

Eng. SB.



NN

EASTERN REGION

2

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

**SATURDAY 8 JANUARY
TO
FRIDAY 14 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.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

To join the Signalling Record Society visit

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

MONDAY 10 JANUARY – BIRTLEY

From 08 00 hrs. Monday 10 January until 17 00 hrs. Saturday 15 January – the siding alongside the Up Fast at Birtley R.O.F. will be shortened by 3½ chains to facilitate contractors lineside work. (5)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The following points have been 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. have been abolished.

No.23 Ground position light signal now applies 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 have been abolished, and all points formerly worked therefrom secured out of use in the normal position pending removal. (4)

** 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The searchlight-type signal heads of all colour light running signals referred to below, have been replaced by standard colour light heads, and in addition, the following alterations have been carried out:—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.

The signal post telephone is now connected to Northallerton 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. (Amended Item) (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

RYHOPE GRANGE

The Up siding on the Hendon branch and the associated signalling have been abolished.

(New item) (5)

** 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)

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)

The searchlight-type signal needs of all colour light running signals referred to below have been replaced by standard colour light leads, and in addition, the following alterations have been carried out:

Up Main signal N111 has been replaced by a right-hand backed aspect light reflector above the level with the position 'T' Junction indicator (Up Main to Up Slow) mounted above the new 4-aspect colour light lead.

Up Slow 3-aspect signal N135 has been repositioned 87 yards nearer to the signal post N134.

Up Fast 4-aspect auto signal N58 has been replaced by a controlled signal and renumbered N130 and repositioned by 10 yards nearer to the signal box.

The signal post position is now connected to Northminster signal box.

Up Main ground position light signal N127/128 has been renumbered N127/129, and now applies additionally towards No 3 Platform.

Down Main 4-aspect signal N106, together with its position 'T' Junction indicator, applying towards No 3 Platform, has been repositioned 855 yards further south.

The associated subsidiary signal has not been renewed.

Down Main signal N138 has been abolished, and the distance between Down Fast signal N140 and the repositioned Down Main N106 signal, also between Down Slow signal N142 and the repositioned N106, is 1483 yards.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 4 Add:-

Until further notice all Presflo (Bulk Cement Wagons) must be restricted to 35m.p.h. in the heavily 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
22 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:-"

SATURDAY 8 JANUARY
 Keep Passengers and other Staff
 Well Informed
 FRIDAY 10 DECEMBER 1976
 INCLUSIVE

SECTION B - GENERAL INSTRUCTIONS AND NOTICES
SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHWESTERN RAILROAD)
DISCONTINUED NOTICES
Page 4 of 4
The purpose of this section is to provide instructions for the operation of the train in the event of an emergency. It is the responsibility of the train crew to read and understand these instructions and to follow them as directed. The instructions are intended to be used in the event of an emergency and should not be used as a substitute for the normal operating procedures. The instructions are intended to be used in the event of an emergency and should not be used as a substitute for the normal operating procedures.

"WHEN TRAINS RUN LATE.

DON'T HESITATE

COMMUNICATE

Keep Passengers and other Staff

well informed"

Page 52 - 71 INSTRUCTIONS FOR THE OPERATION OF THE ENGINEER'S SELF-PROPELLED
"ON-KALK" MACHINE
Page 70 (Page 26 Supplement No. 2)
Small instructions relating to Particular Machines.
Page 70 - 71
Details of the engine and instructions 59A.
Page 70 - 71 Supplement No. 2
Page 70 - 71 Supplement No. 2
Page 70 - 71 Supplement No. 2

**NN****EASTERN REGION****3**

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

SATURDAY 15 JANUARY

TO

FRIDAY 21 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

SATURDAY 15 and SUNDAY 16 JANUARY – HORDEN AND EASINGTON

The facing connection in the Down Main, leading to the Down Siding, between 80 and 80¼ m.p., will be brought into use under control of Easington signal box.

A notice board worded "TRAPS" will be provided on the right-hand side of the line adjacent to the trap point end of this connection.

Trap points, which may be run through in the trailing direction, will be provided at the exit from both the M.G.R. Departure line and the Fulls Sidings. A ground disc exit signal will be provided adjacent to the Departure line trap points.

The trap points at the exit from Fulls Sidings, will be controlled from a new 2-lever ground frame, to be known as "No.3 Ground Frame", which will be released from Easington signal box, and an adjacent telephone to that signal box will be provided. A notice board worded "STOP-OPERATE GROUND FRAME BEFORE PROCEEDING" will be provided adjacent to these trap points.

A notice board (and adjacent telephone connected to Easington signal box) worded "STOP-TELEPHONE" will be provided at the signal box (outlet) end of the Arrival/Run-Round lines.

SIGNALLING ALTERATIONS

Horden

The Down Starting signal will be replaced by a 3-aspect colour light signal (plated H16) situated 109 yards further from the signal box. A signal-post telephone connected to the signal box will be provided. The new signal will also act as the Easington Down Distant, 1,283 yards from the Easington new 1st. Home (see below). The existing Easington Down Distant will be abolished.

Easington

A new 3-aspect colour light Down 1st. Home, plated E16, will be provided 1,096 yards before reaching the signal box, and 790 yards from the existing Down Main Home which will be renamed Down Main 2nd. Home. A signal post telephone connected to Easington signal box will be provided. A left-hand off-set subsidiary applying towards the Down Siding via the new facing connection will be provided. (6)

SUNDAY 16 JANUARY – ALNMOUTH

The trailing crossover nearest the signal box will be secured out of use in the normal position pending removal.

The associated signalling will be abolished. (6)

SUNDAY 16 JANUARY – SKELTON

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, will be secured out of use in the normal position pending removal, and No.1 Up Reception line will be taken out of use until further notice.

The following points will also be dispensed with:—

- Up Reception No.1 to Up Reception No.2
- No.1 and No.2 Reception line traps
- Up Reception line No.2 to No.3

The facing connection—Up Goods—Up Reception Lines (previously laid in position), will be brought into use together with the following new points:—

- Trap points in the Up Goods line situated on the York side of the new facing connection.
- Up Reception line 2 – Up Reception line 3
- Up Reception line 3 – Up Reception line 4
- Up Reception line 4 – Down Shunting line No.1

(6)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The following points have been 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. have been abolished.

No.23 Ground position light signal now applies 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 have been abolished, and all points formerly worked therefrom secured out of use in the normal position pending removal. (4)

RYHOPE GRANGE

The Up siding on the Hendon branch and the associated signalling have been abolished. (5)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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 (TURS DALE 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 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 SALT BURN
 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 Add:–

Until further notice all Presflo (Bulk Cement Wagons) must be restricted to 35m.p.h. in the heavily 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)

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York
5 JANUARY 1977

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 22 JANUARY

TO

FRIDAY 28 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

SATURDAY 22 TO SUNDAY 23 JANUARY — RYHOPE GRANGE

The ground disc at the outjet to the Run-Round Loop will be replaced on the right-hand side of the Loop (between the Down Main and Loop) by two adjacent discs. The left-hand disc will apply towards Down Main or Down Hendon and the right-hand disc will apply towards the Spur. (7)

SUNDAY 23 JANUARY — SKELTON

A new facing connection leading from Up Reception line No.2 to Up Reception line No.1, will be installed and the Up Reception line No.1 will be brought back into use. (7)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The trailing crossover nearest the signal box has been secured out of use in the normal position pending removal.

The associated signalling has been abolished. (6)

SKELTON

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal, and No.1 Up Reception line taken out of use until further notice.

The following points have also been dispensed with:-

- Up Reception No.1 to Up Reception No.2
- No.1 and No.2 Reception line traps
- Up Reception line No.2 to No.3

The facing connection — Up Goods — Up Reception Lines, has been brought into use together with the following new points :-

- Trap points in the Up Goods line situated on the York side of the new facing connection.
- Up Reception line 2 — Up Reception line 3
- Up Reception line 3 — Up Reception line 4
- Up Reception line 4 — Down Shunting line No.1 (6)

SKELTON

The following points have been 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. have been abolished.

No.23 Ground position light signal now applies 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 have been abolished, and all points formerly worked therefrom secured out of use in the normal position pending removal. (4)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HORDEN AND EASINGTON

The facing connection in the Down Main, leading to the Down Siding, between 80 and 80¼ m.p., has been brought into use under control of Easington signal box.

A notice board worded "TRAPS" has been provided on the right-hand side of the line adjacent to the trap point end of this connection.

Trap points, which may be run through in the trailing direction, have been provided at the exit from both the M.G.R. Departure line and the Fulls Sidings. A ground disc exit signal has been provided adjacent to the Departure line trap points.

The trap points at the exit from Fulls Sidings, is now controlled from a new 2-lever ground frame, known as "No. 3 Ground Frame", released from Easington signal box, and an adjacent telephone to that signal box provided. A notice board worded "STOP-OPERATE GROUND FRAME BEFORE PROCEEDING" has been provided adjacent to these trap points.

A notice board (and adjacent telephone connected to Easington signal box) worded "STOP-TELEPHONE" has been provided at the signal box (outlet) end of the Arrival/Run-Round lines.

SIGNALLING ALTERATIONS

Hornden

The Down Starting signal has been replaced by a 3-aspect colour light signal (plated H16) situated 109 yards further from the signal box. A signal-post telephone connected to the signal box has been provided. The new signal also acts as the Easington Down Distant, 1,283 yards from the Easington new 1st. Home (see below). The former Easington Down Distant has been abolished-

Easington

A new 3-aspect colour light Down 1st Home, plated E16, has been provided 1,096 yards before reaching the signal box, and 790 yards from the former Down Main Home which has been renamed Down Main 2nd. Home. A signal post telephone connected to Easington signal box has been provided. A left-hand off-set subsidiary applying towards the Down Siding via the new facing connection has been provided. (6)

RYHOPE GRANGE

The Up siding on the Hendon branch and the associated signalling have been abolished. (5)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
TABLE A

NN-17

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. Opty. 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										
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	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. (6)

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. (6)

Page 342 DARLINGTON (SOUTH JUNCTION) TO SALTBURN
 MIDDLESBOROUGH

PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling Movements

Delete:-second paragraph. (6)

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

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	No.	Type	
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Hunslet East (17124)	TDB 931595	Plate	4701
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Leeds ORT (17123)	TDB 931911	Plate	4705
Skellow Jn. (23109)	TDB 904586	Lowmac	4205

(6D)

York
12 JANUARY, 1977

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:-"

SATURDAY 22 JANUARY
Keep Passengers and other staff

well informed 1977

EXCLUSIVE

"WHEN TRAINS RUN LATE.

DON'T HESITATE

COMMUNICATE

Keep Passengers and other Staff

well informed"

**NN****EASTERN REGION****5**

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

SATURDAY 29 JANUARY

TO

FRIDAY 4 FEBRUARY 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

SATURDAY 29 TO SUNDAY 30 JANUARY – BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction will be brought into use between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main will be repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14ft. above rail level. A signal post telephone to Ashington Station will be provided.

The South Departure Home to Up Main will be repositioned 30 yards before reaching the new flat crossing (276 yards from the signal box) with the arm 14ft. above rail level.

A signal post telephone to Ashington Station will be provided.

A new Up Butterwell Branch Home to Up Main (arm 14ft. above rail level) will be provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station will be provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), will be replaced by a single arm on a straight post (arm 12ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator will be provided with the following indications :-

Indication

- “A”
- “B”
- “L”

Application to or towards

- Ashington Colliery (via South Arrival)
- Butterwell (via New Down Butterwell Branch)
- Lynemouth (via Down Main)

A new Up Butterwell Branch Distant will be provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box will be provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal. (8)

TUESDAY 1 FEBRUARY – TEES

TY212 signal (Thornaby Station Up Main Platform Starting signal), will be repositioned on the left-hand side of the Up Main, 751 yards before reaching B129 signal (20 yards further than previously). (8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 29 TO MONDAY 31 JANUARY – ERYHOLME AND DARLINGTON

Eryholme signal box will be abolished. Northallerton and Darlington signal boxes will then be in direct communication and the signal-post telephones on all signal previously connected to Eryholme will then be in communication with Darlington. The following Up Main automatic signals will be replated as follows:—

Old Number	New Number
E920	D920
U42	D922
U41	D924
U40	D926
U39	D928
U39B (semi-auto)	D930
U38	D932
U37	D934 (now plated as automatic signal)

Down line D37 signal will be replated as an automatic signal.

Emergency replacement switches will be provided on D930 (Up) and on Down signals D38 and D35.

The Main to Main trailing crossover (Eryholme) will be brought under control of a new ground switch panel sited adjacent to Eryholme signal box. This ground switch panel will be released from Darlington and an adjacent telephone will provide communication with Darlington signal box. (8)

SUNDAY 30 JANUARY – RYHOPE GRANGE

The Up Hendon Branch First Home signal will be abolished. The Up Hendon Branch Second Home signals will be renamed Home signals. (8)

REDCAR NEW B.S.C. MINERAL TERMINAL

The new mineral terminals will become operative from Monday January 31. The working will be as shown in Special Signalling Notice No.84 with amendments to the diagram as shown below:—

Telephones are not provided at signals 201, 204, 208, 210 between CA4 and CA3 signals, and between L4 and L3 signals.

One telephone is provided to serve signals 202 and 204, and this is situated on the Tod Point side of 202 signal.

One telephone is provided to serve signals 203 and 205, and this is situated on the Bunker side of 205 signal.

The notice boards at Tare Weighbridges and Hopper entrances 'MAXIMUM SPEED 10MPH' and 'ENGAGE ½ MPH GEAR' will be in the form of 10m.p.h. and the ½m.p.h. cut-out signs.

A white flashing light is provided between Outwards Lines 1 and 2.

The spring points shown at the end of the coal arrival and limestone arrival lines will be 2-way hand points. (8)

DETAILS OF WORK ALREADY CARRIED OUT

RYHOPE GRANGE

The ground disc at the outlet to the Run-Round Loop has been replaced on the right-hand side of the Loop (between the Down Main and Loop) by two adjacent discs. The left-hand disc applies towards Down Main or Down Hendon and the right-hand disc applies towards the Spur. (7)

The Up Home Signal has been replated RG33. (Amended)

ALNMOUTH

The trailing crossover nearest the signal box has been secured out of use in the normal position pending removal.

The associated signalling has been abolished

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SKELTON

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal. A new facing connection leading from Up Reception line No.2 to Up Reception No.1 has been installed and the Up Reception line No.1 has been brought back into use.

The facing connection – Up Goods – Up Reception lines, has been brought into use together with the following new points:

Trap points in the Up Goods line, situated on the York side of the new facing connection.

- Up Reception line No.2 – Up Reception line No.3
- Up Reception line No.3 – Up Reception line No.4
- Up Reception line No.4 – Down Shunting line No.1.

The following points have been 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
- Up Reception No.1 to Up Reception No.2
- No.1 and No.2 Reception line traps
- Up Reception line No.2 to No.3

Signalling Alterations:–

3-aspect signal (No.3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. has been abolished.

No.23 ground position light signal now applies 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 has been abolished, and all points secured out of use in the normal position pending removal. **(New Item) (8)**

MONKSEATON STATION

The trailing connections leading from Up Main to Sidings has been secured out of use in the normal Position pending removal and the associated signalling abolished. **(New Item) (8)**

HORDEN AND EASINGTON

The facing connection in the Down Main, leading to the Down Siding, between 80 and 80¼ m.p., has been brought into use under control of Easington signal box.

A notice board worded "TRAPS" has been provided on the right-hand side of the line adjacent to the trap point end of this connection.

Trap points, which may be run through in the trailing direction, have been provided at the exit from both the M.G.R. Departure line and the Fulls Sidings. A ground disc exit signal has been provided adjacent to the Departure line trap points.

The trap points at the exit from Fulls Sidings, is now controlled from a new 2-lever ground frame, known as "No. 3 Ground Frame", released from Easington signal box, and an adjacent telephone to that signal box provided. A notice board worded "STOP-OPERATE GROUND FRAME BEFORE PROCEEDING" has been provided adjacent to these trap points.

A notice board (and adjacent telephone connected to Easington signal box) worded "STOP-TELEPHONE" has been provided at the signal box (outlet) end of the Arrival/Run-Round lines.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HORDEN AND EASINGTON - continued

SIGNALLING ALTERATIONS

Horden

The Down Starting signal has been replaced by a 3-aspect colour light signal (plated H16) situated 109 yards further from the signal box. A signal-post telephone connected to the signal box has been provided. The new signal also acts as the Easington Down Distant, 1,283 yards from the Easington new 1st. Home (see below). The former Easington Down Distant has been abolished-

Easington

A new 3-aspect colour light Down 1st Home, plated E16, has been provided 1,096 yards before reaching the signal box, and 790 yards from the former Down Main Home which has been renamed Down Main 2nd. Home. A signal post telephone connected to Easington signal box has been provided. A left-hand off-set subsidiary applying towards the Down Siding via the new facing connection has been provided. (6)

**** RYHOPE GRANGE**

The Up siding on the Hendon branch and the associated signalling have been abolished. (5)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

Sectional Appendix	Alterations	Notes
Appendix 1
Appendix 2
Appendix 3
Appendix 4
Appendix 5
Appendix 6
Appendix 7
Appendix 8
Appendix 9
Appendix 10
Appendix 11
Appendix 12
Appendix 13
Appendix 14
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Appendix 50

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. (6)

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. (6)

Page 342

DARLINGTON (SOUTH JUNCTION) TO SALTBURN

MIDDLESBOROUGH

PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling Movements

Delete:-second paragraph. (6)

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. (6D)

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. (6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICE

** Page 4 Add:-

Until further notice all Presflo (Bulk Cement Wagons) must be restricted to 35m.p.h. in the heavily loaded condition of the Eastgate Branch. (5)

★ SKELTON

As from Sunday 30 January until further notice the walkway access to Skelton signal box at 1m. 49chs. will be disturbed and care must be exercised. (8)

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
19 JANUARY, 1977

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:-"

MISCELLANEOUS NOTICE

Page 4 Add:-

Until further notice all Prestige (Bulk Cement Wagons) must be restricted to 25m p.h. in the majority loaded condition of the Esigra Branch.

SKELTON

As from Sunday 30 January until further notice the delivery access to Skelton signal box at Tm. 49 will be restricted and care must be exercised.

WAGONS

are your bread and butter.

Treat them with respect

and use them wisely.

THEY WILL REPAY YOU.



NN

EASTERN REGION

6

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

**SATURDAY 5 FEBRUARY
TO
FRIDAY 11 FEBRUARY 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

SUNDAY 6 FEBRUARY – SKELTON

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

- Harrogate Sidings Traps
- Down Independent to Harrogate Sidings

The Trap points previously installed and secured out of use in the Down Independent will be commissioned. The points – Down Independent to Down Departure lines will be repositioned 25 yards further North.

The following ground position light signals will be abolished:—

- No.41 – Sidings outlet signal
- No.44 – Down Independent to Sidings or to Down Branch, or to No.23 ground position light signal.
- No.45 – Down Independent to No.49 ground position light signal or to Down Departure line.

Altered Route Reading of Signals:—

Signal No.	Aspect Displayed	Location	Route Indication	Application to or towards
38 (ground position light signal)		Down Branch	—	Set back towards Down Independent No.49 signal or to Down Departure lines.
51 "		Up Independent	—	Set back towards Up Independent No.48 signal or to Down Goods, No.23 ground position light signal.
73 (3 – aspect signal)	Main	Down Departures	"I"	Down Independent Down Harrogate Branch Down Independent No.23 signal.
	Sub (No.67)		"H"	
			"I"	
This signal will be moved 25 yards nearer to the signal box and fixed at ground level.				
74 (3 – aspect signal)	Main	Down Goods	"M"	Down Main Down Independent Down Harrogate Branch Down Independent No.23 signal.
			"I"	
	Sub (No.68)		"H"	
			"I"	(9)

SUNDAY 6 FEBRUARY – YORK YARD NORTH

Trap points will be installed in the Down Main Goods line at 1m. 42chs.

(9)

SUNDAY 6 FEBRUARY – BLAYDON

Chain Bridge level crossing (adjacent to the signal box and across the Down and Up Branch lines) will be re-positioned 50 yards further towards Newcastle, and the level crossing gates replaced by lifting barriers controlled from the signal box.

Ground position light signal (No.5), applying set back – Down Branch to Sidings, will be re-positioned 25 yards on the signal box side of the crossing.

(9)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

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

SUNDAY 6 FEBRUARY – RYHOPE GRANGE

The Shunt ahead signal (below the Up Main Starting Signal) will be abolished. (9)

DETAILS OF WORK ALREADY CARRIED OUT

ERYHOLME AND DARLINGTON

Eryholme signal box has been abolished. Northallerton and Darlington signal boxes are now in direct communication and the signal-post telephones on all signals previously connected to Eryholme will be in communication with Darlington. The following Up Main automatic signals have been replated as follows:—

Old Number	New Number
E920	D920
U42	D922
U41	D924
U40	D926
U39	D928
U39B (semi-auto)	D930
U38	D932
U37	D934 (now plated as automatic signal)

Down line D37 signal has been replated as an automatic signal.

Emergency replacement switches have been provided on D930 (Up) and on Down signals D38 and D35.

The Main to Main trailing crossover (Eryholme) has been brought under control of a new ground switch panel sited adjacent to Eryholme signal box. This ground switch panel will be released from Darlington and an adjacent telephone will provided communication with Darlington signal box. (8)

**** ALNMOUTH**

The trailing crossover nearest the signal box has been secured out of use in the normal position pending removal.

The associated signalling has been abolished. (6)

RYHOPE GRANGE

The ground disc at the outlet to the Run-Round Loop has been replaced on the right-hand side of the Loop (between the Down Main and Loop) by two adjacent discs. The left-hand disc applies towards Down Main or Down Hendon and the right-hand disc applies towards the Spur.

The Up Home Signal has been replated RG33. (7)

RYHOPE GRANGE

The Up Hendon Branch First Home signal has been abolished. The Up Hendon Branch Second Home signals have been renamed Home signals. (8)

TEES

TY212 signal (Thornaby Station Up Main Platform Starting signal), has been repositioned on the left-hand side of the Up Main, 751 yards before reaching B129 signal (20 yards further than previously). (8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SKELTON

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal. A new facing connection leading from Up Reception line No.2 to Up Reception No.1 has been installed and the Up Reception line No.1 has been brought back into use.

The facing connection – Up Goods – Up Reception lines, has been brought into use together with the following new points:

Trap points in the Up Goods line, situated on the York side of the new facing connection.

- Up Reception line No.2 – Up Reception line No.3
- Up Reception line No.3 – Up Reception line No.4
- Up Reception line No.4 – Down Shunting line No.1.

The following points have been 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
- Up Reception No.1 to Up Reception No.2
- No.1 and No.2 Reception line traps
- Up Reception line No.2 to No.3

Signalling Alterations:–

3-aspect signal (No.3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. has been abolished.

No.23 ground position light signal now applies 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 has been abolished, and all points secured out of use in the normal position pending removal. (8)

MONKSEATON STATION

The trailing connections leading from Up Main to Sidings has been secured out of use in the normal Position pending removal and the associated signalling abolished. (8)

**** HORDEN AND EASINGTON**

The facing connection in the Down Main, leading to the Down Siding, between 80 and 80¼ m.p., has been brought into use under control of Easington signal box.

A notice board worded "TRAPS" has been provided on the right-hand side of the line adjacent to the trap point end of this connection.

Trap points, which may be run through in the trailing direction, have been provided at the exit from both the M.G.R. Departure line and the Fulls Sidings. A ground disc exit signal has been provided adjacent to the Departure line trap points.

The trap points at the exit from Fulls Sidings, is now controlled from a new 2-lever ground frame, known as "No. 3 Ground Frame", released from Easington signal box, and an adjacent telephone to that signal box provided. A notice board worded "STOP-OPERATE GROUND FRAME BEFORE PROCEEDING" has been provided adjacent to these trap points.

A notice board (and adjacent telephone connected to Easington signal box) worded "STOP-TELEPHONE" has been provided at the signal box (outlet) end of the Arrival/Run-Round lines.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** HORDEN AND EASINGTON – continued

SIGNALLING ALTERATIONS

Horde

The Down Starting signal has been replaced by a 3-aspect colour light signal (plated H16) situated 109 yards further from the signal box. A signal-post telephone connected to the signal box has been provided. The new signal also acts as the Easington Down Distant, 1,283 yards from the Easington new 1st. Home (see below). The former Easington Down Distant has been abolished-

Easington

A new 3-aspect colour light Down 1st Home, plated E16, has been provided 1,096 yards before reaching the signal box, and 790 yards from the former Down Main Home which has been renamed Down Main 2nd. Home. A signal post telephone connected to Easington signal box has been provided. A left-hand off-set subsidiary applying towards the Down Siding via the new facing connection has been provided. (6)

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:-

Indication	Application to or towards
"A"	Ashington Colliery (via South Arrival)
"B"	Butterwell (via New Down Butterwell Branch)
"L"	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

REDCAR NEW B.S.C. MINERAL TERMINAL

The new mineral terminals are now in operation. The working will be as shown in Special Signalling Notice No.84 with amendments to the diagram as shown below:—

Telephones are not provided at signals 201, 204, 208, 210 between CA4 and CA3 signals, and between L4 and L3 signals.

One telephone is provided to serve signals 202 and 204, and this is situated on the Tod Point side of 202 signal.

One telephone is provided to serve signals 203 and 205, and this is situated on the Bunker side of 205 signal.

The notice boards at Tare Weighbridges and Hopper entrances 'MAXIMUM SPEED 10MPH' and 'ENGAGE ½ MPH GEAR' will be in the form of 10m.p.h. and the ½m.p.h. cut-out signs.

A white flashing light is provided between Outwards Lines 1 and 2.

The spring points shown at the end of the coal arrival and limestone arrival lines will be 2-way hand points. (8)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICE

SKELTON

The walkway access to Skelton signal box at 1m. 49chs. has been disturbed and care must be exercised. (8)

York
26 JANUARY, 1977

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:—"



NN

EASTERN REGION

7

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

SATURDAY 12 FEBRUARY

TO

FRIDAY 18 FEBRUARY 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 FEBRUARY – SKELTON

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

Altered Routing of Signals

No.62 ground position light signal, applying from Down Shunting line No.1 towards Up Goods or to Up Main, will now read towards Up Goods (No.51 signal) only.

Down Goods 3-aspect signal No.S74 to Down Harrogate Branch; Down Independent or to Down Main, will now read towards Down Harrogate Branch (indication 'H') or to Down Independent (indication 'I') only.

The route indicator and subsidiary (No.11) applying towards the Up Reception lines or to Up Goods, associated with Up Main 4-aspect signal S4 will be abolished. (10)

MONDAY 14 FEBRUARY – BETWEEN DARLINGTON AND HEIGHINGTON

Hopetown ground frame will be abolished and the points worked therefrom leading from Through Siding to Shunt Spur will be secured out of use in the normal position pending removal. The associated signalling or signal routes will be abolished. (10)

MONDAY 14 FEBRUARY – RIVERSIDE BRANCH

In connection with construction works on Bridge 3A at Om. 23chs. (between Riverside Junction and St. Peters), Notice Boards will be provided as follows:—

Up Branch Line

“STOP – AWAIT INSTRUCTIONS”, situated 5 yards before reaching B.R. 4 Signal and approximately 50 yards from the site of the work.

An advance warning board will be provided 300 yards before reaching the above “STOP” board, which will consist of a yellow disc on a white background.

Down Branch Line

“STOP – AWAIT INSTRUCTIONS”, situated 5 yards before reaching the site of the Bridge works.

A notice board worded “STOP AT NOTICE BOARD 200 YARDS AHEAD” will be fixed to the post carrying D.R.O. signal. (10)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal. A new facing connection leading from Up Reception line No.2 to Up Reception No.1 has been installed and the Up Reception line No.1 has been brought back into use.

The facing connection – Up Goods – Up Reception lines, has been brought into use together with the following new points:

Trap points in the Up Goods line, situated on the York side of the new facing connection.

Up Reception line No.2 – Up Reception line No.3

Up Reception line No.3 – Up Reception line No.4

Up Reception line No.4 – Down Shunting line No.1.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SKELTON – continued

The following points have been 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
- Up Reception No.1 to Up Reception No.2
- No.1 and No.2 Reception line traps
- Up Reception line No.2 to No.3

Signalling Alterations:–

3-aspect signal (No.3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. has been abolished.

No.23 ground position light signal now applies 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 has been abolished, and all points secured out of use in the normal position pending removal. (8)

SKELTON

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

- Harrogate Sidings Traps
- Down Independent to Harrogate Sidings

The Trap points previously installed and secured out of use in the Down Independent have been commissioned. The points – Down Independent to Down Departure lines have been repositioned 25 yards further North.

The following ground position light signals have been abolished :-

- No.41 – Sidings outlet signal
- No.44 – Down Independent to Sidings or to Down Branch, or to No.23 ground position light signal.
- No.45 – Down Independent to No.49 ground position light signal or to Down Departure line.

Altered Route Reading of Signals:–

Signal No.	Aspect Displayed	Location	Route Indication	Application to or towards
38 (ground position light signal)		Down Branch	–	Set back towards Down Independent No.49 signal or to Down Departure lines.
51	" "	Up Independent	–	Set back towards Up Independent No.48 signal or to Down Goods, No.23 ground position light signal.
73 (3 – aspect signal)	Main	Down Departures	"I"	Down Independent Down Harrogate Branch Down Independent No.23 signal.
	Sub (No.67)		"H"	
			"I"	

This signal will be moved 25 yards nearer to the signal box and fixed at ground level.

74 (3 – aspect signal)	Main	Down Goods	"M"	Down Main (Until 13 February) Down Independent
			"I"	
	Sub (No.68)		"H"	

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

YORK YARD NORTH

Trap points have been installed in the Down Main Goods line at 1m. 42chs. (9)

BLAYDON

Chain Bridge level crossing (adjacent to the signal box and across the Down and Up Branch lines) has been re-positioned 50 yards further towards Newcastle, and the level crossing gates replaced by lifting barriers controlled from the signal box.

Ground position light signal (No.5), applying set back – Down Branch to Sidings, has been re-positioned 25 yards on the signal box side of the crossing. (9)

ERYHOLME AND DARLINGTON

Eryholme signal box has been abolished. Northallerton and Darlington signal boxes are now in direct communication and the signal-post telephones on all signals previously connected to Eryholme will be in communication with Darlington. The following Up Main automatic signals have been replated as follows:-

Old Number	New Number
E920	D920
U42	D922
U41	D924
U40	D926
U39	D928
U39B (semi-auto)	D930
U38	D932
U37	D934 (now plated as automatic signal)

Down line D37 signal has been replated as an automatic signal.

Emergency replacement switches have been provided on D930 (Up) and on Down signals D38 and D35.

The Main to Main trailing crossover (Eryholme) has been brought under control of a new ground switch panel sited adjacent to Eryholme signal box. This ground switch panel will be released from Darlington and an adjacent telephone will provided communication with Darlington signal box. (8)

RYHOPE GRANGE

The shunt ahead signal (below the Up Main Starting Signal) has been abolished. (9)

**** RYHOPE GRANGE**

The ground disc at the outlet to the Run-Round Loop has been replaced on the right-hand side of the Loop (between the Down Main and Loop) by two adjacent discs. The left-hand disc applies towards Down Main or Down Hendon and the right-hand disc applies towards the Spur.

The Up Home Signal has been replated RG33. (7)

RYHOPE GRANGE

The Up Hendon Branch First Home signal has been abolished. The Up Hendon Branch Second Home signals have been renamed Home signals. (8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TEES

TY212 signal (Thornaby Station Up Main Platform Starting signal), has been repositioned on the left-hand side of the Up Main, 751 yards before reaching B129 signal (20 yards further than previously). (8)

MONKSEATON STATION

The trailing connections leading from Up Main to Sidings has been secured out of use in the normal Position pending removal and the associated signalling abolished. (8)

NICKSTREAM BRANCH

The Nickstream Branch has been shortened by 270 yards. (New item) (10)

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations:—

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:—

Indication	Application to or towards
“A”	Ashington Colliery (via South Arrival)
“B”	Butterwell (via New Down Butterwell Branch)
“L”	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

REDCAR NEW B.S.C. MINERAL TERMINAL

The new mineral terminals are now in operation. The working will be as shown in Special Signalling Notice No.84 with amendments to the diagram as shown below:—

Telephones are not provided at signals 201, 204, 208, 210 between CA4 and CA3 signals, and between L4 and L3 signals.

