

★ NEW TYPE TRACK CIRCUIT OPERATING CLIPS PROVIDED WITH HANDLES

A number of the new type track circuit operating clips with handles (Amendment to page 3 of the General Appendix refers) have been found to be defective and must not be relied upon to operate track circuits. It is, therefore, necessary to withdraw all such clips that have been provided in locomotives, multiple units and passenger and freight brake vans as quickly as possible.

The following arrangements must be made:-

1. Drivers must make an entry in the repair book when any new type clips are found in a locomotive/unit cab.
2. Guards must examine the train brake van/s clips and withdraw any of the new type, handing them in on return to their booking on point.
3. When such clips are withdrawn arrangements should be made for the locomotive/unit/Brake van to be provided with stamp on type clips as replacements if this is possible. Stamp on type clips must not however be used as replacements on D.C. electric multiple units.
4. Clips that have been withdrawn and handed in must be retained and contact made with the Divisional Managers Office, Telephone No. below, for disposal instructions.

Kings Cross	-	021-4707
Liverpool Street	-	021-2364
Norwich	-	024-6403
Sheffield	-	019-2237
Newcastle	-	035-2258
Doncaster	-	027-2752
Leeds	-	033-2448

Modified clips with handles will be distributed in due course and to enable them to be easily identified the wire will be fitted with a red plastic covering.

This instruction only applies to the new type clips that are provided with handles.

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.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

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

TABLE 'A'

Page 43

FERRYHILL TO NORTON-ON-TEES SOUTH



Amend:-

FERRYHILL TO NORTON-ON-TEES SOUTH

50 50 MAXIMUM PERMISSIBLE SPEED FOR PASSENGER AND E.C.S. TRAINS.
 40 40 MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN PASSENGER AND E.C.S. TRAINS.

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Pages 232 - 236 (page 30 ND 50 D)

WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

Clause 4 (Tail Traffic)

Delete from 3rd line:- "the Guard riding in the rearmost brake compartment of the Diesel Multiple Unit and to". (6)

York

MO.45/NN

F.J. BURGE
Chief Operating Manager

30 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

3

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

SATURDAY 17 JANUARY

TO

FRIDAY 23 JANUARY 1976**INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 JANUARY – BETWEEN BENTON AND SOUTH GOSFORTH

Up automatic signal No.U3X, will be repositioned 55 yards further from South Gosforth. (6)

TUESDAY 20 and WEDNESDAY 21 JANUARY – BROUGHBRIDGE ROAD AND NORTHALLERTON

Romanby Gate Box will be abolished, and the level crossing barriers will be controlled from Broughbridge Road signal box, with the aid of Closed Circuit Television.

Broughbridge Road

Signals No.BR23 and BR19 on the Down approach to the level crossing and Up Main signal No.BR11 will be abolished. Down Loop signal No.BR22 will be replated BR2 and moved further south to a position 300 yards before reaching the signal box.

Up Main No.BR9 signal will be replated BR1.

Northallerton

Up Loop signal No.U29Y will be abolished.

Up Loop signal No.N134 will be repositioned 110 yards nearer to the signal box, and the searchlight – type head of this signal replaced by a 3-aspect colour light head. (6)

DETAILS OF WORK ALREADY CARRIED OUT

HEATON

The points, Up Goods to Up Sidings, have been repositioned 166 yards nearer to Newcastle. (4)

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SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** CHURCH STREET AND CLARENCE ROAD – continued**

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(3)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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MISCELLANEOUS NOTICES

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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.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

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TABLE 'A'

Page 43

FERRYHILL TO NORTON-ON-TEES SOUTH

Amend:—

FERRYHILL TO NORTON-ON-TEES SOUTH

- 50 50 MAXIMUM PERMISSIBLE SPEED FOR PASSENGER AND E.C.S. TRAINS.
- 40 40 MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN PASSENGER AND E.C.S. TRAINS.

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Pages 232 – 236 (page 30 ND 50 D)

WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

Clause 4 (Tail Traffic)

Delete from 3rd line:— “the Guard riding in the rearmost brake compartment of the Diesel Multiple Unit and to”.

(6)

York

9 JANUARY, 1976

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 24 JANUARY

TO

FRIDAY 30 JANUARY 1976

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
PERCY MAIN STATION TO NORTH		
UNTIL FURTHER NOTICE		
Percy Main Station and Percy Main North	Down and Up	08 00 to 16 00. Demolition of Percy Main sub-station buildings between 0 m.p. and 0m. 15chs. Off track machines in use. (75/45)
PERCY MAIN NORTH TO NORTHUMBERLAND/ALBERT AND EDWARD DOCKS (PORT OF TYNE) AUTHORITY		
UNTIL FURTHER NOTICE		
Percy Main North	Down and Up	08 00 to 16 00. Demolition of Percy Main sub-station buildings at 3¼ m.p. Off track machines in use. (75/45)
BEDLINGTON TO LYNE MOUTH COLLIERY (N.C.B.)		
UNTIL FURTHER NOTICE		
Marchey's House and Ashington	Down and Up	08 00 to 17 00. Bridgework No.3 at 1m. 59chs. (75/27)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

**** HEATON**

The points, Up Goods to Up Sidings, have been repositioned 166 yards nearer to Newcastle. (4)

BETWEEN BENTON AND SOUTH GOSFORTH

Up automatic signal No.U3X, has been repositioned 55 yards further from South Gosforth. (6)

BOROUGHBRIDGE ROAD AND NORTHALLERTON

Romanby Gate Box has been abolished, and the level crossing barriers are now controlled from Boroughbridge Road signal box, with the aid of Closed Circuit Television.

Boroughbridge Road

Signals No.BR23 and BR19 on the Down approach to the level crossing and Up Main signal No.BR11 have been abolished. Down Loop signal No.BR22 has been replated BR2 and moved further south to a position 300 yards before reaching the signal box.

Up Main No.BR9 signal has been replated BR1.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BOROUGHBRIDGE ROAD AND NORTHALLERTON – continued

Northallerton

Up Loop signal No.U29Y has been abolished.

Up Loop signal No.N134 has been repositioned 110 yards nearer to the signal box, and the searchlight – type head of this signal replaced by a 3-aspect colour light head. (6)

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

HEATON

Due to contractors erecting brickwork for new Control Tower, there will be limited clearance at the South access to new dated trains departure sidings and standage sidings (formerly part of South Yard).

NEW TYPE TRACK CIRCUIT OPERATING CLIPS PROVIDED WITH HANDLES

A number of the new type track circuit operating clips with handles (Amendment to page 3 of the General Appendix refers) have been found to be defective and must not be relied upon to operate track circuits. It is, therefore, necessary to withdraw all such clips that have been provided in locomotives, multiple units and passenger and freight brake vans as quickly as possible.

The following arrangements must be made:—

1. Drivers must make an entry in the repair book when any new type clips are found in a locomotive/unit cab.
2. Guards must examine the train brake van/s clips and withdraw any of the new type, handing them in on return to their booking on point.
3. When such clips are withdrawn arrangements should be made for the locomotive/unit/Brake van to be provided with stamp on type clips as replacements if this is possible. Stamp on type clips must not however be used as replacements on D.C. electric multiple units.
4. Clips that have been withdrawn and handed in must be retained and contact made with the Divisional Managers Office, Telephone No. below, for disposal instructions.

Kings Cross	—	021-4707
Liverpool Street	—	021-2364
Norwich	—	024-6403
Sheffield	—	019-2237
Newcastle	—	035-2258
Doncaster	—	027-2752
Leeds	—	033-2448

Modified clips with handles will be distributed in due course and to enable them to be easily identified the wire will be fitted with a red plastic covering.

This instruction only applies to the new type clips that are provided with handles.

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.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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.

★ FOUR-DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication hitherto displayed on the front of locomotives is being progressively with-drawn and replaced by two white lights horizontally placed. In the meantime, certain regions are setting the indicators to show four White zeros and such indication must not be regarded as an incorrect Head Code. (6D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

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

TABLE 'A'

Page 43

FERRYHILL TO NORTON-ON-TEES SOUTH
Amend:–
FERRYHILL TO NORTON-ON-TEES SOUTH

50 50 MAXIMUM PERMISSIBLE SPEED FOR PASSENGER AND E.C.S. TRAINS.
40 40 MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN PASSENGER AND E.C.S. TRAINS.

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Pages 232 – 236 (page 30 ND 50 D)

WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

Clause 4 (Tail Traffic)

Delete from 3rd line:– “the Guard riding in the rearmost brake compartment of the Diesel Multiple Unit and to”. (6)

York

MO.45/NN

F.J. BURGE
Chief Operating Manager

16 JANUARY, 1976

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 31 JANUARY

TO

FRIDAY 6 FEBRUARY 1976

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 1 FEBRUARY – SOUTH BANK – TILLERY SIDINGS**

The points leading from the Old Slag line to No.12 Siding, will be removed, and repositioned as hand-worked points situated 150 yards inside the Sidings. The hand-worked points leading to the Van Kip will be removed and replaced by plain line and the Siding abolished. (8)

DETAILS OF WORK ALREADY CARRIED OUT**MONKSEATON**

The Up Relief siding has been temporarily secured out of use. (New Item) (8)

BETWEEN BENTON AND SOUTH GOSFORTH

Up automatic signal No.U3X, has been repositioned 55 yards further from South Gosforth. (6)

BOROUGHBRIDGE ROAD AND NORTHALLERTON

Romanby Gate Box has been abolished, and the level crossing barriers are now controlled from Boroughbridge Road signal box, with the aid of Closed Circuit Television.

Boroughbridge Road

Signals No.BR23 and BR19 on the Down approach to the level crossing and Up Main signal No.BR11 have been abolished. Down Loop signal No.BR22 has been replated BR2 and moved further south to a position 300 yards before reaching the signal box.

Up Main No.BR9 signal has been replated BR1.

Northallerton

Up Loop signal No.U29Y has been abolished.

Up Loop signal No.N134 has been repositioned 110 yards nearer to the signal box, and the searchlight – type head of this signal replaced by a 3-aspect colour light head. (6)

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★ **WYLAM STATION**

Commencing Monday 2 February. Platform work on Down Platform. Drivers of stopping trains to stop at Marker Board provided.

HEATON

Due to contractors erecting brickwork for new Control Tower, there will be limited clearance at the South access to new dated trains departure sidings and standage sidings (formerly part of South Yard).

NEW TYPE TRACK CIRCUIT OPERATING CLIPS PROVIDED WITH HANDLES

A number of the new type track circuit operating clips with handles (Amendment to page 3 of the General Appendix refers) have been found to be defective and must not be relied upon to operate track circuits. It is, therefore, necessary to withdraw all such clips that have been provided in locomotives, multiple units and passenger and freight brake vans as quickly as possible.

The following arrangements must be made:—

1. Drivers must make an entry in the repair book when any new type clips are found in a locomotive/unit cab.
2. Guards must examine the train brake van/s clips and withdraw any of the new type, handing them in on return to their booking on point.
3. When such clips are withdrawn arrangements should be made for the locomotive/unit/Brake van to be provided with stamp on type clips as replacements if this is possible. Stamp on type clips must not however be used as replacements on D.C. electric multiple units.
4. Clips that have been withdrawn and handed in must be retained and contact made with the Divisional Managers Office, Telephone No. below, for disposal instructions.

Kings Cross	—	021-4707
Liverpool Street	—	021-2364
Norwich	—	024-6403
Sheffield	—	019-2237
Newcastle	—	035-2258
Doncaster	—	027-2752
Leeds	—	033-2448

Modified clips with handles will be distributed in due course and to enable them to be easily identified the wire will be fitted with a red plastic covering.

This instruction only applies to the new type clips that are provided with handles.

(6D)

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.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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.

FOUR-DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication hitherto displayed on the front of locomotives is being progressively with-drawn and replaced by two white lights horizontally placed. In the meantime, certain regions are setting the indicators to show four White zeros and such indication must not be regarded as an incorrect Head Code. (6D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

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

TABLE 'A'

Page 43

FERRYHILL TO NORTON-ON-TEES SOUTH

Amend:-

FERRYHILL TO NORTON-ON-TEES SOUTH

50 50 MAXIMUM PERMISSIBLE SPEED FOR PASSENGER AND E.C.S. TRAINS.

40 40 MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN PASSENGER AND E.C.S. TRAINS. (6D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Pages 232 - 236 (page 30 ND 50 D)

WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

Clause 4 (Tail Traffic)

Delete from 3rd line:- "the Guard riding in the rearmost brake compartment of the Diesel Multiple Unit and to". (6)

York
23 January, 1976

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:-"

**DON'T
SHARE
THE
FATE
OF
A
CARELESS
MATE**

Year	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Number of deaths	1,200	1,150	1,100	1,050	1,000	950	900	850	800	750	700
Number of injuries	15,000	14,500	14,000	13,500	13,000	12,500	12,000	11,500	11,000	10,500	10,000
Number of property losses	\$1.5 billion	\$1.4 billion	\$1.3 billion	\$1.2 billion	\$1.1 billion	\$1.0 billion	\$0.9 billion	\$0.8 billion	\$0.7 billion	\$0.6 billion	\$0.5 billion

© 1977, 1978



NN

EASTERN REGION

6

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

SATURDAY 7 FEBRUARY

TO

FRIDAY 13 FEBRUARY 1976

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 8 FEBRUARY – SOUTH BANK – TILERY SIDINGS**

The double slip connection to all Sidings will be removed and replaced by one set of single hand-operated points. (9)

DETAILS OF WORK ALREADY CARRIED OUT**SOUTH BANK – TILERY SIDINGS**

The points leading from the Old Slag line to No. 12 Siding, have been removed, and repositioned as hand-worked points situated 150 yards inside the Sidings. The hand-worked points leading to the Van Kip have been removed and replaced by plain line and the Siding abolished. (8)

MONKSEATON

The Up Relief siding has been temporarily secured out of use. (8)

**** BETWEEN BENTON AND SOUTH GOSFORTH**

Up automatic signal No.U3X, has been repositioned 55 yards further from South Gosforth. (6)

**** BOROUGHBRIDGE ROAD AND NORTHALLERTON**

Romanby Gate Box has been abolished, and the level crossing barriers are now controlled from Boroughbridge Road signal box, with the aid of Closed Circuit Television.

Boroughbridge Road

Signals No.BR23 and BR19 on the Down approach to the level crossing and Up Main signal No.BR11 have been abolished. Down Loop signal No.BR22 has been replaced BR2 and moved further south to a position 300 yards before reaching the signal box.

Up Main No.BR9 signal has been replaced BR1.

Northallerton

Up Loop signal No.U29Y has been abolished.

Up Loop signal No.N134 has been repositioned 110 yards nearer to the signal box, and the searchlight – type head of this signal replaced by a 3-aspect colour light head. (6)

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

WYLAM STATION

Platform work on Down Platform. Drivers of stopping trains to stop at Marker Board provided.

HEATON

Due to contractors erecting brickwork for new Control Tower, there will be limited clearance at the South access to new dated trains departure sidings and standage sidings (formerly part of South Yard).

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
30 January, 1976

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

7

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

SATURDAY 14 FEBRUARY

TO

FRIDAY 20 FEBRUARY 1976

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 15 to FRIDAY 20 FEBRUARY – BOROUGHBIDGE ROAD

The level crossing gates will be replaced by lifting barriers, controlled from the signal box. (10)

SUNDAY 15 FEBRUARY – SOUTH BANK

The facing connection opposite the signal box leading from No.1 Down Goods to No.2 Down Goods, and the facing connection leading from No.2 Down Goods to No. 1 Down Goods, will be secured out of use in the normal position pending removal.

The following signals will be abolished:—

Disc – Down Clay Lane to Down Main or Down Goods No.1.

Miniature arm – Down Goods No.1 to Siding Line or Shunting Line.

Miniature arm – Shunting Line to No.1 Down Goods.

Miniature arm – No.1 Down Goods to Inward Line.

Miniature arm – No.1 Down Goods to Bridge Sidings. (10)

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH BANK – TILERY SIDINGS

The double slip connection to all Sidings has been removed and replaced by one set of single hand-operated points. (9)

SOUTH BANK – TILERY SIDINGS

The points leading from the Old Slag line to No. 12 Siding, have been removed, and repositioned as hand-worked points situated 150 yards inside the Sidings. The hand-worked points leading to the Van Kip have been removed and replaced by plain line and the Siding abolished. (8)

MONKSEATON

The Up Relief siding has been temporarily secured out of use. (8)

A TRAILING CHAIN SPELLS DANGER AND CAN CAUSE

DERAILMENT

INJURY

DELAY

SECURE ALL CHAINS FIRMLY ON EMPTY WAGONS



NN

EASTERN REGION

8

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

SATURDAY 21 FEBRUARY

TO

FRIDAY 27 FEBRUARY 1976

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 22 FEBRUARY – BLAYDON

The trailing points in the Down Branch, leading from the Down Loop (31 yards East of the signal box), will be secured out of use in the normal position pending removal. The Down Loop will be renamed Down Through Siding. A new connection (trailing in the Down Branch), will be provided 138 yards East of the signal box, and the continuation of the Down Through Siding on the signal box side of this new connection will become the Shunt Neck West and buffer stops erected.

Signalling Alterations :-

The ground disc situated 31 yards West of the signal box applying – set back – Down Branch to former Down Loop, will be replaced by a new ground position light signal (No.5) 31 yards East of the signal box and will apply Down Branch to Down Through Siding.

The double disc, situated between the Down and Up Main lines, 136 yards West of the signal box and formerly applying – set back – Down Branch to Up Main or to Down Loop, will be dispensed with and a new disc signal will be provided at the same location (at the east end of the Down platform) mounted on the wall 7ft. above rail level. A 3-way stencil route indicator will be provided applying :-

- “M” – Down Main to Up Main
- “B” – Down Main to Up Branch
- “X” – Down Main to Down Through Siding

A left-hand off-set position light subsidiary signal will be provided on Down Branch No. 35 signal and this will apply Down Branch to Down Through Siding.

The disc signal applying – set back Up Branch to Down Branch, will be replaced by a ground position light signal (No.27) situated 97 yards further from the signal box.

The ground position light signal formerly applying Down Loop to Down Branch (No.37), will be repositioned at the Down Through Siding point ends of the new connection and renumbered 8. A two-way stencil route indicator will be provided applying:-

- “B” – Down Through Siding to Down Branch
- “S” – Down Through Siding to Shunt Neck

The following new ground position light shunting signals will also be provided:-

- No.9 – applying Coal Depot Shunt Neck East to Down Through Siding, situated between the Coal Depot East and the Coal Depot Shunt Neck East, 497 yards East of the signal box.
- No.10 – applying Down Through Siding to Coal Depot Shunt Neck East, and situated between the Down Through Siding and No.1 Coal Depot line 424 yards East of the signal box.
- No.7 – applying Shunt Neck West to Down Through Siding, and situated to the right of the Shunt Neck West 138 yards East of the signal box.

Four notice boards worded, “STOP – PROCEED IF LINE CLEAR” will be installed as follows:-

1. Applicable to movements towards the signal box on the Down Through Siding and situated between No.1 Coal Depot line and the Down Through Siding, 259 yards East of the signal box (25 yards East of the points leading to No.1 and 2 Coal Depot lines.)
2. Controlling the exit from Nos.1 and 2 Coal Depot line, and situated on the left hand side of No.2 Coal Depot line 259 yards East of the signal box.
3. Applicable to movements from the Shunt Neck (West) towards the Down Through Siding, and situated on the right hand side of the Shunt Neck 198 yards East of the signal box.
4. Applicable to Eastbound movements along the Coal Depot Shunt Neck East, and situated between the Coal Depot Shunt Neck East and the Coal Depot East, 525 yards East of the signal box. (11)

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

BOROUGHBRIDGE ROAD

The level crossing gates have been replaced by lifting barriers, controlled from the signal box. (10)

SOUTH BANK

The facing connection opposite the signal box leading from No.1 Down Goods to No.2 Down Goods, and the facing connection leading from No.2 Down Goods to No.1 Down Goods, has been secured out of use in the normal position pending removal.

The following signals have been abolished:—

- Disc – Down Clay Lane to Down Main or Down Goods No.1.
- Miniature arm – Down Goods No.1 to Siding Line or Shunting Line.
- Miniature arm – Shunting Line to No.1 Down Goods.
- Miniature arm – No.1 Down Goods to Inward Line.
- Miniature arm – No.1 Down Goods to Bridge Sidings. (10)

SOUTH BANK – TILERY SIDINGS

The double slip connection to all Sidings has been removed and replaced by one set of single hand-operated points. (9)

**** SOUTH BANK – TILERY SIDINGS**

The points leading from the Old Slag line to No. 12 Siding, have been removed, and repositioned as hand-worked points situated 150 yards inside the Sidings. The hand-worked points leading to the Van Kip have been removed and replaced by plain line and the Siding abolished. (8)

**** MONKSEATON**

The Up Relief siding has been temporarily secured out of use. (8)

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

HEATON

Due to contractors erecting brickwork for new Control Tower, there is limited clearance at the South access to new dated trains departure sidings and standage sidings (formerly part of South Yard).