One telephone is provided to serve signals 202 and 204, and this is situated on the Tod Point side of 202 signal.

One telephone is provided to serve signals 203 and 205, and this is situated on the Bunker side of 205 signal.

The notice boards at Tare Weighbridges and Hopper entrances 'MAXIMUM SPEED 10MPH' and 'ENGAGE ½ MPH GEAR' will be in the form of 10m.p.h. and the ½m.p.h. cut-out signs.

A white flashing light is provided between Outwards Lines 1 and 2.

The spring points shown at the end of the coal arrival and limestone arrival lines will be 2-way hand points. (8)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX EASTERN REGION (NORTHERN AREA)

TABLE H2 – WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and special conditions
York Yard North	York Yard South	All	10 E.C.S. unfitted.
York Yard South	York (Clifton)	All	10 E.C.S. unfitted. Applies 14 to 28 February.

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICE

SKELTON

The walkway access to Skelton signal box at 1m. 49chs. has been disturbed and care must be exercised. (8)

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

2 FEBRUARY, 1977

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.—"

WAGONS

are your bread and butter.

Treat them with respect

and use them wisely.

THEY WILL REPAY YOU.



NN

EASTERN REGION

8

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

**SATURDAY 19 FEBRUARY
TO
FRIDAY 25 FEBRUARY 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 FEBRUARY – MORPETH

Down Main 4-aspect signal No. M81 (at the North end of the Platform) will be repositioned 36 yards further from the signal box.

The Down Main "Limit of Shunt" indicator at present 241 yards South of the signal box, will be repositioned approximately 300 yards further South and on the cess side of the Down Main. (11)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The facing connection from Up Main to Up Goods and the facing connection – Down Goods to Down Main, have been secured out of use in the normal position pending removal.

Altered Routing of Signals

No.62 ground position light signal, applying from Down Shunting line No.1 towards Up Goods or to Up Main, now reads towards Up Goods (No.51 signal) only.

The route indicator and subsidiary (No.11) applying towards the Up Reception lines or to Up Goods, associated with Up Main 4-aspect signal S4 have been abolished. (10)

**** SKELTON**

The slip points leading from the Up Main to Up Goods facing connection to Up Reception, have been secured out of use in the normal position pending removal. A new facing connection leading from Up Reception line No.2 to Up Reception No.1 has been installed and the Up Reception line No.1 has been brought back into use.

The facing connection – Up Goods – Up Reception lines, has been brought into use together with the following new points:

Trap points in the Up Goods line, situated on the York side of the new facing connection.

Up Reception line No.2 – Up Reception line No.3
 Up Reception line No.3 – Up Reception line No.4
 Up Reception line No.4 – Down Shunting line No.1.

The following points have been 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

Up Reception No.1 to Up Reception No.2
 No.1 and No.2 Reception line traps
 Up Reception line No.2 to No.3

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** SKELTON – continued

Signalling Alterations:-

3-aspect signal (No.3) (and its associated subsidiary) applying from Up Sidings to Up Main or to Up Goods etc. has been abolished.

No.23 ground position light signal now applies 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 has been abolished, and all points secured out of use in the normal position pending removal. (8)

SKELTON

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

- Harrogate Sidings Traps
- Down Independent to Harrogate Sidings

The Trap points previously installed and secured out of use in the Down Independent have been commissioned. The points – Down Independent to Down Departure lines have been repositioned 25 yards further North.

The following ground position light signals have been abolished :-

- No.41 – Sidings outlet signal
- No.44 – Down Independent to Sidings or to Down Branch, or to No.23 ground position light signal.
- No.45 – Down Independent to No.49 ground position light signal or to Down Departure line.

Altered Route Reading of Signals:-

Signal No.	Aspect Displayed	Location	Route Indication	Application to or towards
38 (ground position light signal)		Down Branch	—	Set back towards Down Independent No.49 signal or to Down Departure lines.
51 "		Up Independent	—	Set back towards Up Independent No.48 signal or to Down Goods, No.23 ground position light signal.
73 (3 – aspect signal)	Main	Down Departures	"I"	Down Independent Down Harrogate Branch Down Independent No.23 signal.
	Sub (No.67)		"H"	
			"I"	
This signal will be moved 25 yards nearer to the signal box and fixed at ground level.				
74 (3 – aspect signal)	Main	Down Goods	"I"	Down Independent Down Harrogate Branch Down Independent No.23 signal.
	Sub (No.68)		"H"	
			"I"	

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLAYDON

Chain Bridge level crossing (adjacent to the signal box and across the Down and Up Branch lines) has been re-positioned 50 yards further towards Newcastle, and the level crossing gates replaced by lifting barriers controlled from the signal box.

Ground position light signal (No.5), applying set back – Down Branch to Sidings, has been re-positioned 25 yards on the signal box side of the crossing. (9)

**** ERYHOLME AND DARLINGTON**

Eryholme signal box has been abolished. Northallerton and Darlington signal boxes are now in direct communication and the signal-post telephones on all signals previously connected to Eryholme will be in communication with Darlington. The following Up Main automatic signals have been replated as follows:-

Old Number	New Number
E920	D920
U42	D922
U41	D924
U40	D926
U39	D928
U39B (semi-auto)	D930
U38	D932
U37	D934 (now plated as automatic signal)

Down line D37 signal has been replated as an automatic signal.

Emergency replacement switches have been provided on D930 (Up) and on Down signals D38 and D35.

The Main to Main trailing crossover (Eryholme) has been brought under control of a new ground switch panel sited adjacent to Eryholme signal box. This ground switch panel will be released from Darlington and an adjacent telephone will provided communication with Darlington signal box. (8)

RYHOPE GRANGE

The shunt ahead signal (below the Up Main Starting Signal) has been abolished. (9)

**** RYHOPE GRANGE**

The Up Hendon Branch First Home signal has been abolished. The Up Hendon Branch Second Home signals have been renamed Home signals. (8)

BETWEEN DARLINGTON AND HEIGHINGTON

Hopetown ground frame has been abolished and the points worked therefrom leading from Through Siding to Shunt Spur secured out of use in the normal position pending removal. The associated signalling or signal routes have been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** TEES**

TY212 signal (Thornaby Station Up Main Platform Starting signal), has been repositioned on the left-hand side of the Up Main, 751 yards before reaching B129 signal (20 yards further than previously). (8)

**** MONKSEATON STATION**

The trailing connections leading from Up Main to Sidings has been secured out of use in the normal Position pending removal and the associated signalling abolished. (8)

NICKSTREAM BRANCH

The Nickstream Branch has been shortened by 270 yards. (10)

RIVERSIDE BRANCH

In connection with construction works on Bridge 3A at Om. 23chs. (between Riverside Junction and St. Peters), Notice Boards have been provided as follows :-

Up Branch Line

“STOP – AWAIT INSTRUCTIONS”, situated 5 yards before reaching Bridge works and approximately 50 yards from the site of the work.

An advance warning board has been provided 300 yards before reaching the above “STOP” board, which consists of a yellow disc on a white background.

Down Branch Line

“STOP – AWAIT INSTRUCTIONS”, situated 5 yards before reaching the site of the Bridge works.

A notice board worded “STOP AT NOTICE BOARD 200 YARDS AHEAD” has been fixed to the post carrying D.R.O. signal. (10)

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.) – continued

Signalling Alterations – continued

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:—

Indication	Application to or towards
“A”	Ashington Colliery (via South Arrival)
“B”	Butterwell (via New Down Butterwell Branch)
“L”	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

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

The new mineral terminals are now in operation. The working will be as shown in Special Signalling Notice No.84 with amendments to the diagram as shown below:—

Telephones are not provided at signals 201, 204, 208, 210 between CA4 and CA3 signals, and between L4 and L3 signals.

One telephone is provided to serve signals 202 and 204, and this is situated on the Tod Point side of 202 signal.

One telephone is provided to serve signals 203 and 205, and this is situated on the Bunker side of 205 signal.

The notice boards at Tare Weighbridges and Hopper entrances ‘MAXIMUM SPEED 10MPH’ and ‘ENGAGE ½MPH GEAR’ will be in the form of 10m.p.h. and the ½m.p.h. cut-out signs.

A white flashing light is provided between Outwards Lines 1 and 2.

The spring points shown at the end of the coal arrival and limestone arrival lines will be 2-way hand points.

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 EASTERN REGION (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 19 (Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.)

DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)
Thirsk Station

★ Delete:– 60 – Slow line 24m. 50chs. to 26m. 20chs.

Page 139 (Page 74 – Supp. Optg. Insts.)

PELAW TO SOUTH SHIELDS
Jarrow Station

★ Delete:– 30 – 4m. 15chs. to 4m. 65chs.

Page 151 (Page 76 – Supp. Optg. Insts.)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)
Forth Jn.

★ Delete:– – 30 2m. 57chs. to 2m. 35chs.

Page 152

Dilston Crossing

★ Amend 50 50 20m. 48chs. to 20m. 62chs.

★ Add:– 30 30 20m. 62chs. to 21m. 0chs.

TABLE H2 – WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and special conditions
York Yard North	York Yard South	All	10 E.C.S. unfitted.
York Yard South	York (Clifton)	All	10 E.C.S. unfitted. Applies 14 to 28 February.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICE

* * SKELTON

The walkway access to Skelton signal box at 1m. 49chs. has been disturbed and care must be exercised.
(8)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

9 FEBRUARY, 1977

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



NN

EASTERN REGION

9

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

SATURDAY 26 FEBRUARY

TO

FRIDAY 4 MARCH 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 26 AND SUNDAY 27 FEBRUARY – SKELTON SIGNAL BOX

The trailing connection Up and Down Goods lines will be brought into use replacing the existing Up and Down Goods crossover.

The following ground position light signals will be abolished:—

- No.48 Shunting Up Goods to Up Sidings.
- No.49 Shunting Down Goods to Up Reception Lines or Up Goods.
- No.51 Shunting Up Goods to Down Branch or Down Goods 23 Signal.
- No.54 Shunting Up Goods to Up Reception Line or Up Goods.

The following signals will now apply as follows:—

Signal Plated	Old	New
62	Shunting Down Shunting Line No.1 to Up Goods (No.51 Signal) only.	Shunting Down Shunting Line No.1 to Down Goods (23 Signal) or Down Branch.
24	Shunting Down Goods to Down Independent (49 Signal) or to Down Departure Lines.	Shunting Down Goods to Up Reception Lines or to Down Shunting Line No.1 or to Up Goods or to Down Departure Line.
12	Subsidiary Signal Up Independent to Up Goods (54 Signal) or to Up Reception Lines draw ahead or to Goods Calling-On.	Subsidiary Signal Up Independent to Down Shunting Line No.1 or to Up Reception Line draw ahead or to Goods Line Calling-On.
13	Shunting Up Branch to Up Goods (54 Signal) or to Up Reception Line draw ahead or to Goods Calling-On.	Shunting Up Branch to Shunting Line No.1 or to Up Reception Lines draw ahead or to Goods Calling-On.
		Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.
		Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.

The Up Branch Home Signal plated S6 with subsidiary signal below will be renewed 25 yards further from this signal box. (12)

WEDNESDAY 2 MARCH – LONDONDERRY

The Seaham line will be clamped out of use pending remodelling and all associated signals will be abolished. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The facing connection from Up Main to Up Goods and the facing connection – Down Goods to Down Main, have been secured out of use in the normal position pending removal.

Altered Routing of Signals

No.62 ground position light signal, applying from Down Shunting line No.1 towards Up Goods or to Up Main, now reads towards Up Goods (No.51 signal) only.

The route indicator and subsidiary (No.11) applying towards the Up Reception lines or to Up Goods, associated with Up Main 4-aspect signal S4 have been abolished. (10)

** SKELTON

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

- Harrogate Sidings Traps
- Down Independent to Harrogate Sidings

The Trap points previously installed and secured out of use in the Down Independent have been commissioned. The points – Down Independent to Down Departure lines have been repositioned 25 yards further North.

The following ground position light signals have been abolished :-

- No.41 – Sidings outlet signal
- No.44 – Down Independent to Sidings or to Down Branch, or to No.23 ground position light signal.
- No.45 – Down Independent to No.49 ground position light signal or to Down Departure line.

Altered Route Reading of Signals:-

Signal No.	Aspect Displayed	Location	Route Indication	Application to or towards
38 (ground position light signal)		Down Branch	—	Set back towards Down Independent No.49 signal or to Down Departure lines.
51	''	Up Independent	—	Set back towards Up Independent No.48 signal or to Down Goods, No.23 ground position light signal.
73 (3 – aspect signal)	Main	Down Departures	''I''	Down Independent Down Harrogate Branch Down Independent No.23 signal.
	Sub (No.67)		''H'' ''I''	

This signal will be moved 25 yards nearer to the signal box and fixed at ground level.

74 (3 – aspect signal)

Main	Down Goods	''I'' ''H'' ''I''	Down Independent Down Harrogate Branch Down Independent No.23 signal.
Sub (No.68)			

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SKELTON – LOW YARD

The Low Yard siding No.1 between 1m. 50chs. and 1m. 55chs. has been clamped out of use until further notice. (12)

**** BLAYDON**

Chain Bridge level crossing (adjacent to the signal box and across the Down and Up Branch lines) has been re-positioned 50 yards further towards Newcastle, and the level crossing gates replaced by lifting barriers controlled from the signal box.

Ground position light signal (No.5), applying set back – Down Branch to Sidings, has been re-positioned 25 yards on the signal box side of the crossing. (9)

MORPETH

Down Main 4-aspect signal No.M81 (at the North end of the Platform) has been re-positioned 36 yards further from the signal box.

The Down Main "Limit of Shunt" indicator formerly 241 yards South of the signal box, has been repositioned approximately 300 yards further South and on the cess side of the Down Main. (11)

**** RYHOPE GRANGE**

The shunt ahead signal (below the Up Main Starting Signal) has been abolished. (9)

BETWEEN DARLINGTON AND HEIGHINGTON

Hopetown ground frame has been abolished and the points worked therefrom leading from Through Siding to Shunt Spur secured out of use in the normal position pending removal. The associated signalling or signal routes have been abolished. (10)

NICKSTREAM BRANCH

The Nickstream Branch has been shortened by 270 yards. (10)

RIVERSIDE BRANCH

In connection with construction works on Bridge 3A at 0m. 23chs. (between Riverside Junction and St. Peters), Notice Boards have been provided as follows :-

Up Branch Line

"STOP – AWAIT INSTRUCTIONS", situated 5 yards before reaching Bridge works and approximately 50 yards from the site of the work.

An advance warning board has been provided 300 yards before reaching the above "STOP" board, which consists of a yellow disc on a white background.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

RIVERSIDE BRANCH – continued

Down Branch Line

“STOP – AWAIT INSTRUCTIONS”, situated 5 yards before reaching the site of the Bridge works.

A notice board worded “STOP AT NOTICE BOARD 200 YARDS AHEAD” has been fixed to the post carrying D.R.O. signal. (10)

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations:—

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:—

Indication

“A”
“B”
“L”

Application to or towards

Ashington Colliery (via South Arrival)
Butterwell (via New Down Butterwell Branch)
Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX EASTERN REGION (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 19 (Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.)

DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)

Thirsk Station

Delete:—

60 — Slow line 24m. 50chs. to 26m. 20chs.

Page 77

WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

Methley North Jn.

★

Add:—

— 70 187m. 35chs. to 185m. 30chs.

Page 139 (Page 74 – Supp. Optg. Insts.)

PELAW TO SOUTH SHIELDS

Jarrow Station

Delete:—

30 — 4m. 15chs. to 4m. 65chs.

Page 151 (Page 76 – Supp. Optg. Insts.)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)

Forth Jn.

Delete:—

— 30 2m. 57chs. to 2m. 35chs.

Page 152

Dilston Crossing

Amend

Add:—

50 50 20m. 48chs. to 20m. 62chs.

30 30 20m. 62chs. to 21m. 0chs.

TABLE H2 – WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and special conditions
York Yard North	York Yard South	All	10 E.C.S. unfitted.
York Yard South	York (Clifton)	All	10 E.C.S. unfitted. Applies 14 to 28 February.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

★ REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE
ON LOCOMOTIVE HAULED TRAINS

Referring to the item on page 2 of ND6 and page 3 of SD6, a small yellow self-adhesive label will be placed on the air brake pressure gauge of those locomotives in which the running brake pipe pressure has been adjusted. Where this label is displayed it will not be necessary to pull the brake release cords on the attached train vehicles.. (14)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 5

MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK

Amend Wagon Panels

★ Add:—

46 tonne G.L.W. hydrocyanic
Acid Tanks (LS54600 –
LS54609 inclusive
TRL51435 – TRL51449
inclusive)

The maximum speed has
been reduced to 35m.p.h.
in all conditions of loading.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

16 FEBRUARY, 1977

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 5 MARCH

TO

FRIDAY 11 MARCH 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

SUNDAY 6 MARCH – SKELTON SIGNAL BOX TO SKELTON BRIDGE

Skelton Bridge

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

- Facing Down Slow
- Trailing Up Goods

The following points will become motor operated and controlled from Skelton signal box:—

- Unworked points Up Fast from the Up Slow
- Spring points Down Slow from the Down Fast
- Unworked points Down Fast from the Down Slow

The following subsidiary signals will be abolished:—

Subsidiary signal located below S.101 colour light signal applying Up Slow towards Up Goods S.104 signal.

Subsidiary signal located below S.103 colour light signal applying towards Up Goods S.104 signal.

Subsidiary signal located below S.104 colour light signal applying Up Goods towards S.6 colour light signal.

Subsidiary signal located below S.106 colour light signal applying Down Goods towards S.171 colour light signal.

The A.W.S. equipment for Signal S.104 and S.106 will be repositioned 200 yards on the approach side of each signal. (13)

SUNDAY 6 MARCH – SOUTH BANK

As from 08 00 the Down Goods No.2 line will be abandoned and the relevant points will be secured out of use pending removal.

The following signals will be abolished:—

- Semaphore Signal Shunting Line to Down Goods
- Semaphore Signal Shunting Line calling on to Down Goods No.2
- This signal applies Down Goods No.2 to Down Goods No.1

The indication "S" on the Down Goods Home 3 – aspect colour light signal No.71 will be abolished. (13)

SUNDAY 6 MARCH – GRANGETOWN

As from 08 00 the Down Goods No.2 line will be abandoned and the connection leading from the Down Goods No.2 to Down Goods No.1 will be secured out of use in the normal position pending removal.

The Down Goods No.2 Distant (R.2) together with Down Goods No.2 (2) will be abolished. (13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

TUESDAY 8 MARCH – CARVILLE

The Wallsend Slipway 2 lever ground frame will be abolished.

(13)

DETAILS OF WORK ALREADY CARRIED OUT

** SKELTON

The facing connection from Up Main to Up Goods and the facing connection – Down Goods to Down Main, have been secured out of use in the normal position pending removal.

Altered Routing of Signals

No.62 ground position light signal, applying from Down Shunting line No.1 towards Up Goods or to Up Main, now reads towards Up Goods (No.51 signal) only.

The route indicator and subsidiary (No.11) applying towards the Up Reception lines or to Up Goods, associated with Up Main 4-aspect signal S4 have been abolished.

(10)

SKELTON SIGNAL BOX

The trailing connection Up and Down Goods lines has been brought into use replacing the existing Up and Down Goods crossover.

The following ground position light signals have been abolished:-

- No.48 Shunting Up Goods to Up Sidings.
- No.49 Shunting Down Goods to Up Reception Lines or Up Goods.
- No.51 Shunting Up Goods to Down Branch or Down Goods 23 Signal.
- No.54 Shunting Up Goods to Up Reception Line or Up Goods.

The following signals apply as follows:-

Signal Plated	Old	New
62	Shunting Down Shunting Line No.1 to Up Goods (No.51 Signal) only.	Shunting Down Shunting Line No.1 to Down Goods (23 Signal) or Down Branch.
24	Shunting Down Goods to Down Independent (49 Signal) or to Down Departure Lines.	Shunting Down Goods to Up Reception Lines or to Down Shunting Line No.1 or to Up Goods or to Down Departure Line.
12	Subsidiary Signal Up Independent to Up Goods (54 Signal) or to Up Reception Lines draw ahead or to Goods Calling-On.	Subsidiary Signal Up Independent to Down Shunting Line No.1 or to Up Reception Line draw ahead or to Goods Line Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.
13	Shunting Up Branch to Up Goods (54 Signal) or to Up Reception Line draw ahead or to Goods Calling-On.	Shunting Up Branch to Shunting Line No.1 or to Up Reception Lines draw ahead or to Goods Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.

The Up Branch Home Signal plated S6 with subsidiary signal below has been renewed 25 yards further from the signal box.

(12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SKELTON – LOW YARD

The Low Yard siding No.1 between 1m. 50chs. and 1m. 55chs. has been clamped out of use until further notice. (12)

MORPETH

Down Main 4-aspect signal No.M81 (at the North end of the Platform) has been re-positioned 36 yards further from the signal box.

The Down Main "Limit of Shunt" indicator formerly 241 yards South of the signal box, has been repositioned approximately 300 yards further South and on the cess side of the Down Main. (11)

**** BETWEEN DARLINGTON AND HEIGHINGTON**

Hopetown ground frame has been abolished and the points worked therefrom leading from Through Siding to Shunt Spur secured out of use in the normal position pending removal. The associated signalling or signal routes have been abolished. (10)

**** NICKSTREAM BRANCH**

The Nickstream Branch has been shortened by 270 yards. (10)

LONDONDERRY

The Seaham line will be clamped out of use pending remodelling and all associated signals abolished. (12)

**** RIVERSIDE BRANCH**

In connection with construction works on Bridge 3A at 0m. 23chs. (between Riverside Junction and St. Peters), Notice Boards have been provided as follows :-

Up Branch Line

"STOP – AWAIT INSTRUCTIONS", situated 5 yards before reaching Bridge works and approximately 50 yards from the site of the work.

An advance warning board has been provided 300 yards before reaching the above "STOP" board, which consists of a yellow disc on a white background.

Down Branch Line

"STOP – AWAIT INSTRUCTIONS", situated 5 yards before reaching the site of the Bridge works.

A notice board worded "STOP AT NOTICE BOARD 200 YARDS AHEAD" has been fixed to the post carrying D.R.O. signal. (10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:-

Indication	Application to or towards
“A”	Ashington Colliery (via South Arrival)
“B”	Butterwell (via New Down Butterwell Branch)
“L”	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX EASTERN REGION (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 19	(Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.) DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS) Thirsk Station Delete:—							60	—	Slow line 24m. 50chs. to 26m. 20chs.	
Page 77	WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION Methley North Jn. Add:—							—	70	187m. 35chs. to 185m. 30chs.	
Page 139	(Page 74 – Supp. Optg. Insts.) PELAW TO SOUTH SHIELDS Jarrow Station Delete:—							30	—	4m. 15chs. to 4m. 65chs.	
Page 151	(Page 76 – Supp. Optg. Insts.) NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.) Forth Jn. Delete:—							—	30	2m. 57chs. to 2m. 35chs.	
Page 152	Dilston Crossing Amend Add:—							50	50	20m. 48chs. to 20m. 62chs.	
								30	30	20m. 62chs. to 21m. 0chs. (14)	

REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE
ON LOCOMOTIVE HAULED TRAINS

Referring to the item on page 2 of ND6 and page 3 of SD6, a small yellow self-adhesive label will be placed on the air brake pressure gauge of those locomotives in which the running brake pipe pressure has been adjusted. Where this label is displayed it will not be necessary to pull the brake release cords on the attached train vehicles..

(14)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 5 MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK

Amend Wagon Panels

Add:-

46 tonne G.L.W. hydrocyanic
Acid Tanks (LS54600 -
LS54609 inclusive
TRL51435 - TRL51449
inclusive)

The maximum speed has
been reduced to 35m.p.h.
in all conditions of loading.

(14)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

23 FEBRUARY, 1977

*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 12 MARCH

TO

FRIDAY 18 MARCH 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

SUNDAY 13 MARCH – SKELTON

Revised signalling will be commissioned. Full details are shown in Supplementary Signalling Notice 88 and all concerned should be in possession of a copy of this notice. (14)

SUNDAY 13 MARCH – BETWEEN SKELTON AND TOLLERTON

The following signals will be renumbered:-

	Old	New	
Down Slow	D4S	T27	
	D5S	T31	
	D6S	T35	
	D6BS	T39	
	D7S	T43	
	D8S	T47	
Down Fast	D4	T25	
	D5	T29	
	D6	T33	
	D6B	T37	
	D7	T41	
	D8	T45	
Up Slow	U8S	S46	
	U7S	S42	
	U7BS	S38	
	U6S	S34	
Up Fast	U5S	S30	
	U8	S44	
	U7	S40	
	U7B	S36	
		U6	S32
	U5	S28	(14)

SUNDAY 13 MARCH – KILLINGWORTH

The Down Main 4-aspect Colour Light Signal plated D.5 will be abolished. (14)

HEATON CARRIAGE SIDINGS

Supplementary Signalling Notice No.89 has been issued showing the revised and new signalling at the above sidings.

Their Control Tower Signalling will be progressively commissioned over the next few weeks with the final commissioning date advised through this notice.

All concerned should be in possession of a copy of Notice No.89. (14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON SIGNAL BOX TO SKELTON BRIDGE

Skelton Bridge

The following trap points have been secured out of use in the reverse position pending removal:-

- Facing Down Slow
- Trailing Up Goods

The following points have become motor operated and controlled from Skelton signal box:-

- Unworked points Up Fast from the Up Slow
- Spring points Down Slow from the Down Fast
- Unworked points Down Fast from the Down Slow

The following subsidiary signals have been abolished:-

Subsidiary signal located below S.101 colour light signal applying Up Slow towards Up Goods S.104 signal.

Subsidiary signal located below S.103 colour light signal applying towards Up Goods S.104 signal.

Subsidiary signal located below S.104 colour light signal applying Up Goods towards S.6 colour light signal.

Subsidiary signal located below S.106 colour light signal applying Down Goods towards S.171 colour light signal.

The A.W.S. equipment for Signal S.104 and S.106 has been repositioned 200 yards on the approach side of each signal. (13)

SKELTON SIGNAL BOX

The trailing connection-Up and Down Goods lines has been brought into use replacing the existing Up and Down Goods crossover.

The following ground position light signals have been abolished:-

- No.48 Shunting Up Goods to Up Sidings.
- No.49 Shunting Down Goods to Up Reception Lines or Up Goods.
- No.51 Shunting Up Goods to Down Branch or Down Goods 23 Signal.
- No.54 Shunting Up Goods to Up Reception Line or Up Goods.

The following signals apply as follows:-

Signal Plated	Old	New
62	Shunting Down Shunting Line No.1 to Up Goods (No.51 Signal) only.	Shunting Down Shunting Line No.1 to Down Goods (23 Signal) or Down Branch.
24	Shunting Down Goods to Down Independent (49 Signal) or to Down Departure Lines.	Shunting Down Goods to Up Reception Lines or to Down Shunting Line No.1 or to Up Goods or to Down Departure Line.
12	Subsidiary Signal Up Independent to Up Goods (54 Signal) or to Up Reception Lines draw ahead or to Goods Calling-On.	Subsidiary Signal Up Independent to Down Shunting Line No.1 or to Up Reception Line draw ahead or to Goods Line Calling-On.
		Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SKELTON SIGNAL BOX – continued

Signal Plated	Old	New
13	Shunting Up Branch to Up Goods (54 Signal) or to Up Reception Line draw ahead or to Goods Calling-On.	Shunting Up Branch to Shunting Line No.1 or to Up Reception Lines draw ahead or to Goods Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.

The Up Branch Home Signal plated S6 with subsidiary signal below has been renewed 25 yards further from the signal box. (12)

SKELTON – LOW YARD

The Low Yard siding No.1 between 1m. 50chs. and 1m. 55chs. has been clamped out of use until further notice. (12)

**
* MORPETH

Down Main 4-aspect signal No.M81 (at the North end of the Platform) has been re-positioned 36 yards further from the signal box.

The Down Main "Limit of Shunt" indicator formerly 241 yards South of the signal box, has been repositioned approximately 300 yards further South and on the cess side of the Down Main. (11)

LONDONDERRY

The Seaham line will be clamped out of use pending remodelling and all associated signals abolished. (12)

CARVILLE

The Wallsend Slipway 2 lever ground frame has been abolished. (13)

SOUTH BANK

The Down Goods No.2 line has been abandoned and the relevant points secured out of use pending removal.

The following signals have been abolished:—

- Semaphore Signal Shunting line to Down Goods
- Semaphore Signal Shunting line calling on to Down Goods No.2.
- Disc signal applying Down Goods No.2 to Down Goods No.1.

The indication "S" on the Down Goods Home 3-aspect colour light signal No.71 has been abolished. (13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

GRANGETOWN

The Down Goods No.2 line has been abandoned and the connection leading from the Down Goods No.2 to Down Goods No.1 secured out of use in the normal position pending removal.

The Down Goods No.2 Distant (R.2) together with Down Goods No.2 (2) has been abolished. (13)

BELFORD

The A.W.S. on the Down Passenger Loop Colour Light Signal plated B.D.2 and Up Passenger Loop Colour Light Signal plated B.D.21 have been abolished. (New Item) (14)

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations:—

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:—

Indication

- “A”
- “B”
- “L”

Application to or towards

- Ashington Colliery (via South Arrival)
- Butterwell (via New Down Butterwell Branch)
- Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX EASTERN REGION (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 19** (Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.)
DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)
 Thirsk Station
 Delete:— 60 — Slow line 24m. 50chs. to 26m. 20chs.
- Page 77**
WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION
 Methley North Jn.
 Add:— — 70 187m. 35chs. to 185m. 30chs.
- Page 139** (Page 74 – Supp. Optg. Insts.)
PELAW TO SOUTH SHIELDS
 Jarrow Station
 Delete:— 30 — 4m. 15chs. to 4m. 65chs.
- Page 151** (Page 76 – Supp. Optg. Insts.)
NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)
 Forth Jn.
 Delete:— — 30 2m. 57chs. to 2m. 35chs.
- Page 152**
 Dilston Crossing
 Amend 50 50 20m. 48chs. to 20m. 62chs.
 Add:— 30 30 20m. 62chs. to 21m. 0chs. (14)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 5 **MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK**

Amend Wagon Panels

Add:—

46 tonne G.L.W. hydrocyanic
Acid Tanks (LS54600 –
LS54609 inclusive
TRL51435 – TRL51449
inclusive)

The maximum speed has
been reduced to 35m.p.h.
in all conditions of loading.

(14)

★ **MORPETH STATION**

Commencing Monday 14 March, Morpeth Station platform walls will be demolished and rebuilt to a new alignment. Drivers of all stopping trains to bring their trains to a stand at the marker boards provided.

(14)

**REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE
ON LOCOMOTIVE HAULED TRAINS**

Referring to the item on page 2 of ND6 and page 3 of SD6, a small yellow self-adhesive label will be placed on the air brake pressure gauge of those locomotives in which the running brake pipe pressure has been adjusted. Where this label is displayed it will not be necessary to pull the brake release cords on the attached train vehicles..

(14)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

2 MARCH, 1977

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

12

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

**SATURDAY 19 MARCH
TO
FRIDAY 25 MARCH 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 19 TO SUNDAY 20 MARCH : EASINGTON COLLIERY RAPID LOADING FACILITY**

New Rapid Loading facilities will be commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice.

DIAGRAM AMENDMENTS

Notice Boards K and L will not be illuminated at this Stage. Ground position light signals 2 and 3 will be elevated at 4' and 16' respectively.

Marker Post "M" and Notice Board "J" will be located on the right hand side of the departure line and the Toton signals will also be located on the opposite side of the line to that shown.