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.

York
13 February, 1976

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:—"

A TRAILING CHAIN SPELLS DANGER AND CAN CAUSE

DERAILMENT

INJURY

DELAY

SECURE ALL CHAINS FIRMLY ON EMPTY WAGONS

WOOLSTENHOLMES



NN

EASTERN REGION

9

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

SATURDAY 28 FEBRUARY

TO

FRIDAY 5 MARCH 1976

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

BOROUGHBRIDGE ROAD

The level crossing gates have been replaced by lifting barriers, controlled from the signal box. (10)

SOUTH BANK

The facing connection opposite the signal box leading from No.1 Down Goods to No.2 Down Goods, and the facing connection leading from No.2 Down Goods to No.1 Down Goods, has been secured out of use in the normal position pending removal.

The following signals have been abolished:—

Disc – Down Clay Lane to Down Main or Down Goods No.1.

Miniature arm – Down Goods No.1 to Siding Line or Shunting Line.

Miniature arm – Shunting Line to No.1 Down Goods.

Miniature arm – No.1 Down Goods to Inward Line.

Miniature arm – No.1 Down Goods to Bridge Sidings. (10)

** SOUTH BANK – TILERY SIDINGS

The double slip connection to all Sidings has been removed and replaced by one set of single hand-operated points. (9)

BLAYDON

The trailing points in the Down Branch, leading from the Down Loop (31 yards East of the signal box), have been secured out of use in the normal position pending removal. The Down Loop has been renamed Down Siding. A new connection (trailing in the Down Branch), has been provided 138 yards East of the signal box, and the continuation of the Down Siding on the signal box side of this new connection has become the Shunt Neck West and buffer stops erected.

Signalling Alterations:—

The ground disc situated 31 yards West of the signal box applying – set back – Down Branch to former Down Loop has been replaced by a new ground position light signal (No.5) and now applies Down Branch to Down Siding.

The double disc, situated between the Down and Up Main lines, 136 yards West of the signal box and formerly applying – set back – Down Branch to Up Main or to Down Loop, has been dispensed with and a new disc signal has been provided at the same location (at the east end of the Down platform) mounted on the wall 7ft. above-rail level. A 3-way stencil route indicator has been provided applying:—

“M” – Down Main to Up Main

“B” – Down Main to Up Branch

“X” – Down Main to Down Siding

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLAYDON – continued

Signalling Alterations – continued

A left-hand off-set position light subsidiary signal has been provided on Down Branch No.35 signal and this now applies Down Branch to Down Siding.

The disc signal applying – set back Up Branch to Down Branch, has been replaced by a ground position light signal (No.27) situated 97 yards further from the signal box.

The ground position light signal formerly applying Down Loop to Down Branch (No.37), has been repositioned at the Down Siding point ends of the new connection and renumbered 8. A two-way stencil route indicator has been provided applying:—

- “B” – Down Siding to Down Branch
- “S” – Down Siding to Shunt Neck

The following new ground position light shunting signals have been provided:—

- No.9 – applying Coal Depot Shunt Neck East to Down Siding, situated between the Coal Depot East and Coal Depot Shunt Neck East, 497 yards East of the signal box.
- No.10— applying Down Siding to Coal Depot Shunt Neck East, and situated between the Down Siding and No.1 Coal Depot line 424 yards East of the signal box.
- No.7 – applying Shunt Neck West to Down Siding, and situated to the right of the Shunt Neck West 138 yards East of the signal box.

Four notice boards worded, “STOP – PROCEED IF LINE CLEAR” have been installed as follows:—

1. Applicable to movements towards the signal box on the Down Siding and situated between No.1 Coal Depot line and the Down Siding, 259 yards East of the signal box (25 yards East of the points leading to No.1 and 2 Coal Depot lines.).
 2. Controlling the exit from Nos.1 and 2 Coal Depot line, and situated on the left hand side of No.2 Coal Depot line 259 yards East of the signal box.
 3. Applicable to movements from the Shunt Neck (West) towards the Down Siding, and situated on the right hand side of the Shunt Neck 198 yards East of the signal box.
 4. Applicable to Eastbound movements along the Coal Depot East, and situated between the Shunt Neck East and the Coal Depot East, 525 yards East of the signal box. **(Amended Item) (11)**
-

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

HEATON

Due to contractors erecting brickwork for new Control Tower, there is limited clearance at the South access to new dated trains departure sidings and standage sidings (formerly part of South Yard).

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.

York
20 February, 1976

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

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

HEATON

Due to contractors erecting brickwork for new Control Tower, there is limited clearance at the South access to new dated trains departure sidings and standage sidings (formerly part of South Yard).

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.

York
20 February, 1976

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

10

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

**SATURDAY 6 MARCH
TO
FRIDAY 12 MARCH 1976
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 and SUNDAY 7 MARCH – LONDONDERRY

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

Facing connection – Up Hendon to Down Goods and the associated slip connection to Loop.

Up Hendon to Flat.

The points leading from No.23 Staiths West to No.22 Staiths, will be secured for through running to and from No.23 Staiths, pending abolition of No.22 Staiths East and West.

Signals Abolished:—

Exit signal from No.22 Staiths.

Exit signal from No.23 Staiths.

Down Seaham to Staiths (two arms).

Up Hendon to Sidings Line) Bottom 2 of 3
Up Hendon to Loop)

The arm of the Up Hendon 1st Home Signal will be repositioned on the top of the signal Bracket. (13)

SUNDAY 7 MARCH – TOLLERTON

The crossover between the Up and Down Fast lines, will be repositioned 60 yards nearer to the signal box.

The ground position light signal applying set back – Up Fast to Down Fast or to Down Slow, will be repositioned accordingly. (13)

SUNDAY 7 MARCH – TYNE YARD SOUTH

The redundant facing connection Up Slow/Up Main will be removed and plain line installed. (13)

DETAILS OF WORK ALREADY CARRIED OUT

YORK – MOTIVE POWER DEPOT

Notice boards worded, 'STOP, PROCEED AT CAUTION' have been provided at the entrance to the Fuelling Bays and Maintenance Shed. (New Item) (13)

HEATON NORTH JN.

No.247 points, which have been temporarily repositioned 170 yds. Southwards have been brought into use to provide access from North to South yard departure sidings. (13)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

****BOROUGHBRIDGE ROAD**

The level crossing gates have been replaced by lifting barriers, controlled from the signal box. (10)

**** SOUTH BANK**

The facing connection opposite the signal box leading from No.1 Down Goods to No.2 Down Goods, and the facing connection leading from No.2 Down Goods to No.1 Down Goods, has been secured out of use in the normal position pending removal.

The following signals have been abolished:—

Disc – Down Clay Lane to Down Main or Down Goods No.1.

Miniature arm – Down Goods No.1 to Siding Line or Shunting Line.

Miniature arm – Shunting Line to No.1 Down Goods.

Miniature arm – No.1 Down Goods to Inward Line.

Miniature arm – No.1 Down Goods to Bridge Sidings. (10)

BLAYDON

The trailing points in the Down Branch, leading from the Down Loop (31 yards East of the signal box), have been secured out of use in the normal position pending removal. The Down Loop has been renamed Down Siding. A new connection (trailing in the Down Branch), has been provided 138 yards East of the signal box, and the continuation of the Down Siding on the signal box side of this new connection has become the Shunt Neck West and buffer stops erected.

Signalling Alterations:—

The ground disc situated 31 yards West of the signal box applying – set back – Down Branch to former Down Loop has been replaced by a new ground position light signal (No.5) and now applies Down Branch to Down Siding.

The double disc, situated between the Down and Up Main lines, 136 yards West of the signal box and formerly applying – set back – Down Branch to Up Main or to Down Loop, has been dispensed with and a new disc signal has been provided at the same location (at the east end of the Down platform) mounted on the wall 7ft. above rail level. A 3-way stencil route indicator has been provided applying:—

“M” – Down Main to Up Main

“B” – Down Main to Up Branch

“X” – Down Main to Down Siding

A left-hand off-set position light subsidiary signal has been provided on Down Branch No.35 signal and this now applies Down Branch to Down Siding.

The disc signal applying – set back Up Branch to Down Branch, has been replaced by a ground position light signal (No.27) situated 97 yards further from the signal box.

The ground position light signal formerly applying Down Loop to Down Branch (No.37), has been repositioned at the Down Siding point ends of the new connection and renumbered 8. A two-way stencil route indicator has been provided applying:—

“B” – Down Siding to Down Branch

“S” – Down Siding to Shunt Neck

The following new ground position light shunting signals have been provided:—

No.9 – applying Coal Depot Shunt Neck East to Down Siding, situated between the Coal Depot East and Coal Depot Shunt Neck East, 497 yards East of the signal box.

No.10—applying Down Siding to Coal Depot Shunt Neck East, and situated between the Down Siding and No.1 Coal Depot line 424 yards East of the signal box.

No.7 – applying Shunt Neck West to Down Siding, and situated to the right of the Shunt Neck West 138 yards East of the signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLAYDON – continued

Signalling Alterations – continued

Four notice boards worded, "STOP – PROCEED IF LINE CLEAR" have been installed as follows:-

1. Applicable to movements towards the signal box on the Down Siding and situated between No.1 Coal Depot line and the Down Siding, 259 yards East of the signal box (25 yards East of the points leading to No.1 and 2 Coal Depot lines.).
2. Controlling the exit from Nos.1 and 2 Coal Depot line, and situated on the left hand side of No.2 Coal Depot line 259 yards East of the signal box.
3. Applicable to movements from the Shunt Neck (West) towards the Down Siding, and situated on the right hand side of the Shunt Neck 198 yards East of the signal box.
4. Applicable to Eastbound movements along the Coal Depot East, and situated between the Shunt Neck East and the Coal Depot East, 525 yards East of the signal box.

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

★** HEATON

Due to contractors erecting brickwork for new Control Tower, there is limited clearance at the South access to new dated trains departure sidings and standage sidings (formerly part of South Yard).

Limited clearance boards have been provided.

(76/2)

HEATON NORTH JN.

A temporary level crossing, for the use of contractors vehicles has been installed on the temporary connection to 247 points.

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.

York
27 February, 1976

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

11

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

SATURDAY 13 MARCH

TO

FRIDAY 19 MARCH 1976**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 13 to SUNDAY 14 MARCH – RYHOPE GRANGE AND LONDONDERRY

The Down Hendon will be realigned to run a course parallel to the Up Hendon and the connections leading to Brian Mills East and West Sidings re-positioned accordingly.

Brians Mills Depot ground frames will be abolished, and all points formerly worked therefrom will be brought under control of Londonderry signal box.

Signalling Alterations – Down Direction

A new Down Distant arm for Hendon Gas Works ground frame will be provided below the Grangetown Down Home, situated 480 yards before reaching Hendon Gas Works ground frame Down Home signal.

Hendon Gas Works Down Home, will be converted to a full arm signal, and a new Distant arm for Formans ground frame will be provided below this signal, situated 449 yards before reaching the Formans ground frame Down Home signal.

Formans Ground Frame Down Home signal, will be converted to a full arm signal, and at an increased height of 27 ft. above rail level. A new Down Distant arm for Londonderry, will be provided below this signal situated 335 yards before reaching the new Londonderry Down Home signal (see below).

The Londonderry Down Home signal, will be renewed 174 yards further from the signal box, on a left hand bracket post. An adjacent telephone connected to the signal box, will be provided in the Down Cess

Signalling Alterations – Up Line

The existing Londonderry Up 1st. Home, Up 2nd. and Starting signals, will be renamed 1st., 2nd. and 3rd. Homes respectively, and a new Londonderry Up Starting signal, will be provided 523 yards from the signal box, with the arm at a height of 20ft. above rail level. A new distant arm for Hendon Gas Works will be provided below this signal, situated 557 yards before reaching the Gas Works Up Home, and a "diamond" sign will be provided on the post at this signal.

The Gas Works Up Home signal will be converted to a full arm signal, and a new Distant arm for Grangetown will be provided below, situated 625 yards before reaching the Grangetown Up Home signal.

Signalling Alterations – Brian Mills Sidings

The left-hand bracket signal situated at the Down Hendon point ends of the mains crossover, will have an additional miniature arm provided above the existing one. The upper arm will apply – set back Down Hendon to Up Hendon. The lower arm will apply – set back along Down Hendon or to Brian Mills West Sidings.

A new miniature arm set back signal, will be provided in the cess of the Down Hendon adjacent to the new Brian Mills East Siding connection (265 yards from the signal box), with the arm 16ft. above rail level. The signal will apply set back along the Down Hendon to the "LIMIT OF SHUNT" indicator, or to Brian Mills East Siding and a "diamond" sign will be provided.

The exit from Brian Mills West Siding will be controlled by a new miniature arm signal, situated 265 yards from the signal box with the arm at a height of 8ft. above rail level, and a telephone will be provided adjacent to this signal connected to the signal box.

The disc signal controlling the exit from Brian Mills East Siding, will be renewed 45 yards nearer to the signal box and a telephone connected to the signal box will be provided adjacent to this signal.

An additional miniature arm (22ft. above rail level), will be added to the 2-arm signal controlling movements from Up Hendon to Loop or along Up Hendon, and the 3 signals will now apply as follows :-

Top arm – set back Up Hendon to Down Hendon; Middle Arm – set back along Up Hendon;
Bottom arm – set back Up Hendon to Loop.

A "diamond" sign will be provided on the post of this signal.

The exit signal from Seaham Siding (formerly Down Seaham Home), will be abolished and the exit signal from Nos.1 and 2 Sidings will now also apply to the Seaham Siding.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B — continued

TUESDAY 16 MARCH — REDCAR ORE TERMINAL

3-aspect Departure line signal G.113 will be moved to a position 103 yards before reaching the outlet trap points. (14)

DETAILS OF WORK ALREADY CARRIED OUT

YORK — MOTIVE POWER DEPOT

Notice boards worded, 'STOP, PROCEED AT CAUTION' have been provided at the entrance to the Fuelling Bays and Maintenance Shed. (13)

TOLLERTON

The crossover between the Up and Down Fast lines, has been repositioned 60 yards nearer to the signal box.

The ground position light signal applying set back — Up Fast to Down Fast or to Down Slow, has been repositioned accordingly. (13)

TYNE YARD SOUTH

The redundant facing connection Up Slow/Up Main has been removed and plain line installed. (13)

HEATON NORTH JN.

No.247 points, which have been temporarily repositioned 170 yds. Southwards have been brought into use to provide access from North to South yard departure sidings. (13)

LONDONDERRY

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

Facing connection — Up Hendon to Down Goods and the associated slip connection to Loop.

Up-Hendon to Flat.

The points leading from No.23 Staiths West to No.22 Staiths, have been secured for through running to and from No.23 Staiths, pending abolition of No.22 Staiths East and West.

Signals Abolished:—

Exit signal from No.22 Staiths.

Exit signal from No.23 Staiths.

Down Seaham to Staiths (two arms).

Up Hendon to Sidings Line) Bottom 2 of 3
Up Hendon to Loop)

The arm of the Up Hendon 1st Home Signal has been repositioned on the top of the Signal Bracket(13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BLAYDON**

The trailing points in the Down Branch, leading from the Down Loop (31 yards East of the signal box), have been secured out of use in the normal position pending removal. The Down Loop has been renamed Down Siding. A new connection (trailing in the Down Branch), has been provided 138 yards East of the signal box, and the continuation of the Down Siding on the signal box side of this new connection has become the Shunt Neck West and buffer stops erected.

Signalling Alterations :—

The ground disc situated 31 yards West of the signal box applying – set back – Down Branch to former Down Loop has been replaced by a new ground position light signal (No.5) and now applies Down Branch to Down Siding.

The double disc, situated between the Down and Up Main lines, 136 yards West of the signal box and formerly applying – set back – Down Branch to Up Main or to Down Loop, has been dispensed with and a new disc signal has been provided at the same location (at the east end of the Down platform) mounted on the wall 7ft. above rail level. A 3-way stencil route indicator has been provided applying:—

- “M” – Down Main to Up Main
- “B” – Down Main to Up Branch
- “X” – Down Main to Down Siding

A left-hand off-set position light subsidiary signal has been provided on Down Branch No.35 signal and this now applies Down Branch to Down Siding.

The disc signal applying – set back Up Branch to Down Branch, has been replaced by a ground position light signal (No.27) situated 97 yards further from the signal box.

The ground position light signal formerly applying Down Loop to Down Branch (No.37), has been repositioned at the Down Siding point ends of the new connection and renumbered 8. A two-way stencil route indicator has been provided applying:—

- “B” – Down Siding to Down Branch
- “S” – Down Siding to Shunt Neck

The following new ground position light shunting signals have been provided:—

- No.9 – applying Coal Depot Shunt Neck East to Down Siding, situated between the Coal Depot East and Coal Depot Shunt Neck East, 497 yards East of the signal box.
- No.10— applying Down Siding to Coal Depot Shunt Neck East, and situated between the Down Siding and No.1 Coal Depot line 424 yards East of the signal box.
- No.7 – applying Shunt Neck West to Down Siding, and situated to the right of the Shunt Neck West 138 yards East of the signal box.

Four notice boards worded, “STOP – PROCEED IF LINE CLEAR” have been installed as follows:—

1. Applicable to movements towards the signal box on the Down Siding and situated between No.1 Coal Depot line and the Down Siding, 259 yards East of the signal box (25 yards East of the points leading to No.1 and 2 Coal Depot lines.).
2. Controlling the exit from Nos.1 and 2 Coal Depot line, and situated on the left hand side of No.2 Coal Depot line 259 yards East of the signal box.
3. Applicable to movements from the Shunt Neck (West) towards the Down Siding, and situated on the right hand side of the Shunt Neck 198 yards East of the signal box.
4. Applicable to Eastbound movements along the Coal Depot East, and situated between the Shunt Neck East and the Coal Depot East, 525 yards East of the signal box.

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

HEATON NORTH JN.

A temporary level crossing, for the use of contractors vehicles has been installed on the temporary connection to 247 points.

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.

York
5 March, 1976

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 20 MARCH

TO

FRIDAY 26 MARCH 1976

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
HALTWHISTLE TO ALSTON UNTIL FURTHER NOTICE		
Coanwood	Single	Contractors staff working each side of temporary level crossing at 3m. 76chs. (75/32)
BACKWORTH TO MORPETH VIA SEGHILL		
SUNDAY 21 MARCH		
Hepscott and Morpeth	Single BLOCKED	07 00 to 16 00. Trackwork between 19½m.p. and 19m. 68chs.
MONDAY 22 to WEDNESDAY 24 MARCH		
Newsham South and Holywell	Up	08 00 to 16 00 daily. Trackwork between 8m. 69chs. and 7m. 45chs. Hartley auto barriers manned. On track machines in use.
THURSDAY 25 and FRIDAY 26 MARCH		
Bedlington South and Newsham North	Up	08 00 to 16 00 daily. Trackwork between 14m.p. and 13m. 16chs. On track machines in use.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 20 AND SUNDAY 21 MARCH – LONDONDERRY

The facing crossover between the Down and Up Hendon lines (approximately 450 yards) on the Ryhope Grange side of the signal box will be brought into use.

Two new miniature arm signals will be mounted on the bracket carrying the Down Hendon Home signal. The one immediately on the right hand side of the Home arm will be at a height of 25ft. above rail level, and will apply – Down Hendon to Up Hendon via the new crossover. The miniature arm signal mounted 23ft. above the main post will apply set back along the Up Hendon and a 'Diamond' sign will be provided on the post of this signal.

The connection leading from Up Sidings to Up Hendon will be brought into use (approximately 505 yards on the Ryhope Grange side of the signal box) and will be controlled from a new 8-lever Whitehouse ground frame released from Londonderry signal box. An adjacent telephone connected to Londonderry signal box will be provided.

The following new signals controlled from the ground frame will be provided:—

Whitehouse Up Sidings Starting to Up Hendon with the arm 22ft. above rail level. An Up Distant arm for Hendon Gas Works will be provided below, 16ft. above rail level. An adjacent ground disc will be provided applying – Up Sidings to Headshunt. A disc signal will also be provided 5ft. to the left of the Headshunt and 557 yards from Londonderry signal box, and will apply – Headshunt to Up Sidings.

When Whitehouse ground frame is closed, the above two new discs will be left in the "OFF" position.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 21 MARCH – BISHOP AUCKLAND EAST

A new facing main to main crossover, situated between the trailing points – Up Main/No.3 Platform line and the existing main to main trailing crossover, will be brought into use.

A new route indication "3", will be added to the route indicator on Down Main BE41 signal and this will apply towards No.3 Platform line via the new crossover (read in conjunction with the subsidiary signal this indication will apply towards No.3 Platform line occupied.)

A new ground disc, situated on the right hand side of and adjacent to the No.1 Platform Starting signal, will be brought into use reading No.1 Platform line to Down Main.

Buffer-stops will be provided on No.3 Platform line 238 yards North of the Starting signal.