Ground Frame No.1 at the north end of the screens, notice board will read "Stop Proceed If Line Clear" and the points at the empty Siding end of the connection from Bunker Line to Empty Sidings will be hand points. (15)

SUNDAY 20 MARCH - SKELTON

The 3 aspect colour light signal applying Down Departure lines to Down Slow or Down Harrogate plated S7 will be renewed on a straight post on the same site with the red aspect 11feet above rail level. (15)

SUNDAY 20 MARCH - MONKSEATON

The trailing points on the Up Main to No.2 Standage Siding will be abandoned and replaced by plain line. The associated signal will be abolished. (15)

MONDAY 21 MARCH - HEATON CARRIAGE SIDINGS

The Control Tower signalling i.e. those signals prefixed "CT", will be commissioned. Full details are shown in Supplementary Signalling Notice No.89. (15)

THURSDAY 24 MARCH - BOLDON COLLIERY

The Down Main Home Semaphore signal arm will be raised by 6 feet bringing the arm to 31ft above rail level. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice 88 and all concerned should be in possession of a copy of this notice. (14)

SKELTON SIGNAL BOX TO SKELTON BRIDGE

*** Skelton Bridge**

The following trap points have been secured out of use in the reverse position pending removal:-

- Facing Down Slow
- Trailing Up Goods

The following points have become motor operated and controlled from Skelton signal box:-

- Unworked points Up Fast from the Up Slow
- Spring points Down Slow from the Down Fast
- Unworked points Down Fast from the Down Slow

The following subsidiary signals have been abolished:-

Subsidiary signal located below S.101 colour light signal applying Up Slow towards Up Goods S.104 signal.

Subsidiary signal located below S.103 colour light signal applying towards Up Goods S.104 signal.

Subsidiary signal located below S.104 colour light signal applying Up Goods towards S.6 colour light signal.

Subsidiary signal located below S.106 colour light signal applying Down Goods towards S.171 colour light signal.

The A.W.S. equipment for Signal S.104 and S.106 has been repositioned 200 yards on the approach side of each signal. (13)

**** SKELTON SIGNAL BOX**

The trailing connection Up and Down Goods lines has been brought into use replacing the existing Up and Down Goods crossover.

The following ground position light signals have been abolished:-

- No.48 Shunting Up Goods to Up Sidings.
- No.49 Shunting Down Goods to Up Reception Lines or Up Goods.
- No.51 Shunting Up Goods to Down Branch or Down Goods 23 Signal.
- No.54 Shunting Up Goods to Up Reception Line or Up Goods.

The following signals apply as follows:-

Signal Plated

62	Old Shunting Down Shunting Line No.1 to Up Goods (No.51 Signal) only.	New Shunting Down Shunting Line No.1 to Down Goods (23 Signal) or Down Branch.
24	Shunting Down Goods to Down Independent (49 Signal) or to Down Departure Lines.	Shunting Down Goods to Up Reception Lines or to Down Shunting Line No.1 or to Up Goods or to Down Departure Line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** SKELTON SIGNAL BOX - continued

Signal Plated	Old	New
12	Subsidiary Signal Up Independent to Up Goods (54 Signal) or to Up Reception Lines draw ahead or to Goods Calling-On.	Subsidiary Signal Up Independent to Down Shunting Line No.1 or to Up Reception Line draw ahead or to Goods Line Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.
13	Shunting Up Branch to Up Goods (54 Signal) or to Up Reception Line draw ahead or to Goods Calling-On.	Shunting Up Branch to Shunting Line No.1 or to Up Reception Lines draw ahead or to Goods Calling-On. Route Indicator for this signal will display additional letter "E" for Down Shunting Line No.1.

The Up Branch Home Signal plated S6 with subsidiary signal below has been renewed 25 yards further from the signal box. (12)

** SKELTON - LOW YARD

The Low Yard siding No.1 between 1m. 50chs. and 1m. 55chs. has been clamped out of use until further notice. (12)

BETWEEN SKELTON AND TOLLERTON

The following signals have been renumbered:-

	Old	New	
Down Slow	D4S	T27	
	D5S	T31	
	D6S	T35	
	D6BS	T39	
	D7S	T43	
	D8S	T47	
	Down Fast	D4	T25
		D5	T29
D6		T33	
D6B		T37	
D7		T41	
Up Slow	D8	T45	
	U8S	S46	
	U7S	S42	
	U7BS	S38	
	U6S	S34	
Up Fast	U5S	S30	
	U8	S44	
	U7	S40	
	U7B	S36	
	U6	S32	
	U5	S28	

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

HEATON CARRIAGE SIDINGS

Supplementary Signalling Notice No.89 has been issued showing the revised and new signalling at the above sidings.

Their Control Tower Signalling will be progressively commissioned over the next few weeks with the final commissioning date advised through this notice.

All concerned should be in possession of a copy of Notice No.89. (14)

KILLINGWORTH

The Down Main 4-aspect Colour Light Signal plated D.5 has been abolished. (14)

****LONDONDERRY**

The Seaham line will be clamped out of use pending remodelling and all associated signals abolished. (12)

CARVILLE

The Wallsend Slipway 2 lever ground frame has been abolished. (13)

SOUTH BANK

The Down Goods No.2 line has been abandoned and the relevant points secured out of use pending removal.

The following signals have been abolished:—

- Semaphore Signal Shunting line to Down Goods
- Semaphore Signal Shunting line calling on to Down Goods No.2.
- Disc signal applying Down Goods No.2 to Down Goods No.1.

The indication "S" on the Down Goods Home 3-aspect colour light signal No.71 has been abolished. (13)

GRANGETOWN

The Down Goods No.2 line has been abandoned and the connection leading from the Down Goods No.2 to Down Goods No.1 secured out of use in the normal position pending removal.

The Down Goods No.2 Distant (R.2) together with Down Goods No.2 (2) has been abolished. (13)

BELFORD

The A.W.S. on the Down Passenger Loop Colour Light Signal plated B.D.2 and Up Passenger Loop Colour Light Signal plated B.D.21 have been abolished. (14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:-

Indication

“A”
“B”
“L”

Application to or towards

Ashington Colliery (via South Arrival)
Butterwell (via New Down Butterwell Branch)
Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX EASTERN REGION (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 19 (Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.)

DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)

Thirsk Station

Delete:—

60 — Slow line 24m. 50chs. to 26m. 20chs.

Page 43 (Page 55 Supp. Optg. Insts.)

FERRYHILL TO NORTON-ON-TEES SOUTH

Norton-on-Tees West (LC)

★

Amend:—

25 — 0m. 30chs. to 0m. 0chs. |

Page 125 (Page 70 Supp. Optg. Insts.):

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JN.)

Norton-on-Tees South

★

Amend:—

25 — Over junction towards Norton-on-Tees West. 0m. 0chs. to 0m. | 30chs. |

Page 77 **WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION**

Methley North Jn.

Add:—

— 70 187m. 35chs. to 185m. 30chs.

Page 139 (Page 74 – Supp. Optg. Insts.)

PELAW TO SOUTH SHIELDS

Jarrow Station

Delete:—

30 — 4m. 15chs. to 4m. 65chs.

Page 151 (Page 76 – Supp. Optg. Insts.)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)

Forth Jn.

Delete:—

— 30 2m. 57chs. to 2m. 35chs.

Page 152 Dilston Crossing

Amend

50 50 20m. 48chs. to 20m. 62chs.

Add:—

30 30 20m. 62chs. to 21m. 0chs. (14)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 5 MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK

Amend Wagon Panels

Add:-

46 tonne G.L.W. hydrocyanic
Acid Tanks (LS54600 -
LS54609 inclusive
TRL51435 - TRL51449
inclusive)

The maximum speed has
been reduced to 35m.p.h.
in all conditions of loading.

(14)

MORPETH STATION

Morpeth Station platform walls will be demolished and rebuilt to a new alignment. Drivers of all stopping trains to bring their trains to a stand at the marker boards provided. (14)

REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE
ON LOCOMOTIVE HAULED TRAINS

Referring to the item on page 2 of ND6 and page 3 of SD6, a small yellow self-adhesive label will be placed on the air brake pressure gauge of those locomotives in which the running brake pipe pressure has been adjusted. Where this label is displayed it will not be necessary to pull the brake release cords on the attached train vehicles.. (14)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

9 MARCH, 1977

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****13**

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

SATURDAY 26 MARCH**TO****FRIDAY 1 APRIL 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

SATURDAY 26 AND SUNDAY 27 MARCH : HEATON

Revised signalling will be commissioned. Full details are shown in the Supplementary Signalling Notice No.89. (16)

SUNDAY 27 MARCH : DARLINGTON HOPE TOWN

The 2-lever Ground Frame together with the associated ground position light signal will be abolished. (16)

WEDNESDAY 30 MARCH - MORPETH

The Down Siding at the South end of the station will be shortened from South end, reducing the standage to 280 yards. (16)

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The 3 aspect colour light signal applying Down Departure lines to Down Slow or Down Harrogate plated S7 has been renewed on a straight post on the same site with the red aspect 11 feet above rail level. (15)

SKELTON

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice 88 and all concerned should be in possession of a copy of this notice. (14)

**
* **SKELTON SIGNAL BOX TO SKELTON BRIDGE**

Skelton Bridge

The following trap points have been secured out of use in the reverse position pending removal:-

- Facing Down Slow
- Trailing Up Goods

The following points have become motor operated and controlled from Skelton signal box:-

- Unworked points Up Fast from the Up Slow
- Spring points Down Slow from the Down Fast
- Unworked points Down Fast from the Down Slow

The following subsidiary signals have been abolished:-

Subsidiary signal located below S.101 colour light signal applying Up Slow towards Up Goods S.104 signal.

Subsidiary signal located below S.103 colour light signal applying towards Up Goods S.104 signal.

Subsidiary signal located below S.104 colour light signal applying Up Goods towards S.6 colour light signal.

Subsidiary signal located below S.106 colour light signal applying Down Goods towards S.171 colour light signal.

The A.W.S. equipment for Signal S.104 and S.106 has been repositioned 200 yards on the approach side of each signal. (13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN SKELTON AND TOLLERTON

The following signals have been renumbered:—

	Old	New
Down Slow	D4S	T27
	D5S	T31
	D6S	T35
	D6BS	T39
	D7S	T43
	D8S	T47
Down Fast	D4	T25
	D5	T29
	D6	T33
	D6B	T37
	D7	T41
	D8	T45
Up Slow	U8S	S46
	U7S	S42
	U7BS	S38
	U6S	S34
Up Fast	U5S	S30
	U8	S44
	U7	S40
	U7B	S36
	U6	S32
	U5	S28

(14)

HEATON CARRIAGE SIDINGS

The Control Tower signalling i.e. those signals prefixed "CT", has been commissioned. Full details are shown in Supplementary Signalling Notice No.89. (15)

HEATON CARRIAGE SIDINGS

Supplementary Signalling Notice No.89 has been issued showing the revised and new signalling at the above sidings.

Their Control Tower Signalling will be progressively commissioned over the next few weeks with the final commissioning date advised through this notice.

All concerned should be in possession of a copy of Notice No.89. (14)

KILLINGWORTH

The Down Main 4-aspect Colour Light Signal plated D.5 has been abolished. (14)

MONKSEATON

— The trailing points on the Up Main to No.2 Standage Siding have been abandoned and replaced by plain line. The associated signal has been abolished. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

**** CARVILLE**

The Wallsend Slipway 2 lever ground frame has been abolished. (13)

EASINGTON COLLIERY RAPID LOADING FACILITY

New Rapid Loading facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice.

DIAGRAM AMENDMENTS

Notice Boards K and L will not be illuminated at this Stage. Ground position light signals 2 and 3 have been elevated at 4' and 16' respectively.

Marker Post "M" and Notice Board "J" have been located on the right hand side of the departure line and the Toton signals are also located on the opposite side of the line to that shown.

Ground Frame No.1 at the north end of the screens, notice board reads "Stop Proceed If Line Clear" and the points at the empty Siding end of the connection from Bunker Line to Empty Sidings are hand points. (15)

BOLDON COLLIERY

The Down Main Home Semaphore signal arm has been raised by 6 feet bringing the arm to 31ft. above rail level. (15)

**** SOUTH BANK**

The Down Goods No.2 line has been abandoned and the relevant points secured out of use pending removal.

The following signals have been abolished:—

- Semaphore Signal Shunting line to Down Goods
- Semaphore Signal Shunting line calling on to Down Goods No.2.
- Disc signal applying Down Goods No.2 to Down Goods No.1.

The indication "S" on the Down Goods Home 3-aspect colour light signal No.71 has been abolished. (13)

**** GRANGETOWN**

The Down Goods No.2 line has been abandoned and the connection leading from the Down Goods No.2 to Down Goods No.1 secured out of use in the normal position pending removal.

The Down Goods No.2 Distant (R.2) together with Down Goods No.2 (2) has been abolished. (13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BELFORD

The A.W.S. on the Down Passenger Loop Colour Light Signal plated B.D.2 and Up Passenger Loop Colour Light Signal plated B.D.21 have been abolished. (14)

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:-

Indication	Application to or towards
"A"	Ashington Colliery (via South Arrival)
"B"	Butterwell (via New Down Butterwell Branch)
"L"	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX EASTERN REGION (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		Gradient (Rising unless otherwise shown) 1 in
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D	U	Position		

- Page 19** (Page 10 Supp. No.1 – Page 50 Supp. Optg. Insts.)
DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)
 Thirsk Station
 Delete:— 60 — Slow line 24m. 50chs. to 26m. 20chs.
- Page 43** (Page 55 Supp. Optg. Insts.)
FERRYHILL TO NORTON-ON-TEES SOUTH
 Norton-on-Tees West (LC)
 Amend:— 25 — 0m. 30chs. to 0m. 0chs.
- Page 125** (Page 70 Supp. Optg. Insts.)
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JN.)
 Norton-on-Tees South
 Amend:— 25 — Over junction towards Norton-on-Tees West. 0m. 0chs. to 0m. 30chs.
- Page 77** **WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION**
 Methley North Jn.
 Add:— 70 187m. 35chs. to 185m. 30chs.
- Page 139** (Page 74 – Supp. Optg. Insts.)
PELAW TO SOUTH SHIELDS
 Jarrow Station
 Delete:— 30 — 4m. 15chs. to 4m. 65chs.
- Page 151** (Page 76 – Supp. Optg. Insts.)
NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JN.)
 Forth Jn.
 Delete:— 30 2m. 57chs. to 2m. 35chs.
- Page 152** Dilston Crossing
 Amend 50 50 20m. 48chs. to 20m. 62chs.
 Add:— 30 30 20m. 62chs. to 21m. 0chs. (14)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 5 MAXIMUM PERMISSIBLE SPEED OF FREIGHT ROLLING STOCK

Amend Wagon Panels

Add:-

46 tonne G.L.W. hydrocyanic
Acid Tanks (LS54600 -
LS54609 inclusive
TRL51435 - TRL51449
inclusive)

The maximum speed has
been reduced to 35m.p.h.
in all conditions of loading.

(14)

MISCELLANEOUS NOTICES

MORPETH STATION

Morpeth Station platform walls will be demolished and rebuilt to a new alignment. Drivers of all stopping trains to bring their trains to a stand at the marker boards provided. (14)

★ WIDDRINGTON STATION

The North end of the Down platform is being rebuilt. Drivers of stopping trains must bring their trains to a stand at the marker boards provided. (16)

Commencing Monday 28 March.

REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE
ON LOCOMOTIVE HAULED TRAINS

Referring to the item on page 2 of ND6 and page 3 of SD6, a small yellow self-adhesive label will be placed on the air brake pressure gauge of those locomotives in which the running brake pipe pressure has been adjusted. Where this label is displayed it will not be necessary to pull the brake release cords on the attached train vehicles.. (14)

MO.45/NN

G.R.H. Orbell

York

Chief Operating Manager

16 MARCH, 1977

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 2 APRIL
TO
FRIDAY 8 APRIL 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 APRIL : BLACKHALL ROCKS

The facing and trailing connections leading to and from Blackhall Colliery have been secured permanently out of use pending removal. The associated signals will be abolished. (17)

DETAILS OF WORK ALREADY CARRIED OUT

HORDEN RAPID LOADING FACILITIES

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.91 and all concerned should be in possession of a copy of this notice. (16)

TYNEMOUTH SOUTH AND NORTH

The bracket carrying the Tynemouth North Down Platform and Down Main semaphore signals has been abolished and the Tynemouth North Down Platform signal retained on a straight post on the same site.

The Down Main line between Tynemouth South and Tynemouth North has been taken out of use pending removal.

The Down Main to Down Platform facing connection at Tynemouth South has been secured in the normal position for through running into the Down Platform line.

The connection Down Platform line to Down Main at Tynemouth North has been secured for through running into the Down Main line.

The Down Platform line will now be known as the Down Main line but the existing route indication "P" will be given in the route indicator associated with Tynemouth South Down Main Home signal (No.67). (New item) (17)

SKELTON

The 3 aspect colour light signal applying Down Departure lines to Down Slow or Down Harrogate plated S7 has been renewed on a straight post on the same site with the red aspect 11 feet above rail level. (15)

****** SKELTON

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice 88 and all concerned should be in possession of a copy of this notice. (14)

HEATON CARRIAGE SIDINGS

The Control Tower signalling i.e. those signals prefixed "CT", has been commissioned. Full details are shown in Supplementary Signalling Notice No.89. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HEATON

Revised signalling has been commissioned. Full details are shown in the Supplementary Signalling Notice No.89. (16)

**** KILLINGWORTH**

The Down Main 4-aspect Colour Light Signal plated D.5 has been abolished. (14)

MORPETH

The Down Siding at the South end of the station has been shortened from South end, reducing the standage to 280 yards. (16)

MONKSEATON

The trailing points on the Up Main to No.2 Standage Siding have been abandoned and replaced by plain line. The associated signal has been abolished. (15)

DARLINGTON HOPE TOWN

The 2-lever Ground Frame together with the associated ground position light signal have been abolished. (16)

EASINGTON COLLIERY RAPID LOADING FACILITY

New Rapid Loading facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice.

DIAGRAM AMENDMENTS

Notice Boards K and L will not be illuminated at this Stage. Ground position light signals 2 and 3 have been elevated at 4' and 16' respectively.

Marker Post "M" and Notice Board "J" have been located on the right hand side of the departure line and the Toton signals are also located on the opposite side of the line to that shown.

Ground Frame No.1 at the north end of the screens, notice board reads "Stop Proceed If Line Clear" and the points at the empty Siding end of the connection from Bunker Line to Empty Sidings are hand points. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BOLDON COLLIERY

The Down Main Home Semaphore signal arm has been raised by 6 feet bringing the arm to 31ft. above rail level. (15)

**** BELFORD**

The A.W.S. on the Down Passenger Loop Colour Light Signal plated BD22 and Up Passenger Loop Colour Light Signal plated BD21 have been abolished. (Amended Item) (14)

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:-

Indication

“A”
“B”
“L”

Application to or towards

Ashington Colliery (via South Arrival)
Butterwell (via New Down Butterwell Branch)
Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

WIDDRINGTON STATION

The North end of the Down platform is being rebuilt. Drivers of stopping trains must bring their trains to a stand at the marker boards provided. (16)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

23 MARCH, 1977

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

15/16

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 9 APRIL

TO

FRIDAY 22 APRIL 1977

INCLUSIVE

*3/11/28
Ca JBI
& Refs.
14/12/77
20/12/77*

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 13 APRIL : ASHINGTON LINTON SIDINGS DISPOSAL POINT

Revised signalling will be Commissioned. Full details are shown in Supplementary Signalling Notice No.92 and all concerned should be in possession of a copy of this notice. (18)

DETAILS OF WORK ALREADY CARRIED OUT

**** SKELTON**

The 3 aspect colour light signal applying Down Departure lines to Down Slow or Down Harrogate plated S7 has been renewed on a straight post on the same site with the red aspect 11 feet above rail level. (15)

**** HEATON CARRIAGE SIDINGS**

The Control Tower signalling i.e. those signals prefixed "CT", has been commissioned. Full details are shown in Supplementary Signalling Notice No.89. (15)

**** HEATON**

Revised signalling has been commissioned. Full details are shown in the Supplementary Signalling Notice No.89. (16)

**** MORPETH**

The Down Siding at the South end of the station has been shortened from South end, reducing the standage to 280 yards. (16)

**** MONKSEATON**

The trailing points on the Up Main to No.2 Standage Siding have been abandoned and replaced by plain line. The associated signal has been abolished. (15)

TYNEMOUTH SOUTH AND NORTH

The bracket carrying the Tynemouth North Down Platform and Down Main semaphore signals has been abolished and the Tynemouth North Down Platform signal retained on a straight post on the same site.

The Down Main line between Tynemouth South and Tynemouth North has been taken out of use pending removal.

The Down Main to Down Platform facing connection at Tynemouth South has been secured in the normal position for through running into the Down Platform line.

The connection Down Platform line to Down Main at Tynemouth North has been secured for through running into the Down Main line.

The Down Platform line will now be known as the Down Main line but the existing route indication "P" will be given in the route indicator associated with Tynemouth South Down Main Home signal (No.67). (17)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HEATON

Down Tynemouth line signal H100, formerly located on a footbridge, has been repositioned on a straight post on the left hand side of the Down Tynemouth line 16 yards nearer to the signal box.

(New item) (18)

BLACKHALL ROCKS

The facing and trailing connections leading to and from Blackhall Colliery have been secured permanently out of use pending removal. The associated signals have been abolished.

(17)

**** HORDEN RAPID LOADING FACILITIES**

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.91 and all concerned should be in possession of a copy of this notice.

(16)

**** DARLINGTON HOPE TOWN**

The 2-lever Ground Frame together with the associated ground position light signal have been abolished.

(16)

EASINGTON COLLIERY RAPID LOADING FACILITY

New Rapid Loading facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice.

**** DIAGRAM AMENDMENTS**

Notice Boards K and L will not be illuminated at this Stage. Ground position light signals 2 and 3 have been elevated at 4' and 16' respectively.

Marker Post "M" and Notice Board "J" have been located on the right hand side of the departure line and the Toton signals are also located on the opposite side of the line to that shown.

Ground Frame No.1 at the north end of the screens, notice board reads "Stop Proceed If Line Clear" and the points at the empty Siding end of the connection from Bunker Line to Empty Sidings are hand points.

(15)

**** BOLDON COLLIERY**

The Down Main Home Semaphore signal arm has been raised by 6 feet bringing the arm to 31ft. above rail level.

(15)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) - Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction - Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:-

Indication	Application to or towards
"A"	Ashington Colliery (via South Arrival)
"B"	Butterwell (via New Down Butterwell Branch)
"L"	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ **WYLAM STATION**

Commencing Tuesday 12 April, the Down side platform is being raised. All stopping trains to stop at the marker boards. (18)

**
* **WIDDRINGTON STATION**

The North end of the Down platform is being rebuilt. Drivers of stopping trains must bring their trains to a stand at the marker boards provided. (16)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

6 APRIL, 1977

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



NN

EASTERN REGION

17

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

SATURDAY 23 APRIL

TO

FRIDAY 29 APRIL 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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

****** TYNEMOUTH SOUTH AND NORTH

The bracket carrying the Tynemouth North Down Platform and Down Main semaphore signals has been abolished and the Tynemouth North Down Platform signal retained on a straight post on the same site.

The Down Main line between Tynemouth South and Tynemouth North has been taken out of use pending removal.

The Down Main to Down Platform facing connection at Tynemouth South has been secured in the normal position for through running into the Down Platform line.

The connection Down Platform line to Down Main at Tynemouth North has been secured for through running into the Down Main line.

The Down Platform line will now be known as the Down Main line but the existing route indication "P" will be given in the route indicator associated with Tynemouth South Down Main Home signal (No.67).
(17)

HEATON

Down Tynemouth line signal H100, formerly located on a footbridge, has been repositioned on a straight post on the left hand side of the Down Tynemouth line 16 yards nearer to the signal box.
(18)

****** BLACKHALL ROCKS

The facing and trailing connections leading to and from Blackhall Colliery have been secured permanently out of use pending removal. The associated signals have been abolished.
(17)

EASINGTON COLLIERY RAPID LOADING FACILITY

New Rapid Loading facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice.

ASHINGTON LINTON SIDINGS DISPOSAL POINT

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.92 and all concerned should be in possession of a copy of this notice.
(18)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations:—

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:—

Indication	Application to or towards
“A”	Ashington Colliery (via South Arrival)
“B”	Butterwell (via New Down Butterwell Branch)
“L”	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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

Page 18 (Page 8, ND 14)

DONCASTER (BLACK CARR JN.) TO BERWICK ETC.

Skelton



Add:—

30 30 All connections Fast to Slow and
Slow to Fast 3m. 2chs. to 3m.
7chs. (22)

MISCELLANEOUS NOTICES

WYLAM STATION

The Down side platform is being raised. All stopping trains to stop at the marker boards. (18)

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

AMENDED WAGON PANELS

Add:—100 tonne GLW Class A Tanks
(LS 85000 – LS 85004)The Maximum Speed has been reduced to
45m.p.h. in all conditions of loading.
(MO45/1370)(SD23)

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

15 APRIL, 1977

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

18

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

SATURDAY 30 APRIL

TO

FRIDAY 6 MAY 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.

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 3 MAY – OGDEN'S LANE**

Ogden's Lane ground frame, together with the associated signals will be abolished. The connection leading into Doxford Sidings will be secured out of use pending removal and the associated signals abolished. (21)

DETAILS OF WORK ALREADY CARRIED OUT**HEATON**

Down Tynemouth line signal H100, formerly located on a footbridge, has been repositioned on a straight post on the left hand side of the Down Tynemouth line 16 yards nearer to the signal box. (18)

EASINGTON COLLIERY RAPID LOADING FACILITY

New Rapid Loading facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice.

RYHOPE GRANGE

The Main to Main crossover together with the associated signalling has been abolished. (New Item) (21)

ASHINGTON LINTON SIDINGS DISPOSAL POINT

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.92 and all concerned should be in possession of a copy of this notice.

Diagram

The advance warning board on the Down Butterwell line located before reaching N.C.B. Level Crossing has been re-sited on the right hand side of the line facing traffic from the Ashington direction. (Amended Item) (18)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:-

Indication	Application to or towards
“A”	Ashington Colliery (via South Arrival)
“B”	Butterwell (via New Down Butterwell Branch)
“L”	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

MIDDLESBROUGH DOCK HILL

The points Up Dock to Down Sidings have been converted to hand points. (New Item) (21)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ GENERAL APPENDIX

Pages 4 to 13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 5

Add in clause 1.6 under column headed 'Fitted with "Passenger" – Timed Distributor':—
 Ford (Blue), Palvans – (VQB) – Nos. 787397 – 787478, COV AB's (VBA, VBA & VBB) – Not fitted with P/G changeover lever.

Page 6

Add at end of clause 2.5:

(f) Selected services authorised by Regional H.Q. Operations.

Amend clause 2.9 to:

Except as set out in 3.9, all vehicles marshalled in a fully fitted train must have distributors with the same timings, i.e. all "Goods" timings or all "Passenger" timings.

Page 7

Delete clause 3.9 and substitute:—

Fully fitted trains formed with any vehicle not permitted to exceed 60 m.p.h. may be operated with either "P" or "G" timed distributors predominating, but may not convey more than 1 in 4 vehicles, up to a maximum of 10, with distributors set in the opposite direction. The vehicles may be marshalled to meet traffic requirements.

Fully fitted trains formed with all vehicles permitted to exceed 60 m.p.h. must be formed with all distributors set in the "P" position.

The Guard must check any vehicle fitted with a "Goods/Passenger" changeover lever and place the lever in the correct position relative to the train being worked. These positions are:—

Goods (G): Lever fully to the left.

Passenger (P): Lever fully to the right.

Amend clause 3.12 to:

The Guard's duties in the above clauses of this Regulation may be carried out by the member of the staff responsible for train preparation in accordance with local instructions.

(To operate on and from Monday 2 May).

SECTIONS D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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

Page 18 (Page 8, ND 14)

DONCASTER (BLACK CARR JN.) TO BERWICK ETC.

Skelton
Add:-

30 30 All connections Fast to Slow and Slow to Fast 3m. 2chs. to 3m. 7chs. (22)

MISCELLANEOUS NOTICES

WYLAM STATION

The Down side platform is being raised. All stopping trains to stop at the marker boards. (18)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

Page 5

AMENDED WAGON PANELS

Add:-100 tonne GLW Class A Tanks (LS 85000 - LS 85004)

The Maximum Speed has been reduced to 45m.p.h. in all conditions of loading. (MO45/1370)(SD23)

WORKING MANUAL FOR RAIL STAFF B.R. 30054 - WHITE PAGES

Brake force Table EIII (Page 5,6 & 7)

As from Monday 2 May, Table EIII withdrawn.

Brake force Table EII will apply to all Class 8 Freight trains.

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York
22 APRIL, 1977

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 7 MAY

TO

FRIDAY 13 MAY 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

SATURDAY 7 MAY UNTIL COMPLETION ON SUNDAY 16 MAY – RYHOPE GRANGE

The existing points and signalling will be disconnected and revised layout and signalling will be progressively brought into use. The new layout and signalling is in accordance with the diagram in this notice and signal applications are as follows :—

Signal No.	Description	Junction Indication	Main Or Sub	Application To Or Towards
14	Down Main Distant	—	M	Down Main Home (No. 15)
15	Down Main Home (incorporating Grangetown level crossing Down Distant)	— Position 4	M	Down Main Starting (No. 16) Down Hendon Branch
16	Down Starting	—	M	S.70 (existing)
13	Down Branch Home (incorporating Down Main I.B. distant and Grangetown level crossing Down Distant)	— Position 4	M	Down Main Starting (No. 16) Down Hendon Branch
U.88 (existing)	Up Main Auto	—	M	Up Main Home (No. 33)
33	Up Main Home	— Position 4 S	M M S	Up Main Starting (No. 32) Up Branch Starting (No. 31) Sidings
38	Up Hendon Home	— Position 4 S	M M S	Up Main Starting (No. 32) Up Branch Starting (No. 31) Sidings.
32	Up Main Starting	—	M	Hall Dene (Red/Green only at this stage).
10	Down Main Shunting (miniature arm)	—	S	Down Main No.9 disc, Down Main to Siding or Down Main to Up Branch.
9	Down Main Shunting	—	S	Up Main.
7	Up Main Shunting	—	S	Down Main or No. 22 signal.
22	Up Main Shunting	—	S	Up Main to Down Hendon

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

HEATON CARRIAGE SIDINGS

SUPPLEMENTARY SIGNALLING NOTICE NO.89

Description of Signals Page 4

Amend last item "CT10 Departure Sidings Exit Line" to read "CT19 Departure Sidings Exit Line". **(New Item) (22)**

**** HEATON**

Down Tynemouth line signal H100, formerly located on a footbridge, has been repositioned on a straight post on the left hand side of the Down Tynemouth line 16 yards nearer to the signal box. **(18)**

EASINGTON COLLIERY RAPID LOADING FACILITY

New Rapid Loading facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice.

RYHOPE GRANGE

The Main to Main crossover together with the associated signalling has been abolished. **(21)**

**** ASHINGTON LINTON SIDINGS DISPOSAL POINT**

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.92 and all concerned should be in possession of a copy of this notice.

Diagram

The advance warning board on the Down Butterwell line located before reaching N.C.B. Level Crossing has been re-sited on the right hand side of the line facing traffic from the Ashington direction. **(18)**

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.) – continued

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:-

Indication	Application to or towards
"A"	Ashington Colliery (via South Arrival)
"B"	Butterwell (via New Down Butterwell Branch)
"L"	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

OGDEN'S LANE

Ogden's Lane ground frame, together with the associated signals has been abolished. The connection leading into Doxford Sidings has been secured out of use pending removal and the associated signals abolished. (21)

MIDDLESBROUGH DOCK HILL

The points Up Dock to Down Sidings have been converted to hand points. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Pages 4 to 13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 5

Add in clause 1.6 under column headed 'Fitted with "Passenger" – Timed Distributor':—
Ford (Blue), Palvans – (VOB) – Nos. 787397 – 787478, COV AB's (VBA, VBA & VBB) – Not fitted with P/G changeover lever.

Page 6

Add at end of clause 2.5:

(f) Selected services authorised by Regional H.Q. Operations.

Amend clause 2.9 to:

Except as set out in 3.9, all vehicles marshalled in a fully fitted train must have distributors with the same timings, i.e. all "Goods" timings or all "Passenger" timings.