The normal lie of the points – double/single line on the Eastgate branch will be altered for through running from Up Single line to Up Main. (15)

TUESDAY 23 MARCH – BEDALE

The bracket post carrying the Up Home and Up Loop Home semaphore arm signals will be replaced by (a) a straight post signal carrying the Up Home 18 yards further from the signal box (on the left-hand side of the single line) and with the arm 25ft. above rail level and (b) a ground disc applying Up Single line to Loop positioned 1 yard in front of the Up Home. (15)

DETAILS OF WORK ALREADY CARRIED OUT

**** SATURDAY 13 to SUNDAY 14 MARCH – RYHOPE GRANGE AND LONDONDERRY**

THIS WORK HAS NOT BEEN CARRIED OUT

The Down Hendon has been realigned to run a course parallel to the Up Hendon and the connections leading to Brian Mills East and West Sidings re-positioned accordingly.

Brian Mills Depot ground frames have been abolished, and all points formerly worked therefrom have been brought under control of Londonderry signal box.

Signalling Alterations – Down Direction

A new Down Distant arm for Hendon Gas Works ground frame has been provided below the Grangetown Down Home, situated 480 yards before reaching Hendon Gas Works ground frame Down Home signal.

Hendon Gas Works Down Home, has been converted to a full arm signal, and a new Distant arm for Formans ground frame has been provided below this signal, situated 449 yards before reaching the Formans ground frame Down Home signal.

Formans Ground Frame Down Home signal, has been converted to a full arm signal, and at an increased height of 27ft. above rail level. A new Down Distant arm for Londonderry, has been provided below this signal situated 335 yards before reaching the new Londonderry Down Home signal (see below).

The Londonderry Down Home signal, has been renewed 174 yards further from the signal box, on a left hand bracket post. An adjacent telephone connected to the signal box, has been provided in the Down Cess.

Signalling Alterations – Up Line

The existing Londonderry Up 1st. Home, Up 2nd, and Starting signals, have been renamed 1st., 2nd. and 3rd. Homes respectively, and a new Londonderry Up Starting signal, has been provided 523 yards from the signal box, with the arm at a height of 20ft. above rail level. A new distant arm for Hendon Gas Works has been provided below this signal, situated 557 yards before reaching the Gas Works Up Home, and a "diamond" sign has been provided on the post at this signal.

The Gas Works Up Home signal has been converted to a full arm signal, and a new Distant arm for Grangetown has been provided below, situated 625 yards before reaching the Grangetown Up Home signal.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

**** SATURDAY 13 to SUNDAY 14 MARCH — RYHOPE GRANGE AND LONDONDERRY — continued**

THIS WORK HAS NOT BEEN CARRIED OUT — continued

Signalling Alterations — Brian Mills Sidings

The left-hand bracket signal situated at the Down Hendon point ends of the mains crossover, now has an additional miniature arm provided above the existing one. The Upper arm applies — set back Down Hendon to Up Hendon. The lower arm applies — set back along Down Hendon or to Brian Mills West Sidings.

A new miniature arm set back signal, has been provided in the cess of the Down Hendon adjacent to the new Brain Mills East Siding connection (265 yards from the signal box), with the arm 16ft. above rail level. The signal applies set back along the Down Hendon to the "LIMIT OF SHUNT" indicator, or to Brain Mills East Siding and a "diamond" sign has been provided.

The exit from Brian Mills West Siding is controlled by a new miniature arm signal, situated 265 yards from the signal box with the arm at a height of 8ft. above rail level, and a telephone has been provided adjacent to this signal connected to the signal box.

The disc signal controlling the exit from Brain Mills East Siding, has been renewed 45 yards nearer to the signal box and a telephone connected to the signal box has been provided adjacent to this signal.

An additional miniature arm (22ft. above rail level), has been added to the 2-arm signal controlling movements from Up Hendon to Loop or along Up Hendon, and the 3 signals now apply as follows :-

Top arm — set back Up Hendon to Down Hendon; Middle Arm — set back along Up Hendon;
Bottom arm — set back Up Hendon to Loop.

A "diamond" sign has been provided on the post of this signal.

The exit signal from Seaham Siding (formerly Down Seaham Home), has been abolished and the exit signal from Nos.1 and 2 Sidings now also applies to the Seaham Siding. (14)

REDCAR ORE TERMINAL

3-aspect Departure line signal G.113 has been moved to a position 103 yards before reaching the outlet trap points. (14)

YORK — MOTIVE POWER DEPOT

Notice boards worded, 'STOP, PROCEED AT CAUTION' have been provided at the entrance to the Fuelling Bays and Maintenance Shed. (13)

TOLLERTON

The crossover between the Up and Down Fast lines, has been repositioned 60 yards nearer to the signal box.

The ground position light signal applying set back — Up Fast to Down Fast or to Down Slow, has been repositioned accordingly. (13)

TYNE YARD SOUTH

The redundant facing connection Up Slow/Up Main has been removed and plain line installed. (13)

HEATON NORTH JN.

No.247 points, which have been temporarily repositioned 170 yds. Southwards have been brought into use to provide access from North to South yard departure sidings. (13)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

* LONDONDERRY

This work has not been carried out.

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

Facing connection — Up Hendon to Down Goods and the associated slip connection to Loop.

Up-Hendon to Flat.

The points leading from No.23 Staiths West to No.22 Staiths, have been secured for through running to and from No.23 Staiths, pending abolition of No.22 Staiths East and West.

Signals Abolished:—

Exit signal from No.22 Staiths.

Exit signal from No.23 Staiths.

Down Seaham to Staiths (two arms).

Up Hendon to Sidings Line) Bottom 2 of 3

Up Hendon to Loop)

The arm of the Up Hendon 1st Home Signal has been repositioned on the top of the Signal Bracket(13)

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

HEATON NORTH JN.

A temporary level crossing, for the use of contractors vehicles has been installed on the temporary connection to 247 points.

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.

York
12 March, 1976

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

13

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

SATURDAY 27 MARCH

TO

FRIDAY 2 APRIL 1976

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 20 AND SUNDAY 21 MARCH – LONDONDERRY – THIS WORK WAS NOT CARRIED OUT**

The facing crossover between the Down and Up Hendon lines (approximately 450 yards) on the Ryhope Grange side of the signal box will be brought into use.

Two new miniature arm signals will be mounted on the bracket carrying the Down Hendon Home signal. The one immediately on the right hand side of the Home arm will be at a height of 25ft. above rail level, and will apply – Down Hendon to Up Hendon via the new crossover. The miniature arm signal mounted 23ft. above the main post will apply set back along the Up Hendon and a 'Diamond' sign will be provided on the post of this signal.

The connection leading from Up Sidings to Up Hendon will be brought into use (approximately 505 yards on the Ryhope Grange side of the signal box) and will be controlled from a new 8-lever Whitehouse ground frame released from Londonderry signal box. An adjacent telephone connected to Londonderry signal box will be provided.

The following new signals controlled from the ground frame will be provided:—
Whitehouse Up Sidings Starting to Up Hendon with the arm 22ft. above rail level. An Up Distant arm for Hendon Gas Works will be provided below, 16ft. above rail level. An adjacent ground disc will be provided applying – Up Sidings to Headshunt. A disc signal will also be provided 5ft. to the left of the Headshunt and 557 yards from Londonderry signal box, and will apply – Headshunt to Up Sidings.

When Whitehouse ground frame is closed, the above two new discs will be left in the "OFF" position.
(15)

DETAILS OF WORK ALREADY CARRIED OUT

BISHOP AUKLAND EAST

A new facing main to main crossover, situated between the trailing points – Up Main/No.3 Platform line and the existing main to main trailing crossover, has been brought into use.

A new route indication "3" has been added to the route indicator on Down Main BE41 signal and this applies towards No.3 Platform line via the new crossover (read in conjunction with the subsidiary signal this indication applies towards No.3 Platform line occupied).

A new ground disc, situated on the right hand side of and adjacent to the No.1 Platform Starting signal, has been brought into use reading No.1 Platform line to Down Main.

Buffer-stops have been provided on No.3 Platform line 238 yards North of the starting signal.

The normal lie of the points – double/single line on the Eastgate branch has been altered for through running from Up Single line to Up Main.
(15)

BEDALE

The bracket post carrying the Up Home and Up Loop Home semaphore arm signals has been replaced by (a) a straight post signal carrying the Up Home 18 yards further from the signal box (on the left-hand side of the single line) and with the arm 25ft. above rail level and (b) a ground disc applying Up Single line to Loop positioned 1 yard in front of the Up Home.
(15)

**** YORK – MOTIVE POWER DEPOT**

Notice boards worded, 'STOP, PROCEED AT CAUTION' have been provided at the entrance to the Fuelling Bays and Maintenance Shed.
(13)

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

**** TOLLERTON**

The crossover between the Up and Down Fast lines, has been repositioned 60 yards nearer to the signal box.

The ground position light signal applying set back — Up Fast to Down Fast or to Down Slow, has been repositioned accordingly. (13)

**** TYNE YARD SOUTH**

The redundant facing connection Up Slow/Up Main has been removed and plain line installed. (13)

**** HEATON NORTH JN.**

No.247 points, which have been temporarily repositioned 170 yds. Southwards have been brought into use to provide access from North to South yard departure sidings. (13)

REDCAR ORE TERMINAL

3-aspect Departure line signal G.113 has been moved to a position 103 yards before reaching the outlet trap points. (14)

SATURDAY 27 MARCH

FRIDAY 2 APRIL 1998

INCLUSIVE

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

** HEATON NORTH JN.

A temporary level crossing, for the use of contractors vehicles has been installed on the temporary connection to 247 points.

** 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.

York

19 March, 1976

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

14

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

SATURDAY 3 APRIL

TO

FRIDAY 9 APRIL 1976

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

FRIDAY 9 APRIL – BETWEEN HARTON AND WHITBURN

The Hand points to Hann and Newby Sidings will be secured out of use pending abandonment of Sidings. (17)

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD SOUTH AND YORK YARD NORTH

The hand worked points at the north end of the York line in the Up Yard have been secured in the direction of the Down Mineral pending removal of the York line. (New Item) (18)

BISHOP AUCKLAND EAST

A new facing main to main crossover, situated between the trailing points – Up Main/No.3 Platform line and the existing main to main trailing crossover, has been brought into use.

A new route indication "3" has been added to the route indicator on Down Main BE41 signal and this applies towards No.3 Platform line via the new crossover (read in conjunction with the subsidiary signal this indication applies towards No.3 Platform line occupied).

A new ground disc, situated on the right hand side of and adjacent to the No.1 Platform Starting signal, has been brought into use reading No.1 Platform line to Down Main.

Buffer-stops have been provided on No.3 Platform line 238 yards North of the starting signal.

The normal lie of the points – double/single line on the Eastgate branch has been altered for through running from Up Single line to Up Main. (15)

BEDALE

The bracket post carrying the Up Home and Up Loop Home semaphore arm signals has been replaced by (a) a straight post signal carrying the Up Home 18 yards further from the signal box (on the left-hand side of the single line) and with the arm 25ft. above rail level and (b) a ground disc applying Up Single line to Loop positioned 1 yard in front of the Up Home. (15)

**** REDCAR ORE TERMINAL**

3-aspect Departure line signal G.113 has been moved to a position 103 yards before reaching the outlet trap points. (14)

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

NIL.

DANGEROUS GOODS HAZARD IDENTIFICATION – Explanation of Warning Symbols

A VOLUNTARY SCHEME FOR THE MARKING OF TANK VEHICLES
CONVEYING DANGEROUS SUBSTANCESHazchem Code (for use
by Emergency Services) →UN No. identifying
product being carried
(for use by B.R.) →Telephone No. from
which specialist advice
on dealing with product
may be obtained. (Only →
to be used by Optg. Dept.
Staff)← Hazard Diamond
indicating
contents are
dangerous and
nature of hazard.

This panel is being introduced as a requirement for tank wagons and may be shown on other vehicles. The actual codes will vary according to the product being carried as also will the Hazard Diamond.

On the reverse are shown the various types of Hazard Diamond.

With the exception of gases the hazard diamonds are also required to be affixed to packages containing dangerous goods. The symbol is also shown on the B.R. Wagon Label attached to wagons conveying dangerous goods.

If a wagon or package bearing a hazard label is observed to have been involved in any incident and there is a leakage or suspected leakage you should:—

1. STAY AWAY from the immediate area.
2. KEEP OTHERS AWAY from the area.
3. INFORM a responsible railway official immediately advising them if possible UN No., or description of hazard diamond.

A VOLUNTARY SCHEME FOR THE MARKING OF TANK VEHICLES
CONVEYING DANGEROUS SUBSTANCES

Hazard warning labels

ANNEX D



York
26 March, 1976

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

15

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

**SATURDAY 10 APRIL
TO
FRIDAY 16 APRIL 1976
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**THURSDAY 15 APRIL – PELAW TO SOUTH SHIELDS**

The points Down Main to N.C.B. Sidings at 6 m.p. will be secured out of use pending removal of Sidings to N.C.B. at Hildas Jn. (19)

DETAILS OF WORK ALREADY CARRIED OUT**YORK YARD SOUTH AND YORK YARD NORTH**

The hand worked points at the north end of the York line in the Up Yard have been secured in the direction of the Down Mineral pending removal of the York line. (18)

**** BISHOP AUCKLAND EAST**

A new facing main to main crossover, situated between the trailing points – Up Main/No.3 Platform line and the existing main to main trailing crossover, has been brought into use.

A new route indication "3" has been added to the route indicator on Down Main BE41 signal and this applies towards No.3 Platform line via the new crossover (read in conjunction with the subsidiary signal this indication applies towards No.3 Platform line occupied).

A new ground disc, situated on the right hand side of and adjacent to the No.1 Platform Starting signal, has been brought into use reading No.1 Platform line to Down Main.

Buffer-stops have been provided on No.3 Platform line 238 yards North of the starting signal.

The normal lie of the points – double/single line on the Eastgate branch has been altered for through running from Up Single line to Up Main. (15)

**** BEDALE**

The bracket post carrying the Up Home and Up Loop Home semaphore arm signals has been replaced by (a) a straight post signal carrying the Up Home 18 yards further from the signal box (on the left-hand side of the single line) and with the arm 25ft. above rail level and (b) a ground disc applying Up Single line to Loop positioned 1 yard in front of the Up Home. (15)

BETWEEN HARTON AND WHITBURN

The Hand points to Hann and Newby Sidings have been secured out of use pending abandonment of Sidings. (17)

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

NIL.

York
2 April, 1976

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:--"

DON'T TAKE

CHANCES,

YOU CAN'T

AFFORD IT



NN

EASTERN REGION

16/17

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 17 APRIL
TO
FRIDAY 30 APRIL 1976
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

**** YORK YARD SOUTH AND YORK YARD NORTH. THIS WORK HAS NOT BEEN CARRIED OUT.**

The hand worked points at the north end of the York line in the Up Yard have been secured in the direction of the Down Mineral pending removal of the York line. (18)

HAVERTON HILL ICI EAST GRID SIDINGS

An illuminated Notice board "B.R Drivers Stop and await instructions" has been erected clear of all loose connections on entering the Grid Sidings from Belasis Lane Signal box. (New Item) (20)

LONDONDERRY

The following signals have been abolished :-

- Flat to Up Sidings
- Flat to Loop or Up Hendon
- Staiths to Seaham Sidings or West Group or 1 and 2 Sidings
- Staiths to Loop or Down Hendon
- Down Seaham to Staiths

New Signals :-

A double disc signal to the left of the Up Sidings will be provided 24 yards nearer to the signal box and will apply :-

- Top disc - Flat to Up Sidings
- Bottom disc - Flat to Loop or Up Hendon
- Disc signal to the left of Staiths line situated 24 yards nearer to the signal box and reading:-
- Staiths to Seaham line or 1 and 2 Sidings

Points Dispensed with :-

- Staiths - Through Road
- Staiths - Flat
- Flat - Staiths

PALLION

The 2-lever ground frame and the associated signals have been abolished. The points worked therefrom have been secured out of use in the normal position pending removal. (New Item) (20)

PELAW TO SOUTH SHIELDS

The points Down Main to N.C.B. Sidings at 6m.p. have been secured out of use pending removal of Sidings to N.C.B. at Hildas Jn. (19)

**** BETWEEN HARTON AND WHITBURN**

The Hand points to Hann and Newby Sidings have been secured out of use pending abandonment of Sidings. (17)

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

NIL.

York
9 April, 1976

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:--"

**An open door on a
moving train invites**

INJURY

DAMAGE

DELAY.

**Close those doors firmly
before trains depart.**

WOOLSTENHOLMES

**NN**

EASTERN REGION

18

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

SATURDAY 1 MAY

TO

FRIDAY 7 MAY 1976**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**HAVERTON HILL ICI EAST GRID SIDINGS**

An illuminated Notice board "B.R Drivers Stop and await instructions" has been erected clear of all loose connections on entering the Grid Sidings from Belasis Lane Signal box. (20)

LONDONDERRY

The following signals have been abolished :-

- Flat to Up Sidings
- Flat to Loop or Up Hendon
- Staiths to Seaham Sidings or West Group or 1 and 2 Sidings
- Staiths to Loop or Down Hendon
- Down Seaham to Staiths

New Signals :-

A double disc signal to the left of the Up Sidings will be provided 24 yards nearer to the signal box and will apply :-

- Top disc - Flat to Up Sidings
- Botton disc - Flat to Loop or Up Hendon
- Disc signal to the left of Staiths line situated 24 yards nearer to the signal box and reading:-
Staiths to Seaham line or 1 and 2 Sidings

Points Dispensed with :-

- Staiths - Through Road
- Staiths - Flat
- Flat - Staiths

PALLION

The 2-lever ground frame and the associated signals have been abolished. The points worked therefrom have been secured out of use in the normal position pending removal. (20)

PELAW TO SOUTH SHIELDS

The points Down Main to N.C.B. Sidings at 6m.p. have been secured out of use pending removal of Sidings to N.C.B. at Hildas Jn. (19)

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

NIL.

York
23 April, 1976

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

19

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

SATURDAY 8 MAY

TO

FRIDAY 14 MAY 1976

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

HAVERTON HILL ICI EAST GRID SIDINGS

An illuminated Notice board "B.R Drivers Stop and await instructions" has been erected clear of all loose connections on entering the Grid Sidings from Belasis Lane Signal box. (20)

****LONDONDERRY**

The following signals have been abolished :-

- Flat to Up Sidings
- Flat to Loop or Up Hendon
- Staiths to Seaham Sidings or West Group or 1 and 2 Sidings
- Staiths to Loop or Down Hendon
- Down Seaham to Staiths

New Signals :-

A double disc signal to the left of the Up Sidings will be provided 24 yards nearer to the signal box and will apply :-

- Top disc - Flat to Up Sidings
- Bottom disc - Flat to Loop or Up Hendon
- Disc signal to the left of Staiths line situated 24 yards nearer to the signal box and reading:-
Staiths to Seaham line or 1 and 2 Sidings

Points Dispensed with :-

- Staiths - Through Road
- Staiths - Flat
- Flat - Staiths

PALLION

The 2-lever ground frame and the associated signals have been abolished. The points worked therefrom have been secured out of use in the normal position pending removal. (20)

****PELAW TO SOUTH SHIELDS**

The points Down Main to N.C.B. Sidings at 6m.p. have been secured out of use pending removal of Sidings to N.C.B. at Hildas Jn. (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.
 * Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

MISCELLANEOUS NOTICES

NIL.

ALTERATION 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 151

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Forth Junction

★ Add:- - 30 2m. 57chs. to 2m. 35chs.

MO.45/NN

York
30 April, 1976

F.J. BURGE
Chief Operating Manager

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

WOOLSTENHOLMES

**British Rail****NN**

EASTERN REGION

20

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

SATURDAY 15 MAY

TO

FRIDAY 21 MAY 1976**INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

WEDNESDAY 19 MAY : BOWESFIELD

The Automatic Warning System will be brought into use at the following signals (each track inductor will be positioned 200 yards before reaching the signal concerned).

- B.109 Up Goods to Up Main
- B.119 Up Goods Home (24)

DETAILS OF WORK ALREADY CARRIED OUT

** HAVERTON HILL ICI EAST GRID SIDINGS

An illuminated Notice board "B.R Drivers Stop and await instructions" has been erected clear of all loose connections on entering the Grid Sidings from Belasis Lane Signal box. (20)

** PALLION

The 2-lever ground frame and the associated signals have been abolished. The points worked therefrom have been secured out of use in the normal position pending removal. (20)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

NIL.

ALTERATION 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 151

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Forth Junction

★ Add:- — 30 2m. 57chs. to 2m. 35chs. (22D)

MO.45/NN

F.J. BURGE

York
7 May, 1976

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****21**

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

SATURDAY 22 MAY**TO****FRIDAY 28 MAY 1976****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
BACKWORTH TO MORPETH VIA SEGHILL		
SUNDAY 23 MAY		
Hepscott and Morpeth	Single BLOCKED	06 00 to 20 00. Trackwork between 19 m.p. and 20m. 5chs. On and off track machines in use.
TUESDAY 25 and WEDNESDAY 26 MAY		
Newsham South and Holywell	Up	08 00 to 16 00 daily. Trackwork between 8m. 69chs. and 7m. 45chs. Hartley auto barriers manned. On track machines in use.
WINNING TO MARCHEYS HOUSE		
SUNDAY 23 MAY		
Marcheys House and Winning	Down and Up BLOCKED	00 01 to 17 00. Trackwork between 0m. 2chs. and 0m. 29chs. (Up). Crane and off track machines in use.
THURSDAY 27 and FRIDAY 28 MAY		
Winning and Marcheys House	Up	08 00 to 16 00 daily. Trackwork between 0m. 3chs. and 0m. 28chs. On track machines in use.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BOWESFIELD

The Automatic Warning System has been brought into use at the following signals (each track inductor has been positioned 200 yards before reaching the signal concerned).

- B.109 Up Goods to Up Main
- B.119 Up Goods Home

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.

ALTERATION 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.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 151

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Forth Junction

Add:-

- 30 2m. 57chs. to 2m. 35chs.

(22D)

MO.45/NN

F.J. BURGE

Chief Operating Manager

York
14 MAY, 1976

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

22/23

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 29 MAY
TO
FRIDAY 11 JUNE 1976
INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 6 JUNE – HEATON (BENTON BANK)**

Heaton North Jn. will be remodelled as indicated below.

The single-ended facing connection leading from Up Main to Up Benton Goods will be abolished, and will be replaced 33 yards further north by a new double-ended facing connection leading from Up Main to Up Benton Goods.

The ground position light signals Nos. 55 and 56, at the Up Main point ends of the former single-ended connection, will be re-positioned at the Up Main point ends of the new connection.

The slip connection to Up Goods, leading from the above former single-ended facing connection, will also be abolished and a new facing connection, leading from Up Main to Up Goods will be provided 42 yards further south. New trap points will be provided in the Up Goods immediately north of the Up Goods point ends of this new connection.

The associated Up Goods set-back ground position light signal (No. 65) will be resited at the Up Goods end of the new facing connection – Up Main to Up Goods.

The trap points in the Up Benton Goods will be secured out of use in the reverse position pending replacement by plain line, and the ground position light signal (No. 60) and associated telephone adjacent to these trap points, will be resited at the Up Goods point end of the new facing connection – Up Main to Up Benton Goods.

All repositioned ground position light signals will apply as hitherto, but the route to Up Goods from No. 55 signal (route indication "G"), will in future be via the Up Main and the new facing connection – Up Main to Up Goods. (26)

DETAILS OF WORK ALREADY CARRIED OUT**BOWESFIELD**

The Automatic Warning System has been brought into use at the following signals (each track inductor has been positioned 200 yards before reaching the signal concerned).

B.109 Up Goods to Up Main
B.119 Up Goods Home

(24)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

NIL.

MO.45/NN

F.J. BURGE
Chief Operating Manager

York
21 MAY, 1976

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

SECTION D
GENERAL INSTRUCTIONS AND NOTICES
MISCELLANEOUS INSTRUCTIONS

REMEMBER

THE BRAKE CONTINUITY TEST

—It Is VITAL—

Your Life May Depend On It.

**NN**

EASTERN REGION

24

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

SATURDAY 12 JUNE

TO

FRIDAY 18 JUNE 1976**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 JUNE – GATESHEAD (KING EDWARD BRIDGE JUNCTION)**

The Down Main signal G.152 with the subsidiary signal beneath applying Down South, Down Gateshead West, Down K.E.B. West and Down Goods will be renewed on the same site at a reduced height of 10ft with the route indicator on the right-hand side of the main signal. (26)

DETAILS OF WORK ALREADY CARRIED OUT**HEATON NORTH JUNCTION**

The trailing connection, Down Main to Down Goods has been repositioned 20 yards further North together with the associated ground position light signal (No.53). (New item) (26)

HEATON (BENTON BANK)

Heaton North Jn. has been remodelled as indicated below.

The single-ended facing connection leading from Up Main to Up Benton Goods has been abolished, and has been replaced 33 yards further north by a new double-ended facing connection leading from Up Main to Up Benton Goods.

The ground position light signals Nos.55 and 56, at the Up Main point ends of the former single-ended connection, has been re-positioned at the Up Main point ends of the new connection.

The slip connection to Up Goods, leading from the above former single-ended facing connection, has also been abolished and a new facing connection, leading from Up Main to Up Goods has been provided 42 yards further south. New trap points have been provided in the Up Goods immediately north of the Up Goods point ends of this new connection.

The associated Up Goods set-back ground position light signal (No.65) has been resited at the Up Goods end of the new facing connection – Up Main to Up Goods.

The trap points in the Up Benton Goods have been secured out of use in the reverse position pending replacement by plain line, and the ground position light signal (No.60) and associated telephone adjacent to these trap points, have been resited at the Up Goods point end of the new facing connection – Up Main to Up Benton Goods.

All repositioned ground position light signals apply as hitherto, but the route to Up Goods from No.55 signal (route indication "G"), is now via the Up Main and the new facing connection – Up Main to Up Goods. (26)

**** BOWESFIELD**

The Automatic Warning System has been brought into use at the following signals (each track inductor has been positioned 200 yards before reaching the signal concerned).

B.109 Up Goods to Up Main
B.119 Up Goods Home

(24)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

NIL.

MO.45/NN

F.J. BURGE
Chief Operating Manager

York
4 JUNE, 1976

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:-"

FORWARDED

8:108 Up Goods to Up Main
8:119 Up Goods Main



NN

EASTERN REGION

25

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

SATURDAY 19 JUNE

TO

FRIDAY 25 JUNE 1976

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 JUNE : YORK STATION**

The following points will be secured in the normal position pending removal :-

No. 427 Up Leeds to Down Doncaster

No. 428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes will be abolished.

(28)

SUNDAY 20 JUNE - GATESHEAD (KING EDWARD BRIDGE JUNCTION)

The Down Main signal G.152 with the subsidiary signal beneath applying Down South, Down Gateshead West, Down K.E.B. West and Down Goods will be renewed on the same site at a reduced height of 10ft with the route indicator on the right-hand side of the main signal.

(26)

DETAILS OF WORK ALREADY CARRIED OUT**HEATON NORTH JUNCTION**

The trailing connection, Down Main to Down Goods has been repositioned 20 yards further North together with the associated ground position light signal (No.53).

(26)

HEATON (BENTON BANK)

Heaton North Jn. has been remodelled as indicated below.

The single-ended facing connection leading from Up Main to Up Benton Goods has been abolished, and has been replaced 33 yards further north by a new double-ended facing connection leading from Up Main to Up Benton Goods.

The ground position light signals Nos.55 and 56, at the Up Main point ends of the former single-ended connection, has been re-positioned at the Up Main point ends of the new connection.

The slip connection to Up Goods, leading from the above former single-ended facing connection, has also been abolished and a new facing connection, leading from Up Main to Up Goods has been provided 42 yards further south.

The associated Up Goods set-back ground position light signal (No.65) has been resited at the Up Goods end of the new facing connection - Up Main to Up Goods.

The trap points in the Up Benton Goods have been secured out of use in the reverse position pending replacement by plain line, and the ground position light signal (No.60) and associated telephone adjacent to these trap points, have been resited at the Up Goods point end of the new facing connection - Up Main to Up Benton Goods.

All repositioned ground position light signals apply as hitherto, but the route to Up Goods from No.55 signal (route indication "G"), is now via the Up Main and the new facing connection - Up Main to Up Goods.

(26)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

NIL.

York
11 JUNE, 1976

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

26

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

SATURDAY 26 JUNE

TO

FRIDAY 2 JULY 1976**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**YORK STATION**

The following points have been secured in the normal position pending removal:-

No. 427 Up Leeds to Down Doncaster

No. 428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes have been abolished.

(28)

GATESHEAD (KING EDWARD BRIDGE JUNCTION)

The Down Main signal G.152 with the subsidiary signal beneath applying Down South, Down Gateshead West, Down K.E.B. West and Down Goods has been renewed on the same site at a reduced height of 10ft. with the route indicator on the right-hand side of the main signal.

(29)

**** HEATON NORTH JUNCTION**

The trailing connection, Down Main to Down Goods has been repositioned 20 yards further North together with the associated ground position light signal (No.53).

(26)

**** HEATON (BENTON BANK)**

Heaton North Jn. has been remodelled as indicated below.

The single-ended facing connection leading from Up Main to Up Benton Goods has been abolished, and has been replaced 33 yards further north by a new double-ended facing connection leading from Up Main to Up Benton Goods.

The ground position light signals Nos.55 and 56, at the Up Main point ends of the former single-ended connection, has been re-positioned at the Up Main point ends of the new connection.

The slip connection to Up Goods, leading from the above former single-ended facing connection, has also been abolished and a new facing connection, leading from Up Main to Up Goods has been provided 42 yards further south.

The associated Up Goods set-back ground position light signal (No.65) has been resited at the Up Goods end of the new facing connection - Up Main to Up Goods.

The trap points in the Up Benton Goods have been secured out of use in the reverse position pending replacement by plain line, and the ground position light signal (No.60) and associated telephone adjacent to these trap points, have been resited at the Up Goods point end of the new facing connection - Up Main to Up Benton Goods.

All repositioned ground position light signals apply as hitherto, but the route to Up Goods from No.55 signal (route indication "G"), is now via the Up Main and the new facing connection - Up Main to Up Goods.

(26)

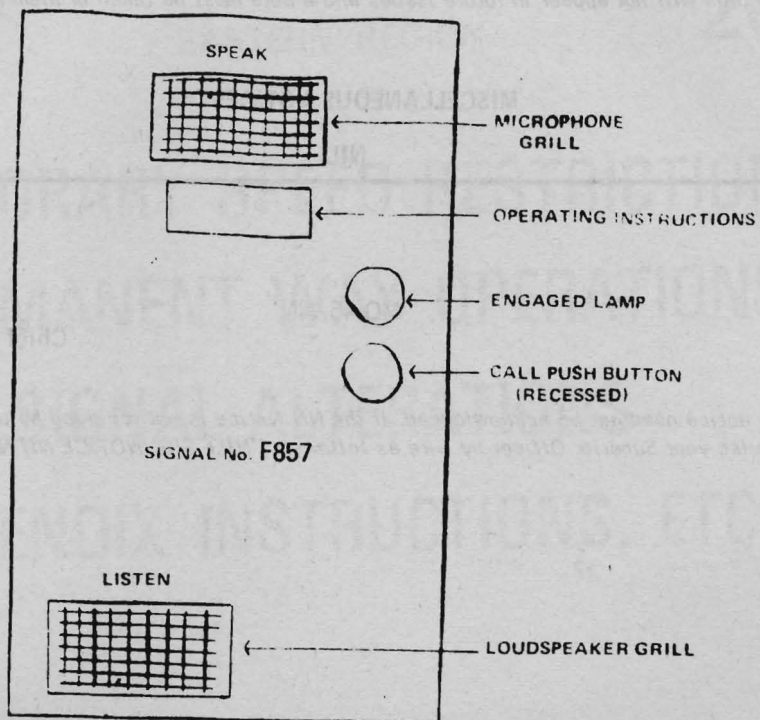
SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

FERRYHILL

A vandal resistant signal-post telephone without handset has been provided on Down Main automatic signal F857 (between 45½ and 45¾m.p.).

A diagram of the front panel and operating instructions is given below:—



Press call button (recessed).
 When signalman answers : speak into top grill.
 Yellow lamp indicates circuit engaged.
 When engaged wait for yellow light to go out and
 press call button again.

A vandal resistant telephone without handset has been installed adjacent to Ferryhill ground position-light signal No.431 (Goods Yard to Down Passenger Loop). The action of opening the lid calls the signalman.
 (New Item) (29)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

NIL.

York
18 JUNE, 1976

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 3 JULY

TO

FRIDAY 9 JULY 1976

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 3 to MONDAY 5 JULY – FERRYHILL (Kelloe Bank Foot Branch)

The connections from the Up Leamside to Steetley Sidings and to the Kelloe Bank Foot Branch will be abolished.

A new line giving direct access from Ferryhill Up Sidings to the Kelloe Bank Foot Branch, will be brought into use. This line will be controlled by track circuit occupation and associated signalling as far as the commencement of the Kelloe Bank Foot single line.

The Key Release Instrument for obtaining the train staff for the Kelloe Bank Foot Branch, and the associated notice board worded "All Drivers must stop at this notice board etc." will be repositioned approximately 400 yards nearer to Kelloe Bank Foot, and an adjacent telephone connected to Ferryhill signal box will be provided.

Two new ground frames to be known as "Steetley Magnesite Sidings 'A' and 'B' released from Ferryhill, will be provided at the South and North ends of Steetley Sidings respectively, giving access to Steetley Sidings from the Kelloe Bank Foot Branch for run-round facilities. Telephone communication to Ferryhill will be provided at each ground frame.

A notice board worded "Stop. Operate Ground Frame" will be positioned at the 'B' ground frame, and will apply to movements towards Kelloe Bank Foot.

The notice board worded "End of One Train Working" will be repositioned 100 yards North of the points controlled by 'B' ground frame, and a new ground position light signal No.434, will be provided immediately North of this notice board, and will apply—Kelloe Bank Foot single line towards the Up Sidings via the new line.

Ferryhill Up Sidings

A notice board worded "STOP TELEPHONE" will be provided at the entrance to and exit from the Up Sidings, and telephone communication with the signal box will be provided at each notice board.

A new ground position light signal No.433, applicable to Down direction movements from the Up Sidings, will be provided 50 yards South of the "STOP TELEPHONE" notice board at the entrance to the Up Sidings. (30)

SUNDAY 4 JULY – GUISBOROUGH JUNCTION

The junction points – Down and Up Goods/Whitby Branch will be secured out of use in the normal position pending removal.

Signals Abolished:—

Semaphore arm – Up Whitby Branch to Up Goods and the Distant arm below
Semaphore arm – Down Goods to Down Whitby Branch. (30)

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

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

No. 427 Up Leeds to Down Doncaster

No. 428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes have been abolished. (28)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

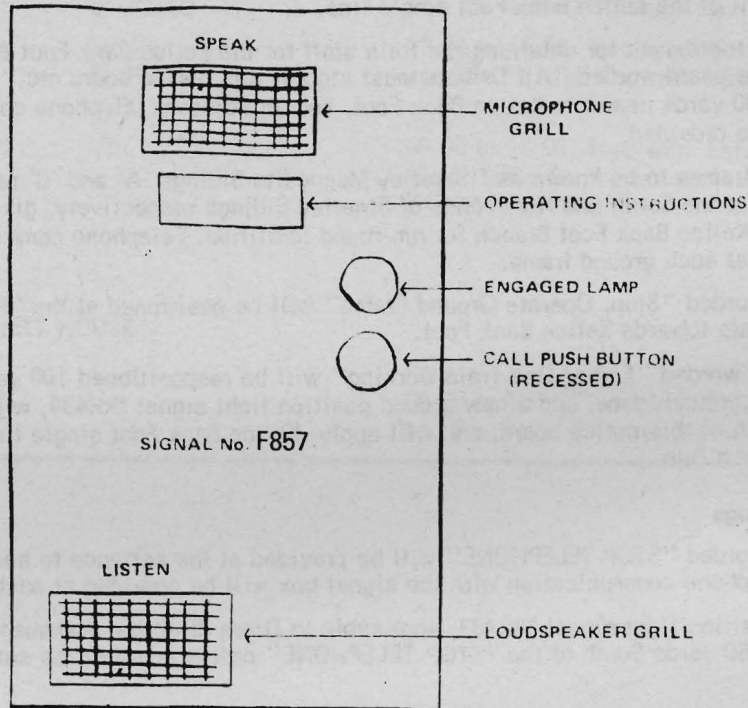
GATESHEAD (KING EDWARD BRIDGE JUNCTION)

The Down Main signal G.152 with the subsidiary signal beneath applying Down South, Down Gateshead West, Down K.E.B. West and Down Goods has been renewed on the same site at a reduced height of 10ft. with the route indicator on the right-hand side of the main signal. (29)

FERRYHILL

A vandal resistant signal-post telephone without handset has been provided on Down Main automatic signal F857 (between 45½ and 45¾m.p.).

A diagram of the front panel and operating instructions is given below:-



Press call button (recessed).
 When signalman answers : speak into top grill.
 Yellow lamp indicates circuit engaged.
 When engaged wait for yellow light to go out and
 press call button again.

A vandal resistant telephone without handset has been installed adjacent to Ferryhill ground position-light signal No.431 (Goods Yard to Down Passenger Loop). The action of opening the lid calls the signalman. (29)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ **BOG HALL FARM CROSSING – FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH LINE AT 6¼ m.p.**
From 18 00 Saturday 3 July to 03 00 Sunday 4 July there will be increased user of this crossing by road vehicles, drivers should keep a sharp look out. (30)

York
25 JUNE, 1976

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

28

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

SATURDAY 10 JULY

TO

FRIDAY 16 JULY 1976**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

YORK STATION

The following points have been secured in the normal position pending removal:-

No. 427 Up Leeds to Down Doncaster

No. 428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes have been abolished. (28)

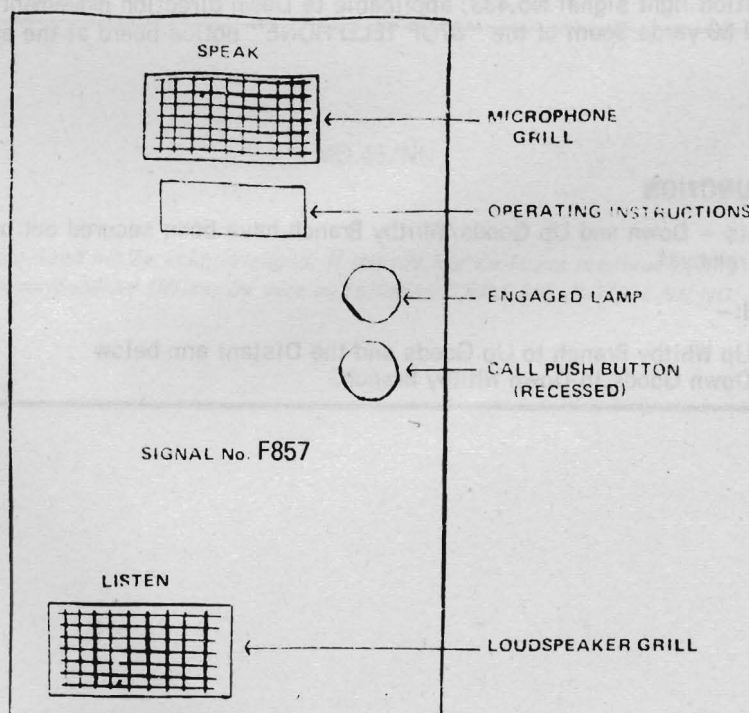
GATESHEAD (KING EDWARD BRIDGE JUNCTION)

The Down Main signal G.152 with the subsidiary signal beneath applying Down South, Down Gateshead West, Down K.E.B. West and Down Goods has been renewed on the same site at a reduced height of 10ft. with the route indicator on the right-hand side of the main signal. (29)

FERRYHILL

A vandal resistant signal-post telephone without handset has been provided on Down Main automatic signal F857 (between 45½ and 45¾m.p.).

A diagram of the front panel and operating instructions is given below:-



Press call button (recessed).
 When signalman answers : speak into top grill.
 Yellow lamp indicates circuit engaged.
 When engaged wait for yellow light to go out and
 press call button again.

A vandal resistant telephone without handset has been installed adjacent to Ferryhill ground position-light signal No.431 (Goods Yard to Down Passenger Loop). The action of opening the lid calls the signalman. (29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

FERRYHILL (Kelloe Bank Foot Branch)

The connections from the Up Leamside to Steetley Sidings and to the Kelloe Bank Foot Branch have been abolished.

A new line giving direct access from Ferryhill Up Sidings to the Kelloe Bank Foot Branch, has been brought into use. This line is controlled by track circuit occupation and associated signalling as far as the commencement of the Kelloe Bank Foot single line.

The Key Release Instrument for obtaining the train staff for the Kelloe Bank Foot Branch, and the associated notice board worded "All Drivers must stop at this notice board etc." has been repositioned approximately 400 yards nearer to Kelloe Bank Foot, and an adjacent telephone connected to Ferryhill signal box has been provided.

Two new ground frames to be known as "Steetley Magnesite Sidings 'A' and 'B' released from Ferryhill, have been provided at the South and North ends of Steetley Sidings respectively, giving access to Steetley Sidings from the Kelloe Bank Foot Branch for run-round facilities. Telephone communication to Ferryhill has been provided at each ground frame.

A notice board worded "Stop. Operate Ground Frame" has been positioned at the 'B' ground frame, and applies to movements towards Kelloe Bank Foot.