Page 7

Delete clause 3.9 and substitute:—

Fully fitted trains formed with any vehicle not permitted to exceed 60 m.p.h. may be operated with either "P" or "G" timed distributors predominating, but may not convey more than 1 in 4 vehicles, up to a maximum of 10, with distributors set in the opposite direction. The vehicles may be marshalled to meet traffic requirements.

Fully fitted trains formed with all vehicles permitted to exceed 60 m.p.h. must be formed with all distributors set in the "P" position.

The Guard must check any vehicle fitted with a "Goods/Passenger" changeover lever and place the lever in the correct position relative to the train being worked. These positions are:—

Goods (G): Lever fully to the left,

Passenger (P): Lever fully to the right.

Amend clause 3.12 to:

The Guard's duties in the above clauses of this Regulation may be carried out by the member of the staff responsible for train preparation in accordance with local instructions.

(From Monday 2 May).

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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

Page 18 (Page 8, ND 14)

DONCASTER (BLACK CARR JN.) TO BERWICK ETC.

Skelton

Add:—

30 30 All connections Fast to Slow and Slow to Fast 3m. 2chs. to 3m. 7chs. (22)

MISCELLANEOUS NOTICES

★ HEATON

Footbridge No.1A at 0m. 22chs. spanning the Up and Down Tynemouth Lines has been demolished and a temporary wooden crossing provided. (22)

WYLAM STATION

The Down side platform is being raised. All stopping trains to stop at the marker boards. (18)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

Page 5

AMENDED WAGON PANELS

Add:—100 tonne GLW Class A Tanks (LS 85000 – LS 85004)

The Maximum Speed has been reduced to 45m.p.h. in all conditions of loading. (MO45/1370)(SD23)

NN-27

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF B.R. 30054 - WHITE PAGES

Brake force Table EIII (Page 5,6 & 7)

As from Monday 2 May, Table EIII withdrawn.

Brake force Table EII will apply to all Class 8 Freight trains.

York
29 APRIL, 1977

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: -"

HAVE NO TRUCK WITH DELAY

HAVE NO TRUCK WITH DELAY



NN

EASTERN REGION

20

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

SATURDAY 14 MAY

TO

FRIDAY 20 MAY 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.

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.

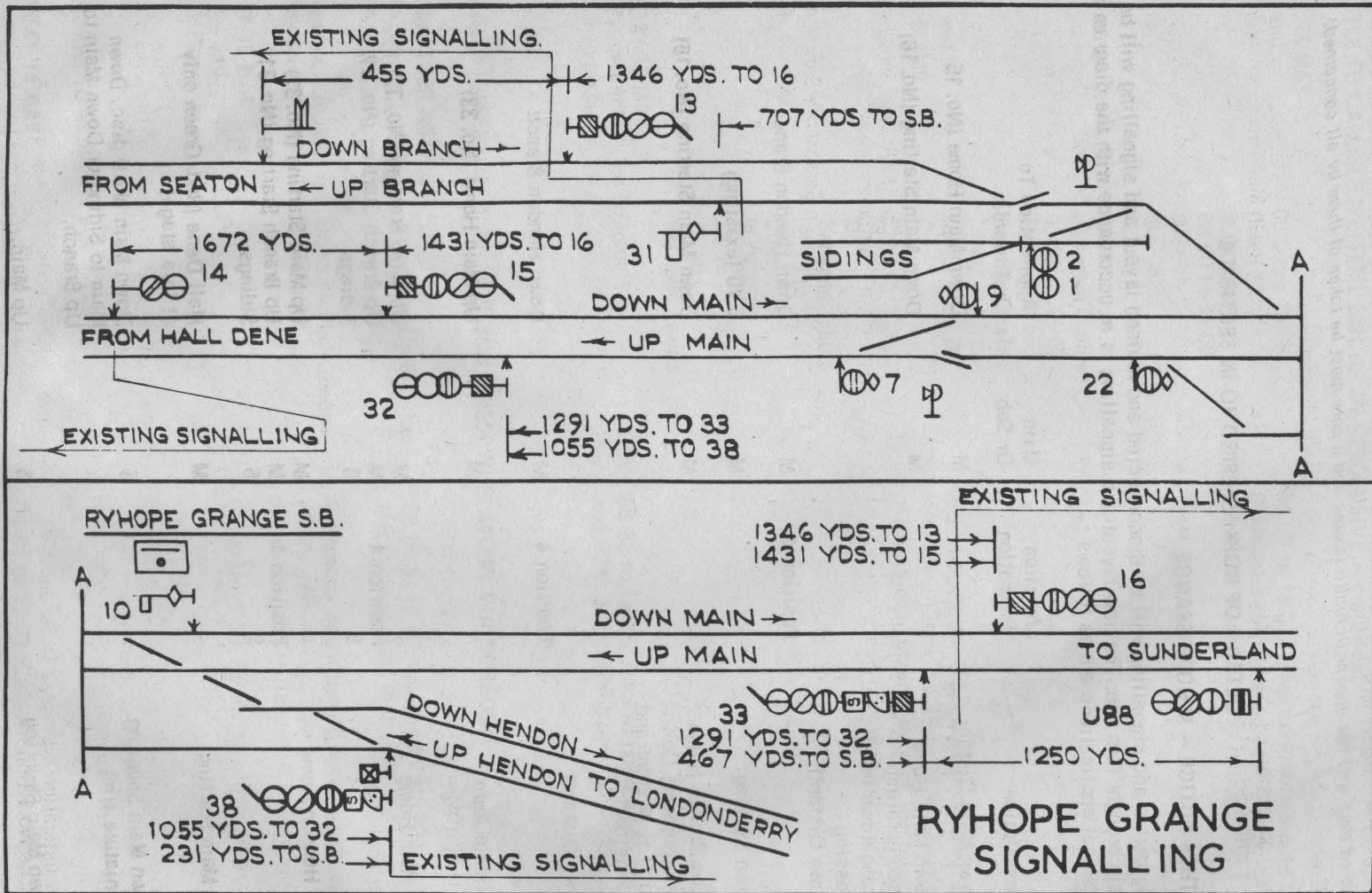
DETAILS OF WORK REFERRED TO IN SECTION B

UNTIL FURTHER NOTICE - RYHOPE GRANGE

The existing points and signalling will be disconnected and revised layout and signalling will be progressively brought into use. The new layout and signalling is in accordance with the diagram in this notice and signal applications are as follows :-

Signal No.	Description	Junction Indication	Main Or Sub	Application To Or Towards
14	Down Main Distant	—	M	Down Main Home (No. 15)
15	Down Main Home (incorporating Grangetown level crossing Down Distant)	—	M	Down Main Starting (No. 16)
		Position 4	M	Down Hendon Branch
16	Down Starting	—	M	S.70 (existing)
13	Down Branch Home (incorporating Down Main I.B. distant and Grangetown level crossing Down Distant)	—	M	Down Main Starting (No. 16)
		Position 4	M	Down Hendon Branch
U.88 (existing)	Up Main Auto	—	M	Up Main Home (No. 33)
33	Up Main Home	—	M	Up Main Starting (No. 32)
		Position 4	M	Up Branch Starting (No. 31)
		S	S	Sidings
38	Up Hendon Home	—	M	Up Main Starting (No. 32)
		Position 4	M	Up Branch Starting (No. 31)
		S	S	Sidings.
32	Up Main Starting	—	M	Hall Dene (Red/Green only at this stage).
10	Down Main Shunting (miniature arm)	—	S	Down Main No. 9 disc, Down Main to Siding or Down Main to Up Branch.
9	Down Main Shunting	—	S	Up Main.
7	Up Main Shunting	—	S	Down Main or No. 22 signal.
22	Up Main Shunting	—	S	Up Main to Down Hendon

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



SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 15 MAY : URLAY NOOK

The Up Goods Loop and associated signalling will be abolished.

The facing connection Up Main to Up Goods Loop and Up Goods Loop to Up Main will be disconnected, clamped, padlocked and secured normal pending removal.

The position 1 Junction Indicator together with subsidiary signal below on colour light signal UN12 will be abolished.

The Point Zone Phone at the points leading into the Up Goods Loop will be repositioned to a central point on the Down Side of the line and will apply to the points reading Down Goods Loop to Down Main.

(23)

TUESDAY 17 MAY : NORTH SHORE BRANCH

The Up Branch Fixed Distant Signal will be abolished. The Main Arms on the Up Branch Semaphore Signal and the Up Main to Up Branch Semaphore Signal will be replaced with miniature arms.

The ONE TRAIN WORKING notice board located on the post of the Up Branch Semaphore Signal will be removed.

(23)

TUESDAY 17 MAY : NEWCASTLE

The trailing connection Down North to Up North will be clamped and secured out of use pending removal and associated signals abolished.

(23)

DETAILS OF WORK ALREADY CARRIED OUT

TEES YARD (MIDDLEBROUGH GOODS SIDING)

The connections, former Up Goods Yard to Up Goods and Down Goods (1) to former Down Goods Yard have been abolished.

The Down Goods Line No.2 has been slewed at the Entrance of the Old Marsh Branch to form the new Goods Yard Line and is now 2-way working with full track circuiting. The Old Goods Yard Up and Down line has been renamed Departure and Arrival line.

The 3-aspect colour light signal with sub below plated TY.96 applying from the former Goods Yard Up Line to Up Goods Line has been abolished.

A new subsidiary signal has been brought into use situated on the left hand side of the Goods Yard Departure Line applying Departure Line to Goods Yard line in the Up Direction. A telephone communicating with Tees Signal Box has been provided.

The route indication on signal TY.97 applying Down Goods (1) to Goods Yard has been abolished. The Down Goods No.1 line has been renamed Down Goods.

Spring Points have been provided on the Goods Yard Line at the start of the Goods Yard Arrival Line together with an illuminated notice board adjacent to the spring points worded "Stop Examine Points".

The route indication (sub "2") from TY.114 colour light signal to the former Down Goods Line (2) has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TEES YARD (MIDDLEBROUGH GOODS SIDING) – continued

A new route indication has been provided on TY.114 colour light signal applying to the Down Goods Yard Line in the form of a subsidiary signal and Indication "Y"

Movements towards the Down Goods Line from TY.114 colour light signal will receive a Yellow or Green aspect with a "G" indication and following trains, subsidiary signal with "G" indication.

The route indication from TY.116 colour light (sub "2") to the former Down Goods Line (2) has been abolished and a new route indication Sub "Y" applying to the Goods Yard Line provided.

Movements for the Down Goods Line from TY.116 colour light signal will receive a Yellow or Green aspect with "G" indication and following trains subsidiary signal with "G" indication.

The route indication from TY.117 colour light signal (Sub "2") to the former Down Goods Line (2) has been abolished and a new route indication Sub "Y" applying to the Goods Yard Line provided.

Movements towards Down Goods Line from TY.117 colour light signal will receive a Yellow or Green aspect with a "G" indication and following trains subsidiary signal with "G" indication. (22)

PHILLIPS SIDING

A 4-lever ground frame situated at the entrance of Phillips Sidings has been brought into use which control movements to and from tracks 1 to 4. The ground frame is released from the Terminal Control Room. A telephone communicating with the Control Room has been provided. All existing hand points have been abolished.

An elevated subsidiary signal with 5-ways Stencil Route indicator below has been provided on the left-hand side of the single line 109 yards from the ground frame and applies single line to tracks 1 to 5.

A 1-lever ground frame has been provided to control the points to No.5 track and Repair Siding. The ground frame is released from the Terminal Control Room and a telephone communicating with the Control Room has been provided. (22)

HEATON CARRIAGE SIDINGS

SUPPLEMENTARY SIGNALLING NOTICE NO.89

Description of Signals Page 4

Amend last item "CT10 Departure Sidings Exit Line" to read "CT19 Departure Sidings Exit Line". (22)

EASINGTON COLLIERY RAPID LOADING FACILITY

New Rapid Loading facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice.

RYHOPE GRANGE

The Main to Main crossover together with the associated signalling has been abolished. (21)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

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Indication	Application to or towards
“A”	Ashington Colliery (via South Arrival)
“B”	Butterwell (via New Down Butterwell Branch)
“L”	Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

OGDEN’S LANE

Ogden’s Lane ground frame, together with the associated signals has been abolished. The connection leading into Doxford Sidings has been secured out of use pending removal and the associated signals abolished. (21)

MIDDLESBROUGH DOCK HILL

The points Up Dock to Down Sidings have been converted to hand points. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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GENERAL APPENDIX

Pages 4 to 13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 5

Add in clause 1.6 under column headed 'Fitted with "Passenger" – Timed Distributor':—
 Ford (Blue), Palvans – (VOB) – Nos. 787397 – 787478, COV AB's (VBA, VBA & VBB) – Not fitted with P/G changeover lever.

Page 6

Add at end of clause 2.5:

(f) Selected services authorised by Regional H.Q. Operations.

Amend clause 2.9 to:

Except as set out in 3.9, all vehicles marshalled in a fully fitted train must have distributors with the same timings, i.e. all "Goods" timings or all "Passenger" timings.

Page 7

Delete clause 3.9 and **substitute** :—

Fully fitted trains formed with any vehicle not permitted to exceed 60 m.p.h. may be operated with either "P" or "G" timed distributors predominating, but may not convey more than 1 in 4 vehicles, up to a maximum of 10, with distributors set in the opposite direction. The vehicles may be marshalled to meet traffic requirements.

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The Guard must check any vehicle fitted with a "Goods/Passenger" changeover lever and place the lever in the correct position relative to the train being worked. These positions are :—

Goods (G) : Lever fully to the left,

Passenger (P) : Lever fully to the right.

Amend clause 3.12 to:

The Guard's duties in the above clauses of this Regulation may be carried out by the member of the staff responsible for train preparation in accordance with local instructions. (SD23)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

Page 18 (Page 8, ND 14)

DONCASTER (BLACK CARR JN.) TO BERWICK ETC.

Skelton

Add:-

30 30 All connections Fast to Slow and Slow to Fast 3m. 2chs. to 3m. 7chs. (22)

MISCELLANEOUS NOTICES

HEATON

Footbridge No.1A at 0m. 22chs. spanning the Up and Down Tynemouth Lines has been demolished and a temporary wooden crossing provided. (22)

**** WYLAM STATION**

The Down side platform is being raised. All stopping trains to stop at the marker boards. (18)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

Page 5

AMENDED WAGON PANELS

Add:-100 tonne GLW Class A Tanks (LS 85000 - LS 85004)

The Maximum Speed has been reduced to 45m.p.h. in all conditions of loading. (MO45/1370)(SD23)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

CODE OF AUDIBLE SHUNTING SIGNALS – RULE BOOK, SECTION J

It is the intention to alter the standard code of audible signals, as shown in the Rule Book, Section J, Clauses 3.2.2. and 4.2.2., so that, in future, they are similar to those applicable to the working of multiple-unit trains.

On and from Saturday, 4 June, the standard code will be as follows :-

Signal	Indicates
One	Stop
Two	Go ahead
Three	Set back
Four	Ease couplings.

(23D)

WORKING MANUAL FOR RAIL STAFF B.R. 30054 – WHITE PAGES

Brake force Table EIII (Page 5,6 & 7)

Table EIII withdrawn.

Brake force Table EII will apply to all Class 8 Freight trains.

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York
6 MAY, 1977

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

21

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

**SATURDAY 21 MAY
TO
FRIDAY 27 MAY 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

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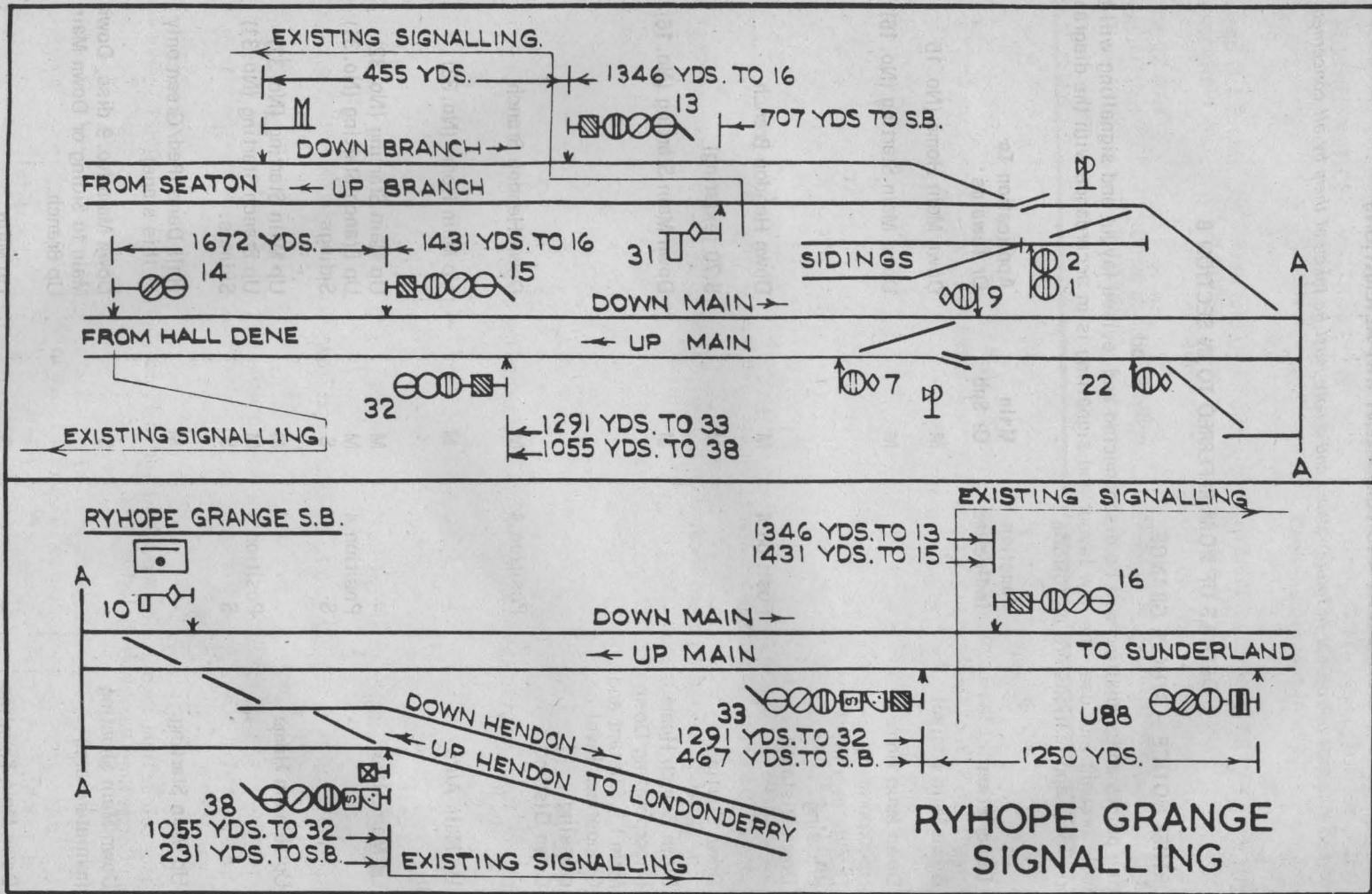
DETAILS OF WORK REFERRED TO IN SECTION B

UNTIL FURTHER NOTICE – RYHOPE GRANGE

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		Position 4	M	Down Hendon Branch.
16	Down Starting	—	M	S.70 (existing)
13	Down Branch Home (incorporating Down Main I.B. distant and Grangetown level crossing Down Distant)	—	M	Down Main Starting (No. 16)
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U.88 (existing)	Up Main Auto	—	M	Up Main Home (No. 33)
33	Up Main Home	—	M	Up Main Starting (No. 32)
		Position 4	M	Up Branch Starting (No. 31)
		S	S	Sidings
38	Up Hendon Home	—	M	Up Main Starting (No. 32)
		Position 4	M	Up Branch Starting (No. 31)
		S	S	Sidings.
32	Up Main Starting	—	M	Hall Dene (Red/Green only at this stage).
10	Down Main Shunting (miniature arm)	←	S	Down Main No.9 disc, Down Main to Siding or Down Main to Up Branch.
9	Down Main Shunting	—	S	Up Main.
7	Up Main Shunting	—	S	Down Main or No. 22 signal.
22	Up Main Shunting	—	S	Up Main to Down Hendon

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



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE

The training connection Down North to Up North has been clamped and secured out of use pending removal and associated signals abolished. (23)

URLAY NOOK

The Up Goods Loop and associated signalling has been abolished.

The facing connection Up Main to Up Goods Loop and Up Goods Loop to Up Main has been disconnected, clamped, padlocked and secured normal pending removal.

The position 1 Junction Indicator together with subsidiary signal below on colour light signal UN12 has been abolished.

The Point Zone Phone at the points leading into the Up Goods Loop has been repositioned to a central point on the Down Side of the line and applies to the points reading Down Goods Loop to Down Main. (23)

NORTH SHORE BRANCH

The Up Branch Fixed Distant Signal has been abolished. The Main Arms on the Up Branch Semaphore Signal and the Up Main to Up Branch Semaphore Signal have been replaced with miniature arms.

The ONE TRAIN WORKING notice board located on the post of the Up Branch Semaphore Signal has been removed. (23)

NEWSHAM NORTH

The connection Down Main to Down Siding has been clamped out of use and the associated signals abolished. (24)

(NEW ITEM)

TEES YARD (MIDDLEBROUGH GOODS SIDING)

The connections, former Up Goods Yard to Up Goods and Down Goods (1) to former Down Goods Yard have been abolished.

The Down Goods Line No.2 has been slewed at the Entrance of the Old Marsh Branch to form the new Goods Yard Line and is now 2-way working with full track circuiting. The Old Goods Yard Up and Down line has been renamed Departure and Arrival line.

The 3-aspect colour light signal with sub below plated TY.96 applying from the former Goods Yard Up Line to Up Goods Line has been abolished.

A new subsidiary signal has been brought into use situated on the left hand side of the Goods Yard Departure Line applying Departure Line to Goods Yard line in the Up Direction. A telephone communicating with Tees Signal Box has been provided.

The route indication on signal TY.97 applying Down Goods (1) to Goods Yard has been abolished. The Down Goods No.1 line has been renamed Down Goods.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TEES YARD (MIDDLEBROUGH GOODS SIDING) – continued

Spring Points have been provided on the Goods Yard Line at the start of the Goods Yard Arrival Line together with an illuminated notice board adjacent to the spring points worded "Stop Examine Points".

The route indication (sub "2") from TY.114 colour light signal to the former Down Goods Line (2) has been abolished.

A new route indication has been provided on TY.114 colour light signal applying to the Down Goods Yard Line in the form of a subsidiary signal and Indication "Y".

Movements towards the Down Goods Line from TY.114 colour light signal will receive a Yellow or Green aspect with a "G" indication and following trains, subsidiary signal with "G" indication.

The route indication from TY.116 colour light (sub "2") to the former Down Goods Line (2) has been abolished and a new route indication Sub "Y" applying to the Goods Yard Line provided.

Movements for the Down Goods Line from TY.116 colour light signal will receive a Yellow or Green aspect with "G" indication and following trains subsidiary signal with "G" indication.

The route indication from TY.117 colour light signal (Sub "2") to the former Down Goods Line (2) has been abolished and a new route indication Sub "Y" applying to the Goods Yard Line provided.

Movements towards Down Goods Line from TY.117 colour light signal will receive a Yellow or Green aspect with a "G" indication and following trains subsidiary signal with "G" indication. (22)

PHILLIPS SIDING

A 4-lever ground frame situated at the entrance of Phillips Sidings has been brought into use which control movements to and from tracks 1 to 4. The ground frame is released from the Terminal Control Room. A telephone communicating with the Control Room has been provided. All existing hand points have been abolished.

An elevated subsidiary signal with 5-ways Stencil Route indicator below has been provided on the left-hand side of the single line 109 yards from the ground frame and applies single line to tracks 1 to 5.

A 1-lever ground frame has been provided to control the points to No.5 track and Repair Siding. The ground frame is released from the Terminal Control Room and a telephone communicating with the Control Room has been provided. (22)

HEATON CARRIAGE SIDINGS

SUPPLEMENTARY SIGNALLING NOTICE NO.89

Description of Signals Page 4

Amend last item "CT10 Departure Sidings Exit Line" to read "CT19 Departure Sidings Exit Line". (22)

EASINGTON COLLIERY RAPID LOADING FACILITY

New Rapid Loading facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** RYHOPE GRANGE**

The Main to Main crossover together with the associated signalling has been abolished. (21)

BETWEEN ASHINGTON STATION (B.R.) AND ASHINGTON COLLIERY (N.C.B.) ALSO BETWEEN ASHINGTON STATION (B.R.) AND NO.1 LOOP (N.C.B.)

A new junction has been provided between the South Arrival and Departure lines and the existing N.C.B. line at No.1 Loop signal box. The new section of line will cross the Ashington Colliery (N.C.B.) – Lynemouth line on the flat. The lines between the new junction and No.1 Loop signal box will be known as the Down and Up Butterwell (Down direction – Ashington to Butterwell) and they will lead eventually to the Butterwell Opencast Disposal Point.

The Absolute Block Regulations will apply between Ashington Station and No.1 Loop signal boxes.

Signalling Alterations :-

The North Departure Home to Down Main has been repositioned 35 yards before reaching the new flat crossing and 316 yards from Ashington signal box with the arm 14 ft. above rail level. A signal post telephone to Ashington Station has been provided.

The South Departure Home to Up Main has been repositioned 30 yards before reaching the fouling point of the new flat crossing (276 yards from the signal box) with the arm 14 ft. above rail level.

A signal post telephone to Ashington Station has been provided.

A new Up Butterwell Branch Home to Up Main (arm 14 ft. above rail level) has been provided 303 yards before reaching Ashington Station signal box and 30 yards before reaching the flat crossing. A signal-post telephone to Ashington Station has been provided.

The Down Main Home (on the right-hand bracket) and Down Main Home to South Arrival (on the straight post), has been replaced by a single arm on a straight post (arm 12 ft. above rail level) 58 yards before reaching Ashington Station signal box. A 3-way theatre type Route Indicator has been provided with the following indications:-

Indication

“A”
“B”
“L”

Application to or towards

Ashington Colliery (via South Arrival)
Butterwell (via New Down Butterwell Branch)
Lynemouth (via Down Main)

A new Up Butterwell Branch Distant has been provided 365 yards before reaching the new Up Butterwell Branch Home to Up Main.

A new Down Distant to N.C.B. No.1 Loop and the Ashington Colliery signal box has been provided on the South Arrival line 64 yards after passing the signal box and 536 yards before reaching the N.C.B. No.1 Down Butterwell Home signal.

NOTE: The new junction will remain secured out of use set for the direction of Ashington Colliery until required for traffic purposes. (U.F.N.)

**** OGDEN'S LANE**

Ogden's Lane ground frame, together with the associated signals has been abolished. The connection leading into Doxford Sidings has been secured out of use pending removal and the associated signals abolished. (21)

**** MIDDLESBROUGH DOCK HILL**

The points Up Dock to Down Sidings have been converted to hand points. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Pages 4 to 13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 5

Add in clause 1.6 under column headed 'Fitted with "Passenger" – Timed Distributor':—
Ford (Blue), Palvans – (VQB) – Nos. 787397 – 787478, COV AB's (VBA, VBA & VBB) – Not fitted with P/G changeover lever.

Page 6

Add at end of clause 2.5:

(f) Selected services authorised by Regional H.Q. Operations.

Amend clause 2.9 to:

Except as set out in 3.9, all vehicles marshalled in a fully fitted train must have distributors with the same timings, i.e. all "Goods" timings or all "Passenger" timings.

Page 7

Delete clause 3.9 and **substitute**:-

Fully fitted trains formed with any vehicle not permitted to exceed 60 m.p.h. may be operated with either "P" or "G" timed distributors predominating, but may not convey more than 1 in 4 vehicles, up to a maximum of 10, with distributors set in the opposite direction. The vehicles may be marshalled to meet traffic requirements.

Fully fitted trains formed with all vehicles permitted to exceed 60 m.p.h. must be formed with all distributors set in the "P" position.

The Guard must check any vehicle fitted with a "Goods/Passenger" changeover lever and place the lever in the correct position relative to the train being worked. These positions are:-

Goods (G): Lever fully to the left,

Passenger (P): Lever fully to the right.

Amend clause 3.12 to:

The Guard's duties in the above clauses of this Regulation may be carried out by the member of the staff responsible for train preparation in accordance with local instructions. (SD23)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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

Page 18 (Page 8, ND 14)

DONCASTER (BLACK CARR JN.) TO BERWICK ETC.
Skelton
Add:-

30 30 All connections Fast to Slow and Slow to Fast 3m. 2chs. to 3m. 7chs. (22)

MISCELLANEOUS NOTICES

HEATON

Footbridge No.1A at 0m. 22chs. spanning the Up and Down Tynemouth Lines has been demolished and a temporary wooden crossing provided. (22)

★ 15FT. WHEELBASE TANK WAGONS

Non-bogie tank wagons with a wheelbase of 15ft. when in tare condition (empty or discharged) **MUST NOT EXCEED A SPEED OF 45m.p.h.**

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

Page 5

AMENDED WAGON PANELS

Add:-100 tonne GLW Class A Tanks (LS 85000 – LS 85004)

The Maximum Speed has been reduced to 45m.p.h. in all conditions of loading. (MO45/1370)(SD23)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

CODE OF AUDIBLE SHUNTING SIGNALS – RULE BOOK, SECTION J

It is the intention to alter the standard code of audible signals, as shown in the Rule Book, Section J, Clauses 3.2.2. and 4.2.2., so that, in future, they are similar to those applicable to the working of multiple-unit trains.

On and from Saturday, 4 June, the standard code will be as follows :-

Signal	Indicates
One	Stop
Two	Go ahead
Three	Set back
Four	Ease couplings.

(23D)

WORKING MANUAL FOR RAIL STAFF B.R. 30054 – WHITE PAGES

Brake force Table EIII (Page 5,6 & 7)

Table EIII withdrawn.

Brake force Table EII will apply to all Class 8 Freight trains.

REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Location	Nature of work	Duration
Thornaby M.P.D. (Maintenance Shed)	Constructing lathe pit	Commencing Monday 23 May. Until further notice.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

12 MAY, 1977

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

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

SATURDAY 28 MAY

TO

FRIDAY 3 JUNE 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.

Handwritten notes and signatures at the bottom of the page, including a large 'W' and some illegible scribbles.

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

No.19 signal has been temporarily replaced by a ground mounted signal, without route indicator or subsidiary signal.

Drivers will be stopped at the next signal in rear and advised which route their train is to travel.
(New item) (25)

NEWCASTLE

The training connection Down North to Up North has been clamped and secured out of use pending removal and associated signals abolished. (23)

****** HEATON CARRIAGE SIDINGS

SUPPLEMENTARY SIGNALLING NOTICE NO.89

Description of Signals Page 4

Amend last item "CT10 Departure Sidings Exit Line" to read "CT19 Departure Sidings Exit Line". (22)

ALNMOUTH

The route on Ground Position Light signal applying Shunt Spur to No.1 Siding has been abolished. No.1 Siding has been taken out of use and the associated signals abolished. (New item) (25)

****** EASINGTON COLLIERY RAPID LOADING FACILITY

New Rapid Loading facilities have been commissioned.