The notice board worded "End of One Train Working" has been repositioned 100 yards North of the points controlled by 'B' ground frame, and a new ground position light signal No.434, has been provided immediately North of this notice board, and applies—Kelloe Bank Foot single line towards the up Sidings via the new line.

Ferryhill Up Sidings

A notice board worded "STOP TELEPHONE" has been provided at the entrance to and exit from the Up Sidings, and telephone communication with the signal box has been provided at each notice board.

A new ground position light signal No.433, applicable to Down direction movements from the Up Sidings, has been provided 50 yards South of the "STOP TELEPHONE" notice board at the entrance to the Up Sidings. (30)

GUISBOROUGH JUNCTION

The junction points – Down and Up Goods/Whitby Branch have been secured out of use in the normal position pending removal.

Signals Abolished:—

Semaphore arm – Up Whitby Branch to Up Goods and the Distant arm below
Semaphore arm – Down Goods to Down Whitby Branch.

(30)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

BOG HALL FARM CROSSING – FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH LINE AT 6¼ m.p.

From 18 00 Saturday 3 July to 03 00 Sunday 4 July there will be increased user of this crossing by road vehicles, drivers should keep a sharp look out. (30)

★ THORNABY STATION

Commencing Monday 12 July the Up Platform is being repaired. Drivers to stop trains at marker boards provided. (31)

★ NUNTHORPE STATION

Commencing Monday 12 July the Down Platform is being repaired. Drivers to stop trains at marker boards provided. (31)

MO.45/NN

York
2 JULY, 1976

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

29**TEMPORARY SPEED RESTRICTIONS****PERMANENT WAY OPERATIONS****SIGNAL ALTERATIONS****APPENDIX INSTRUCTIONS, ETC.****SATURDAY 17 JULY**

TO

FRIDAY 23 JULY 1976**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

** YORK STATION

The following points have been secured in the normal position pending removal:-
No. 427 Up Leeds to Down Doncaster

No. 428 Slip connection Up Holgate Loop to Up Leeds

All associated signal routes have been abolished.

(29)

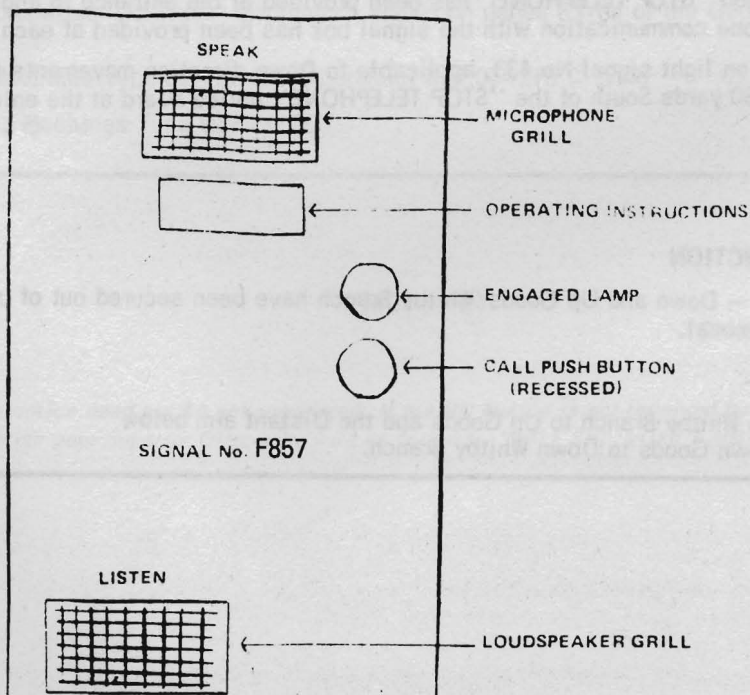
GATESHEAD (KING EDWARD BRIDGE JN.)

This item, which was shown in Book NN26, for Sunday 26 June, has not been carried out.

** FERRYHILL

A vandal resistant signal-post telephone without handset has been provided on Down Main automatic signal F857 (between 45½ and 45¾m.p.).

A diagram of the front panel and operating instructions is given below:-



Press call button (recessed).
When signaller answers : speak into top grill.
Yellow lamp indicates circuit engaged.
When engaged wait for yellow light to go out and
press call button again.

A vandal resistant telephone without handset has been installed adjacent to Ferryhill ground position-light signal No.431 (Goods Yard to Down Passenger Loop). The action of opening the lid calls the signaller.

(29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

FERRYHILL (Kelloe Bank Foot Branch)

The connections from the Up Leamside to Steetley Sidings and to the Kelloe Bank Foot Branch have been abolished.

A new line giving direct access from Ferryhill Up Sidings to the Kelloe Bank Foot Branch, has been brought into use. This line is controlled by track circuit occupation and associated signalling as far as the commencement of the Kelloe Bank Foot single line.

The Key Release Instrument for obtaining the train staff for the Kelloe Bank Foot Branch, and the associated notice board worded "All Drivers must stop at this notice board etc." has been repositioned approximately 400 yards nearer to Kelloe Bank Foot, and an adjacent telephone connected to Ferryhill signal box has been provided.

Two new ground frames to be known as "Steetley Magnesite Sidings 'A' and 'B' released from Ferryhill, have been provided at the South and North ends of Steetley Sidings respectively, giving access to Steetley Sidings from the Kelloe Bank Foot Branch for run-round facilities. Telephone communication to Ferryhill has been provided at each ground frame.

A notice board worded "Stop. Operate Ground Frame" has been positioned at the 'B' ground frame, and applies to movements towards Kelloe Bank Foot.

The notice board worded "End of One Train Working" has been repositioned 100 yards North of the points controlled by 'B' ground frame, and a new ground position light signal No.434, has been provided immediately North of this notice board, and applies—Kelloe Bank Foot single line towards the up Sidings via the new line.

The Up Distant signal on the Kelloe Bank Foot single line has been repositioned nearer to Kelloe Bank Foot and is now 800 yards before reaching No. 434 signal.

Ferryhill Up Sidings

A notice board worded "STOP TELEPHONE" has been provided at the entrance to and exit from the Up Sidings, and telephone communication with the signal box has been provided at each notice board.

A new ground position light signal No.433, applicable to Down direction movements from the Up Sidings, has been provided 50 yards South of the "STOP TELEPHONE" notice board at the entrance to the Up Sidings. (Amended) (30)

GUISBOROUGH JUNCTION

The junction points – Down and Up Goods/Whitby Branch have been secured out of use in the normal position pending removal.

Signals Abolished:—

Semaphore arm – Up Whitby Branch to Up Goods and the Distant arm below
Semaphore arm – Down Goods to Down Whitby Branch.

(30)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

THORNABY STATION

The Up Platform is being repaired. Drivers to stop trains at marker boards provided. (31)

NUNTHORPE STATION

The Down Platform is being repaired. Drivers to stop trains at marker boards provided. (31)

★ ENGINEERS' "ON-TRACK" MACHINES

Until further notice the following Engineers' self-propelled "on-track" machines must not be relied upon to operate track circuits and instruction 11 of the "Instructions Regarding the Running and Working of Engineers' Self-propelled 'On-Track' Machines" shown on pages 63/64 of the General Appendix must be observed:-

Tamping/lining Machines Type 07-16, 07-16 Special and 07-275 (S & C)

Ballast Regulating Machines Type USP 5000C (30D)

MO.45/NN

York
9 JULY, 1976

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 24 JULY

TO

FRIDAY 30 JULY 1976**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
BACKWORTH TO MORPETH VIA SEGHILL		
SUNDAY 25 JULY		
Hepscott and Morpeth	Single BLOCKED	08 45 to 13 45. Trackwork between 19m 15chs and 20m 11chs. On track machines in use.
BEDLINGTON TO LYNEMOUTH COLLIERY (NCB)		
TUESDAY 27 to THURSDAY 29 JULY		
Lynemouth N.C.B.	Up BLOCKED	09 00 to 16 00 daily. Trackwork between 5¼ and ¼m.p. Possession given up to pass Alcan trains.
CAMBOIS BRANCH		
SATURDAY 24 to MONDAY 26 JULY		
West Blyth Jn.	All BLOCKED	08 00 Sat to 04 15 Mon. Trackwork between 1m 67chs and 1m 72chs. Alterations to signalling (See Section 'C') . Crane and off track machines in use.
MONDAY 26 to FRIDAY 30 JULY		
West Blyth Staiths	All BLOCKED	07 00 to 17 00 daily. Trackwork.
West Blyth Jn.	All	08 00 to 16 00 daily. Trackwork and S & T work.

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 24 to SUNDAY 25 JULY – SEAMER EAST

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (33)

SUNDAY 25 JULY – FREEMANS

REMODELLING OF WEST BLYTH JUNCTION

The facing crossover at West Blyth Junction between the Arrival and Departure lines, will be converted to a trailing crossover.

The points – Departure line/Down and Up North Blyth single line, will be removed and replaced by plain line, for through running along the Departure line. New points controlled from Freemans signalbox, will be installed in the Arrival line leading (in the reverse position) to and from the North Blyth Single line.

SIGNALLING ALTERATIONS

A new ground position light signal No.104, with 3-way stencil route indicator, will be provided in the cress of the Departure line, at the point ends of the trailing crossover (814 yards from the signalbox) and will apply towards Reception line (indication "R"); to Motive Power Depot (indication "M"); or to Down North Blyth line (indication "B") via the new trailing crossover.

A new "LIMIT OF SHUNT" indicator, will be provided on the signalbox side of the points – Reception line/Run-round (883 yds. from the signalbox). This will be situated between the Departure and Reception lines, and will apply to wrong direction movements on the Reception line.

The 2-way stencil route indicator on Departure line signal F.103 (applying indication "D" to departure line or indication "X" to arrival line), will be abolished and the subsidiary signal will apply along the departure line only. (33)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

* FERRYHILL (Kelloe Bank Foot Branch)

The connections from the Up Leamside to Steetley Sidings and to the Kelloe Bank Foot Branch have been abolished.

A new line giving direct access from Ferryhill Up Sidings to the Kelloe Bank Foot Branch, has been brought into use. This line is controlled by track circuit occupation and associated signalling as far as the commencement of the Kelloe Bank Foot single line.

The Key Release Instrument for obtaining the train staff for the Kelloe Bank Foot Branch, and the associated notice board worded "All Drivers must stop at this notice board etc." has been repositioned approximately 400 yards nearer to Kelloe Bank Foot, and an adjacent telephone connected to Ferryhill signal box has been provided.

Two new ground frames to be known as "Steetley Magnesite Sidings 'A' and 'B' released from Ferryhill, have been provided at the South and North ends of Steetley Sidings respectively, giving access to Steetley Sidings from the Kelloe Bank Foot Branch for run-round facilities. Telephone communication to Ferryhill has been provided at each ground frame.

A notice board worded "Stop. Operate Ground Frame" has been positioned at the 'B' ground frame, and applies to movements towards Kelloe Bank Foot.

The notice board worded "End of One Train Working" has been repositioned 100 yards North of the points controlled by 'B' ground frame, and a new ground position light signal No.434, has been provided immediately North of this notice board, and applies—Kelloe Bank Foot single line towards the up Sidings via the new line.

The Up Distant signal on the Kelloe Bank Foot single line has been repositioned nearer to Kelloe Bank Foot and is now 800 yards before reaching No. 434 signal.

Ferryhill Up Sidings

A notice board worded "STOP TELEPHONE" has been provided at the entrance to and exit from the Up Sidings, and telephone communication with the signal box has been provided at each notice board.

A new ground position light signal No.433, applicable to Down direction movements from the Up Sidings, has been provided 50 yards South of the "STOP TELEPHONE" notice board at the entrance to the Up Sidings.

(Amended) (30)

THORNABY

The trailing points – Up Main to J.D. Whites siding (at the Middlesbrough end of the station), have been secured out of use in the normal position pending removal. The route indication "O" has been removed from Up Main signal TY,204, and the siding ground position light outlet signal No.202 has been abolished.

(New Item) (33)

* GUISBOROUGH JUNCTION

The junction points – Down and Up Goods/Whitby Branch have been secured out of use in the normal position pending removal.

Signals Abolished:—

Semaphore arm – Up Whitby Branch to Up Goods and the Distant arm below
Semaphore arm – Down Goods to Down Whitby Branch.

(30)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

THORNABY STATION

The Up Platform is being repaired. Drivers to stop trains at marker boards provided. (31)

NUNTHORPE STATION

The Down Platform is being repaired. Drivers to stop trains at marker boards provided. (31)

MO.45/NN

York
16 JULY, 1976

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

31

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

**SATURDAY 31 JULY
TO
FRIDAY 6 AUGUST 1976
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.)		
TUESDAY 3 AUGUST		
Lynemouth (NCB) and Ashington	Up BLOCKED	09 30 to 15 30. Trackwork N.C.B. track between 6m. 10chs. and 4m. 10chs. Possession given up to pass Alcan trains. On track machines in use.
WEDNESDAY 4 AUGUST		
Ashington and Lynemouth (NCB)	Down BLOCKED	09 30 to 15 30. Trackwork N.C.B. track between 4m. 10chs. and 5m. 30chs. Possession given up to pass Alcan trains. On track machines in use.
THURSDAY 5 AUGUST		
Lynemouth (NCB) and Ashington	Up and Alcan Spur BLOCKED	09 30 to 15 30. Trackwork NCB track between 6m 10chs and 5m 30chs. Possession given up to pass Alcan trains. On track machines in use.
CAMBOIS BRANCH		
SUNDAY 1 AUGUST		
West Blyth Jn.	All BLOCKED	08 00 to 16 00. Trackwork between 1m 67chs and 1m 72chs.
WEDNESDAY 4 AUGUST		
West Sleekburn Jn. and Cambois	Down	09 30 to 15 30. Trackwork between 0m 3chs and 1¼ m.p. On track machines in use.
THURSDAY 5 AUGUST		
West Sleekburn Jn. and Cambois	Down and Up	09 30 to 15 30. Trackwork between 0 m.p. and 2m 38chs. On track machines in use.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

THORNABY

The trailing points – Up Main to J.D. Whites siding (at the Middlesbrough end of the station), have been secured out of use in the normal position pending removal. The route indication "O" has been removed from Up Main signal TY,204, and the siding ground position light outlet signal No.202 has been abolished.

(New Item) (33)

BETWEEN YORK HOLGATE JUNCTION AND CHALONERS WHIN

Up Holgate Loop ground position light signal Y.27 (applying towards the 'Limit' of Shunt' indicator) has been repositioned 5 yards further from the Signal box.

(New Item) (34)

FREEMANS

REMODELLING OF WEST BLYTH JUNCTION

The facing crossover at West Blyth Junction between the Arrival and Departure lines, has been converted to a trailing crossover.

The points – Departure line/Down and Up North Blyth single line, have been removed and replaced by plain line, for through running along the Departure line. New points controlled from Freemans signalbox, have been installed in the Arrival line leading (in reverse position) to and from the North Blyth Single line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SIGNALLING ALTERATIONS

A new ground position light signal No.104, with 3-way stencil route indicator, has been provided in the cress of the Departure line, at the point ends of the trailing crossover (814 yards from the signalbox) and applies towards Reception line (indication "R"); to Motive Power Depot (indication "M"); or to Down North Blyth line (indication "B") via the new trailing crossover.

A new "LIMIT OF SHUNT" indicator, has been provided on the signalbox side of the points – Reception line/Run-round (883 yds. from the signalbox). This is situated between the Departure and Reception lines, and applies to wrong direction movements on the Reception line.

The 2-way stencil route indicator on Departure line signal F.103 (applying indication "D" to departure line or indication "X" to arrival line), has been abolished and the subsidiary signal applies along the departure line only. (33)

STRANTON

The disc signal applying set back – Down Main to Up Main has been abolished.

The disc signal applying set back – Up Main to Down Main has been repositioned in the Up Cess adjacent to the bracket post carrying the Down Main Home signal.

A "diamond" sign has been provided on the post carrying the Down Main Home signal.

The trailing connection – Down Siding to Down Main, and the associated Down Siding outlet trap points have been resited on the south side of Stranton level crossing.

A new semaphore arm signal applying – Down Siding to Down Main, with Clarence Road Down Distant below, has been provided adjacent to the Down Siding outlet trap points, with the arms 14 ft. and 8 ft. above rail level respectively. The distance between the new Down Distant, and the Clarence Road Down Home is 371 yards.

A new disc signal with 2-way stencil route indicator, has been provided in the cress of the Down Main opposite the signal box, applying:-

- Indication 'U' – set back – Down Main to Up Main
- 'S' – set back – Down Main to Down Siding

The points – Down Siding to M.P.D. have become hand-worked and the disc signals controlling movements into and out of the M.P.D. have been abolished. (New Item) (34)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

**** THORNABY STATION**

The Up Platform is being repaired. Drivers to stop trains at marker boards provided. (31)

**** NUNTHORPE STATION**

The Down Platform is being repaired. Drivers to stop trains at marker boards provided. (31)

York
23 JULY, 1976

MO.45/NN

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

32

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

SATURDAY 7 AUGUST

TO

FRIDAY 13 AUGUST 1976**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 7 AND SUNDAY 8 AUGUST – STRANTON**

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (35/36)

SUNDAY 8 AUGUST – BARDON MILL

The trailing crossover will be repositioned immediately on the East side of the signal box, and the associated ground disc (set back Down Main to Up Main) will be repositioned accordingly.

The trailing connection from Up Main to Up Siding, will be repositioned approximately 45 yards nearer to the signal box and will be controlled from the signal box. Bardon Mill Up Siding ground frame will be abolished.

New ground disc signals will be provided as follows:—

Set back – Up Main to Down Main or to Up Siding.
Up Siding to Up Main.

(35/36)

MONDAY 9 AUGUST – REDCAR B.S.C. MINERAL TERMINAL

New Rapid discharge facilities will be commissioned.

Full details are shown in Supplementary Signalling Notice No.84, and all concerned should be in possession of a copy of this notice. (35/36)

DETAILS OF WORK ALREADY CARRIED OUT**THORNABY**

The trailing points – Up Main to J.D. Whites siding (at the Middlesbrough end of the station), have been secured out of use in the normal position pending removal. The route indication "O" has been removed from Up Main signal TY,204, and the siding ground position light outlet signal No.202 has been abolished.

(New Item) (33)

BETWEEN YORK HOLGATE JUNCTION AND CHALONERS WHIN

Up Holgate Loop ground position light signal Y.27 (applying towards the 'Limit' of Shunt' indicator) has been repositioned 5 yards further from the Signal box. (New Item) (34)

FREEMANS**REMODELLING OF WEST BLYTH JUNCTION**

The facing crossover at West Blyth Junction between the Arrival and Departure lines, has been converted to a trailing crossover.

The points – Departure line/Down and Up North Blyth single line, have been removed and replaced by plain line, for through running along the Departure line. New points controlled from Freemans signalbox, have been installed in the Arrival line leading (in reverse position) to and from the North Blyth Single line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SIGNALLING ALTERATIONS

A new ground position light signal No.104, with 3-way stencil route indicator, has been provided in the cess of the Departure line, at the point ends of the trailing crossover (814 yards from the signalbox) and applies towards Reception line (indication "R"); to Motive Power Depot (indication "M"); or to Down North Blyth line (indication "B") via the new trailing crossover.

A new "LIMIT OF SHUNT" indicator, has been provided on the signalbox side of the points – Reception line/Run-round (883 yds. from the signalbox). This is situated between the Departure and Reception lines, and applies to wrong direction movements on the Reception line.

The 2-way stencil route indicator on Departure line signal F.103 (applying indication "D" to departure line or indication "X" to arrival line), has been abolished and the subsidiary signal applies along the departure line only. (33)

STRANTON

The disc signal applying set back – Down Main to Up Main has been abolished.

The disc signal applying set back – Up Main to Down Main has been repositioned in the Up Cess adjacent to the bracket post carrying the Down Main Home signal.

A "diamond" sign has been provided on the post carrying the Down Main Home signal.

The trailing connection – Down Siding to Down Main, and the associated Down Siding outlet trap points have been resited on the south side of Stranton level crossing.

A new semaphore arm signal applying – Down Siding to Down Main, with Clarence Road Down Distant below, has been provided adjacent to the Down Siding outlet trap points, with the arms 14 ft. and 8 ft. above rail level respectively. The distance between the new Down Distant, and the Clarence Road Down Home is 371 yards.

A new disc signal with 2-way stencil route indicator, has been provided in the cess of the Down Main opposite the signal box, applying:-

- Indication 'U' – set back – Down Main to Up Main
- 'S' – set back – Down Main to Down Siding

The points – Down Siding to M.P.D. have become hand-worked and the disc signals controlling movements into and out of the M.P.D. have been abolished. (New Item) (34)

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

MO.45/NN

York
30 JULY, 1976

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

33

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

SATURDAY 14 AUGUST

TO

FRIDAY 20 AUGUST 1976**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 15 AUGUST – GATESHEAD

The ground position light signal (No.130) controlling the exit from the M.P.D. will be repositioned 33 yards further from the signal box,

Route indication "S" will be abolished from its route indicator and the signal will no longer apply towards the Head-Shunt. (37)

SUNDAY 15 AUGUST – GATESHEAD

The Down Main Signal G.152 with the subsidiary signal applying Down South, Down Gateshead West, Down K.E.B. West and Down Goods will be renewed on the same site with the red aspect at the reduced height of 10 feet with the route indicator on the right-hand side of the main signal.

The Up Gateshead main signal G.106 will be renewed on the same site at an increased height of 11 feet. The Theatre type route indicator will be positioned below the aspect. (37)

WEDNESDAY 18 and THURSDAY 19 AUGUST – HEATON NORTH JUNCTION

The facing connection – up Benton Goods to the Down Side Sidings, will be repositioned 30 yards further North. The associated ground position light No.61 signal (Up Benton Goods to Sidings), will be repositioned accordingly.

The Down Side Siding line will be re-aligned 4ft. West of its present position, and the ground position light No.63 signal and its associated telephone will be moved over accordingly. (37)

DETAILS OF WORK ALREADY CARRIED OUT

**** THORNABY**

The trailing points – Up Main to J.D. Whites siding (at the Middlesbrough end of the station), have been secured out of use in the normal position pending removal. The route indication "O" has been removed from Up Main signal TY,204, and the siding ground position light outlet signal No.202 has been abolished. (33)

BETWEEN YORK HOLGATE JUNCTION AND CHALONERS WHIN

Up Holgate Loop ground position light signal Y.27 (applying towards the 'Limit' of Shunt' indicator) has been repositioned 5 yards further from the Signal box. (34)

STRANTON

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (35/36)

BARDON MILL

The trailing crossover has been repositioned immediately on the East side of the signal box, and the associated ground disc (set back Down Main to Up Main) has been repositioned accordingly.

The trailing connection from Up Main to Up Siding has been repositioned approximately 45 yards nearer to the signal box and is controlled from the signal box. Bardon Mill Up Siding ground frame has been abolished.

New ground disc signals have been provided as follows :-

- Set back – Up Main to Down Main or to Up Siding.
- Up Siding to Up Main. (35/36)

REDCAR B.S.C. MINERAL TERMINAL

New Rapid discharge facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.84, and all concerned should be in possession of a copy of this notice. (35/36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** FREEMANS**

REMODELLING OF WEST BLYTH JUNCTION

The facing crossover at West Blyth Junction between the Arrival and Departure lines, has been converted to a trailing crossover.

The points – Departure line/Down and Up North Blyth single line, have been removed and replaced by plain line, for through running along the Departure line. New points controlled from Freemans signalbox, have been installed in the Arrival line leading (in reverse position) to and from the North Blyth Single line.

SIGNALLING ALTERATIONS

A new ground position light signal No.104, with 3-way stencil route indicator, has been provided in the cress of the Departure line, at the point ends of the trailing crossover (814 yards from the signalbox) and applies towards Reception line (indication "R"); to Motive Power Depot (indication "M"); or to Down North Blyth line (indication "B") via the new trailing crossover.

A new "LIMIT OF SHUNT" indicator, has been provided on the signalbox side of the points – Reception line/Run-round (883 yds. from the signalbox). This is situated between the Departure and Reception lines, and applies to wrong direction movements on the Reception line.

The 2-way stencil route indicator on Departure line signal F.103 (applying indication "D" to departure line or indication "X" to arrival line), has been abolished and the subsidiary signal applies along the departure line only. (33)

STRANTON

The disc signal applying set back – Down Main to Up Main has been abolished.

The disc signal applying set back – Up Main to Down Main has been repositioned in the Up Cess adjacent to the bracket post carrying the Down Main Home signal.

A "diamond" sign has been provided on the post carrying the Down Main Home signal.

The trailing connection – Down Siding to Down Main, and the associated Down Siding outlet trap points have been resited on the south side of Stranton level crossing.

A new semaphore arm signal applying – Down Siding to Down Main, with Clarence Road Down Distant below, has been provided adjacent to the Down Siding outlet trap points, with the arms 14 ft. and 8 ft. above rail level respectively. The distance between the new Down Distant, and the Clarence Road Down Home is 371 yards.

A new disc signal with 2-way stencil route indicator, has been provided in the cress of the Down Main opposite the signal box, applying:-

Indication 'U' – set back – Down Main to Up Main

'S' – set back – Down Main to Down Siding

The points – Down Siding to M.P.D. have become hand-worked and the disc signals controlling movements into and out of the M.P.D. have been abolished. (34)

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
6 AUGUST, 1976

MO.45/NN

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

34**TEMPORARY SPEED RESTRICTIONS****PERMANENT WAY OPERATIONS****SIGNAL ALTERATIONS****APPENDIX INSTRUCTIONS, ETC.****SATURDAY 21 AUGUST**

TO

FRIDAY 27 AUGUST 1976**INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 22 AUGUST – GATESHEAD**

The route indicator on Down K.E.B. ground position light signal No.136, will be mounted at ground level, 7ft. behind the signal. (38)

DETAILS OF WORK ALREADY CARRIED OUT**GATESHEAD**

The ground position light signal (No.130) controlling the exit from the M.P.D. has been repositioned 33 yards further from the signal box.

Route indication "S" has been abolished from its route indicator and the signal no longer applies towards the Head-Shunt. (37)

GATESHEAD

The Down Main Signal G.152 with the subsidiary signal applying Down South, Down Gateshead West, Down K.E.B. West and Down Goods has been renewed on the same site with the red aspect at the reduced height of 10 feet with the route indicator on the right-hand side of the main signal.

The Up Gateshead main signal G.106 has been renewed on the same site at an increased height of 11 feet. The Theatre type route indicator has been positioned below the aspect. (37)

HEATON NORTH JUNCTION

The facing connection – Up Benton Goods to the Down Side Sidings, has been repositioned 30 yards further North. The associated ground position light No.61 signal (Up Benton Goods to Sidings), has been repositioned accordingly.

The Down Side Siding line has been re-aligned 4ft. West of its present position, and the ground position light No.63 signal and its associated telephone has been moved over accordingly. (37)

**** BETWEEN YORK HOLGATE JUNCTION AND CHALONERS WHIN**

Up Holgate Loop ground position light signal Y.27 (applying towards the 'Limit' of Shunt' indicator) has been repositioned 5 yards further from the Signal box. (34)

STRANTON

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (35/36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BARDON MILL

The trailing crossover has been repositioned immediately on the East side of the signal box, and the associated ground disc (set back Down Main to Up Main) has been repositioned accordingly.

The trailing connection from Up Main to Up Siding has been repositioned approximately 45 yards nearer to the signal box and is controlled from the signal box. Bardon Mill Up Siding ground frame has been abolished.

New ground disc signals have been provided as follows :-

Set back – Up Main to Down Main or to Up Siding.
Up Siding to Up Main.

(35/36)

REDCAR B.S.C. MINERAL TERMINAL

New Rapid discharge facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.84, and all concerned should be in possession of a copy of this notice.

(35/36)

****STRANTON**

The disc signal applying set back – Down Main to Up Main has been abolished.

The disc signal applying set back – Up Main to Down Main has been repositioned in the Up Cess adjacent to the bracket post carrying the Down Main Home signal.

A "diamond" sign has been provided on the post carrying the Down Main Home signal.

The trailing connection – Down Siding to Down Main, and the associated Down Siding outlet trap points have been resited on the south side of Stranton level crossing.

A new semaphore arm signal applying – Down Siding to Down Main, with Clarence Road Down Distant below, has been provided adjacent to the Down Siding outlet trap points, with the arms 14 ft. and 8 ft. above rail level respectively. The distance between the new Down Distant, and the Clarence Road Down Home is 371 yards.

A new disc signal with 2-way stencil route indicator, has been provided in the cess of the Down Main opposite the signal box, applying:-

Indication 'U' – set back – Down Main to Up Main
'S' – set back – Down Main to Down Siding

The points – Down Siding to M.P.D. have become hand-worked and the disc signals controlling movements into and out of the M.P.D. have been abolished.

(34)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

NIL

MO.45/NN

York
13 AUGUST, 1976

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

35/36

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 28 AUGUST
TO
FRIDAY 10 SEPTEMBER 1976
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**TUESDAY 31 AUGUST – YORK YARD NORTH**

The bracket post, carrying the Mineral line outlet signal, will be abolished, and replaced by a miniature arm signal 16 ft. above rail level situated 29 yards nearer to the signal box.

The semaphore outlet signals from the Shop Siding and Down Warehouse, will be replaced by two ground disc signals, situated to the left of their respective lines, 17 yards nearer to the signal box. (39)

DETAILS OF WORK ALREADY CARRIED OUT**GATESHEAD**

The route indicator on Down K.E.B. ground position light signal No.136 has been mounted at ground level, 7 ft. behind the signal. (38)

GATESHEAD

The ground position light signal (No.130) controlling the exit from the M.P.D. has been repositioned 33 yards further from the signal box.

Route indication "S" has been abolished from its route indicator and the signal no longer applies towards the Head-Shunt. (37)

GATESHEAD

The Down Main Signal G.152 with the subsidiary signal applying Down South, Down Gateshead West, Down K.E.B. West and Down Goods has been renewed on the same site with the red aspect at the reduced height of 10 feet with the route indicator on the right-hand side of the main signal.

The Up Gateshead main signal G.106 has been renewed on the same site at an increased height of 11 feet. The Theatre type route indicator has been positioned below the aspect. (37)

HEATON NORTH JUNCTION

The facing connection – Up Benton Goods to the Down Side Sidings, has been repositioned 30 yards further North. The associated ground position light No.61 signal (Up Benton Goods to Sidings), has been repositioned accordingly.

The Down Side Siding line has been re-aligned 4ft. West of its present position, and the ground position light No.63 signal and its associated telephone has been moved over accordingly. (37)

**** STRANTON**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (35/36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

****BARDON MILL**

The trailing crossover has been repositioned immediately on the East side of the signal box, and the associated ground disc (set back Down Main to Up Main) has been repositioned accordingly. The trailing connection from Up Main to Up Siding has been repositioned approximately 45 yards nearer to the signal box and is controlled from the signal box. Bardon Mill Up Siding ground frame has been abolished.

New ground disc signals have been provided as follows :-

- Set back - Up Main to Down Main or to Up Siding.
- Up Siding to Up Main.

(35/36)

****REDCAR B.S.C. MINERAL TERMINAL**

New Rapid discharge facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.84, and all concerned should be in possession of a copy of this notice.

(35/36)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO 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

FERRYHILL (TURSDALE JN.) TO PELAW VIA LEAMSIDE

Page 44

Tursdale Jn.

★ Add:- 20 - 3m. 60chs. to 6m. 10chs.
(w.e.f.00 01 28.8.76)

Whitwell Jn.

★ Add:- - 20 3m. 70chs. to 3m. 60chs.
(w.e.f.00 01 28.8.76)

Penshaw North

★ Delete:- 30 30 14m. 76chs. to 15m. 27chs.
(w.e.f.00 01 28.8.76)40 40 15m. 36chs. to 16m. 0ch.
(w.e.f.00 01 28.8.76)★ Add:- - 20 13m. 45chs. to 12m. 40chs.
(w.e.f.00 01 28.8.76)30 - 14m. 76chs. to 15m. 20chs.
(w.e.f.00 01 28.8.76)10 - 15m. 20chs. to 15m. 50chs.
(w.e.f.00 01 28.8.76)40 - 15m. 50chs. to 16m. 0ch.
(w.e.f.00 01 28.8.76)

Page 45

Washington

★ Add:- - 30 15m. 27chs. to 14m. 76chs.
(w.e.f.00 01 28.8.76)- 40 16m. 0ch. to 15m. 36chs.
(w.e.f.00 01 28.8.76)

MO.45/NN

York
20 AUGUST, 1976

Chief Operating Manager

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

WOOLSTENHOLMES

**British Rail****NN**

EASTERN REGION

37

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

SATURDAY 11 SEPTEMBER

TO

FRIDAY 17 SEPTEMBER 1976**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 12 SEPTEMBER – BLAYDON**

Factory Road level crossing will be renewed and re-positioned 300 yards nearer to Newcastle and will now be equipped with lifting barriers which will be supervised with the aid of C.C.T.V. from Blaydon Signal Box. (40)

DETAILS OF WORK ALREADY CARRIED OUT**YORK YARD NORTH**

The bracket post, carrying the Mineral line outlet signal, has been abolished, and replaced by a miniature arm signal 16 ft. above rail level situated 29 yards nearer to the signal box.

The semaphore outlet signals from the Shop Siding and Down Warehouse, has been replaced by two ground disc signals, situated to the left of their respective lines, 17 yards nearer to the signal box. (39)

GATESHEAD

The route indicator on Down K.E.B. ground position light signal No.136 has been mounted at ground level, 7 ft. behind the signal. (38)

**** GATESHEAD**

The ground position light signal (No.130) controlling the exit from the M.P.D. has been repositioned 33 yards further from the signal box.

Route indication "S" has been abolished from its route indicator and the signal no longer applies towards the Head-Shunt. (37)

**** GATESHEAD**

The Down Main Signal G.152 with the subsidiary signal applying Down South, Down Gateshead West, Down K.E.B. West and Down Goods has been renewed on the same site with the red aspect at the reduced height of 10 feet with the route indicator on the right-hand side of the main signal.

The Up Gateshead main signal G.106 has been renewed on the same site at an increased height of 11 feet. The Theatre type route indicator has been positioned below the aspect. (37)

**** HEATON NORTH JUNCTION**

The facing connection – Up Benton Goods to the Down Side Sidings, has been repositioned 30 yards further North. The associated ground position light No.61 signal (Up Benton Goods to Sidings), has been repositioned accordingly.

The Down Side Siding line has been re-aligned 4ft. West of its present position, and the ground position light No.63 signal and its associated telephone has been moved over accordingly. (37)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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

FERRYHILL (TURSDALE JN.) TO PELAW VIA LEAMSIDE

Page 44

Tursdale Jn. Add:-	20	-	3m. 60chs. to 6m. 10chs.
Whitwell Jn. Add:-	-	20	3m. 70chs. to 3m. 60chs.
Penshaw North Delete:-	30	30	14m. 76chs. to 15m. 27chs.
	40	40	15m. 36chs. to 16m. 0ch.
Add:-	-	20	13m. 45chs. to 12m. 40chs.
	30	-	14m. 76chs. to 15m. 20chs.
	10	-	15m. 20chs. to 15m. 50chs.
	40	-	15m. 50chs. to 16m. 0ch.

Page 45

Washington Add:-	-	30	15m. 27chs. to 14m. 76chs.
	-	40	16m. 0ch. to 15m. 36chs. (40D)

MO.45/NN

Chief Operating Manager

York
1 SEPTEMBER, 1976

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

38

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

**SATURDAY 18 SEPTEMBER
TO
FRIDAY 24 SEPTEMBER 1976
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****YORK YARD NORTH**

The bracket post, carrying the Mineral line outlet signal, has been abolished, and replaced by a miniature arm signal 16 ft. above rail level situated 29 yards nearer to the signal box.

The semaphore outlet signals from the Shop Siding and Down Warehouse, has been replaced by two ground disc signals, situated to the left of their respective lines, 17 yards nearer to the signal box.

(39)**** GATESHEAD**

The route indicator on Down K.E.B. ground position light signal No.136 has been mounted at ground level, 7ft. behind the signal.

(38)**BLAYDON**

Factory Road level crossing has been renewed and re-positioned 300 yards nearer to Newcastle and is now equipped with lifting barriers which are supervised with the aid of C.C.T.V. from Blaydon Signal Box.

(40)

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

FERRYHILL (TURSDALE JN.) TO PELAW VIA LEAMSIDE

Page 44

Tursdale Jn. Add:-	20	-	3m. 60chs. to 6m. 10chs.
Whitwell Jn. Add:-	-	20	3m. 70chs. to 3m. 60chs.
Penshaw North Delete:-	30	30	14m. 76chs. to 15m. 27chs.
	40	40	15m. 36chs. to 16m. 0ch.
Add:-	-	20	13m. 45chs. to 12m. 40chs.
	30	-	14m. 76chs. to 15m. 20chs.
	10	-	15m. 20chs. to 15m. 50chs.
	40	-	15m. 50chs. to 16m. 0ch.

Page 45

Washington Add:-	-	30	15m. 27chs. to 14m. 76chs.
	-	40	16m. 0ch. to 15m. 36chs.

(40D)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

8 SEPTEMBER, 1976

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

WOOLSTENHOLMES

**British Rail****NN**

EASTERN REGION

39

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

SATURDAY 25 SEPTEMBER

TO

FRIDAY 1 OCTOBER 1976**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

**** YORK YARD NORTH**

The bracket post, carrying the Mineral line outlet signal, has been abolished, and replaced by a miniature arm signal 16 ft. above rail level situated 29 yards nearer to the signal box.

The semaphore outlet signals from the Shop Siding and Down Warehouse, has been replaced by two ground disc signals, situated to the left of their respective lines, 17 yards nearer to the signal box. (39)

BLAYDON

Factory Road level crossing has been renewed and re-positioned 300 yards nearer to Newcastle and is now equipped with lifting barriers which are supervised with the aid of C.C.T.V. from Blaydon Signal Box. (40)

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

FERRYHILL (TURSDALE JN.) TO PELAW VIA LEAMSIDE

Page 44

Tursdale Jn. Add:-	20	-	3m. 60chs.	to	6m. 10chs.
Whitwell Jn. Add:-	-	20	3m. 70chs.	to	3m. 60chs.
Penshaw North Delete:-	30	30	14m. 76chs.	to	15m. 27chs.
	40	40	15m. 36chs.	to	16m. 0ch.
Add:-	-	20	13m. 45chs.	to	12m. 40chs.
	30	-	14m. 76chs.	to	15m. 20chs.
	10	-	15m. 20chs.	to	15m. 50chs.
	40	-	15m. 50chs.	to	16m. 0ch.

Page 45

Washington Add:-	-	30	15m. 27chs.	to	14m. 76chs.
	-	40	16m. 0ch.	to	15m. 36chs.

(40D)

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

15 SEPTEMBER, 1976

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

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EASTERN REGION

40

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

SATURDAY 2 OCTOBER

TO

FRIDAY 8 OCTOBER 1976

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

** BLAYDON

Factory Road level crossing has been renewed and re-positioned 300 yards nearer to Newcastle and is now equipped with lifting barriers which are supervised with the aid of C.C.T.V. from Blaydon Signal Box. (40)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

NIL

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

22 SEPTEMBER, 1976

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

41

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

SATURDAY 9 OCTOBER**TO****FRIDAY 15 OCTOBER 1976****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.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 9 ENGINEER'S "ON-TRACK" MACHINES

- ★ Delete:- Heading and instruction.
(See amendment to General Appendix Pages 62-71)

GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

BALLAST REGULATING MACHINES

- ★ Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

- ★ Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16 SPECIAL, AND 07-275 (S & C)" and instruction 41A.

- ★ The following instruction will not appear in future weekly books. All staff concerned should therefore retain this booklet until the General Instructions and Notices booklets No.49D, in which this item will be repeated is received.

WORKING OF AIR BRAKED SYSTEM SERVICES

Commencing on 4 October 1976 the Regulations for the working of the Automatic Air Brake on Locomotive Operated trains and other regulations and instructions are modified in respect of Air Braked System Services only as follows:-

- Air Braked System Services formed with vehicles fitted with fixed "P" distributors and/or vehicles with P/G levers in the "P" position may convey not more than two vehicles fitted with fixed "G" distributors, marshalled in any position on the train. An exception to this instruction is made in respect of the undermentioned services only:-
 - 6S72 14 25 ex Parkeston Quay - Bathgate
(between Parkeston Quay and Leeds (Hunslet) only)
 - 6S74 23 14 SX Leeds (Hunslet) - Sighthill
 - 6E87 14 27 SX Sighthill - Parkeston Quay
 which may convey not more than six vehicles with fixed "G" distributors marshalled in any position on the train with all other vehicles with fixed "P" distributors and/or vehicles with P/G levers in the "P" position.
- Air Braked System Services formed with vehicles fitted with fixed "G" distributors and/or vehicles with P/G levers in the "G" position may convey not more than two vehicles fitted with fixed "P" distributors, marshalled in any position on the train.
- Section C5 of Part 6 Working Manual for Rail Staff is modified to allow loaded heavy axle weight vehicles to be conveyed on Air Braked System Services upon authority of Regional HQ (Operations) under B.R.29973 procedures setting out route to be taken and restrictions applicable over the route together with instructions that such vehicles must not be "loose or hump shunted".