Full details are shown in Supplementary Signalling Notice No.86 and all concerned should be in possession of a copy of this notice. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

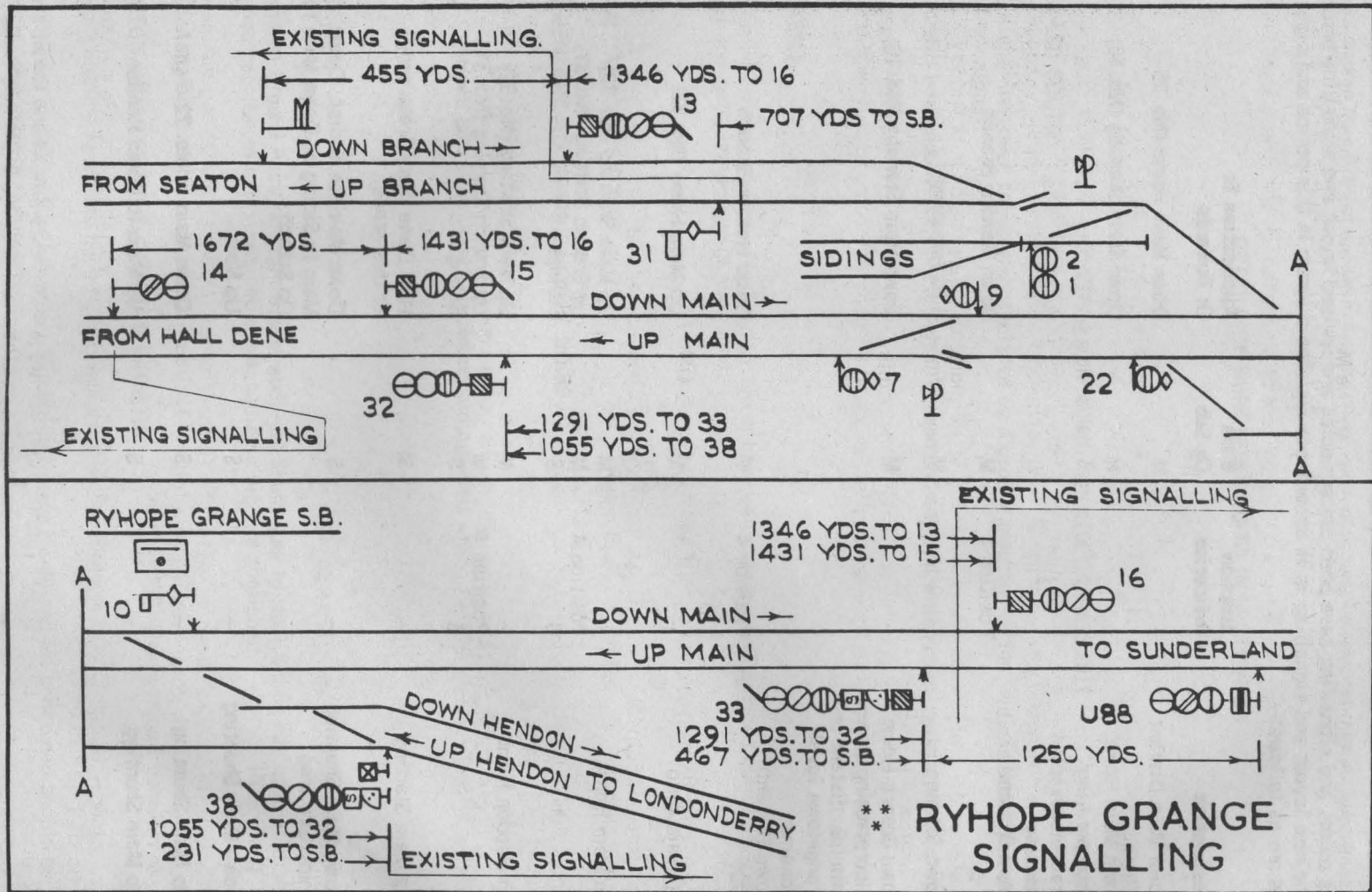
DETAILS OF WORK ALREADY CARRIED OUT – continued

** RYHOPE GRANGE

The existing points and signalling have been disconnected and revised layout and signalling brought into use. The new layout and signalling is in accordance with the diagram in this notice and signal applications are as follows:—

Signal No.	Description	Junction Indication	Main Or Sub	Application To Or Towards
14	Down Main Distant	—	M	Down Main Home (No. 15)
15	Down Main Home (incorporating Grangetown level crossing Down Distant)	—	M	Down Main Starting (No. 16)
		Position 4	M	Down Hendon Branch
16	Down Starting	—	M	S.70 (existing)
13	Down Branch Home (incorporating Down Main I.B. distant and Grangetown level crossing Down Distant)	—	M	Down Main Starting (No. 16)
		Position 4	M	Down Hendon Branch
U.88 (existing)	Up Main Auto	—	M	Up Main Home (No. 33)
33	Up Main Home	— Position 4 S	M M S	Up Main Starting (No. 32) Up Branch Starting (No. 31) Sidings
38	Up Hendon Home	— Position 4 S	M M S	Up Main Starting (No. 32) Up Branch Starting (No. 31) Sidings.
32	Up Main Starting	—	M	Hall Dene (Red/Green only at this stage).
10	Down Main Shunting (miniature arm)	—	S	Down Main No. 9 disc, Down Main to Siding or Down Main to Up Branch.
9	Down Main Shunting	—	S	Up Main.
7	Up Main Shunting	—	S	Down Main or No. 22 signal.
22	Up Main Shunting	—	S	Up Main to Down Hendon

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



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

The Up Branch Fixed Distant Signal has been abolished. The Main Arms on the Up Branch Semaphore Signal and the Up Main to Up Branch Semaphore Signal have been replaced with miniature arms.

The ONE TRAIN WORKING notice board located on the post of the Up Branch Semaphore Signal has been removed. (23)

**** PHILLIPS SIDING**

A 4-lever ground frame situated at the entrance of Phillips Sidings has been brought into use which control movements to and from tracks 1 to 4. The ground frame is released from the Terminal Control Room. A telephone communicating with the Control Room has been provided. All existing hand points have been abolished.

An elevated subsidiary signal with 5-ways Stencil Route indicator below has been provided on the left-hand side of the single line 109 yards from the ground frame and applies single line to tracks 1 to 5.

A 1-lever ground frame has been provided to control the points to No.5 track and Repair Siding. The ground frame is released from the Terminal Control Room and a telephone communicating with the Control Room has been provided. (22)

URLAY NOOK

The Up Goods Loop and associated signalling has been abolished.

The facing connection Up Main to Up Goods Loop and Up Goods Loop to Up Main has been disconnected, clamped, padlocked and secured normal pending removal.

The position 1 Junction Indicator together with subsidiary signal below on colour light signal UN12 has been abolished.

The Point Zone Phone at the points leading into the Up Goods Loop has been repositioned to a central point on the Down Side of the line and applies to the points reading Down Goods Loop to Down Main. (23)

TEES YARD (MIDDLEBROUGH GOODS SIDING)

The connections, former Up Goods Yard to Up Goods and Down Goods (1) to former Down Goods Yard have been abolished.

The Down Goods Line No.2 has been slewed at the Entrance of the Old Marsh Branch to form the new Goods Yard Line and is now 2-way working with full track circuiting. The Old Goods Yard Up and Down line has been renamed Departure and Arrival line.

The 3-aspect colour light signal with sub below plated TY.96 applying from the former Goods Yard Up Line to Up Goods Line has been abolished.

A new subsidiary signal has been brought into use situated on the left hand side of the Goods Yard Departure Line applying Departure Line to Goods Yard line in the Up Direction. A telephone communicating with Tees Signal Box has been provided.

The route indication on signal TY.97 applying Down Goods (1) to Goods Yard has been abolished. The Down Goods No.1 line has been renamed Down Goods.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TEES YARD (MIDDLEBROUGH GOODS SIDING) – continued

Spring Points have been provided on the Goods Yard Line at the start of the Goods Yard Arrival Line together with an illuminated notice board adjacent to the spring points worded "Stop Examine Points".

The route indication (sub "2") from TY.114 colour light signal to the former Down Goods Line (2) has been abolished.

A new route indication has been provided on TY.114 colour light signal applying to the Down Goods Yard Line in the form of a subsidiary signal and Indication "Y".

Movements towards the Down Goods Line from TY.114 colour light signal will receive a Yellow or Green aspect with a "G" indication and following trains, subsidiary signal with "G" indication.

The route indication from TY.116 colour light (sub "2") to the former Down Goods Line (2) has been abolished and a new route indication Sub "Y" applying to the Goods Yard Line provided.

Movements for the Down Goods Line from TY.116 colour light signal will receive a Yellow or Green aspect with "G" indication and following trains subsidiary signal with "G" indication.

The route indication from TY.117 colour light signal (Sub "2") to the former Down Goods Line (2) has been abolished and a new route indication Sub "Y" applying to the Goods Yard Line provided.

Movements towards Down Goods Line from TY.117 colour light signal will receive a Yellow or Green aspect with a "G" indication and following trains subsidiary signal with "G" indication. (22)

NEWSHAM NORTH

The connection Down Main to Down Siding has been clamped out of use and the associated signals abolished. (New item) (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

GENERAL APPENDIX

Pages 4 to 13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 5

Add in clause 1.6 under column headed 'Fitted with "Passenger" – Timed Distributor':—
Ford (Blue), Palvans – (VQB) – Nos. 787397 – 787478, COV AB's (VBA, VBA & VBB) – Not fitted with P/G changeover lever.

Page 6

Add at end of clause 2.5:

(f) Selected services authorised by Regional H.Q. Operations.

Amend clause 2.9 to:

Except as set out in 3.9, all vehicles marshalled in a fully fitted train must have distributors with the same timings, i.e. all "Goods" timings or all "Passenger" timings.

Page 7

Delete clause 3.9 and **substitute** :—

Fully fitted trains formed with any vehicle not permitted to exceed 60 m.p.h. may be operated with either "P" or "G" timed distributors predominating, but may not convey more than 1 in 4 vehicles, up to a maximum of 10, with distributors set in the opposite direction. The vehicles may be marshalled to meet traffic requirements.

Fully fitted trains formed with all vehicles permitted to exceed 60 m.p.h. must be formed with all distributors set in the "P" position.

The Guard must check any vehicle fitted with a "Goods/Passenger" changeover lever and place the lever in the correct position relative to the train being worked. These positions are:—

Goods (G): Lever fully to the left,

Passenger (P): Lever fully to the right.

Amend clause 3.12 to:

The Guard's duties in the above clauses of this Regulation may be carried out by the member of the staff responsible for train preparation in accordance with local instructions. (SD23)



NN

EASTERN REGION

23/24

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 4 JUNE
TO
FRIDAY 17 JUNE 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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

* NEWCASTLE**

The training connection Down North to Up North has been clamped and secured out of use pending removal and associated signals abolished. (23)

ALNMOUTH

The route on Ground Position Light signal applying Shunt Spur to No.1 Siding has been abolished. No.1 Siding has been taken out of use and the associated signals abolished. (25)

* NORTH SHORE BRANCH**

The Up Branch Fixed Distant Signal has been abolished. The Main Arms on the Up Branch Semaphore Signal and the Up Main to Up Branch Semaphore Signal have been replaced with miniature arms.

The ONE TRAIN WORKING notice board located on the post of the Up Branch Semaphore Signal has been removed. (23)

* URLAY NOOK**

The Up Goods Loop and associated signalling has been abolished.

The facing connection Up Main to Up Goods Loop and Up Goods Loop to Up Main has been disconnected, clamped, padlocked and secured normal pending removal.

The position 1 Junction Indicator together with subsidiary signal below on colour light signal UN12 has been abolished.

The Point Zone Phone at the points leading into the Up Goods Loop has been repositioned to a central point on the Down Side of the line and applies to the points reading Down Goods Loop to Down Main. (23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * TEES YARD (MIDDLESBROUGH GOODS SIDING)

The connections, former Up Goods Yard to Up Goods and Down Goods (1) to former Down Goods Yard have been abolished.

The Down Goods Line No.2 has been slewed at the Entrance of the Old Marsh Branch to form the new Goods Yard Line and is now 2-way working with full track circuiting. The Old Goods Yard Up and Down line has been renamed Departure and Arrival line.

The 3-aspect colour light signal with sub below plated TY.96 applying from the former Goods Yard Up Line to Up Goods Line has been abolished.

A new subsidiary signal has been brought into use situated on the left hand side of the Goods Yard Departure Line applying Departure Line to Goods Yard line in the Up Direction. A telephone communicating with Tees Signal Box has been provided.

The route indication on signal TY.97 applying Down Goods (1) to Goods Yard has been abolished. The Down Goods No.1 line has been renamed Down Goods.

Spring Points have been provided on the Goods Yard Line at the start of the Goods Yard Arrival Line together with an illuminated notice board adjacent to the spring points worded "Stop Examine Points".

The route indication (sub "2") from TY.114 colour light signal to the former Down Goods Line (2) has been abolished.

A new route indication has been provided on TY.114 colour light signal applying to the Down Goods Yard Line in the form of a subsidiary signal and Indication "Y".

Movements towards the Down Goods Line from TY.114 colour light signal will receive a Yellow or Green aspect with a "G" indication and following trains, subsidiary signal with "G" indication.

The route indication from TY.116 colour light (sub "2") to the former Down Goods Line (2) has been abolished and a new route indication Sub "Y" applying to the Goods Yard Line provided.

Movements for the Down Goods Line from TY.116 colour light signal will receive a Yellow or Green aspect with "G" indication and following trains subsidiary signal with "G" indication.

The route indication from TY.117 colour light signal (Sub "2") to the former Down Goods Line (2) has been abolished and a new route indication Sub "Y" applying to the Goods Yard Line provided.

Movements towards Down Goods Line from TY.117 colour light signal will receive a Yellow or Green aspect with a "G" indication and following trains subsidiary signal with "G" indication. (22)

NEWSHAM NORTH

The connection Down Main to Down Siding has been clamped out of use and the associated signals abolished. (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

★ **NEWCASTLE STATION**

Commencing 10 00 Tuesday 14 until 15 30 Thursday 16 June Nos.4 and 5 Platforms will be blocked for 175 feet from the buffer stops for roof repairs. Drivers to stop their trains at the marker boards.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

26 MAY, 1977

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:—"

HAVE NO TRUCK WITH DELAY

HAVE NO TRUCK WITH DELAY



NN

EASTERN REGION

25

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

**SATURDAY 18 JUNE
TO
FRIDAY 24 JUNE 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 21 JUNE : HALTWHISTLE

The Up Branch Home Semaphore Signal will be abolished and replaced by a new Ground Disc Signal 110 yards from Haltwhistle signal box. (28)

DETAILS OF WORK ALREADY CARRIED OUT

****** **ALNMOUTH**

The route on Ground Position Light signal applying Shunt Spur to No.1 Siding has been abolished. No.1 Siding has been taken out of use and the associated signals abolished. (25)

BATTERSBY

The Up Fixed Distant Semaphore Signal has been renewed and repositioned 164 yards further from the signal box with the arm at the same height. (New Item) (28)

****** **NEWSHAM NORTH**

The connection Down Main to Down Siding has been clamped out of use and the associated signals abolished. (24)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ *Denotes new or amended item*

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

****** ★ **NEWCASTLE STATION**

Commencing 10 00 Tuesday 21 until 15 30 Thursday 23 June Nos.4 and 5 Platforms will be blocked for 175 feet from the buffer stops for roof repairs. Drivers to stop their trains at the marker boards.

★ **ALNMOUTH STATION**

Commencing Sunday 19 June. The Station platforms are being rebuilt. Drivers to stop their trains at the marker boards. (28)

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

9 JUNE, 1977

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

26

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

SATURDAY 25 JUNE

TO

FRIDAY 1 JULY 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 B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.)		
SUNDAY 26 JUNE Marcheys House and Woodhorn	Down and Up BLOCKED	00 01 to 18 00. Trackwork between 3m. 3chs. and 3m. 18chs. (Up) Hirst Lane, Green Lane and North Seaton Crossings manned. On track machines in use.
THURSDAY 30 JUNE and FRIDAY 1 JULY Woodhorn and Ashington	Up BLOCKED	00 01 to 05 00 daily. Trackwork between 3m. 18chs. and 3m. 4chs. On track machines in use. Up trains diverted.

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 25 and SUNDAY 26 JUNE : ALNMOUTH

The North end of the Down Passenger Loop will be renamed Down Siding and will be shortened by approximately 230 yards.

The existing facing connection Down Passenger Loop to Down Main will be secured out of use pending removal and associated Ground position light signals abolished.

The 3-aspect colour light signal on the Down Passenger Loop plated A.123 located 1150 yards South of the signal box will be repositioned a further 800 yards South and will now apply Down Passenger Loop to A.124 signal or subsidiary Down Passenger Loop to Down Siding. A telephone communicating with Alnmouth signal box will be provided.

A new facing connection Down Siding to Down Main will be brought into use 620 yards from signal A.123 together with associated Ground Position Light Signal (plated 131) and will apply Down Siding to Signal A.145. Trap points will be provided ahead of this signal.

The existing Limit of Shunt indicator on the Up Passenger Loop will be repositioned 34 yards South of the 34m.p.

A new ground position light signal (plated 126) will be provided on the Down Siding 200 yards after passing A.123 signal and will apply set-back Down Passenger Loop Limit of Shunt. Trap points will be provided ahead of this signal.

A new facing connection Down Passenger Loop to Down Main will be provided 100 yards South of signal A.123

A new Ground Position light signal (plated 130) will be provided at the trailing end of the new connection Down Passenger Loop to Down Main and will apply Down Main to Down Passenger Loop Limit of Shunt.

The existing Ground Position Light Signal (plated 127) located on the Up Line of the Main to Main cross-over will be provided with a two-way Stencil Type Route Indicator and will read as follows:—

- “D” – Up Main to A.145 signal
- “X” – Up Main to Up Main Limit of Shunt

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 25 and SUNDAY 26 JUNE : ALNMOUTH – continued

A new Ground Position light signal with four-way Stencil Type Route Indicator (plated 128) will be provided on the North end of the Main to Main crossover and will apply as follows:–

- “S” – Down Main to Down Siding
- “X” – Down Main to Down Main
- “M” – Down Main to Up Main signal A.121
- “L” – Down Main to Up Passenger Loop signal A.122

A new Up Main Limit of Shunt indicator will be provided 63 yards North of Alnmouth signal box.

The following Ground Position light signals will be abolished:–

- 135, 138
- 136, 132

The facing connection Down Main to Down Siding will be secured out of use pending removal.

Telephones will be provided at 131, 126 and 130 Ground Position light signals. (32D)

SUNDAY 26 JUNE : ALNMOUTH

The catch points on the Up Main line at 33m. 68chs. will be clamped out of use pending removal.(32D)

DETAILS OF WORK ALREADY CARRIED OUT

BATTERSBY

The Up Fixed Distant Semaphore Signal has been renewed and repositioned 164 yards further from the signal box with the arm at the same height. (28)

HALTWHISTLE

The Up Branch Home Semaphore Signal has been abolished and replaced by a new Ground Disc Signal 110 yards from Haltwhistle signal box. (28)

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

** ★ **NEWCASTLE STATION**

Commencing 10 00 Tuesday 28 until 15 30 Thursday 30 June, Nos.4 and 5 Platforms will be blocked for 175 feet from the buffer stops for roof repairs. Drivers to stop their trains at the marker boards.

ALNMOUTH STATION

The Station platforms are being rebuilt. Drivers to stop their trains at the marker boards. (28)

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

16 JUNE, 1977

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 2 JULY
TO
FRIDAY 8 JULY 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.

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 5 JULY : DUDLEY COLLIERY

The trailing connections located at the North and South of the Signal Box leading into the Up Sidings will be secured out of use pending removal and the associated signals abolished. (30)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The North end of the Down Passenger Loop has been renamed Down Siding and will be shortened by approximately 230 yards.

The existing facing connection Down Passenger Loop to Down Main has been secured out of use pending removal and associated Ground Position light signals abolished.

The 3-aspect colour light signal on the Down Passenger Loop plated A.123 located 1150 yards South of the signal box has been repositioned a further 620 yards South and will now apply Down Passenger Loop to A.124 signal or subsidiary Down Passenger Loop to Down Siding. A telephone communicating with Alnmouth signal box has been provided.

A new facing connection Down Siding to Down Main has been brought into use 800 yards from signal A.123 together with associated Ground Position light signal (plated 131) and will apply Down Siding to signal A.145. Trap points have been provided ahead of this signal.

The existing Limit of Shunt indicator on the Down Passenger Loop has been repositioned 34 yards South of the 34m.p.

A new ground position light signal (plated 126) has been provided on the Down Siding 200 yards after passing A.123 signal and will apply set-back Down Passenger Loop Limit of Shunt. Trap points have been provided ahead of this signal.

A new facing connection Down Passenger Loop to Down Main has been provided 100 yards North of signal A.123.

A new Ground Position light signal (plated 130) has been provided at the trailing end of the new connection Down Passenger Loop to Down Main and will apply Down Main to Down Passenger Loop Limit of Shunt.

The existing Ground Position Light Signal (plated 127) located on the Up Line of the Main to Main crossover has been provided with a two-way Stencil Type Route Indicator and will read as follows:-

- "D" - Up Main to A.145 signal
- "X" - Up Main to Up Main Limit of Shunt

A new Ground Position light signal with four-way Stencil Type Route Indicator (plated 128) has been provided on the North end of the Main to Main crossover and will apply as follows:-

- "S" - Down Main to Down Siding
- "X" - Down Main to Down Main
- "M" - Down Main to Up Main signal A.121
- "L" - Down Main to Up Passenger Loop signal A.122

A new Up Main Limit of Shunt indicator has been provided 63 yards North of Alnmouth signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ALNMOUTH – continued

The following Ground Position light signals have been abolished:-

138
136, 132

The Down Main 3-aspect colour light signal plated A.135 has been abolished.

The facing connection Down Main to Down Siding has been secured out of use pending removal.

Telephones will be provided at 131, 126 and 130 Ground Position light signals. (Amended Item) (32D)

ALNMOUTH

The catch points on the Up Main line at 33m. 68chs. has been clamped out of use pending removal. (32D)

BATTERSBY

The Up Fixed Distant Semaphore Signal has been renewed and repositioned 164 yards further from the signal box with the arm at the same height. (28)

HALTWHISTLE

The Up Branch Home Semaphore Signal has been abolished and replaced by a new Ground Disc Signal 110 yards from Haltwhistle signal box. (28)

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

** ★ **NEWCASTLE STATION**

Commencing Tuesday 5 until Thursday 7 July, between 10 00 to 15 30 daily, Nos.4 and 5 Platforms will be blocked for 175 feet from the buffer stops for roof repairs. Drivers to stop their trains at the marker boards.

ALNMOUTH STATION

The Station platforms are being rebuilt. Drivers to stop their trains at the marker boards. (28)

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

23 JUNE, 1977

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 9 JULY

TO

FRIDAY 15 JULY 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.

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 9 to SUNDAY 10 JULY - LONDONDERRY

- 65 The Down Hendon Home Semaphore Signal together with the miniature arm applying to No.1 or No.2 Loop will be renewed and repositioned 475 yards from Londonderry Signal Box. The Down Hendon Home arm will be located on a left-hand bracket with the arm 27' above rail level. A miniature arm signal located to the right of the Down Hendon Home arm will be provided and will apply Down Hendon to Up Hendon with the miniature arm 25' above rail level. A new miniature arm will be provided on the straight post 22' above rail level and will apply set-back along the Up Hendon Line. A diamond sign will be provided on this signal. A telephone located in the Down Cess will be provided and will communicate with Londonderry Signal Box.

103 100

The points leading to Brian Mills East and West Sidings will now become worked from Londonderry Signal Box.

- 101 A new outlet miniature arm signal will be provided 265 yards from the signal box on the West Sidings and will apply to the Down Hendon Line. A telephone will be provided at this signal.

- 104 The existing ground disc signal located in Brian Mills East Siding applying to the Down Hendon Line will be repositioned 45 yards nearer to the signal box. A telephone will be provided at this signal.

112 An additional arm will be provided on the top of the Up Hendon Semaphore Signal which is located at the point ends of the trailing connection Up Hendon/Loop and will apply set-back Up Hendon to Down Hendon. A diamond sign will be provided on this signal.

- 110

- 102 A new miniature arm signal will be provided on the Down Hendon Line 265 yards from the signal box with the arm 16ft. above rail level and will apply Down Hendon to Limit of Shunt for Brian Mills East Siding. A diamond sign will be provided on this signal.

- 105 An additional arm will be provided on the left-hand bracket of the signal located on the Down Hendon Line adjacent to the trailing Up Hendon to Down Hendon connection and will apply set-back Down Hendon to Up Hendon. The semaphore arm located below will apply Down Hendon to Brian Mills West Siding or along Down Hendon Line to the above mentioned new semaphore signal protecting Brian Mills East Siding.

- 59 A new Up Hendon Starting Signal will be provided 523 yards from the signal box with Gas Works Ground Frame Distant Signal below. A diamond sign will be provided on this signal.

A new connection will be brought into use leading from the Ryhope Grange end of the Up Sidings to the Up Hendon Line. This connection will be unworked 2-way spring points.

- 60 A new semaphore signal will be provided on the above new connection, located 523 yards from the signal box and will apply to the Up Hendon Line with Gas Works Ground Frame Distant below. A telephone will be provided at this signal. (31)

MONDAY 11 JULY : MONKSEATON

The facing trap points located in the Down Main Line after passing signal MN.11 will be secured out of use permanently for through running. (31)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

DUDLEY COLLIERY

The trailing connections located at the North and South of the Signal Box leading into the Up Sidings have been secured out of use pending removal and the associated signals abolished. (30)

ALNMOUTH

The North end of the Down Passenger Loop has been renamed Down Siding and will be shortened by approximately 230 yards.

The existing facing connection Down Passenger Loop to Down Main has been secured out of use pending removal and associated Ground Position light signals abolished.

The 3-aspect colour light signal on the Down Passenger Loop plated A.123 located 1150 yards South of the signal box has been repositioned a further 620 yards South and will now apply Down Passenger Loop to A.124 signal or subsidiary Down Passenger Loop to Down Siding. A telephone communicating with Alnmouth signal box has been provided.

A new facing connection Down Siding to Down Main has been brought into use 800 yards from signal A.123 together with associated Ground Position light signal (plated 131) and will apply Down Siding to signal D.35. Trap points have been provided ahead of this signal.

The existing Limit of Shunt indicator on the Down Passenger Loop has been repositioned 34 yards South of the 34m.p.

A new ground position light signal (plated 126) has been provided on the Down Siding 200 yards after passing A.123 signal and will apply set-back Down Passenger Loop Limit of Shunt. Trap points have been provided ahead of this signal.

A new facing connection Down Passenger Loop to Down Main has been provided 100 yards North of signal A.123.

A new Ground Position light signal (plated 130) has been provided at the trailing end of the new connection Down Passenger Loop to Down Main and will apply Down Main to Down Passenger Loop Limit of Shunt.

The existing Ground Position Light Signal (plated 127) located on the Up Line of the Main to Main crossover has been provided with a two-way Stencil Type Route Indicator and will read as follows:—

- “D” – Up Main to D.35 signal
- “X” – Up Main to Up Main Limit of Shunt

A new Ground Position light signal with four-way Stencil Type Route Indicator (plated 128) has been provided on the North end of the Main to Main crossover and will apply as follows:—

- “S” – Down Main to Down Siding
- “X” – Down Main to Down Main
- “M” – Down Main to Up Main signal A.121
- “L” – Down Main to Up Passenger Loop signal A.122

A new Up Main Limit of Shunt indicator has been provided 63 yards North of Alnmouth signal box.

The following Ground Position light signals have been abolished:—

- 138
- 136, 132

The Down Main 3-aspect colour light signal plated A.135 has been abolished.

The facing connection Down Main to Down Siding has been secured out of use pending removal.

Telephones will be provided at 131, 126 and 130 Ground Position light signals. (Amended Item) (32D)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ALNMOUTH

The catch points on the Up Main line at 33m. 68chs. has been clamped out of use pending removal. (32D)

* BATTERSBY**

The Up Fixed Distant Semaphore Signal has been renewed and repositioned 164 yards further from the signal box with the arm at the same height. (28)

* HALTWHISTLE**

The Up Branch Home Semaphore Signal has been abolished and replaced by a new Ground Disc Signal 110 yards from Haltwhistle signal box. (28)

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

★ SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

The speed of certain 2 axle rail tank wagons with a wheelbase of 15 feet or less, including Presflo and Cemflo types when running in the empty/discharged condition must be restricted to a maximum speed of 45m.p.h.

T.O.P.S. train lists will show the applicable speed but if any doubt exists the 45m.p.h. restriction must be applied.

Every effort must be made to provide guards with a valid train list but where no list is provided and 2 axle tanks are to be conveyed a maximum speed of 45m.p.h. must be applied until the speed limits can be validated by T.O.P.S.

Where a lower speed limit has previously applied the lower speed will continue to operate. (32D)

** ★ NEWCASTLE STATION

Commencing Tuesday 12 until Thursday 14 July, between 10 00 to 15 30 daily. Nos.4 and 5 Platforms will be blocked for 175 feet from the buffer stops for roof repairs. Drivers to stop their trains at the marker boards.

** ★ ALNMOUTH STATION

The Station platforms are being rebuilt. Drivers to stop their trains at the marker boards. (28)

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

30 JUNE, 1977

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:—"

leave

NOTHING

to chance

be

VIGILANT



NN

EASTERN REGION

29

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

**SATURDAY 16 JULY
TO
FRIDAY 22 JULY 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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

DUDLEY COLLIERY

The trailing connections located at the North and South of the Signal Box leading into the Up Sidings have been secured out of use pending removal and the associated signals abolished. (30)

ALNMOUTH

The North end of the Down Passenger Loop has been renamed Down Siding and will be shortened by approximately 230 yards.

The existing facing connection Down Passenger Loop to Down Main has been secured out of use pending removal and associated Ground Position light signals abolished.

The 3-aspect colour light signal on the Down Passenger Loop plated A.123 located 1150 yards South of the signal box has been repositioned a further 620 yards South and will now apply Down Passenger Loop to A.124 signal or subsidiary Down Passenger Loop to Down Siding. A telephone communicating with Alnmouth signal box has been provided.

A new facing connection Down Siding to Down Main has been brought into use 800 yards from signal A.123 together with associated Ground Position light signal (plated 131) and will apply Down Siding to signal D.35. Trap points have been provided ahead of this signal.

The existing Limit of Shunt indicator on the Down Passenger Loop has been repositioned 34 yards South of the 34m.p.

A new ground position light signal (plated 126) has been provided on the Down Siding 200 yards after passing A.123 signal and will apply set-back Down Passenger Loop Limit of Shunt. Trap points have been provided ahead of this signal.

A new facing connection Down Passenger Loop to Down Main has been provided 100 yards North of signal A.123.

A new Ground Position light signal (plated 130) has been provided at the trailing end of the new connection Down Passenger Loop to Down Main and will apply Down Main to Down Passenger Loop Limit of Shunt.

The existing Ground Position Light Signal (plated 127) located on the Up Line of the Main to Main crossover has been provided with a two-way Stencil Type Route Indicator and will read as follows:-

- “D” – Up Main to D.35 signal
- “X” – Up Main to Up Main Limit of Shunt

A new Ground Position light signal with four-way Stencil Type Route Indicator (plated 128) has been provided on the North end of the Main to Main crossover and will apply as follows:-

- “S” – Down Main to Down Siding
- “X” – Down Main to Down Main
- “M” – Down Main to Up Main signal A.121
- “L” – Down Main to Up Passenger Loop signal A.122

A new Up Main Limit of Shunt indicator has been provided 63 yards North of Alnmouth signal box.

The following Ground Position light signals have been abolished:-

- 138
- 136, 132

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ALNMOUTH – continued

The Down Main 3-aspect colour light signal plated A.135 has been abolished.

The facing connection Down Main to Down Siding has been secured out of use pending removal.

Telephones will be provided at 131, 126 and 130 Ground Position light signals. (32D)

ALNMOUTH

The catch points on the Up Main line at 33m. 68chs. has been clamped out of use pending removal. (32D)

MONKSEATON

The facing trap points located in the Down Main Line after passing signal MN.11 have been secured out of use permanently for through running. (31)

LONDONDERRY

The Down Hendon Home Semaphore Signal together with the miniature arm applying to No.1 or No.2 Loop has been renewed and repositioned 475 yards from Londonderry Signal Box. The Down Hendon Home arm is located on a left-hand bracket with the arm 27' above rail level. A miniature arm signal located to the right of the Down Hendon Home arm has been provided and applies Down Hendon to Up Hendon with the miniature arm 25' above rail level. A new miniature arm has been provided on the straight post 22' above rail level and applies set-back along the Up Hendon Line. A diamond sign has been provided on this signal. A telephone located in the Down Cess has been provided and communicates with Londonderry Signal Box.

The points leading to Brian Mills East and West Sidings are now worked from Londonderry Signal Box.