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING OF AIR BRAKED SYSTEM SERVICES - continued

4. Air Braked System Services authorised to convey loaded Air Braked 45t and 100t GLW steel carrying wagons with unchained steel, must be formed with all vehicles fitted with screw couplings.
5. The Air Braked Systems Service trains for October 1976 are :-

6M81	22 45 SX	Llandeilo Jn. - West Houghton
6S73	10 50 SX	Dover - Dundee
6M76	16 05 SX	Dundee - Bescot
6O38	21 44 SX	Trafford Park - Dover
6E30	23 00 SX	Bescot - TCFD
6M79	17 00 SX	TCFD - Bescot
6S72	14 25 SX	Parkeston - Bathgate
6E87	14 27 SX	Sighthill - Parkeston
6M62	14 55 SX	Parkeston - Dewsnap
6E65	18 05 SX	Trafford Park - Parkeston
6S74	23 14 SX	Hunslet - Sighthill
6E90	20 03 SX	Carlisle - Hunslet
6E88	21 00 SX	Llandeilo Jn. - Whitemoor
6V86	22 58 SX	Warrington - Margam
6E46	19 35 SX	Swansea - Dagenham Dock
6V30	22 14 SX	Dagenham Dock - Swansea
6E34	21 30 SX	Morris Cowley - Parkeston
6V55	08 25 MSX)	Parkeston C.T. - Morris Cowley (MSX)
	08 21 SO)	Hinksey South (SO)
6O84	23 05 Sun)	Margam - Dover
	22 10 FSX)	
6V88	21 35 SX	Willesden - Severn Tunnel Jn.
6V85	20 53 SX	March Down Yd. - Severn Tunnel Jn.

MO.11/091

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

29 SEPTEMBER, 1976

Receipt of this notice need not be acknowledged. If the NV 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 16 OCTOBER

TO

FRIDAY 22 OCTOBER 1976

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

TUESDAY 19 OCTOBER – HALTWHISTLE

The Down Distant signal will be replaced by a 2-aspect colour light Distant, situated 657 yards further from the signal box.

The distance between the new Distant and the Down Home signal will be 1,540 yards. (45)

DETAILS OF WORK ALREADY CARRIED OUT

NIL

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.
(See amendment to General Appendix Pages 62-71)

GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp. No. 1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16 SPECIAL, AND 07-275 (S & C)" and instruction 41A.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

6 OCTOBER, 1976

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

43

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

SATURDAY 23 OCTOBER

TO

FRIDAY 29 OCTOBER 1976

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 23 and SUNDAY 24 OCTOBER – SOUTH BANK

The signal gantry at the east end of the station, together with the Down Main Home and No.1 Down Goods Home will be abolished and the signals will be replaced as follows:—

A new 3-aspect Down Main Home colour light signal (with 4th aspect for future use) No.55 will be provided 5 yards east of the former gantry on a bracket post (Red aspect 18 ft above rail level). A position light subsidiary applying towards Down Clay Lane will be provided right of the Red aspect.

A new Down Goods Home 3-aspect colour light signal No.71, with position light subsidiary and 6-way theatre type route indicator will be provided 312 yards west of the former gantry and the following indications will apply:—

Aspect	Route Indication	Application Towards
Main	"M"	Down Main
Main	"G"	No.1 Down Goods
Main	"S"	No.2 Down Goods
Sub	"G"	No.1 Down Goods line occupied
Sub	"S"	No.2 Down Goods line occupied
Sub	"B"	Bridge Sidings
Sub	"I"	Ironworks Inward line
Sub	"C"	Down Clay Lane

A signal post telephone connected to South Bank Signal Box will be provided on each of the above new signals.

The shunting line will be slued to follow the alignment of the former Siding Line, south of its present course. A new semaphore Shunting Line Home Signal to Down Goods No.2 (arm 20 ft above rail level), together with Grangetown No.2 Down Goods Distant and a calling-on arm to No.2 Down Goods below, will be provided 39 yards east of the signal box and 1,145 yards before reaching the Grangetown No.2 Down Goods Home Signal. A ground disc applying new Shunting line towards Bridge Sidings or Inwards line will be provided adjacent to the new Shunting line Home signal.

A ground disc applying – set back Up Goods to Bridge Sidings ; to Inwards line ; to No.2 Down Goods, or to No.1 Down Goods, will be provided 13 yards west of the former gantry and will be situated between No.1 Down Goods and the Up Goods. (46)

DETAILS OF WORK ALREADY CARRIED OUT

HALTWHISTLE

The Down Distant signal has been replaced by a 2-aspect colour light Distant, situated 657 yards further from the signal box.

The distance between the new Distant and the Down Home signal is 1.540 yards. (45)

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

★** **WORKING MANUAL FOR RAIL STAFF (BR30054)**

Reissue of Part 1 (Yellow)

The whole of Part 1 (Yellow) of the Working Manual for Rail Staff has been reissued and will be distributed in due course (Dated Oct. 76). In the event of non receipt, after a reasonable length of time has elapsed, staff and offices entitled to receive these pages should contact their normal distribution point. MS 42.094

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.
(See amendment to General Appendix Pages 62-71)

GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16 SPECIAL, AND 07-275 (S & C)" and instruction 41A.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

13 OCTOBER, 1976

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

“PUNCTUALITY

is the

SOUL

of

BUSINESS”

**NN**

EASTERN REGION

44

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

SATURDAY 30 OCTOBER**TO****FRIDAY 5 NOVEMBER 1976****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 3 NOVEMBER – BISHOP AUCKLAND EAST

The Up Single line Home to Up Main will be replaced on a straight post with the arm reduced in height to 16ft. above rail level. (47)

WEDNESDAY 3 NOVEMBER – NORTH SHORE BRANCH

The Branch will be shortened, and buffer-stops erected at ¼m.p. (47)

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH BANK

The signal gantry at the east end of the station, together with the Down Main Home and No.1 Down Goods Home has been abolished and the signals have been replaced as follows:-

A new 3-aspect Down Main Home colour light signal (with 4th aspect for future use) No.55 has been provided 5 yards east of the former gantry on a bracket post (Red aspect 18ft. above rail level). A position light subsidiary applying towards Down Clay Lane has been provided right of the Red aspect.

A new Down Goods Home 3-aspect colour light signal No.71, with position light subsidiary and 6-way theatre type route indicator has been provided 312 yards west of the former gantry and the following indications apply:-

Aspect	Route Indication	Application Towards
Main	"M"	Down Main
Main	"G"	No.1 Down Goods
Main	"S"	No.2 Down Goods
Sub	"G"	No.1 Down Goods line occupied
Sub	"S"	No.2 Down Goods line occupied
Sub	"B"	Bridge Sidings
Sub	"I"	Ironworks Inward line
Sub	"C"	Down Clay Lane

A signal post telephone connected to South Bank Signal Box has been provided on each of the above new signals.

The shunting line has been slued to follow the alignment of the former Siding Line, south of its present course. A new semaphore Shunting Line Home Signal to Down Goods No.2 (arm 20 ft. above rail level), together with Grangetown No.2 Down Goods Distant and a calling-on arm to No.2 Down Goods below, has been provided 39 yards east of the signal box and 1,145 yards before reaching the Grangetown No.2 Down Goods Home signal. A ground disc applying new Shunting line towards Bridge Sidings or Inwards line has been provided adjacent to the new Shunting line Home signal.

A ground disc applying – set back Up Goods to Bridge Sidings ; to Inwards line ; to No.2 Down Goods, or to No.1 Down Goods, has been provided 13 yards west of the former gantry and is situated between No.1 Down Goods and the Up Goods.

HALTWHISTLE

The Down Distant signal has been replaced by a 2-aspect colour light Distant, situated 657 yards further from the signal box.

The distance between the new Distant and the Down Home signal is 1,540 yards. (45)

GENERAL INSTRUCTIONS AND NOTICES

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ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)
MISCELLANEOUS NOTICES

Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.
(See amendment to General Appendix Pages 62-71) (48)

GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF
ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

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Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16
SPECIAL, AND 07-275 (S & C)" and instruction 41A. (48)

York

13 OCTOBER, 1976

MO.45/NN

G.R.H. Orbell
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

45

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

SATURDAY 6 NOVEMBER

TO

FRIDAY 12 NOVEMBER 1976**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

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*

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BISHOP AUCKLAND EAST

The Up Single line Home to Up Main has been replaced on a straight post with the arm reduced in height to 16ft. above rail level. (47)

NORTH SHORE BRANCH

The Branch has been shortened, and buffer-stops erected at ¼m.p. (47)

SOUTH BANK

The signal gantry at the east end of the station, together with the Down Main Home and No.1 Down Goods Home has been abolished and the signals have been replaced as follows:—

A new 3-aspect Down Main Home colour light signal (with 4th aspect for future use) No.55 has been provided 5 yards east of the former gantry on a bracket post (Red aspect 18ft. above rail level). A position light subsidiary applying towards Down Clay Lane has been provided right of the Red aspect.

A new Down Goods Home 3-aspect colour light signal No.71, with position light subsidiary and 6-way theatre type route indicator has been provided 312 yards west of the former gantry and the following indications apply:—

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Sub	"G"	No.1 Down Goods line occupied
Sub	"S"	No.2 Down Goods line occupied
Sub	"B"	Bridge Sidings
Sub	"I"	Ironworks Inward line
Sub	"C"	Down Clay Lane

A signal post telephone connected to South Bank Signal Box has been provided on each of the above new signals.

— The shunting line has been slued to follow the alignment of the former Siding Line, south of its present course. A new semaphore Shunting Line Home Signal to Down Goods No.2 (arm 20 ft. above rail level), together with Grangetown No.2 Down Goods Distant and a calling-on arm to No.2 Down Goods below, has been provided 39 yards east of the signal box and 1,145 yards before reaching the Grangetown No.2 Down Goods Home signal. A ground disc applying new Shunting line towards Bridge Sidings or Inwards line has been provided adjacent to the new Shunting line Home signal.

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** HALTWHISTLE

The Down Distant signal has been replaced by a 2-aspect colour light Distant, situated 657 yards further from the signal box.

The distance between the new Distant and the Down Home signal is 1,540 yards. (45)

GENERAL INSTRUCTIONS AND NOTICES

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ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)
MISCELLANEOUS NOTICES

Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.

(See amendment to General Appendix Pages 62-71)

(48)

GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF
ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

BALLAST REGULATING MACHINES

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Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16
SPECIAL, AND 07-275 (S & C)" and instruction 41A.

(48)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

27 OCTOBER, 1976

*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 13 NOVEMBER
TO
FRIDAY 19 NOVEMBER 1976
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

HEATON

The points – Up Goods/Up Sidings have been secured out of use in the normal position pending removal.
(New Item) (49)

MORPETH

The facing connection – Down Main to Down Slow, has been re-positioned 56 yards further north, and ground position light signal No.89 (Set back Down Slow to Up Main; to Down Main; or to Dock Sidings) has been re-positioned accordingly.

Down Main ground position light signal (No.48) (and associated route indicator), has been re-positioned 56 yards further north.
(New Item) (49)

BISHOP AUCKLAND EAST

The Up Single line Home to Up Main has been replaced on a straight post with the arm reduced in height to 16ft. above rail level.
(47)

NORTH SHORE BRANCH

The Branch has been shortened, and buffer-stops erected at ¼m.p.
(47)

SOUTH BANK

The signal gantry at the east end of the station, together with the Down Main Home and No.1 Down Goods Home has been abolished and the signals have been replaced as follows:–

A new 3-aspect Down Main Home colour light signal (with 4th aspect for future use) No.55 has been provided 5 yards east of the former gantry on a bracket post (Red aspect 18ft. above rail level). A position light subsidiary applying towards Down Clay Lane has been provided right of the Red aspect.

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Aspect	Route Indication	Application Towards
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Main	"S"	No.2 Down Goods
Sub	"G"	No.1 Down Goods line occupied
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Sub	"B"	Bridge Sidings
Sub	"I"	Ironworks Inward line
Sub	"C"	Down Clay Lane

A signal post telephone connected to South Bank Signal Box has been provided on each of the above new signals.

The shunting line has been slued to follow the alignment of the former Siding Line, south of its present course. A new semaphore Shunting Line Home Signal to Down Goods No.2 (arm 20 ft. above rail level), together with Grangetown No.2 Down Goods Distant and a calling-on arm to No.2 Down Goods below, has been provided 39 yards east of the signal box and 1,145 yards before reaching the Grangetown No.2 Down Goods Home signal. A ground disc applying new Shunting line towards Bridge Sidings or Inwards line has been provided adjacent to the new Shunting line Home signal.

A ground disc applying – set back Up Goods to Bridge Sidings ; to Inwards line ; to No.2 Down Goods, or to No.1 Down Goods, has been provided 13 yards west of the former gantry and is situated between No.1 Down Goods and the Up Goods.
(48)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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**ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)
MISCELLANEOUS NOTICES**

Page 9 **ENGINEER'S "ON-TRACK" MACHINES**

Delete:- Heading and instruction.
(See amendment to General Appendix Pages 62-71) (48)

GENERAL APPENDIX

Pages 62-71 **INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF
ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES**

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16
SPECIAL, AND 07-275 (S & C)" and instruction 41A. (48)

TABLE 'A'

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

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 23

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

★ Add :- 40 Over connection Down Slow to Down Main 66m. 28chs. to 66m. 33chs.

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York
3 NOVEMBER, 1976

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 20 NOVEMBER****TO****FRIDAY 26 NOVEMBER 1976****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

HEATON

The points – Up Goods/Up Sidings have been secured out of use in the normal position pending removal. (49)

MORPETH

The facing connection – Down Main to Down Slow, has been re-positioned 56 yards further north, and ground position light signal No.89 (Set back Down Slow to Up Main; to Down Main; or to Dock Sidings) has been re-positioned accordingly.

Down Main ground position light signal (No.48) (and associated route indicator), has been re-positioned 56 yards further north. (49)

** **BISHOP AUCKLAND EAST**

The Up Single line Home to Up Main has been replaced on a straight post with the arm reduced in height to 16ft. above rail level. (47)

** **NORTH SHORE BRANCH**

The Branch has been shortened, and buffer-stops erected at ¼m.p. (47)

SOUTH BANK

The signal gantry at the east end of the station, together with the Down Main Home and No.1 Down Goods Home has been abolished and the signals have been replaced as follows:-

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A signal post telephone connected to South Bank Signal Box has been provided on each of the above new signals.

The shunting line has been slued to follow the alignment of the former Siding Line, south of its present course. A new semaphore Shunting Line Home Signal to Down Goods No.2 (arm 20 ft. above rail level), together with Grangetown No.2 Down Goods Distant and a calling-on arm to No.2 Down Goods below, has been provided 39 yards east of the signal box and 1,145 yards before reaching the Grangetown No.2 Down Goods Home signal. A ground disc applying new Shunting line towards Bridge Sidings or Inwards line has been provided adjacent to the new Shunting line Home signal.

A ground disc applying – set back Up Goods to Bridge Sidings ; to Inwards line ; to No.2 Down Goods, or to No.1 Down Goods, has been provided 13 yards west of the former gantry and is situated between No.1 Down Goods and the Up Goods. (48)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMENS GENERAL INSTRUCTIONS

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM

Page 102 – REGULATION 25. FAILURE OF TOKEN APPARATUS – CLAUSE (c).

Combine the third and fourth paragraphs.

★ Add a new fourth paragraph:-

Where, however, the Pilotman is not in possession of the token and the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form(s). In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (g). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form.

w.e.f.4.12.76

Page 103 –

★ Amend first line of clause (g) to:-

(g) After all the forms have been signed/dictated as laid down in clause (c), trains may.....

w.e.f.4.12.76

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES WORKED BY THE TOKENLESS BLOCK SYSTEM

Page 140

REGULATION 14. LINE OBSTRUCTED BY ACCIDENT, BY DISABLED TRAIN, OR BY PORTION OF TRAIN

★ Amend clause (a) (i) to:

(i) The Signalman at the signal box at which the second train is to enter the section must inform the Driver of the circumstances, the position of the disabled train and the arrangements which have been made. The Signalman must also instruct the Driver to pass the section signal at Danger in accordance with the Rule Book, Section C, Clause 6, and proceed cautiously keeping a lookout for the trainman, and, where applicable, state to which end of the section the disabled train is to be taken.

w.e.f.4.12.76

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE TOKENLESS BLOCK SYSTEM

Page 146

REGULATION 25. FAILURE OF SIGNALLING EQUIPMENT AND/OR TELEPHONES – CLAUSE (b) (ii)

★ Add new third paragraph:-

Where, however, the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form. In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalman concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (b) (iii). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form.

★ Amend first line of clause (b) (iii) to :-

(iii) After the Pilotman's form has been signed/dictated as laid down in clause (ii),

w.e.f. 4.12.76

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.
(See amendment to General Appendix Pages 62-71)

(48)

GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

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(48)

TABLE 'A'

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

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 23

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

Add :- 40 Over connection Down Slow to Down Main 66m. 28chs. to 66m. 33chs.

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York
10 NOVEMBER, 1976

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

48

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

SATURDAY 27 NOVEMBER**TO****FRIDAY 3 DECEMBER 1976****INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 NOVEMBER – CLIFF HOUSE

The Down Main colour light signal No. 116, will be renewed on a right-hand bracket post, with the Red aspect 14ft. above rail level. The associated banner repeating signal will be abolished.

The Up Main semaphore arm Distant signal will be replaced by a 2-aspect colour light signal (3rd aspect for future use) situated 68 yards nearer to the signal box, and will then be 1,350 yards from the Up Home signal. (51)

DETAILS OF WORK ALREADY CARRIED OUT

HEATON

The points – Up Goods/Up Sidings have been secured out of use in the normal position pending removal. (49)

MORPETH

The facing connection – Down Main to Down Slow, has been re-positioned 56 yards further north, and ground position light signal No.89 (Set back Down Slow to Up Main; to Down Main; or to Dock Sidings) has been re-positioned accordingly.

Down Main ground position light signal (No.48) (and associated route indicator), has been re-positioned 56 yards further north. (49)

**** SOUTH BANK**

The signal gantry at the east end of the station, together with the Down Main Home and No.1 Down Goods Home has been abolished and the signals have been replaced as follows:-

A new 3-aspect Down Main Home colour light signal (with 4th aspect for future use) No.55 has been provided 5 yards east of the former gantry on a bracket post (Red aspect 18ft. above rail level). A position light subsidiary applying towards Down Clay Lane has been provided right of the Red aspect.

A new Down Goods Home 3-aspect colour light signal No.71, with position light subsidiary and 6-way theatre type route indicator has been provided 312 yards west of the former gantry and the following indications apply:-

Aspect	Route Indication	Application Towards
Main	"M"	Down Main
Main	"G"	No.1 Down Goods
Main	"S"	No.2 Down Goods
Sub	"G"	No.1 Down Goods line occupied
Sub	"S"	No.2 Down Goods line occupied
Sub	"B"	Bridge Sidings
Sub	"I"	Ironworks Inward line
Sub	"C"	Down Clay Lane

A signal post telephone connected to South Bank Signal Box has been provided on each of the above new signals.

The shunting line has been slued to follow the alignment of the former Siding Line, south of its present course. A new semaphore Shunting Line Home Signal to Down Goods No.2 (arm 20 ft. above rail level), together with Grangetown No.2 Down Goods Distant and a calling-on arm to No.2 Down Goods below, has been provided 39 yards east of the signal box and 1,145 yards before reaching the Grangetown No.2 Down Goods Home signal. A ground disc applying new Shunting line towards Bridge Sidings or Inwards line has been provided adjacent to the new Shunting line Home signal.

A ground disc applying – set back Up Goods to Bridge Sidings ; to Inwards line ; to No.2 Down Goods, or to No.1 Down Goods, has been provided 13 yards west of the former gantry and is situated between No.1 Down Goods and the Up Goods. (48)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

**ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMENS GENERAL INSTRUCTIONS**

**REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE
ELECTRIC TOKEN BLOCK SYSTEM**

Page 102 – REGULATION 25. FAILURE OF TOKEN APPARATUS – CLAUSE (c).

Combine the third and fourth paragraphs.

Add a new fourth paragraph:-

Where, however, the Pilotman is not in possession of the token and the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form(s). In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (g). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form.

w.e.f.4.12.76

Page 103 –

Amend first line of clause (g) to:-

(g) After all the forms have been signed/dictated as laid down in clause (c), trains may.....

w.e.f.4.12.76

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES WORKED BY THE TOKENLESS BLOCK SYSTEM

Page 140

REGULATION 14. LINE OBSTRUCTED BY ACCIDENT, BY DISABLED TRAIN, OR BY PORTION OF TRAIN

Amend clause (a) (i) to:

(i) The Signalman at the signal box at which the second train is to enter the section must inform the Driver of the circumstances, the position of the disabled train and the arrangements which have been made. The Signalman must also instruct the Driver to pass the section signal at Danger in accordance with the Rule Book, Section C, Clause 6, and proceed cautiously keeping a lookout for the trainman, and, where applicable, state to which end of the section the disabled train is to be taken.

w.e.f.4.12.76

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE TOKENLESS BLOCK SYSTEM

Page 146

REGULATION 25. FAILURE OF SIGNALLING EQUIPMENT AND/OR TELEPHONES – CLAUSE (b) (ii)

Add new third paragraph:-

Where, however, the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the form. In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalman concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (b) (iii). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form.