A new outlet miniature arm signal has been provided 265 yards from the signal box on the West Sidings and applies to the Down Hendon Line. A telephone has been provided at this signal.

The existing ground disc signal located in Brian Mills East Siding applying to the Down Hendon Line has been repositioned 45 yards nearer to the signal box. A telephone has been provided at this signal.

An additional arm has been provided on the top of the Up Hendon Semaphore Signal which is located at the point ends of the trailing connection Up Hendon/Loop and applies set-back Up Hendon to Down Hendon. A diamond sign has been provided on this signal.

A new miniature arm signal has been provided on the Down Hendon Line 265 yards from the signal box with the arm 16ft. above rail level and applies Down Hendon to Limit of Shunt for Brian Mills East Siding. A diamond sign has been provided on this signal.

An additional arm has been provided on the left-hand bracket of this signal located on the Down Hendon Line adjacent to the trailing Up Hendon to Down Hendon connection and applies set-back Down Hendon to Up Hendon. The semaphore arm located below applies Down Hendon to Brian Mills West Siding or along Down Hendon Line to the above mentioned new semaphore signal protecting Brian Mills East Siding.

A new Up Hendon Starting Signal has been provided 523 yards from the signal box with Gas Works Ground Frame Distant Signal below. A diamond sign has been provided on this signal.

A new connection has been brought into use leading from the Ryhope Grange end of the Up Sidings to the Up Hendon Line. This connection is now unworked 2-way spring points.

A new semaphore signal has been provided on the above new connection, located 523 yards from the signal box and applies to the Up Hendon Line with Gas Works Ground Frame Distant below. A telephone has been provided at this signal. (31)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ RULE BOOK – LOOSE-LEAF PAGES INCORPORATING ALTERATIONS AND ADDITIONS –
ISSUE NUMBER 3 – B.R.87109/25.

Issue No.3 of loose-leaf pages to the Rule Book comprising the Re-issue of Section T, Part V, which will operate on and from Saturday 6 August, 1977, are now being distributed to all concerned.

Any member of the staff who has been issued with a Rule Book must advise his Supervisor if he does not receive Issue No.3 by 23 July.

SUPPLEMENT NO.3 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL
INSTRUCTIONS – B.R.29960/24.

The above supplement is in course of distribution and will operate on and from **Saturday 6 August**.

Any member of the staff who is in possession of booklet B.R.29960 and who does not receive Supplement No.3 by 23 July, must promptly advise his Supervisor.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 136 (Page 61 Supp. No.1)

HENDON BRANCH
Grangetown (L.C.)



Add:–

U, Up Hendon line, 235
500 yards before
reaching No.8 Gas
Works Ground Frame
Home signal.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS

★ TEMPORARY SPEED RESTRICTIONS
WARNING ARRANGEMENTS

In connection with the revised positioning of warning boards for temporary speed restrictions and the ultimate provision of A.W.S. magnets at those warning boards located on A.W.S. fitted lines, a descriptive pamphlet (BR.30597/1) is being issued to all trainmen. Any Driver, Driver's Assistant or Guard who has not received a copy of this pamphlet by 23 July should obtain a copy from his local supervisor. (32)

★ ** NEWCASTLE

From Tuesday 19 July to Thursday 21 July between 10 00 and 15 30 hours, Nos.4 and 5 Platforms will be blocked for 175 feet from the buffer stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the market boards provided.

SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

The speed of certain 2 axle rail tank wagons with a wheelbase of 15 feet or less, including Presflo and Cemflo types when running in the empty/discharged condition must be restricted to a maximum speed of 45m.p.h.

T.O.P.S. train lists will show the applicable speed but if any doubt exists the 45m.p.h. restriction must be applied.

Every effort must be made to provide guards with a valid train list but where no list is provided and 2 axle tanks are to be conveyed a maximum speed of 45m.p.h. must be applied until the speed limits can be validated by T.O.P.S.

Where a lower speed limit has previously applied the lower speed will continue to operate. (32D)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

7 JULY, 1977

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 23 JULY
TO
FRIDAY 29 JULY 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.

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 JULY – LONDONDERRY

The Seaham Line and Up Sidings will be abolished together with the associated signals. The associated connections will be secured out of use pending removal.

The points between Stable Line and 18, 19 and 23 Staiths will be converted to hand operation. All associated signals will be abolished. (33)

SUNDAY 24 JULY – BENTON

The Ground Position Light Signal located on the right hand side of the Up Blyth and Tyne line applying Shunting Up B. & T. to B.27 or B.19 and B.30 will be abolished and replaced at the same distance from the Signal Box on the left hand side of the line by a new 3 – Aspect Colour Light Signal plated B.38 and capable of displaying Red, Yellow and Green aspects. This signal will be provided with a 2-way stencil type route indicator located below the Red aspect and will apply as follows:–

N – North
 S – South

The 4-aspect colour light signal plated U.4X will be repositioned as a control signal 71 yards nearer Benton Signal Box and will be replated B.40.

A new 3-lever ground frame released from Benton Signal Box and known as Benton East G.F. will be provided at the West End of Benton Station and will control movements to and from B.R. Lines to the Metro Equipping area.

A new 4-lever ground frame released from Benton Signal Box and known as Benton West G.F. will be provided at the West End of Benton Station and will control movements to and from the Metro Equipping area to B.R. Lines.

Telephones communicating with Benton Signal Box will be provided at the new Ground Frames. (33)

DETAILS OF WORK ALREADY CARRIED OUT

**** DUDLEY COLLIERY**

The trailing connections located at the North and South of the Signal Box leading into the Up Sidings have been secured out of use pending removal and the associated signals abolished. (30)

ALNMOUTH

The North end of the Down Passenger Loop has been renamed Down Siding and will be shortened by approximately 230 yards.

The existing facing connection Down Passenger Loop to Down Main has been secured out of use pending removal and associated Ground Position light signals abolished.

The 3-aspect colour light signal on the Down Passenger Loop plated A.123 located 1150 yards South of the signal box has been repositioned a further 620 yards South and will now apply Down Passenger Loop to A.124 signal or subsidiary Down Passenger Loop to Down Siding. A telephone communicating with Alnmouth signal box has been provided.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ALNMOUTH – continued

A new facing connection Down Siding to Down Main has been brought into use 800 yards from signal A.123 together with associated Ground Position light signal (plated 131) and will apply Down Siding to signal D.35. Trap points have been provided ahead of this signal.

The existing Limit of Shunt indicator on the Down Passenger Loop has been repositioned 34 yards South of the 34m.p.

A new ground position light signal (plated 126) has been provided on the Down Siding 200 yards after passing A.123 signal and will apply set-back Down Passenger Loop Limit of Shunt. Trap points have been provided ahead of this signal.

A new facing connection Down Passenger Loop to Down Main has been provided 100 yards North of signal A.123.

A new Ground Position light signal (plated 130) has been provided at the trailing end of the new connection Down Passenger Loop to Down Main and will apply Down Main to Down Passenger Loop Limit of Shunt.

The existing Ground Position Light Signal (plated 127) located on the Up Line of the Main to Main crossover has been provided with a two-way Stencil Type Route Indicator and will read as follows:–

- “D” – Up Main to D.35 signal
- “X” – Up Main to Up Main Limit of Shunt

A new Ground Position light signal with four-way Stencil Type Route Indicator (plated 128) has been provided on the North end of the Main to Main crossover and will apply as follows:–

- “S” – Down Main to Down Siding
- “X” – Down Main to Down Main
- “M” – Down Main to Up Main signal A.121
- “L” – Down Main to Up Passenger Loop signal A.122

A new Up Main Limit of Shunt indicator has been provided 63 yards North of Alnmouth signal box.

The following Ground Position light signals have been abolished:–

- 138
- 136, 132

The Down Main 3-aspect colour light signal plated A.135 has been abolished.

The facing connection Down Main to Down Siding has been secured out of use pending removal.

Telephones will be provided at 131, 126 and 130 Ground Position light signals. (32D)

ALNMOUTH

The catch points on the Up Main line at 33m. 68chs. has been clamped out of use pending removal. (32D)

MONKSEATON

The facing trap points located in the Down Main Line after passing signal MN.11 have been secured out of use permanently for through running. (31)

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

The Down Hendon Home Semaphore Signal together with the miniature arm applying to No.1 or No.2 Loop has been renewed and repositioned 475 yards from Londonderry Signal Box. The Down Hendon Home arm is located on a left-hand bracket with the arm 27' above rail level. A miniature arm signal located to the right of the Down Hendon Home arm has been provided and applies Down Hendon to Up Hendon with the miniature arm 25' above rail level. A new miniature arm has been provided on the straight post 22' above rail level and applies set-back along the Up Hendon Line. A diamond sign has been provided on this signal. A telephone located in the Down Cess has been provided and communicates with Londonderry Signal Box.

The points leading to Brian Mills East and West Sidings are now worked from Londonderry Signal Box.

A new outlet miniature arm signal has been provided 265 yards from the signal box on the West Sidings and applies to the Down Hendon Line. A telephone has been provided at this signal.

The existing ground disc signal located in Brian Mills East Siding applying to the Down Hendon Line has been repositioned 45 yards nearer to the signal box. A telephone has been provided at this signal.

An additional arm has been provided on the top of the Up Hendon Semaphore Signal which is located at the point ends of the trailing connection Up Hendon/Loop and applies set-back Up Hendon to Down Hendon. A diamond sign has been provided on this signal.

A new miniature arm signal has been provided on the Down Hendon Line 265 yards from the signal box with the arm 16ft. above rail level and applies Down Hendon to Limit of Shunt for Brian Mills East Siding. A diamond sign has been provided on this signal.

An additional arm has been provided on the left-hand bracket of this signal located on the Down Hendon Line adjacent to the trailing Up Hendon to Down Hendon connection and applies set-back Down Hendon to Up Hendon. The semaphore arm located below applies Down Hendon to Brian Mills West Siding or along Down Hendon Line to the above mentioned new semaphore signal protecting Brian Mills East Siding.

A new Up Hendon Starting Signal has been provided 523 yards from the signal box with Gas Works Ground Frame Distant Signal below. A diamond sign has been provided on this signal.

A new connection has been brought into use leading from the Ryhope Grange end of the Up Sidings to the Up Hendon Line. This connection is now unworked 2-way spring points.

A new semaphore signal has been provided on the above new connection, located 523 yards from the signal box and applies to the Up Hendon Line with Gas Works Ground Frame Distant below. A telephone has been provided at this signal.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**
* Items marked thus will not appear in future issues and a note must be taken of them by all concernedRULE BOOK – LOOSE-LEAF PAGES INCORPORATING ALTERATIONS AND ADDITIONS –
ISSUE NUMBER 3 – B.R.87109/25.

Issue No.3 of loose-leaf pages to the Rule Book comprising the Re-issue of Section T, Part V, which will operate on and from Saturday 6 August, 1977, are now being distributed to all concerned.

Any member of the staff who has been issued with a Rule Book must advise his Supervisor if he has not received Issue No.3.

SUPPLEMENT NO.3 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS – B.R.29960/24.

The above supplement is in course of distribution and will operate on and from **Saturday 6 August.**

Any member of the staff who is in possession of booklet B.R.29960 and who has not received Supplement No.3, must promptly advise his Supervisor.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – TABLE 'A'

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 136 (Page 61 Supp. No.1)

HENDON BRANCH
Grangetown (L.C.)
Add:—

U, Up Hendon line, 235
500 yards before
reaching No.8 Gas
Works Ground Frame
Home signal.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS

* * TEMPORARY SPEED RESTRICTIONS
* WARNING ARRANGEMENTS

In connection with the revised positioning of warning boards for temporary speed restrictions and the ultimate provision of A.W.S. magnets at those warning boards located on A.W.S. fitted lines, a descriptive pamphlet (BR.30597/1) is being issued to all trainmen. Any Driver, Driver's Assistant or Guard who has not received a copy of this pamphlet should obtain a copy from his local supervisor. (30)

SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

The speed of certain 2 axle rail tank wagons with a wheelbase of 15 feet or less, including Presflo and Cemflo types when running in the empty/discharged condition must be restricted to a maximum speed of 45m.p.h.

T.O.P.S. train lists will show the applicable speed but if any doubt exists the 45m.p.h. restriction must be applied.

Every effort must be made to provide guards with a valid train list but where no list is provided and 2 axle tanks are to be conveyed a maximum speed of 45m.p.h. must be applied until the speed limits can be validated by T.O.P.S.

Where a lower speed limit has previously applied the lower speed will continue to operate. (32D)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

13 JULY, 1977

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 30 JULY
TO
FRIDAY 5 AUGUST 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 30 JULY UNTIL SUNDAY 7 AUGUST : NEWSHAM NORTH

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

All points will be disconnected pending being brought under the control of Newsham South signal box.
(34)

SATURDAY 30 JULY UNTIL SUNDAY 7 AUGUST : NEWSHAM SOUTH

After remodelling new points Up Main to Branch and trailing Mains to Mains crossover will be controlled from Newsham South signal box. The Up Goods line will now be known as the D.C.E. Siding.

The Down Main starting signal will be abolished.

The following new signals will be brought into use controlled from Newsham South signal box:-

Up Main to Down Main or Down Branch semaphore signal located 589 yards from the signal box with the arm at 22' above rail level together with a 2-way stencil type indicator with the following indication:-

"M" - Up Main to Down Main

"B" - Up Main to Branch

A diamond sign will be provided. A Traffic Point Zone telephone will be provided adjacent to this signal.

Up Branch to Up Main Home semaphore signal located 726 yards from the signal box with the arm at 14' above rail level.

Down Main Second Home semaphore signal located 589 yards from the signal box with the arm at 22' above rail level. A diamond sign will be provided.

Up Main Second Home semaphore signal located 726 yards from the signal box with the arm at 22' above rail level. A telephone communicating with Newsham South signal box will be provided.

Shunting Down Main to Up Main ground disc signal located on the cess side of the Down Main at the North end of the trailing Main to Main crossover. A diamond sign will be provided.

Former Up Goods Home semaphore signal will now become a miniature arm applying Shunting D.C.E. siding (former Up Goods line) to Up Main located on the same site from the signal box.

The Up Main fixed distant semaphore signal will be repositioned 438 yards further from the signal box.

A Notice Board worded "END OF ONE TRAIN WORKING" (facing Newsham South signal box) with the other side worded "START OF ONE TRAIN WORKING" will be provided 741 yards from Newsham South signal box.

Plessey Road

Plessey Road level crossing controlled with the aid of CCTV from Newsham North signal box will now be controlled from Newsham South signal box with the aid of CCTV.

Isabella Level Crossing

The telephone associated with Isabella Level Crossing will now communicate with Newsham South signal box.
(34)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

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

SUNDAY 31 JULY : LONDONDERRY

The points between Stable line and East and West Sidings will be converted to hand operation. The associated inlet signals will be abolished and the outlet signals retained. (34)

DETAILS OF WORK ALREADY CARRIED OUT

ALNMOUTH

The North end of the Down Passenger Loop has been renamed Down Siding and will be shortened by approximately 230 yards.

The existing facing connection Down Passenger Loop to Down Main has been secured out of use pending removal and associated Ground Position light signals abolished.

The 3-aspect colour light signal on the Down Passenger Loop plated A.123 located 1150 yards South of the signal box has been repositioned a further 620 yards South and will now apply Down Passenger Loop to A.124 signal or subsidiary Down Passenger Loop to Down Siding. A telephone communicating with Alnmouth signal box has been provided.

A new facing connection Down Siding to Down Main has been brought into use 800 yards from signal A.123 together with associated Ground Position light signal (plated 131) and will apply Down Siding to signal D.35. Trap points have been provided ahead of this signal.

The existing Limit of Shunt indicator on the Down Passenger Loop has been repositioned 34 yards South of the 34m.p.

A new ground position light signal (plated 126) has been provided on the Down Siding 200 yards after passing A.123 signal and will apply set-back Down Passenger Loop Limit of Shunt. Trap points have been provided ahead of this signal.

A new facing connection Down Passenger Loop to Down Main has been provided 100 yards North of signal A.123.

A new Ground Position light signal (plated 130) has been provided at the trailing end of the new connection Down Passenger Loop to Down Main and will apply Down Main to Down Passenger Loop Limit of Shunt.

The existing Ground Position Light Signal (plated 127) located on the Up Line of the Main to Main crossover has been provided with a two-way Stencil Type Route Indicator and will read as follows:-

- “D” – Up Main to D.35 signal
- “X” – Up Main to Up Main Limit of Shunt

A new Ground Position, light signal with four-way Stencil Type Route Indicator (plated 128) has been provided on the North end of the Main to Main crossover and will apply as follows:-

- “S” – Down Main to Down Siding
- “X” – Down Main to Down Main
- “M” – Down Main to Up Main signal A.121
- “L” – Down Main to Up Passenger Loop signal A.122

A new Up Main Limit of Shunt indicator has been provided 63 yards North of Alnmouth signal box.

The following Ground Position light signals have been abolished:-

- 138
- 136, 132

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ALNMOUTH – continued

The Down Main 3-aspect colour light signal plated A.135 has been abolished.

The facing connection Down Main to Down Siding has been secured out of use pending removal.

Telephones will be provided at 131, 126 and 130 Ground Position light signals. (32)

ALNMOUTH

The catch points on the Up Main line at 33m. 68chs. Has been clamped out of use pending removal. (32)

BENTON

The Ground Position Light Signal located on the right hand side of the Up Blyth and Tyne line applying Shunting Up B. & T. to B.27 or B.19 and B.30 has been abolished and replaced at the same distance from the Signal Box on the left hand side of the line by a new 3-aspect Colour Light Signal plated B.38 and capable of displaying Red, Yellow and Green aspects. This signal has been provided with a 2-way stencil type route indicator located below the Red aspect and applies as follows:-

N – North
S – South

The 4-aspect colour light signal plated U.4X has been repositioned as a control signal 71 yards nearer Benton Signal Box and replated B.40.

A new 3-lever ground frame released from Benton Signal Box and known as Benton East G.F. has been provided at the West End of Benton Station and will control movements to and from B.R. Lines to the Metro Equipping area.

A new 4-lever ground frame released from Benton Signal Box and known as Benton West G.F. has been provided at the West End of Benton Station and will control movements to and from the Metro Equipping area to B.R. Lines.

Telephones communicating with Benton Signal Box have been provided at the new Ground Frames. (33)

****MONKSEATON**

The facing trap points located in the Down Main Line after passing signal MN.11 have been secured out of use permanently for through running. (31)

LONDONDERRY

The Seaham Line and Up Sidings have been abolished together with the associated signals. The associated connections have been secured out of use pending removal.

The points between Stable Line and 18, 19 and 23 Staiths have been converted to hand operation. All associated signals have been abolished. (33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** LONDONDERRY

The Down Hendon Home Semaphore Signal together with the miniature arm applying to No.1 or No.2 Loop has been renewed and repositioned 475 yards from Londonderry Signal Box. The Down Hendon Home arm is located on a left-hand bracket with the arm 27' above rail level. A miniature arm signal located to the right of the Down Hendon Home arm has been provided and applies Down Hendon to Up Hendon with the miniature arm 25' above rail level. A new miniature arm has been provided on the straight post 22' above rail level and applies set-back along the Up Hendon Line. A diamond sign has been provided on this signal. A telephone located in the Down Cess has been provided and communicates with Londonderry Signal Box.

The points leading to Brian Mills East and West Sidings are now worked from Londonderry Signal Box.

A new outlet miniature arm signal has been provided 265 yards from the signal box on the West Sidings and applies to the Down Hendon Line. A telephone has been provided at this signal.

The existing ground disc signal located in Brian Mills East Siding applying to the Down Hendon Line has been repositioned 45 yards nearer to the signal box. A telephone has been provided at this signal.

An additional arm has been provided on the top of the Up Hendon Semaphore Signal which is located at the point ends of the trailing connection Up Hendon/Loop and applies set-back Up Hendon to Down Hendon. A diamond sign has been provided on this signal.

A new miniature arm signal has been provided on the Down Hendon Line 265 yards from the signal box with the arm 16ft. above rail level and applies Down Hendon to Limit of Shunt for Brian Mills East Siding. A diamond sign has been provided on this signal.

An additional arm has been provided on the left-hand bracket of this signal located on the Down Hendon Line adjacent to the trailing Up Hendon to Down Hendon connection and applies set-back Down Hendon to Up Hendon. The semaphore arm located below applies Down Hendon to Brian Mills West Siding or along Down Hendon Line to the above mentioned new semaphore signal protecting Brian Mills East Siding.

A new Up Hendon Starting Signal has been provided 523 yards from the signal box with Gas Works Ground Frame Distant Signal below. A diamond sign has been provided on this signal.

A new connection has been brought into use leading from the Ryhope Grange end of the Up Sidings to the Up Hendon Line. This connection is now unworked 2-way spring points.

A new semaphore signal has been provided on the above new connection, located 523 yards from the signal box and applies to the Up Hendon Line with Gas Works Ground Frame Distant below. A telephone has been provided at this signal.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

RULE BOOK – LOOSE-LEAF PAGES INCORPORATING ALTERATIONS AND ADDITIONS –

ISSUE NUMBER 3 – B.R.87109/25.

Issue No.3 of loose-leaf pages to the Rule Book comprising the Re-issue of Section T, Part V, which will operate on and from Saturday 6 August, 1977, are now being distributed to all concerned.

Any member of the staff who has been issued with a Rule Book must advise his Supervisor if he has not received Issue No.3.

SUPPLEMENT NO.3 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS – B.R.29960/24.

The above supplement is in course of distribution and will operate on and from Saturday 6 August.

Any member of the staff who is in possession of booklet B.R.29960 and who has not received Supplement No.3, must promptly advise his Supervisor.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 136 (Page 61 Supp. No.1)

HENDON BRANCH
Grangetown (L.C.)
Add:—

U, Up Hendon line, 235
500 yards before
reaching No.8 Gas
Works Ground Frame
Home signal.

NN-25

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS

★ NEWCASTLE

From Tuesday 2 August to Thursday 4 August between 10 00 and 15 30 hours Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the market boards provided.

SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

The speed of certain 2 axle rail tank wagons with a wheelbase of 15 feet or less, including Presflo and Cemflo types when running in the empty/discharged condition must be restricted to a maximum speed of 45m.p.h.

T.O.P.S. train lists will show the applicable speed but if any doubt exists the 45m.p.h. restriction must be applied.

Every effort must be made to provide guards with a valid train list but where no list is provided and 2 axle tanks are to be conveyed a maximum speed of 45m.p.h. must be applied until the speed limits can be validated by T.O.P.S.

Where a lower speed limit has previously applied the lower speed will continue to operate. (32D)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

20 JULY, 1977

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 6 AUGUST
TO
FRIDAY 12 AUGUST 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

UNTIL SUNDAY 7 AUGUST : NEWSHAM NORTH

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

All points will be disconnected pending being brought under the control of Newsham South signal box.
(34)

UNTIL SUNDAY 7 AUGUST : NEWSHAM SOUTH

After remodelling new points Up Main to Branch and trailing Mains to Mains crossover will be controlled from Newsham South signal box. The Up Goods line will now be known as the D.C.E. Siding.

The Down Main starting signal will be abolished.

The following new signals will be brought into use controlled from Newsham South signal box:—
Up Main to Down Main or Down Branch semaphore signal located 589 yards from the signal box with the arm at 22' above rail level together with a 2-way stencil type indicator with the following indication:—

“M” — Up Main to Down Main

“B” — Up Main to Branch

A diamond sign will be provided. A Traffic Point Zone telephone will be provided adjacent to this signal.

Up Branch to Up Main Home semaphore signal located 726 yards from the signal box with the arm at 14' above rail level.

Down Main Second Home semaphore signal located 589 yards from the signal box with the arm at 22' above rail level. A diamond sign will be provided.

Up Main Second Home semaphore signal located 726 yards from the signal box with the arm at 22' above rail level. A telephone communicating with Newsham South signal box will be provided.

Shunting Down Main to Up Main ground disc signal located on the cess side of the Down Main at the North end of the trailing Main to Main crossover. A diamond sign will be provided.

Former Up Goods Home semaphore signal will now become a miniature arm applying Shunting D.C.E. siding (former Up Goods line) to Up Main located on the same site from the signal box.

The Up Main fixed distant semaphore signal will be repositioned 438 yards further from the signal box.

A Notice Board worded “END OF ONE TRAIN WORKING” (facing Newsham South signal box) with the other side worded “START OF ONE TRAIN WORKING” will be provided 741 yards from Newsham South signal box.

Plessey Road

Plessey Road level crossing controlled with the aid of CCTV from Newsham North signal box will now be controlled from Newsham South signal box with the aid of CCTV.

Isabella Level Crossing

The telephone associated with Isabella Level Crossing will now communicate with Newsham South signal box.
(34)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

TUESDAY 9 AUGUST : MIDDLESBROUGH

The trailing connection Up Main to Up Siding will be secured out of use in the normal position pending removal and the associated disc signals abolished. (35)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON BANK TOP STATION NO.1 PLATFORM

Notice Boards adjacent to the Station Siding hand points have been abolished and removed. (New item) (35)

**** ALNMOUTH**

The North end of the Down Passenger Loop has been renamed Down Siding and will be shortened by approximately 230 yards.

The existing facing connection Down Passenger Loop to Down Main has been secured out of use pending removal and associated Ground Position light signals abolished.

The 3-aspect colour light signal on the Down Passenger Loop plated A.123 located 1150 yards South of the signal box has been repositioned a further 620 yards South and will now apply Down Passenger Loop to A.124 signal or subsidiary Down Passenger Loop to Down Siding. A telephone communicating with Alnmouth signal box has been provided.

A new facing connection Down Siding to Down Main has been brought into use 800 yards from signal A.123 together with associated Ground Position light signal (plated 131) and will apply Down Siding to signal D.35. Trap points have been provided ahead of this signal.

The existing Limit of Shunt indicator on the Down Passenger Loop has been repositioned 34 yards South of the 34m.p.

A new ground position light signal (plated 126) has been provided on the Down Siding 200 yards after passing A.123 signal and will apply set-back Down Passenger Loop Limit of Shunt. Trap points have been provided ahead of this signal.

A new facing connection Down Passenger Loop to Down Main has been provided 100 yards North of signal A.123.

A new Ground Position light signal (plated 130) has been provided at the trailing end of the new connection Down Passenger Loop to Down Main and will apply Down Main to Down Passenger Loop Limit of Shunt.

The existing Ground Position Light Signal (plated 127) located on the Up Line of the Main to Main crossover has been provided with a two-way Stencil Type Route Indicator and will read as follows:—

- “D” – Up Main to D.35 signal
- “X” – Up Main to Up Main Limit of Shunt

A new Ground Position light signal with four-way Stencil Type Route Indicator (plated 128) has been provided on the North end of the Main to Main crossover and will apply as follows:—

- “S” – Down Main to Down Siding
- “X” – Down Main to Down Main
- “M” – Down Main to Up Main signal A.121
- “L” – Down Main to Up Passenger Loop signal A.122

A new Up Main Limit of Shunt indicator has been provided 63 yards North of Alnmouth signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** ALNMOUTH – continued**

The following Ground Position light signals have been abolished:-

- 138
- 136, 132

The Down Main 3-aspect colour light signal plated A.135 has been abolished.

The facing connection Down Main to Down Siding has been secured out of use pending removal.

Telephones will be provided at 131, 126 and 130 Ground Position light signals. (32)

**** ALNMOUTH**

The catch points on the Up Main line at 33m. 68chs. has been clamped out of use pending removal. (32)

BENTON

The Ground Position Light Signal located on the right hand side of the Up Blyth and Tyne line applying Shunting Up B. & T. to B.27 or B.19 and B.30 has been abolished and replaced at the same distance from the Signal Box on the left hand side of the line by a new 3-aspect Colour Light Signal plated B.38 and capable of displaying Red, Yellow and Green aspects. This signal has been provided with a 2-way stencil type route indicator located below the Red aspect and applies as follows:-

- N – North
- S – South

The 4-aspect colour light signal plated U.4X has been repositioned as a control signal 71 yards nearer Benton Signal Box and replated B.40.

A new 3-lever ground frame released from Benton Signal Box and known as Benton East G.F. has been provided at the West End of Benton Station and will control movements to and from B.R. Lines to the Metro Equipping area.

A new 4-lever ground frame released from Benton Signal Box and known as Benton West G.F. has been provided at the West End of Benton Station and will control movements to and from the Metro Equipping area to B.R. Lines.

Telephones communicating with Benton Signal Box have been provided at the new Ground Frames. (33)

LONDONDERRY

The Seaham Line and Up Sidings have been abolished together with the associated signals. The associated connections have been secured out of use pending removal.

The points between Stable Line and 18, 19 and 23 Staiths have been converted to hand operation. All associated signals have been abolished. (33)

LONDONDERRY

The points between Stable line and East and West Sidings have been converted to hand operation. The associated inlet signals have been abolished and the outlet signals retained. (33)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF BR.30054

Buff Pages. Part 7

Section B. Mechanical and Electrical Plant

- ★ Clause B10/10, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled."
- ★ Clause B10/13, amend to read, "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential." (40D)

WHITE PAGES

SECTION 6

TABLE H (H1/9) amend to read:-

★ INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL AND 100t ROTARY IRON ORE TIPPLER WAGONS

Authority for all movement of 'H' loaded 81, 82, 83, 84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons MUST be obtained from Regional Headquarters (Operations).

Form of Authority BR 29973 MUST be issued to train crews concerned, showing route and conditions of travel applicable. (39)

MISCELLANEOUS INSTRUCTIONS

★ NEWCASTLE

From Tuesday 9 August to Thursday 11 August between 10 00 and 15 30 hours Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their their trains to a stand at the market boards provided.

★ JARROW OIL TERMINAL - RESTRICTION OF LOCOMOTIVES

Commencing Monday 8 August and UNTIL FURTHER NOTICE, Classes 40, 45 and 46 locomotives to be banned from using Jarrow oil terminal sidings, because of restrictive curvature.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

27 JULY, 1977

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 13 AUGUST

TO

FRIDAY 19 AUGUST 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

SATURDAY 13 to SUNDAY 14 AUGUST : BIRTLEY No.2 GROUND FRAME

The Ground Frame will be replaced by a Switch Panel and the points will become power-operated. The trap points will become wide gauge. The Switch Panel will be housed in a steel case and will contain a vandal resistant telephone and four push buttons each with an associated indication together with a diagram showing the track layout.

The four push buttons will be (reading left to right):-
1-normal, 1-reverse, 2-normal, 2-reverse, 1 will be the release and No.2 the points.

A sketch showing the panel layout is enclosed with this notice.

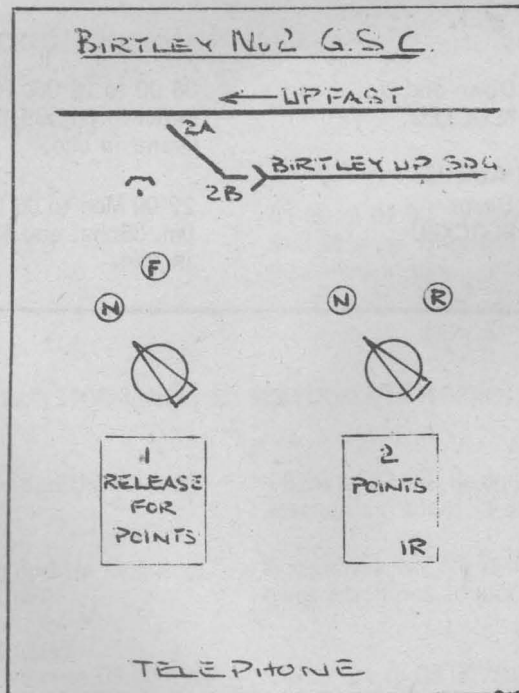
The method of operation will be:-

Request release from Signaller and when he informs you it is available Press "1 reverse" button until the "F" indication is shown. The points may now be worked by pressing the "2 normal" and "2 reverse" buttons as required in each case holding the button until the appropriate indication is shown. To restore the release to the Signaller with the point normal, press "1 normal" button until the "N" indication is shown.

On releasing this button the indications will be extinguished and will not show again until the release is once more obtained.

The door must be closed when work at the Ground Frame is finished.

(37)



SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 13 to SUNDAY 14 AUGUST : HENDON AND LONDONDERRY

The two crossovers providing facility Up Hendon to Up Goods and the associated signals will be abolished.

Hendon – Londonderry

The Up Goods will be renamed Van Siding and will be accessible at Londonderry end only. The Down Goods will be renamed Through Siding and will be worked in both directions. The signalling will normally permit movements from Londonderry towards Hendon. Movements in the opposite direction will be released by Londonderry.

Londonderry

The Up Hendon 2nd Home will be abolished. The 3rd Home will be renamed as a 2nd Home.

The crossover between Loop and Stable line will be renewed and existing signalling will be replaced by the following signals :-

- 87 A two arm miniature signal will be provided to the left of Loop protecting the crossover with the top arm applying to Through Siding and the lower arm to Van Siding.
- 91 A three arm miniature signal will be provided to the right of the Sidings exit protecting the crossover with the top arm applying to Through Siding, the middle arm to the Van Siding and the lower arm, which will be slotted by a Ground Frame situated outside the chargeman's office will apply to the Stable Line.
- 82
- 81 A disc signal will be provided to the left of the Stable Line protecting the crossover and applying to the Sidings. This signal and the signal reading from the Sidings to the Stable line will normally be off together.
- 88 A two arm miniature signal will be provided to the right of the Loop protecting the new crossover with the top arm applying to the Sidings Departure line and the lower arm along the Loop
- 86

(37)

SUNDAY 14 AUGUST : TYNE

The catch points located 560 yards before reaching signal TY.265 at 74 miles 55 chains will be removed.

(37)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON BANK TOP STATION NO.1 PLATFORM

Notice Boards adjacent to the Station Siding hand points have been abolished and removed.

(35)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

****BENTON**

The Ground Position Light Signal located on the right hand side of the Up Blyth and Tyne line applying Shunting Up B. & T. to B.27 or B.19 and B.30 has been abolished and replaced at the same distance from the Signal Box on the left hand side of the line by a new 3-aspect Colour Light Signal plated B.38 and capable of displaying Red, Yellow and Green aspects. This signal has been provided with a 2-way stencil type route indicator located below the Red aspect and applies as follows:-

- N – North
- S – South

The 4-aspect colour light signal plated U.4X has been repositioned as a control signal 71 yards nearer Benton Signal Box and replated B.40.

A new 3-lever ground frame released from Benton Signal Box and known as Benton East G.F. has been provided at the West End of Benton Station and will control movements to and from B.R. Lines to the Metro Equipping area.

A new 4-lever ground frame released from Benton Signal Box and known as Benton West G.F. has been provided at the West End of Benton Station and will control movements to and from the Metro Equipping area to B.R. Lines.

Telephones communicating with Benton Signal Box have been provided at the new Ground Frames. (33)

****LONDONDERRY**

The Seaham Line and Up Sidings have been abolished together with the associated signals. The associated connections have been secured out of use pending removal.

The points between Stable Line and 18, 19 and 23 Staiths have been converted to hand operation. All associated signals have been abolished. (33)

LONDONDERRY

The points between Stable line and East and West Sidings have been converted to hand operation. The associated inlet signals have been abolished and the outlet signals retained. (34)

MIDDLESBROUGH

The trailing connection Up Main to Up Siding has been secured out of use in the normal position pending removal and the associated disc signals abolished. (35)

NEWSHAM NORTH

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

All points have been disconnected pending being brought under the control of Newsham South signal box. (34)

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

After remodelling new points Up Main to Branch and trailing Mains to Mains crossover is controlled from Newsham South signal box. The Up Goods line is now known as the D.C.E. Siding.

The Down Main starting signal has been abolished.

The followed new signal have been brought into use controlled from Newsham South signal box :-

Up Main to Down Main or Down Branch semaphore signal located 589 yards from the signal box with the arm at 22' above rail level together with a 2-way stencil type indicator with the following indication:-

“M” – Up Main to Down Main

“B” – Up Main to Branch

A diamond sign has been provided. A Traffic Point Zone telephone has been provided adjacent to this signal.

Up Branch to Up Main Home semaphore signal located 726 yards from the signal box with the arm at 14' above rail level.

Down Main Second Home semaphore signal located 589 yards from the signal box with the arm at 22' above rail level. A diamond sign has been provided.

Up Main Second Home semaphore signal located 726 yards from the signal box with the arm at 22' above rail level. A telephone communicating with Newsham South signal box has been provided.

Shunting Down Main to Up Main ground disc signal located on the cess side of the Down Main at the North end of the trailing Main to Main crossover. A diamond sign has been provided.

Former Up Goods Home semaphore signal is now a miniature arm applying Shunting D.C.E. siding (former Up Goods line) to Up Main located on the same site from the signal box.

The Up Main fixed distant semaphore signal has been repositioned 438 yards further from the signal box.

A Notice Board worded “END OF ONE TRAIN WORKING” (facing Newsham South signal box) with the other side worded “START OF ONE TRAIN WORKING” HAS BEEN PROVIDED 741 yards from Newsham South signal box.

Plessey Road

Plessey Road level crossing controlled with the aid of CCTV from Newsham North signal box is now controlled from Newsham South signal box with the aid of CCTV.

Isabella Level Crossing

The telephone associated with Isabella Level Crossing now communicates with Newsham South signal box.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS

★ Rule Book, Section T, Parts I, II, IV and V

Commencing forthwith in the Eastern Region, when detonators are put down in accordance with the clauses listed below, two detonators 2 feet apart must be used where one is specified in the Rule Book. Where three detonators 20 yards apart are specified, this must be taken to mean 3 pairs of detonators, 20 yards apart. Each pair of detonators is to be placed on the same rail, two feet apart.

T I 4-1-1
 4-1-2
 4-1-3
 4-1-4

T II 8-1-1
 8-3

T IV 19-1-1
 19-3

T V 23-1-1
 23-1-2
 23-3-1

(40D)

★ NEWCASTLE

From Tuesday 16 August to Thursday 18 August between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

JARROW OIL TERMINAL – RESTRICTION OF LOCOMOTIVES

UNTIL FURTHER NOTICE, Classes 40, 45 and 46 locomotives to be banned from using Jarrow oil terminal sidings, because of restrictive curvature.

York

MO.45/NN

G.R.H. Orbell
 Chief Operating Manager

3 AUGUST, 1977

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 20 AUGUST

TO

FRIDAY 26 AUGUST 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 21 AUGUST : WIDDRINGTON**

The Up Main 4-aspect colour light signal plated W.15 will be renewed on the same side at the same distance from the signal box on a straight post with the Red aspect 11 feet above rail level. (37)

DETAILS OF WORK ALREADY CARRIED OUT**DARLINGTON BANK TOP STATION NO.1 PLATFORM**

Notice Boards adjacent to the Station Siding hand points have been abolished and removed. (35)

TYNE

The catch points located 560 yards before reaching signal TY.265 at 74 miles 55 chains have been removed. (37)

BIRTLEY NO.2 GROUND FRAME

The Ground Frame has been replaced by a Switch Panel and the points are now power-operated. The trap points are now wide gauge. The Switch Panel is housed in a steel case and contains a vandal resistant telephone and four push buttons each with an associated indication together with a diagram showing the track layout.

The four push buttons are (reading left to right) :-

1-normal, 1-reverse, 2-normal, 2-reverse, 1 is the release and No.2 the points.

A sketch showing the panel layout is enclosed with this notice.

The method of operation is :-

Request release from Signaller and when he informs you it is available Press "1 reverse" button until the "F" indication is shown. The points may now be worked by pressing the "2 normal" and "2 reverse" buttons as required in each case holding the button until the appropriate indication is shown. To restore the release to the Signaller with the point normal, press "1 normal" button until the "N" indication is shown.

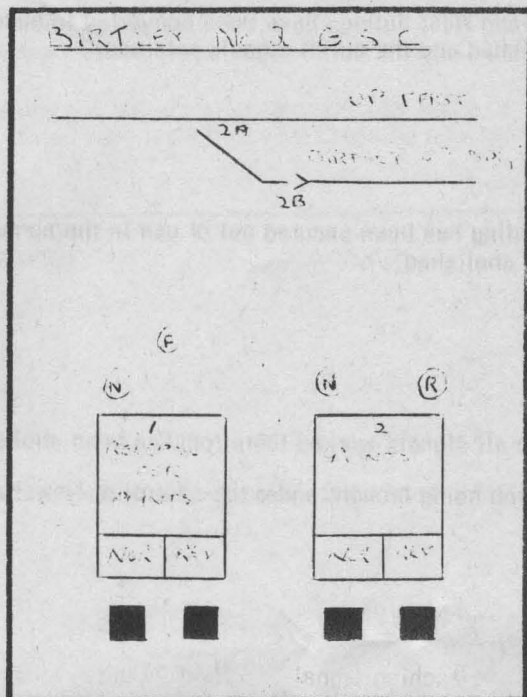
On releasing this button the indications are extinguished and do not show again until the release is once more obtained.

The door must be closed when work at the Ground Frame is finished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BIRTLEY NO.2 GROUND FRAME – continued



(Amended Diagram) (37)

HENDON AND LONDONDERRY

The two crossovers providing facility Up Hendon to Up Goods and the associated signals have been abolished.

Hendon – Londonderry

The Up Goods has been renamed Van Siding and is now accessible at Londonderry end only. The Down Goods has been renamed Through Siding and is now worked in both directions. The signalling normally permits movements from Londonderry towards Hendon. Movements in the opposite direction is now released by Londonderry.

Londonderry

The Up Hendon 2nd Home has been abolished. The 3rd Home has been renamed as a 2nd Home.

The crossover between Loop and Stable line has been renewed and existing signalling replaced by the following signals:-

A two arm miniature signal has been provided to the left of Loop protecting the crossover with the top arm applying to Through Siding and the lower arm to Van Siding.

A three arm miniature signal has been provided to the right of the Sidings exit protecting the crossover with the top arm applying to Through Siding, the middle arm to the Van Siding and the lower arm, which has been slotted by a Ground Frame situated outside the chargeman's office applies to the Stable line.

A disc signal has been provided to the left of the Stable Line protecting the crossover and applying to the Sidings. This signal and the signal reading from the Sidings to the Stable line are normally off together.

A two arm miniature signal has been provided to the right of the Loop protecting the new crossover with the top arm applying to the Sidings Departure line and the lower arm along the Loop.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** LONDONDERRY**

The points between Stable line and East and West Sidings have been converted to hand operation. The associated inlet signals have been abolished and the outlet signals retained. (34)

MIDDLESBROUGH

The trailing connection Up Main to Up Siding has been secured out of use in the normal position pending removal and the associated disc signals abolished. (35)

**** NEWSHAM NORTH**

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

All points have been disconnected pending being brought under the control of Newsham South signal box. (34)

**** NEWSHAM SOUTH**

After remodelling new points Up Main to Branch and trailing Mains to Mains crossover is controlled from Newsham South signal box. The Up Goods line is now known as the D.C.E. Siding.

The Down Main starting signal has been abolished.

The following new signal have been brought into use controlled from Newsham South signal box :-

Up Main to Down Main or Down Branch semaphore signal located 589 yards from the signal box with the arm at 22' above rail level together with a 2-way stencil type indicator with the following indication:-

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

A diamond sign has been provided. A Traffic Point Zone telephone has been provided adjacent to this signal.

Up Branch to Up Main Home semaphore signal located 726 yards from the signal box with the arm at 14' above rail level.

Down Main Second Home semaphore signal located 589 yards from the signal box with the arm at 22' above rail level. A diamond sign has been provided.

Up Main Second Home semaphore signal located 726 yards from the signal box with the arm at 22' above rail level. A telephone communicating with Newsham South signal box has been provided.

Shunting Down Main to Up Main ground disc signal located on the cess side of the Down Main at the North end of the trailing Main to Main crossover. A diamond sign has been provided.

Former Up Goods Home semaphore signal is now a miniature arm applying Shunting D.C.E. siding (former Up Goods line) to Up Main located on the same site from the signal box.

The Up Main fixed distant semaphore signal has been repositioned 438 yards further from the signal box.

A Notice Board worded “END OF ONE TRAIN WORKING” (facing Newsham South signal box) with the other side worded “START OF ONE TRAIN WORKING” HAS BEEN PROVIDED 741 yards from Newsham South signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * NEWSHAM SOUTH - continued

Plessey Road

Plessey Road level crossing controlled with the aid of CCTV from Newsham North signal box is now controlled from Newsham South signal box with the aid of CCTV.

Isabella Level Crossing

The telephone associated with Isabella Level Crossing now communicates with Newsham South signal box. (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

GENERAL INSTRUCTIONS AND NOTICES ND 32D (COMMENCING SATURDAY 6 AUGUST)

Pages 6, 8, 17 and 19 in the above publication have been mis-printed in some copies. A special issue of replacements of these pages has been issued. Anyone who has received a defective copy and not the replacement pages should contact his supervisor. (37)

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF BR.30054

Buff Pages. Part 7

Section B. Mechanical and Electrical Plant

Clause B10/10, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled."

Clause B10/13, emend to read, "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential." (40D)

WHITE PAGES

SECTION 6

TABLE H (H1/9) amend to read:-

**INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL
AND 100t ROTARY IRON ORE TIPPLER WAGONS**

Authority for all movement of 'H' loaded 81, 82, 83, 84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons MUST be obtained from Regional Headquarters (Operations).

Form of Authority BR.29973 MUST be issued to train crews concerned, showing route and conditions of travel applicable. (39)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 136 (Page 61 - Supp. No.1)

HENDON BRANCH

Delete:— Additional Up line between Londonderry and Hendon

Amend:— Additional Down line between Londonderry and Hendon to indicate either-way working.

(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS

Rule Book, Section T, Parts I, II, IV and V

Commencing forthwith in the Eastern Region, when detonators are put down in accordance with the clauses listed below, two detonators 2 feet apart must be used where one is specified in the Rule Book. Where three detonators 20 yards apart are specified, this must be taken to mean 3 pairs of detonators, 20 yards apart. Each pair of detonators is to be placed on the same rail, two feet apart.

T I 4-1-1
 4-1-2
 4-1-3
 4-1-4

T II 8-1-1
 8-3

T IV 19-1-1
 19-3

T V 23-1-1
 23-1-2
 23-3-1

(40D)

★NEWCASTLE

From Tuesday 23 August to Thursday 25 August between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

JARROW OIL TERMINAL – RESTRICTION OF LOCOMOTIVES

UNTIL FURTHER NOTICE, Classes 40, 45 and 46 locomotives to be banned from using Jarrow oil terminal sidings, because of restrictive curvature. (40D)

York

MO.45/NN

G.R.H. Orbell
 Chief Operating Manager

10 AUGUST, 1977

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 :-"

"WHEN TRAINS RUN LATE.

DON'T HESITATE

COMMUNICATE

Keep Passengers and other Staff

well informed"

G.R.H. Orbell
Chief Operating Manager





NN

EASTERN REGION

35/36

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 27 AUGUST
TO
FRIDAY 9 SEPTEMBER 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

SUNDAY 28 AUGUST : YORK SOUTH

The gantry carrying the 4-aspect colour light signals plated Y16 and Y19 with associated junction indicators applying to the Down Leeds and Down Doncaster lines respectively will be repositioned 117 yards nearer Chaloners Whin Junction.

Ground position light signal No.18 applying Up Leeds Main to No.22 signal will be repositioned 140 yards nearer Chaloners Whin Junction. (38)

SATURDAY 3 and SUNDAY 4 SEPTEMBER – HEPSCOTT

The level crossing gates will be abolished and replaced by lifting barriers. (38)

SUNDAY 4 SEPTEMBER : YORK SOUTH (DRINGHOUSES) DOWN SIDINGS

The trap points located on the exit from the Down Sidings will be renewed and repositioned 10 yards further from ground position light signal No.22.

The Ground Position Light Signal No.15 applying from the Down Reception lines and Down Sidings will be repositioned 56 yards further from Ground Position Light Signal No.22. (38)

DETAILS OF WORK ALREADY CARRIED OUT

**** DARLINGTON BANK TOP STATION NO.1 PLATFORM**

Notice Boards adjacent to the Station Siding hand points have been abolished and removed. (35)

TYNE

The catch points located 560 yards before reaching signal TY.265 at 74 miles 55 chains have been removed. (37)

BIRTLEY NO.2 GROUND FRAME

The Ground Frame has been replaced by a Switch Panel and the points are now power-operated. The trap points are now wide gauge. The Switch Panel is housed in a steel case and contains a vandal resistant telephone and four push buttons each with an associated indication together with a diagram showing the track layout.

The four push buttons are (reading left to right) :-

1-normal, 1-reverse, 2-normal, 2-reverse, 1 is the release and No.2 the points.

A sketch showing the panel layout is enclosed with this notice.

The method of operation is :-

Request release from Signaller and when he informs you it is available Press "1 reverse" button until the "F" indication is shown. The points may now be worked by pressing the "2 normal" and "2 reverse" buttons as required in each case holding the button until the appropriate indication is shown. To restore the release to the Signaller with the point normal, press "1 normal" button until the "N" indication is shown.

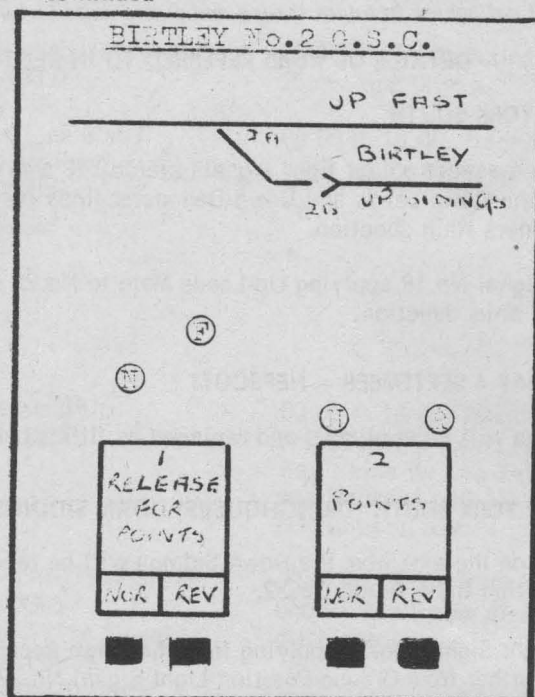
On releasing this button the indications are extinguished and do not show again until the release is once more obtained.

The door must be closed when work at the Ground Frame is finished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BIRTLBY NO.2 GROUND FRAME – continued



(37)

WIDDRINGTON

The Up Main 4-aspect colour light signal plated W.15 has been renewed on the same side at the same distance from the signal box on a straight post with the Red aspect 11 feet above rail level. (37)

HENDON AND LONDONDERRY

The two crossovers providing facility Up Hendon to Up Goods and the associated signals have been abolished.

Hendon – Londonderry

The Up Goods has been renamed Van Siding and is now accessible at Londonderry end only. The Down Goods has been renamed Through Siding and is now worked in both directions. The signalling normally permits movements from Londonderry towards Hendon. Movements in the opposite direction is now released by Londonderry.

Londonderry

The Up Hendon 2nd Home has been abolished. The 3rd Home has been renamed as a 2nd Home.

The crossover between Loop and Stable line has been renewed and existing signalling replaced by the following signals:-

A two arm miniature signal has been provided to the left of Loop protecting the crossover with the top arm applying to Through Siding and the lower arm to Van Siding.

A three arm miniature signal has been provided to the right of the Sidings exit protecting the crossover with the top arm applying to Through Siding, the middle arm to the Van Siding and the lower arm, which has been slotted by a Ground Frame situated outside the chargeman's office applies to the Stable line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HENDON AND LONDONDERRY – continued

Londonderry – continued

A disc signal has been provided to the left of the Stable Line protecting the crossover and applying to the Sidings. This signal and the signal reading from the Sidings to the Stable line are normally off together.

A two arm miniature signal has been provided to the right of the Loop protecting the new crossover with the top arm applying to the Sidings Departure line and the lower arm along the Loop. (37)

*** MIDDLESBROUGH**

The trailing connection Up Main to Up Siding has been secured out of use in the normal position pending removal and the associated disc signals abolished. (35)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL INSTRUCTIONS AND NOTICES ND 32D (COMMENCING SATURDAY 6 AUGUST)

Pages 6, 8, 17 and 19 in the above publication have been mis-printed in some copies. A special issue of replacements of these pages has been issued. Anyone who has received a defective copy and not the replacement pages should contact his supervisor. (37)

ALTERATIONS TO GENERAL APPENDIX

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)

Page 29 (Page 12, ND32)

8. Failure of Apparatus

★ Amend first sentence of second paragraph of clause (b):-

The Signaller who receives advice of the failure must make arrangements for subsequent trains to be stopped and drivers informed that the A.W.S. track equipment at the signal, Warning Indicator or Warning Board concerned is defective, until such time as the defect has been put right or a Handsignaller appointed as provided for in clause 10. (Second sentence as printed in the General Appendix).

★ Amend fourth sentence of second paragraph of clause (b) to:-

The Signaller receiving information of the failure must also arrange for the attendance of the Track Changer/S. & T. Technician, as appropriate, and inform the Traffic Control Office of the details given by the Driver.

★ Amend the final paragraph of clause (b) to:-

The Signaller must be advised when the defect has been rectified or the apparatus has been tested and found to be in order. On receiving this advice the Signaller/men must make an appropriate entry in the Train Register and normal working may then be resumed.

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF BR.30054

Buff Pages. Part 7

Section B. Mechanical and Electrical Plant

Clause B10/10, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled."

Clause B10/13, amend to read, "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential." (40D)

WHITE PAGES

SECTION 6

TABLE H (H1/9) amend to read:-

INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL AND 100t ROTARY IRON ORE TIPLER WAGONS

Authority for all movement of 'H' loaded 81, 82, 83, 84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons MUST be obtained from Regional Headquarters (Operations).

Form of Authority BR/29973 MUST be issued to train crews concerned, showing route and conditions of travel applicable. (39)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF BR. 30054 – continued

Instruction E1/9
as printed to paragraph 3.

★ Paragraph 4 and sub-clauses A, B, C and D to be **deleted** and the following **substituted**:-

(a) **Between Military Explosives and other Dangerous Goods**

Barrier vehicles of the covered type, providing a segregation distance of 18 metres (3 SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled between wagons containing military explosives and vehicles loaded with dangerous goods permitted by the regulations to be conveyed on the same train as the explosives (See E1/7).

(b) **Between Military Explosives and locomotive/brake van and at end of train**

Barrier vehicles of any type, providing a segregation distance of 11.6 metres (2 SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled:

- (i) between the locomotive and the first wagon containing military explosives.
- (ii) between the last wagon containing military explosives and the guard's brakevan if one is provided:
- (iii) behind the last wagon containing military explosives if no brakevan is provided.

Paragraph 5 and sub-clauses A, B, C, D:- as printed.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 25 **DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.**

King Edward Bridge Junction

- ★ Amend:- 20 20 0m. 48chs. (79m. 42chs. York and Newcastle mileage) to 0m. 29chs. (Gateshead to Blaydon mileage)
- ★ Add:- 10 10 Gateshead West lines 0m. 29chs. to 0m. 0chs. (Gateshead to Blaydon mileage)
- ★ Delete:- 10 10 Through Gateshead West Station and entering Down Slow line, 0m. 0chs. to 0m. 16chs. (Gateshead to Blaydon mileage) (40D)

Page 136 (Page 61 – Supp. No.1)
HENDON BRANCH

Delete:- Additional Up line between Londonderry and Hendon

Amend:- Additional Down line between Londonderry and Hendon to indicate either-way working.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS

Rule Book, Section T, Parts I, II, IV and V

Commencing forthwith in the Eastern Region, when detonators are put down in accordance with the clauses listed below, two detonators 2 feet apart must be used where one is specified in the Rule Book. Where three detonators 20 yards apart are specified, this must be taken to mean 3 pairs of detonators, 20 yards apart. Each pair of detonators is to be placed on the same rail, two feet apart.

T I 4-1-1
4-1-2
4-1-3
4-1-4

T II 8-1-1
8-3

T IV 19-1-1
19-3

T V 23-1-1
23-1-2
23-3-1

(40D)

★NEWCASTLE

From Tuesday 6 to Thursday 8 September between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

JARROW OIL TERMINAL – RESTRICTION OF LOCOMOTIVES

UNTIL FURTHER NOTICE, Classes 40, 45 and 46 locomotives to be banned from using Jarrow oil terminal sidings, because of restrictive curvature. (40D)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

17 AUGUST, 1977

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 17 SEPTEMBER
TO
FRIDAY 23 SEPTEMBER 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 18 SEPTEMBER: MIDDLESBROUGH**

Dock Hill signal box, together with all signals and points worked therefrom will be abolished.

A new trailing connection Up Goods to Down Goods controlled from Middlesbrough signal box will be provided on the Thornaby side of the level crossing.

A new Ground Position Light Signal (plated 4) with two-way stencil type route indicator will be brought into use situated at the Tees yard end of the new trailing points Up Goods to Down Goods with the following indications:-

Y - Dock Siding
G - Down Goods

A new facing connection Down Goods to Dock Siding will be brought into use.

A new 3-aspect colour light Down Goods Home signal plated M.1 capable of displaying Red or Green aspects only with subsidiary signal below; will be brought into use 490 yds. Thornaby side of the signal box and will apply as follows:-

Main Aspect - Down Goods
Subsidiary - Dock Sidings

A Shunters Plunger will be provided in the vicinity of the former Dock Hill signal box which will release the subsidiary signals on signals M1 and Ground Position Light Signal 4.

All movements in the Up direction from the Dock Sidings will be Hand-Signalled pending provision of a new colour light signal.

The ABSOLUTE BLOCK REGULATIONS will apply on the Down and Up Goods lines between Middlesbrough and Guisborough Junction. (41)

DETAILS OF WORK ALREADY CARRIED OUT**TEMPORARY SPEED RESTRICTIONS - WARNING ARRANGEMENTS**

An audible warning indication has been provided for every warning board for each temporary speed restriction on the following sections of line:-

King's Cross to Doncaster (Marshgate Junction)

Doncaster (Marshgate Junction to York (Holgate Junction)

York (Skelton Junction) to Newcastle (King Edward Bridge Junction) except Darlington Station area

Newcastle (Manors Junction) to Berwick (Marshall Meadows)

Doncaster (Marshgate Junction) to Leeds City (West Junction)

(40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** YORK SOUTH**

The gantry carrying the 4-aspect colour light signals plated Y16 and Y19 with associated junction indicators applying to the Down Leeds and Down Doncaster lines respectively have been repositioned 117 yards nearer Chaloners Whin Junction.

Ground position light signal No.18 applying Up Leeds Main to No.22 signal has been repositioned 140 yards nearer Chaloners Whin Junction. (38)

**** YORK SOUTH (DRINGHOUSES) DOWN SIDINGS**

The trap points located on the exit from the Down Sidings have been renewed and repositioned 10 yards further from ground position light signal No.22.

The Ground Position Light Signal No.15 applying from the Down Reception lines and Down Sidings has been repositioned 56 yards further from Ground Position Light Signal No.22. (38)

CHALONERS WHIN – HOLGATE JUNCTION

The connection Down Normanton to Down Leeds has been secured out of use in the normal position pending removal. (40)

CHALONERS WHIN JUNCTION AND HOLGATE JUNCTION

The facing connection from the Down Doncaster and the trailing connection from the Up Leeds leading to the Down Holgate Loop has been replaced by a new facing connection Down Doncaster to Up Leeds and a new trailing connection Up Leeds to Down Leeds situated approximately 140 yards near Chaloners Whin Junction on the approach side of the connection Down Leeds to Down Holgate Loop.

The 4-aspect colour light signal plated Y.19 has been provided with an additional route indication and now applies as follows:-

Position No.1 Down Doncaster to Down Leeds
Position No.2 Down Doncaster to Down Holgate Loop (40)

PLESSEY

The level crossing gates have been abolished and replaced by lifting barriers. (40)

PELAW – GATESHEAD

Signal D.98B has been renewed on a straight post 229 yards nearer Pelaw Signal Box. (40)

BISHOP AUCKLAND GOODS BRANCH

Shell Mex Depot Sidings have been closed. The Goods Branch has been shortened by 210 yards and buffer stops erected on the Bishop Auckland Station side. (New item) (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CLIFF HOUSE BRANCH

The connections to the Furness Siding and B.S.C. Hartlepool North Works Exchange Sidings have been clamped out of use pending removal. (New item) (41)

GRANGETOWN

The connection leading to the Up Siding has been clamped out of use pending removal. (New item) (41)

**** HEPSCOTT**

The level crossing gates have been abolished and replaced by lifting barriers. (38)

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 GENERAL APPENDIX

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)

Page 29 (Page 12, ND32)

8. Failure of Apparatus

Amend first sentence of second paragraph of clause (b):—

The Signaller who receives advice of the failure must make arrangements for subsequent trains to be stopped and drivers informed that the A.W.S. track equipment at the signal, Warning Indicator or Warning Board concerned is defective, until such time as the defect has been put right or a Handsignalman appointed as provided for in clause 10. (Second sentence as printed in the General Appendix).

Amend fourth sentence of second paragraph of clause (b) to:—

The Signaller receiving information of the failure must also arrange for the attendance of the Track Changerman/S. & T. Technician, as appropriate, and inform the Traffic Control Office of the details given by the Driver.

Amend the final paragraph of clause (b) to:—

The Signaller must be advised when the defect has been rectified or the apparatus has been tested and found to be in order. On receiving this advice the Signaller/men must make an appropriate entry in the Train Register and normal working may then be resumed.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF BR.30054

Buff Pages. Part 7

Section B. Mechanical and Electrical Plant

Clause B10/10, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled."

Clause B10/13, amend to read, "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential." (40D)

(BLUE PAGES)

PREPARATION AND WORKING OF FREIGHTLINER TRAINS

Section D – Loading, Unloading and Securing

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

- D.1 Containers loaded on Freightliner and Lowliner vehicles must be secured by twistlocks at all four corners, except as shown below:-
- a) Where one of the twistlocks is faulty or missing, containers may be secured by three twistlocks.
 - b) Containers 15 feet in length cannot be secured at all four corners. They should be secured at four positions, except where one of the twistlocks is faulty or missing when they may be secured at three positions.

Before any attempt is made to unload a container all securing devices must be released.

WHITE PAGES

SECTION 6

TABLE H (H1/9) amend to read:-

INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL AND 100t ROTARY IRON ORE TIPPLER WAGONS

Authority for all movement of 'H' loaded 81, 82, 83, 84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons **MUST** be obtained from Regional Headquarters (Operations).

Form of Authority BR 29973 **MUST** be issued to train crews concerned, showing route and conditions of travel applicable. (39)

Instruction E1/9 as printed to paragraph 3.

Paragraph 4 and sub-clauses A, B, C and D to be **deleted** and the following **substituted**:-

(a) **Between Military Explosives and other Dangerous Goods**
Barrier vehicles of the covered type, providing a segregation distance of 18 metres (3 SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled between wagons containing military explosives and vehicles loaded with dangerous goods permitted by the regulations to be conveyed on the same train as the explosives (See E1/7).

(b) **Between Military Explosives and locomotive/brake van and at end of train**
Barrier vehicles of any type, providing a segregation distance of 11.6 metres (2 SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled:

- (i) between the locomotive and the first wagon containing military explosives.
- (ii) between the last wagon containing military explosives and the guard's brakevan if one is provided:
- (iii) behind the last wagon containing military explosives if no brakevan is provided.

Paragraph 5 and sub-clauses A, B, C, D:- as printed.

(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 25 **DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.**
King Edward Bridge Junction

- Amend:—** 20 20 0m. 48chs. (79m. 42chs. York and Newcastle mileage) to 0m. 29chs. (Gateshead to Blaydon mileage)
- Add:—** 10 10 Gateshead West lines 0m. 29chs. to 0m. 0chs. (Gateshead to Blaydon mileage)
- Greensfield Junction
- Delete:—** 10 10 Through Gateshead West Station and entering Down Slow line, 0m. 0chs. to 0m. 16chs. (Gateshead to Blaydon mileage) (40D)

Page 136 (Page 61 – Supp. No.1)
HENDON BRANCH

- Delete:—** Additional Up line between Londonderry and Hendon
- Amend:—** Additional Down line between Londonderry and Hendon to indicate either-way working. (40D)

MISCELLANEOUS INSTRUCTIONS

Rule Book, Section T, Parts I, II, IV and V

Commencing forthwith in the Eastern Region, when detonators are put down in accordance with the clauses listed below, two detonators 2 feet apart must be used where one is specified in the Rule Book. Where three detonators 20 yards apart are specified, this must be taken to mean 3 pairs of detonators, 20 yards apart. Each pair of detonators is to be placed on the same rail, two feet apart.