Amend first line of clause (b) (iii) to :-

(iii) After the Pilotman's form has been signed/dictated as laid down in clause (ii),

w.e.f. 4.12.76

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 9 ENGINEER'S "ON-TRACK" MACHINES

Delete:- Heading and instruction.

(See amendment to General Appendix Pages 62-71)

(48)

GENERAL APPENDIX

Pages 62-71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES

Section "C"

Page 70 (Page 20 Supp. Oper. Insts)

BALLAST REGULATING MACHINES

Delete:- The heading "PLASSER TYPE USP 5000C" and instruction 39A.

Page 70 (Page 9 Supp.No.1) (Page 20 Supp. Oper. Insts)

Delete:- The heading "TAMPING/LINING MACHINES TYPES 07-16, 07-16 SPECIAL, AND 07-275 (S & C)" and instruction 41A.

(48)

TABLE 'A'

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

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 23

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

Add :- 40 Over connection Down Slow to Down Main 66m. 28chs. to 66m. 33chs.

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York
17 NOVEMBER, 1976

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:-"

A TRAILING CHAIN SPELLS DANGER AND CAN CAUSE

DERAILMENT

INJURY

DELAY

SECURE ALL CHAINS FIRMLY ON EMPTY WAGONS

**NN**

EASTERN REGION

49

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

SATURDAY 4 DECEMBER

TO

FRIDAY 10 DECEMBER 1976**INCUSIVE**

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 4 DECEMBER – GATESHEAD – ALLHUSENS BRANCH

The connection between Allhusens Branch and Hawks Yard will be secured out of use in the reverse position for through running to and from Hawks Yard pending removal of the Allhusens Branch. The associated signalling will be abolished.

SUNDAY 5 DECEMBER – HEATON

The 3-aspect signal head of Down Tynemouth signal No. 103 (positioned on the footbridge 296 yards before reaching the signal box), will be replaced by a 4-aspect head, but this signal will continue to function as a 3-aspect signal pending further alterations. (52)

DETAILS OF WORK ALREADY CARRIED OUT

CLIFF HOUSE

The Down Main colour light signal No.116, has been renewed on a right-hand bracket post, with the Red aspect 14ft. above rail level. The associated banner repeating signal has been abolished.

The Up Main semaphore arm Distant signal has been replaced by a 2-aspect colour light signal (3rd aspect for future use) situated 68 yards nearer to the signal box 1,350 yards from the Up Home signal. (51)

**** HEATON**

The points – Up Goods/Up Sidings have been secured out of use in the normal position pending removal. (49)

**** MORPETH**

The facing connection – Down Main to Down Slow, has been re-positioned 56 yards further north, and ground position light signal No.89 (Set back Down Slow to Up Main; to Down Main; or to Dock Sidings) has been re-positioned accordingly.

Down Main ground position light signal (No.48) (and associated route indicator), has been re-positioned 56 yards further north. (49)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Pages 62 – 71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES..

Section "C"

★ Page 70 (Page 26 Supplement No.2)

Special Instructions Relating to Particular Machines.

Plasser type USP 5000C.

Delete headings and instructions 39A.

(UFN)

★ Page 70 (Page 26 Supplement No.2)

Tamping/Lining machines types 07-16, 07-16 special and 07-275 (S & C).

Delete heading and item 41A.

(UFN)

MO.45/NN

York
24 NOVEMBER, 1976

G.R.H. Orbell
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****50**

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

SATURDAY 11 DECEMBER

TO

FRIDAY 17 DECEMBER 1976

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 DECEMBER – NORTHALLERTON

The searchlight-type signal heads of all colour light running signals referred to below, will be replaced by standard colour light heads, and in addition, the following alterations will be carried out:-

Up Main signal No.N111 will be mounted on a right-hand bracket post (Red aspect 16 ft. above rail level) with the position "1" Junction Indicator (Up Main to Up Slow) mounted above the new 4-aspect colour light head.

Up Slow 3-aspect signal N.135, will be re-positioned 87 yards nearer to the signal box.

Up Fast 4-aspect auto signal U29, will be replated as a controlled signal and renumbered N.136 and re-positioned 87 yards nearer to the signal box.

Up Main ground position light signal N.127/128 will be re-numbered N.127/129, and will now apply additionally towards No.3 Platform.

Down Main 4-aspect signal N.106, together with its position "1" Junction Indicator, applying towards No.3 Platform, will be re-positioned 859 yards further South.

The associated subsidiary signal will not be renewed.

Down Main signal N.133 will be abolished, and the distance between Down Fast signal N.140 and the re-positioned Down Main N.106 signal, also between Down Slow signal N.142 and the re-positioned N.106, will be 1,482 yards. (2)

SUNDAY 12 DECEMBER – ALNMOUTH

The trailing points – Up Main to Up Refuge Siding, will be secured out of use in the normal position pending removal, and the associated signalling abolished.

The trap points at the outlet from the Up Passenger Loop, will also be abolished. (2)

DETAILS OF WORK ALREADY CARRIED OUT

GATESHEAD – ALLHUSENS BRANCH

The connection between Allhusens Branch and Hawks Yard has been secured out of use in the reverse position for through running to and from Hawks Yard pending removal of the Allhusens Branch.

The associated signalling has been abolished. (52)

HEATON

The 3-aspect signal head of Down Tynemouth signal No.103 (positioned on the footbridge 296 yards before reaching the signal box), has been replaced by a 4-aspect head, this signal will continue to function as a 3-aspect signal pending further alterations. (52)

CLIFF HOUSE

The Down Main colour light signal No.116, has been renewed on a right-hand bracket post, with the Red aspect 14ft. above rail level. The associated banner repeating signal has been abolished.

The Up Main semaphore arm Distant signal has been replaced by a 2-aspect colour light signal (3rd aspect for future use) situated 68 yards nearer to the signal box 1,350 yards from the Up Home signal. (51)

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 SECTIONAL APPENDIX (NORTHERN AREA)

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 24	(Page 13 Supp No.1, Page 52 Supp. Optg. Insts.) (Page ND13,ND49D) DONCASTER (BLACK CARR JN.) TO BERWICK ETC. Tyne										
★	Delete :-							45	-		Down Slow line, 76m. 39chs. to 76m. 59chs. w.e.f. 10 00 hours Monday 13 December.
★	Add :-							40	40		Slow lines, 76m. 34chs. to 77m. 20chs. w.e.f. 10 00 hours Monday 13 December.
Page 44	FERRYHILL (TURSDALE JN.) TO PELAW VIA LEAMSIDE										
★	Delete :-							-	35		10m. 4chs. to 9m. 61chs. w.e.f. 10 00 hours Monday 13 December.
Page 45	(Page 25 Supp No.1) (Page ND14, ND49D) Washington										
★	Delete :-							-	30		15m. 27chs. to 14m. 76chs. w.e.f. 10 00 hours Monday 13 December.
★	Amend :-							-	40		16m. 00chs. to 15m. 40chs. w.e.f. 10 00 hours Monday 13 December.
★	Add :-							-	20		15m. 40chs. to 14m. 76chs. w.e.f. 10 00 hours Monday 13 December.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS

Page 282 DONCASTER (BLACK CARR JN.) TO BERWICK ETC.
DARLINGTON

PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling Movements

★ Delete instruction and substitute:-
A propelling movement must not be made until the Signalman at Darlington has been advised that a propelling movement is intended.

Page 284 NEWCASTLE
NEWCASTLE CENTRAL STATION

Propelling Movements

★ Delete instruction and substitute:-
A propelling movement must not be made until the Signalman at Newcastle has been advised that a propelling movement is intended.

Page 342 DARLINGTON (SOUTH JUNCTION) TO SALTBURN
MIDDLESBOROUGH

PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling Movements

★ Delete:-second paragraph.

Page 345 MIDDLESBOROUGH (GUISBOROUGH JN.) TO WHITBY
WHITBY

PROPELLING OF PASSENGER TRAINS

★ Delete:-second paragraph.

GENERAL APPENDIX

Pages 62 - 71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES.

Section "C"

Page 70 (Page 26 Supplement No.2)

Special Instructions Relating to Particular Machines.

Plasser type USP 5000C.

Delete headings and instructions 39A. (UFN)

Page 70 (Page 26 Supplement No.2)

Tamping/Lining machines types 07-16, 07-16 special and 07-275 (S & C).

Delete heading and item 41A. (UFN)

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

★ REACH WAGONS - OIL DEPOTS AND CHEMICAL DEPOTS

Clauses E2/17a and E2/17c, 6 of the Working Manual (Pink Pages) refers to "reach" wagons for positioning purposes. Depots at which "reach" wagons are provided, and must be used, are given below:-

Depot	Reach Wagon Allocated		Pool No.
	No.	Type	
Dewsbury Gas (18431)	TDB 932308	Plate	4801
Hunslet East (17124)	TDB 931595	Plate	4701
Jarrow (13033)	TDB 931747	Plate	2057
Leeds ORT (17123)	TDB 931911	Plate	4705
Skellow Jn. (23109)	TDB 904586	Lowmac	4205 (6D)

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York
1 DECEMBER, 1976

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**

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

SATURDAY 18 DECEMBER

TO

FRIDAY 24 DECEMBER 1976

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

NORTHALLERTON

The searchlight-type signal heads of all colour light running signals referred to below, have been replaced by standard colour light heads, and in addition, the following alterations have been carried out :-

Up Main signal No.N111 has been mounted on a right-hand bracket post (Red aspect 16ft. above rail level) with the position "1" Junction Indicator (Up Main to Up Slow) mounted above the new 4-aspect colour light head.

Up Slow 3-aspect signal N.135, has been repositioned 87 yards nearer to the signal box.

Up Fast 4-aspect auto signal U29, has been replated as a controlled signal and renumbered N.136 and repositioned 87 yards nearer to the signal box.

Up Main ground position light signal N.127/128 has been renumbered N.127/129, and now applies additionally towards No.3 Platform.

Down Main 4-aspect signal N.106, together with its position "1" Junction indicator, applying towards No.3 Platform, has been repositioned 859 yards further South.

The associated subsidiary signal has not been renewed.

Down Main signal N.133 has been abolished, and the distance between Down Fast signal N.140 and the repositioned Down Main N.106 signal, also between Down Slow signal N.142 and the repositioned N.106, is 1,482 yards. (2)

ALNMOUTH

The trailing points – Up Main to Up Refuge Siding, have been secured out of use in the normal position pending removal, and the associated signalling abolished.

The trap points at the outlet from the Up Passenger Loop have also been abolished. (2)

GATESHEAD – ALLHUSENS BRANCH

The connection between Allhusens Branch and Hawks Yard has been secured out of use in the reverse position for through running to and from Hawks Yard pending removal of the Allhusens Branch.

The associated signalling has been abolished. (52)

HEATON

The 3-aspect signal head of Down Tynemouth signal No.103 (positioned on the footbridge 296 yards before reaching the signal box), has been replaced by a 4-aspect head, this signal will continue to function as a 3-aspect signal pending further alterations. (52)

** CLIFF HOUSE

The Down Main colour light signal No.116, has been renewed on a right-hand bracket post, with the Red aspect 14ft. above rail level. The associated banner repeating signal has been abolished.

The Up Main semaphore arm Distant signal has been replaced by a 2-aspect colour light signal (3rd aspect for future use) situated 68 yards nearer to the signal box 1,350 yards from the Up Home signal. (51)

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 SECTIONAL APPENDIX (NORTHERN AREA)

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) † in
Page 24	(Page 13 Supp No.1, Page 52 Supp. Optg. Insts.) (Page ND13,ND49D) DONCASTER (BLACK CARR JN.) TO BERWICK ETC. Tyne										
	Delete :-							45	-	Down Slow line, 76m. 39chs. to 76m. 59chs. w.e.f. 10 00 hours Monday 13 December.	
	Add :-							40	40	Slow lines, 76m. 34chs. to 77m. 20chs. w.e.f. 10 00 hours Monday 13 December.	
Page 44	FERRYHILL (TURSDALE JN.) TO PELAW VIA LEAMSIDE										
	Delete :-							-	35	10m. 4chs. to 9m. 61chs. w.e.f. 10 00 hours Monday 13 December.	
Page 45	(Page 25 Supp No.1) (Page ND14, ND49D) Washington										
	Delete :-							-	30	15m. 27chs. to 14m. 76chs. w.e.f. 10 00 hours Monday 13 December.	
	Amend :-							-	40	16m. 00chs. to 15m. 40chs. w.e.f. 10 00 hours Monday 13 December.	
	Add :-							-	20	15m. 40chs. to 14m. 76chs. w.e.f. 10 00 hours Monday 13 December.	(6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

LOCAL INSTRUCTIONS

Page 282 DONCASTER (BLACK CARR JN.) TO BERWICK ETC.
DARLINGTON

PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling Movements

Delete instruction and substitute:—

A propelling movement must not be made until the Signalman at Darlington has been advised that a propelling movement is intended.

Page 284 NEWCASTLE

NEWCASTLE CENTRAL STATION

Propelling Movements

Delete instruction and substitute:—

A propelling movement must not be made until the Signalman at Newcastle has been advised that a propelling movement is intended.

Page 342 DARLINGTON (SOUTH JUNCTION) TO SALTBURN
MIDDLESBOROUGH

PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling Movements

Delete:—second paragraph.

Page 345 MIDDLESBOROUGH (GUISBOROUGH JN.) TO WHITBY
WHITBY

PROPELLING OF PASSENGER TRAINS

Delete:—second paragraph.

(6D)

GENERAL APPENDIX

Pages 62 – 71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES..

Section "C"

Page 70 (Page 26 Supplement No.2)

Special Instructions Relating to Particular Machines.

Plasser type USP 5000C.

Delete headings and instructions 39A.

(UFN)

Page 70 (Page 26 Supplement No.2)

Tamping/Lining machines types 07-16, 07-16 special and 07-275 (S & C).

Delete heading and item 41A.

(UFN)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)
MISCELLANEOUS NOTICES

★Page 4

Until further notice all Presflo (Bulk Cement Wagons) must be restricted to 35m.p.h. in the loaded condition of the Eastgate Branch.

(5)

★ ** WORKING MANUAL FOR RAIL STAFF BR.30054 – WHITE PAGES

Section C : Notes on Special Circumstances

C2/6 and C2/7 Delete Instructions referring to these items published in SD 49 Page 8 and ND 49 Page 8.

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

REACH WAGONS - OIL DEPOTS AND CHEMICAL DEPOTS - ADD TO LIST OF DEPOTS IN ND.49

Depot	Reach Wagon Allocated		Pool No.
	No.	Type	
Dewsbury Gas (18431)	TDB 932308	Plate	4801
Hunslet East (17124)	TDB 931595	Plate	4701
Jarrow (13033)	TDB 931747	Plate	2057
Leeds ORT (17123)	TDB 931911	Plate	4705
Skellow Jn. (23109)	TDB 904586	Lowmac	4205 (6D)

MO.45/NN

G.R.H. Orbell
 Chief Operating Manager

York
 8 DECEMBER, 1976

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

52/1

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 25 DECEMBER 1976

TO

FRIDAY 7 JANUARY 1977

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 4 JANUARY – SKELTON

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

- Up Independent to Up Sidings
- Down Independent to Down Sidings.
- Down Independent to Up Sidings.

3-aspect signal (No.3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. will be abolished.

No.23 Ground position light signal will now apply along the Down Independent only.

No.15 Ground position light signal applying from Down Sidings towards No.24 Ground position light signal, and No.48 Ground position light signal applying from Up Independent to Up Sidings, will display an "ON" aspect only.

Skelton Ground Frame together with all signals worked therefrom will be abolished, and all points formerly worked therefrom will be secured out of use in the normal position pending removal. (4)

DETAILS OF WORK ALREADY CARRIED OUT

NORTHALLERTON

The searchlight-type signal heads of all colour light running signals referred to below, have been replaced by standard colour light heads, and in addition, the following alterations have been carried out:—

Up Main signal No.N111 has been mounted on a right-hand bracket post (Red aspect 16ft. above rail level) with the position "1" Junction Indicator (Up Main to Up Slow) mounted above the new 4-aspect colour light head.

Up Slow 3-aspect signal N.135, has been repositioned 87 yards nearer to the signal box.

Up Fast 4-aspect auto signal U29, has been replated as a controlled signal and renumbered N.136 and repositioned 87 yards nearer to the signal box.

Up Main ground position light signal N.127/128 has been renumbered N.127/129, and now applies additionally towards No.3 Platform.

Down Main 4-aspect signal N.106, together with its position "1" Junction indicator, applying towards No.3 Platform, has been repositioned 859 yards further South.

The associated subsidiary signal has not been renewed.

Down Main signal N.133 has been abolished, and the distance between Down Fast signal N.140 and the repositioned Down Main N.106 signal, also between Down Slow signal N.142 and the repositioned N.106, is 1,482 yards. (2)

** HEATON

The 3-aspect signal head of Down Tynemouth signal No.103 (positioned on the footbridge 296 yards before reaching the signal box), has been replaced by a 4-aspect head, this signal will continue to function as a 3-aspect signal pending further alterations. (52)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ALNMOUTH

The trailing points – Up Main to Up Refuge Siding, have been secured out of use in the normal position pending removal, and the associated signalling abolished.

The trap points at the outlet from the Up Passenger Loop have also been abolished. (2)

**** GATESHEAD – ALLHUSENS BRANCH**

The connection between Allhusens Branch and Hawks Yard has been secured out of use in the reverse position for through running to and from Hawks Yard pending removal of the Allhusens Branch.

The associated signalling has been abolished. (52)

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 SECTIONAL APPENDIX (NORTHERN AREA)

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 24	(Page 13 Supp No.1, Page 52 Supp. Optg. Insts.) (Page ND13,ND49D) DONCASTER (BLACK CARR JN.) TO BERWICK ETC. Tyne										
	Delete :-							45	-	Down Slow line, 76m. 39chs. to 76m. 59chs. w.e.f. 10 00 hours Monday 13 December.	
	Add :-							40	40	Slow lines, 76m. 34chs. to 77m. 20chs. w.e.f. 10 00 hours Monday 13 December.	
Page 44	FERRYHILL (TURSDALE JN.) TO PELAW VIA LEAMSIDE										
	Delete :-							-	35	10m. 4chs. to 9m. 61chs. w.e.f. 10 00 hours Monday 13 December.	
Page 45	(Page 25 Supp No.1) (Page ND14, ND49D) Washington										
	Delete :-							-	30	15m. 27chs. to 14m. 76chs. w.e.f. 10 00 hours Monday 13 December.	
	Amend :-							-	40	16m. 00chs. to 15m. 40chs. w.e.f. 10 00 hours Monday 13 December.	
	Add :-							-	20	15m. 40chs. to 14m. 76chs. w.e.f. 10 00 hours Monday 13 December.	

(6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 282 DONCASTER (BLACK CARR JN.) TO BERWICK ETC.

DARLINGTON

PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling Movements

Delete instruction and substitute:—

A propelling movement must not be made until the Signaller at Darlington has been advised that a propelling movement is intended.

Page 284 NEWCASTLE

NEWCASTLE CENTRAL STATION

Propelling Movements

Delete instruction and substitute:—

A propelling movement must not be made until the Signaller at Newcastle has been advised that a propelling movement is intended.

Page 342 DARLINGTON (SOUTH JUNCTION) TO SALTBURN
MIDDLESBOROUGH

PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling Movements

Delete:—second paragraph.

Page 345 MIDDLESBOROUGH (GUISBOROUGH JN.) TO WHITBY

WHITBY

PROPELLING OF PASSENGER TRAINS

Delete:—second paragraph.

(6D)

GENERAL APPENDIX

Pages 62 – 71 INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES..

Section "C"

Page 70 (Page 26 Supplement No.2)

Special Instructions Relating to Particular Machines.

Plasser type USP 5000C.

Delete headings and instructions 39A.

(UFN)

Page 70 (Page 26 Supplement No.2)

Tamping/Lining machines types 07-16, 07-16 special and 07-275 (S & C).

Delete heading and item 41A.

(UFN)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
 SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)
 MISCELLANEOUS NOTICES

Page 4

Until further notice all Presflo (Bulk Cement Wagons) must be restricted to 35m.p.h. in the loaded condition of the Eastgate Branch. (5)

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

REACH WAGONS – OIL DEPOTS AND CHEMICAL DEPOTS – ADD TO LIST OF DEPOTS IN ND.49

Depot	Reach Wagon Allocated		Pool No.
	No.	Type	
Dewsbury Gas (18431)	TDB 932308	Plate	4801
Hunslet East (17124)	TDB 931595	Plate	4701
Jarrow (13033)	TDB 931747	Plate	2057
Leeds ORT (17123)	TDB 931911	Plate	4705
Skellow Jn. (23109)	TDB 904586	Lowmac	4205

(6D)

York
 15 DECEMBER, 1976

MO.45/NN

G.R.H. Orbell
 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:–"

Keep Passengers and other Staff

well informed
 FRIDAY 7 JANUARY 1977

INCLUSIVE