T I 4-1-1
4-1-2
4-1-3
4-1-4

T II 8-1-1
8-3

T IV 19-1-1
19-3

T V 23-1-1
23-1-2
23-3-1

(40D)

NN-25

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

NEWCASTLE

From Tuesday 13 to Thursday 15 September between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

JARROW OIL TERMINAL – RESTRICTION OF LOCOMOTIVES

UNTIL FURTHER NOTICE, Classes 40, 45 and 46 locomotives to be banned from using Jarrow oil terminal sidings, because of restrictive curvature. (40D)

York

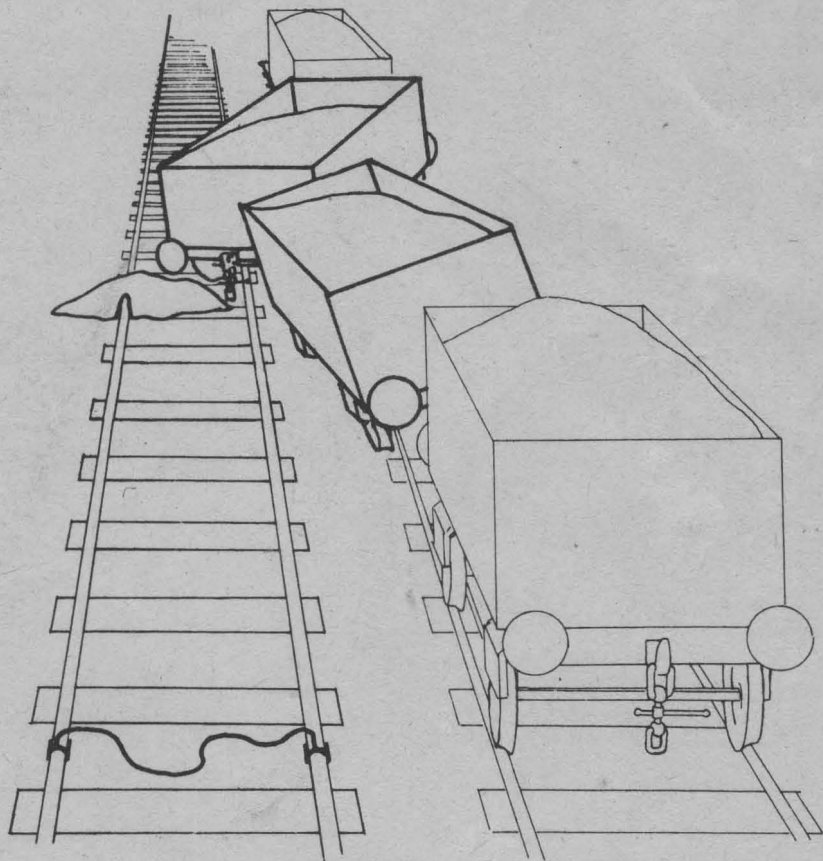
MO.45/NN

G.R.H. Orbell
Chief Operating Manager

9 SEPTEMBER, 1977

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 :-”



IF YOUR MATE'S TO LIVE TO TELL THE TALE, GET A CLIP DOWN QUICKLY ON THE NEARBY RAIL. – YES, EVEN WITHIN PROTECTION OF HOME SIGNALS – RULE BOOK, SECTION M, CLAUSE 3.8.1.



NN

EASTERN REGION

39

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

SATURDAY 24 SEPTEMBER

TO

FRIDAY 30 SEPTEMBER 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.

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 SEPTEMBER : LONDONDERRY

57 The Up Hendon first home signal will be re-positioned 242 yds. nearer the signal box. It will be positioned at a height of 24ft. on the existing bracket already carrying the Down Hendon starting signal and 6ft. to the left of that signal. (41)

SATURDAY 24 to SUNDAY 25 SEPTEMBER : BELFORD

Crag Mill gate box will be abolished and the level crossing will be monitored by Closed Circuit Television from Belford signal box. Telephones will be provided communicating with Belford signal box. Flashing road signals will be installed at Belford and Crag Mill level crossings.

Miniature red/green lights activated by the occupation and clearance of track circuits will be installed at occupation crossings 174 and 179 with telephone communicating with Belford signal box.

The catch points in the Up Line 560 yds. before reaching U53 and 560 yds. before reaching BD 26 will be secured permanently out of use pending removal.

The following signals will be re-plated :-

Old	New
D49	BD1
U50	BD2
D53	BD81
U53	BD82
D53B	BD83
U54	BD84
BD24	BD85
BD25	BD86
BD27	BD87
BD28	BD88
U56	BD90

(41)

SATURDAY 24 to WEDNESDAY 28 SEPTEMBER : USWORTH

The level crossing gates will be abolished and replaced by lifting barriers. (41)

SUNDAY 25 SEPTEMBER : MIDDLESBROUGH

A new 3-aspect colour light signal plated M.23 capable of displaying Red/Yellow or Green aspects with subsidiary signal and 2-way stencil type route indicator below will be brought into use on the left hand side of the Dock Sidings 258 yards from Middlesbrough Signal Box with the following indications:-

- Main Aspect - Up Goods clear
- Subsidiary Indication 'G' - Up Goods Occupied
- Subsidiary with Indication 'N' - Shunting Neck

A telephone communicating with Middlesbrough Signal Box will be provided. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS

An audible warning indication has been provided for every warning board for each temporary speed restriction on the following sections of line:-

King's Cross to Doncaster (Marshgate Junction)

Doncaster (Marshgate Junction to York (Holgate Junction)

York (Skelton Junction) to Newcastle (King Edward Bridge Junction) except Darlington Station area

Newcastle (Manors Junction) to Berwick (Marshall Meadows)

Doncaster (Marshgate Junction) to Leeds City (West Junction) (40)

CHALONERS WHIN – HOLGATE JUNCTION

The connection Down Normanton to Down Leeds has been secured out of use in the normal position pending removal. (40)

CHALONERS WHIN JUNCTION AND HOLGATE JUNCTION

The facing connection from the Down Doncaster and the trailing connection from the Up Leeds leading to the Down Holgate Loop has been replaced by a new facing connection Down Doncaster to Up Leeds and a new trailing connection Up Leeds to Down Leeds situated approximately 140 yards near Chaloners Whin Junction on the approach side of the connection Down Leeds to Down Holgate Loop.

The 4-aspect colour light signal plated Y.19 has been provided with an additional route indication and now applies as follows:-

Position No.1 Down Doncaster to Down Leeds

Position No.2 Down Doncaster to Down Holgate Loop (40)

PLESSEY

The level crossing gates have been abolished and replaced by lifting barriers. (40)

PELAW – GATESHEAD

Signal D.98B has been renewed on a straight post 129 yards nearer Pelaw Signal Box. (Amended item) (40)

BISHOP AUCKLAND GOODS BRANCH

Shell Mex Depot Sidings have been closed. The Goods Branch has been shortened by 210 yards and buffer stops erected on the Bishop Auckland Station side. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CLIFF HOUSE BRANCH

The connections to the Furness Siding and B.S.C. Hartlepool North Works Exchange Sidings have been clamped out of use pending removal. (41)

MIDDLESBROUGH

Dock Hill signal box, together with all signals and points worked therefrom have been abolished.

A new trailing connection Up Goods to Down Goods controlled from Middlesbrough signal box has been provided on the Thornaby side of the level crossing.

A new Ground Position Light Signal (plated 4) with two-way stencil type route indicator has been brought into use situated at the Tees yard end of the new trailing points Up Goods to Down Goods with the following indications:-

Y – Dock Siding

G – Down Goods

A new facing connection Down Goods to Dock Siding has been brought into use.

A new 3-aspect colour light Down Goods Home signal plated M.1 capable of displaying Red or Green aspects only with subsidiary signal below, has been brought into use 490 yds. Thornaby side of the signal box and applies as follows:-

Main Aspect – Down Goods

Subsidiary – Dock Sidings

A Shunters Plunger has been provided in the vicinity of the former Dock Hill signal box which releases the subsidiary signals on signals M1 and Ground Position Light Signal 4.

All movements in the Up direction from the Dock Sidings are Hand-Signalled pending provision of a new colour light signal.

The ABSOLUTE BLOCK REGULATIONS apply on the Down and Up Goods lines between Middlesbrough and Guisborough Junction. (41)

GRANGETOWN

The connection leading to the Up Siding has been clamped out of use pending removal. (41)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)

Page 29 (Page 12, ND32)

8. Failure of Apparatus

Amend first sentence of second paragraph of clause (b):—

The Signaller who receives advice of the failure must make arrangements for subsequent trains to be stopped and drivers informed that the A.W.S. track equipment at the signal, Warning Indicator or Warning Board concerned is defective, until such time as the defect has been put right or a Handsignaller appointed as provided for in clause 10. (Second sentence as printed in the General Appendix).

Amend fourth sentence of second paragraph of clause (b) to:—

The Signaller receiving information of the failure must also arrange for the attendance of the Track Changer/S. & T. Technician, as appropriate, and inform the Traffic Control Office of the details given by the Driver.

Amend the final paragraph of clause (b) to:—

The Signaller must be advised when the defect has been rectified or the apparatus has been tested and found to be in order. On receiving this advice the Signaller/men must make an appropriate entry in the Train Register and normal working may then be resumed.

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF BR.30054

Buff Pages. Part 7

Section B. Mechanical and Electrical Plant

Clause B10/10, add before present wording, "Brutes should always be pushed from the brake end so that proper control can be maintained. Only when there is no other way of moving it may a Brute be pulled."

Clause B10/13, amend to read, "Not more than one BRUTE, POTU or MATE must be propelled by mechanical means, and this may only be done if it is absolutely essential." (40D)

(BLUE PAGES)

PREPARATION AND WORKING OF FREIGHTLINER TRAINS

Section D – Loading, Unloading and Securing

Delete existing instruction and substitute:—

- D.1 Containers loaded on Freightliner and Lowliner vehicles must be secured by twistlocks at all four corners, except as shown below:—
- a) Where one of the twistlocks is faulty or missing, containers may be secured by three twistlocks.
 - b) Containers 15 feet in length cannot be secured at all four corners. They should be secured at four positions, except where one of the twistlocks is faulty or missing when they may be secured at three positions.

Before any attempt is made to unload a container all securing devices must be released.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF BR.30054 – continued

WHITE PAGES

SECTION 6

TABLE H (H1/9) amend to read:–

INSTRUCTIONS FOR THE CONVEYANCE OF HEAVILY LOADED STRIP COIL AND 100t ROTARY IRON ORE TIPLER WAGONS

Authority for all movement of 'H' loaded 81, 82, 83, 84 tonne Strip Coil and 100 tonne Rotary Iron Ore Tippler Wagons **MUST** be obtained from Regional Headquarters (Operations).

Form of Authority BR.29973 **MUST** be issued to train crews concerned, showing route and conditions of travel applicable. (39)

Instruction E1/9 as printed to paragraph 3.

Paragraph 4 and sub-clauses A, B, C and D to be **deleted** and the following **substituted**:–

(a) Between Military Explosives and other Dangerous Goods

Barrier vehicles of the covered type, providing a segregation distance of 18 metres (3 SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled between wagons containing military explosives and vehicles loaded with dangerous goods permitted by the regulations to be conveyed on the same train as the explosives (See E1/7).

(b) Between Military Explosives and locomotive/brake van and at end of train

Barrier vehicles of any type, providing a segregation distance of 11.6 metres (2 SLU's) (See Notes to E1/10), either empty or loaded with non-dangerous goods, must be marshalled:

- (i) between the locomotive and the first wagon containing military explosives.
- (ii) between the last wagon containing military explosives and the guard's brakevan if one is provided:
- (iii) behind the last wagon containing military explosives if no brakevan is provided.

Paragraph 5 and sub-clauses A, B, C, D:– as printed.

(40D)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 25 DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.
King Edward Bridge Junction

Amend:–

20 20 0m. 48chs. (79m. 42chs. York and Newcastle mileage) to 0m. 29chs. (Gateshead to Blaydon mileage)

Add:–

10 10 Gateshead West lines 0m. 29chs. to 0m. 0chs. (Gateshead to Blaydon mileage)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 25 – continued

Greensfield Junction

Delete:–

10 10 Through Gateshead West Station and entering Down Slow line, 0m. 0chs. to 0m. 16chs. (Gateshead to Blaydon mileage) (40D)

Page 136 (Page 61 – Supp. No.1)

HENDON BRANCH

Delete:– Additional Up line between Londonderry and Hendon

Amend:– Additional Down line between Londonderry and Hendon to indicate either-way working.

(40D)

MISCELLANEOUS INSTRUCTIONS

Rule Book, Section T, Parts I, II, IV and V

Commencing forthwith in the Eastern Region, when detonators are put down in accordance with the clauses listed below, two detonators 2 feet apart must be used where one is specified in the Rule Book. Where three detonators 20 yards apart are specified, this must be taken to mean 3 pairs of detonators, 20 yards apart. Each pair of detonators is to be placed on the same rail, two feet apart.

- T I 4.1.1
- 4.1.2
- 4.1.3
- 4.1.4

- T II 8.1.1
- 8.3

- T IV 19.1.1
- 19.3

- T V 23.1.1
- 23.1.2
- 23.3.1

NEWCASTLE

From Tuesday 27 to Thursday 29 September between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

JARROW OIL TERMINAL - RESTRICTION OF LOCOMOTIVES

UNTIL FURTHER NOTICE, Classes 40, 45 and 46 locomotives to be banned from using Jarrow oil terminal sidings, because of restrictive curvature. (40D)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

16 SEPTEMBER. 1977

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

40

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

SATURDAY 1 OCTOBER

TO

FRIDAY 7 OCTOBER 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.

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 1 to SUNDAY 2 OCTOBER—LONGHIRST

A new facing crossover and a connection from the Up Main to and from Butterwell single line located immediately north of Ulgham Lane Gatebox will be commissioned.

D20 Down Main Colour Light Signal and Ground Position Light Signals 20 Up Main to Down Main and 15 CCE sidings to Down Main will be abolished.

New colour light signals will be provided as follows:—

LT2 – 3 aspect colour light signal located on Down Butterwell Single line applying to Up Main.

LT9 – 4 aspect colour light signal with junction indicator position 4, applying Down Main to Butterwell Line, located 945 yards North of the signal box on the Down Main.

Telephones will be provided at both signals communicating with Longhirst signal box.

The existing trailing main to main crossover South of Longhirst signal box will become Ground Frame operated from a 5-lever Ground Frame released by Longhirst signal box.

The CCE siding will become ground frame operated from a 3-lever Ground Frame released by Longhirst signal box. Telephone communication with Longhirst signal box will be provided at both Ground Frames. (43)

SUNDAY 2 OCTOBER—BETWEEN THIRSK AND NORTHALLERTON

Miniature Red/Green lights will be installed at crossing No.81 at 22 miles 73 chains and crossing No.82 at 23 miles 33 chains.

Whistle boards will be provided on all lines on the approach side of the crossings. (43)

DETAILS OF WORK ALREADY CARRIED OUT

**** TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS**

An audible warning indication has been provided for every warning board for each temporary speed restriction on the following sections of line:—

King's Cross to Doncaster (Marshgate Junction)

Doncaster (Marshgate Junction to York (Holgate Junction)

York (Skelton Junction) to Newcastle (King Edward Bridge Junction) except Darlington Station area

Newcastle (Manors Junction) to Berwick (Marshall Meadows)

Doncaster (Marshgate Junction) to Leeds City (West Junction) (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** CHALONERS WHIN – HOLGATE JUNCTION**

The connection Down Normanton to Down Leeds has been secured out of use in the normal position pending removal. (40)

**** CHALONERS WHIN JUNCTION AND HOLGATE JUNCTION**

The facing connection from the Down Doncaster and the trailing connection from the Up Leeds leading to the Down Holgate Loop has been replaced by a new facing connection Down Doncaster to Up Leeds and a new trailing connection Up Leeds to Down Leeds situated approximately 140 yards near Chaloners Whin Junction on the approach side of the connection Down Leeds to Down Holgate Loop.

The 4-aspect colour light signal plated Y.19 has been provided with an additional route indication and now applies as follows:-

Position No.1 Down Doncaster to Down Leeds

Position No.2 Down Doncaster to Down Holgate Loop (40)

**** PLESSEY**

The level crossing gates have been abolished and replaced by lifting barriers. (40)

BELFORD

Crag Mill gate box has been abolished and the level crossing is monitored by Closed Circuit Television from Belford signal box. Telephones have been provided communicating with Belford signal box. Flashing road signals have been installed at Belford and Crag Mill level crossings.

Miniature red/green lights activated by the occupation and clearance of track circuits have been installed at occupation crossings 174 and 179 with telephone communicating with Belford signal box.

The catch points in the Up Line 560 yards before reaching U53 and 560 yards before reaching BD26 have been secured permanently out of use pending removal.

The following signals have been re-plated:-

Old	New	
D49	BD1	
U50	BD2	
D53	BD81	
U53	BD82	
D53B	BD83	
U54	BD84	
BD24	BD85	
BD25	BD86	
BD27	BD87	
BD28	BD88	
U56	BD90	(42)

**** PELAW – GATESHEAD**

Signal D.98B has been renewed on a straight post 129 yards nearer Pelaw Signal Box. (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BISHOP AUCKLAND GOODS BRANCH

Shell Mex Depot Sidings have been closed. The Goods Branch has been shortened by 210 yards and buffer stops erected on the Bishop Auckland Station side. (41)

USWORTH

The level crossing gates have been abolished and replaced by lifting barriers. (42)

CLIFF HOUSE BRANCH

The connections to the Furness Siding and B.S.C. Hartlepool North Works Exchange Sidings have been clamped out of use pending removal. (41)

LONDONDERRY

The Up Hendon first home signal has been re-positioned 242 yds. nearer the signal box. It has been positioned at a height of 24ft. on the existing bracket already carrying the Down Hendon starting signal and 6ft. to the left of that signal. (42)

MIDDLESBROUGH

Dock Hill signal box, together with all signals and points worked therefrom have been abolished.

A new trailing connection Up Goods to Down Goods controlled from Middlesbrough signal box has been provided on the Thornaby side of the level crossing.

A new Ground Position Light Signal (plated 4) with two-way stencil type route indicator has been brought into use situated at the Tees yard end of the new trailing points Up Goods to Down Goods with the following indications:—

- Y – Dock Siding
- G – Down Goods

A new facing connection Down Goods to Dock Siding has been brought into use.

A new 3-aspect colour light Down Goods Home signal plated M.1 capable of displaying Red or Green aspects only with subsidiary signal below, has been brought into use 490 yds. Thornaby side of the signal box and applies as follows:—

- Main Aspect – Down Goods
- Subsidiary – Dock Sidings

A Shunters Plunger has been provided in the vicinity of the former Dock Hill signal box which releases the subsidiary signals on signals M1 and Ground Position Light Signal 4.

All movements in the Up direction from the Dock Sidings are Hand-Signalled pending provision of a new colour light signal.

The ABSOLUTE BLOCK REGULATIONS apply on the Down and Up Goods lines between Middlesbrough and Guisborough Junction. (41)

GRANGETOWN

The connection leading to the Up Siding has been clamped out of use pending removal. (41)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Tuesday 4 to Thursday 6 October between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

★ ** RE-ISSUE OF SUPPLEMENTARY OPERATING INSTRUCTIONS

The Supplementary Operating Instructions (Northern and Southern) are to be re-issued with effect from 1-10-77. Owing to printing difficulties there is a possibility that the distribution may be delayed. All staff concerned should therefore retain the current S.O.I. together with the 32D book until they are in possession of the re-issue.

JARROW OIL TERMINAL – RESTRICTION OF LOCOMOTIVES

UNTIL FURTHER NOTICE, Classes 40, 45 and 46 locomotives to be banned from using Jarrow oil terminal sidings, because of restrictive curvature. (40D)

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

23 SEPTEMBER, 1977

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

41

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

**SATURDAY 8 OCTOBER
TO
FRIDAY 14 OCTOBER 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

SATURDAY 8 to SUNDAY 9 OCTOBER – LONGHIRST

A new facing crossover and a connection from the Up Main to and from Butterwell single line located immediately north of Ulgham Lane Gatebox will be commissioned.

D20 Down Main Colour Light Signal and Ground Position Light Signals 20 Up Main to Down Main and 15 CCE sidings to Down Main will be abolished.

New colour light signals will be provided as follows:—

LT2 – 3 aspect colour light signal located on Down Butterwell Single line applying to Up Main.

LT9 – 4 aspect colour light signal with junction indicator position 4, applying Down Main to Butterwell Line, located 945 yards North of the signal box on the Down Main.

Telephones will be provided at both signals communicating with Longhirst signal box.

The existing trailing main to main crossover South of Longhirst signal box will become Ground Frame operated from a 5-lever Ground Frame released by Longhirst signal box.

The CCE siding will become ground frame operated from a 3-lever Ground Frame released by Longhirst signal box. Telephone communication with Longhirst signal box will be provided at both Ground Frames. (44)

MIDDLESBROUGH

A new 3-aspect colour light signal plated M.23' capable of displaying Red/Yellow or Green aspects with subsidiary signal and 2-way stencil type route indicator below will be brought into use on the left hand side of the Dock Sidings 258 yards from Middlesbrough Signal Box with the following indications:—

- Main Aspect – Up Goods Clear.
- Subsidiary Indication 'G' – Up Goods Occupied.
- Subsidiary with Indication 'N' – Shunting Neck.

A telephone communicating with Middlesbrough Signal Box will be provided. (44)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN THIRSK AND NORTHALLERTON

Miniature Red/Green lights have been installed at crossing No.81 at 22 miles 73 chains and crossing No.82 at 23 miles 33 chains.

Whistle boards have been provided on all lines on the approach side of the crossings. (43)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BELFORD

Crag Mill gate box has been abolished and the level crossing is monitored by Closed Circuit Television from Belford signal box. Telephones have been provided communicating with Belford signal box. Flashing road signals have been installed at Belford and Crag Mill level crossings.

Miniature red/green lights activated by the occupation and clearance of track circuits have been installed at occupation crossings 174 and 179 with telephone communicating with Belford signal box.

The catch points in the Up Line 560 yards before reaching U53 and 560 yards before reaching BD26 have been secured permanently out of use pending removal.

The following signals have been re-plated:–

Old	New
D49	BD1
U50	BD2
D53	BD81
U53	BD82
D53B	BD83
U54	BD84
BD24	BD85
BD25	BD86
BD27	BD87
BD28	BD88
U56	BD90

(42)

CONSETT NORTH TO OUSTON JUNCTION

The catch points situated on the Up Main at 1 mile 60 chains and 2 miles 8 chains between South Pelaw and Beamish have been abolished.
(New Item) (44)

**** BISHOP AUCKLAND GOODS BRANCH**

Shell Mex Depot Sidings have been closed. The Goods Branch has been shortened by 210 yards and buffer stops erected on the Bishop Auckland Station side.
(41)

USWORTH

The level crossing gates have been abolished and replaced by lifting barriers.
(42)

**** CLIFF HOUSE BRANCH**

The connections to the Furness Siding and B.S.C. Hartlepool North Works Exchange Sidings have been clamped out of use pending removal.
(41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

LONDONDERRY

The Up Hendon first home signal has been re-positioned 242 yds. nearer the signal box. It has been positioned at a height of 24ft. on the existing bracket already carrying the Down Hendon starting signal and 6ft. to the left of that signal. (42)

** MIDDLESBROUGH

Dock Hill signal box, together with all signals and points worked therefrom have been abolished.

A new trailing connection Up Goods to Down Goods controlled from Middlesbrough signal box has been provided on the Thornaby side of the level crossing.

A new Ground Position Light Signal (plated 4) with two-way stencil type route indicator has been brought into use situated at the Tees yard end of the new trailing points Up Goods to Down Goods with the following indications:—

Y – Dock Siding
G – Down Goods

A new facing connection Down Goods to Dock Siding has been brought into use.

A new 3-aspect colour light Down Goods Home signal plated M.1 capable of displaying Red or Green aspects only with subsidiary signal below, has been brought into use 490 yds. Thornaby side of the signal box and applies as follows:—

Main Aspect – Down Goods
Subsidiary – Dock Sidings

A Shunters Plunger has been provided in the vicinity of the former Dock Hill signal box which releases the subsidiary signals on signals M1 and Ground Position Light Signal 4.

All movements in the Up direction from the Dock Sidings are Hand-Signalled pending provision of a new colour light signal.

The ABSOLUTE BLOCK REGULATIONS apply on the Down and Up Goods lines between Middlesbrough and Guisborough Junction. (41)

** GRANGETOWN

The connection leading to the Up Siding has been clamped out of use pending removal. (41)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Pages 67/68 (Pages 33/34 - Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Gledholt Junction

★	Delete:-									CW. Up Slow, 382 yards before reaching HU.191 signal.	96
★	Delete:-									Additional Up running line between Gledholt Junction and Signals HU.145, 147, 149, 153, 155, also additional Up running line between Signal HU.155 and Add Signal HU.77.	(49D)
										Huddersfield	
★	Delete:-									CW. Up Goods Loop 198 yards before reaching HU.155 signal.	101 (49D)

★ REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19(d) and 19(e) to 19(c) and 19(d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by The Track Circuit Block System). (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Tuesday 11 to Thursday 13 October between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

30 SEPTEMBER, 1977

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:-"

IF YOUR MATE 2 TO LIVE TO TELL THE TALE GET A CLIP DOWN QUICKLY
ON THE NEARBY RAIL - YES, EVEN WITHIN PROTECTION OF HOME
SIGNALS - RULE BOOK SECTION W. CLAUSE 2.8.1



NN

EASTERN REGION

42

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

**SATURDAY 15 OCTOBER
TO
FRIDAY 21 OCTOBER 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 15 to SUNDAY 16 OCTOBER – LONGHIRST**

A new facing crossover and a connection from the Up Main to and from Butterwell single line located immediately north of Ulgham Lane Gatebox will be commissioned.

D20 Down Main Colour Light Signal and Ground Position Light Signals 20 Up Main to Down Main and 15 CCE sidings to Down Main will be abolished.

New colour light signals will be provided as follows:—

LT2 – 3 aspect colour light signal located on Down Butterwell Single line applying to Up Main.

LT9 – 4 aspect colour light signal with junction indicator position 4, applying Down Main to Butterwell Line, located 945 yards North of the signal box on the Down Main.

Telephones will be provided at both signals communicating with Longhirst signal box.

The existing trailing main to main crossover South of Longhirst signal box will become Ground Frame operated from a 5-lever Ground Frame released by Longhirst signal box.

The CCE siding will become ground frame operated from a 3-lever Ground Frame released by Longhirst signal box. Telephone communication with Longhirst signal box will be provided at both Ground Frames.
(45)

DETAILS OF WORK ALREADY CARRIED OUT**MIDDLESBROUGH**

A new 3-aspect colour light signal plated M.23 capable of displaying Red/Yellow or Green aspects with subsidiary signal and 2-way stencil type route indicator below has been brought into use on the left hand side of the Dock Sidings 258 yards from Middlesbrough Signal Box with the following indications:—

Main Aspect – Up Goods Clear.
Subsidiary Indication 'G' – Up Goods Occupied.
Subsidiary with Indication 'N' – Shunting Neck.

A telephone communicating with Middlesbrough Signal Box has been provided. (44)

BETWEEN THIRSK AND NORTHALLERTON

Miniature Red/Green lights have been installed at crossing No.81 at 22 miles 73 chains and crossing No.82 at 23 miles 33 chains.

Whistle boards have been provided on all lines on the approach side of the crossings. (43)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**
* BELFORD

Crag Mill gate box has been abolished and the level crossing is monitored by Closed Circuit Television from Belford signal box. Telephones have been provided communicating with Belford signal box. Flashing road signals have been installed at Belford and Crag Mill level crossings.

Miniature red/green lights activated by the occupation and clearance of track circuits have been installed at occupation crossings 174 and 179 with telephone communicating with Belford signal box.

The catch points in the Up Line 560 yards before reaching U53 and 560 yards before reaching BD26 have been secured permanently out of use pending removal.

The following signals have been re-plated:–

Old	New
D49	BD1
U50	BD2
D53	BD81
U53	BD82
D53B	BD83
U54	BD84
BD24	BD85
BD25	BD86
BD27	BD87
BD28	BD88
U56	BD90

(42)

CONSETT NORTH TO OUSTON JUNCTION

The catch points situated on the Up Main at 1 mile 60 chains and 2 miles 8 chains between South Pelaw and Beamish have been abolished.

(44)

**
* USWORTH

The level crossing gates have been abolished and replaced by lifting barriers.

(42)

**
* LONDONDERRY

The Up Hendon first home signal has been re-positioned 242 yds. nearer the signal box. It has been positioned at a height of 24ft. on the existing bracket already carrying the Down Hendon starting signal and 6ft. to the left of that signal.

(42)

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Pages 67/68 (Pages 33/34 – Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Gledholt Junction

Delete:— CW. Up Slow, 382 yards before reaching HU.191 signal. 96

Delete:— Additional Up running line between Gledholt Junction and Signals HU.145, 147, 149, 153, 155, also additional Up running line between Signal HU.155 and Add Signal HU.77. (49D)

Huddersfield

Delete:— CW. Up Goods Loop 198 yards before reaching HU.155 signal. 101 (49D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 120 HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS CLASS 253 TRAINS

★ Delete; Heading and item (49D)

RULE BOOK

Section N : Clause 7.2

★ Delete last sentence. (49D)

Clause 10.5 – Headcodes

★ Delete item. (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19(d) and 19(e) to 19(c) and 19(d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by The Track Circuit Block System). (49D)

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Tuesday 18 to Thursday 20 October between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

7 OCTOBER, 1977

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

43

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

SATURDAY 22 OCTOBER

TO

FRIDAY 28 OCTOBER 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 OCTOBER—CEMETERY NORTH

The Up Main to Up Sidings miniature arm signal located on the left hand bracket of the Up Main Second Home will be abolished. The Up Main Second Home will be renewed on a straight post 2 yards further from the signal box with the arm at a reduced height of 20 feet above rail level.
The Up Branch Second Home will be repositioned 2 yards further from the signal box with the arm at a reduced height of 18 feet above rail level. (46)

DETAILS OF WORK ALREADY CARRIED OUT

LONGHIRST

A new facing crossover and a connection from the Up Main to and from Butterwell single line located immediately North of Ulgham Lane Gatebox has been commissioned.

D20 Down Main Colour Light Signal and Ground Position Light Signals 20 Up Main to Down Main and 15 CCE sidings to Down Main have been abolished.

New colour light signals have been provided as follows:—

LT2 — 3 aspect colour light signal located on Down Butterwell Single line applying to Up Main.

LT9 — 4 aspect colour light signal with junction indicator position 4, applying Down Main to Butterwell Line, located 945 yards North of the signal box on the Down Main.

Telephones have been provided at both signals communicating with Longhirst signal box.

The existing trailing main to main crossover South of Longhirst signal box has become Ground Frame operated from a 5-lever Ground Frame released by Longhirst signal box.

The CCE siding has become ground frame operated from a 3-lever Ground Frame released by Longhirst signal box. Telephone communication with Longhirst signal box will be provided at both Ground Frames. (45)

MIDDLESBROUGH

A new 3-aspect colour light signal plated M.23 capable of displaying Red/Yellow or Green aspects with subsidiary signal and 2-way stencil type route indicator below has been brought into use on the left hand side of the Dock Sidings 258 yards from Middlesbrough Signal Box with the following indications:—

Main Aspect — Up Goods Clear.

Subsidiary Indication 'G' — Up Goods Occupied.

Subsidiary with Indication 'N' — Shunting Neck.

A telephone communicating with Middlesbrough Signal Box has been provided. (44)

****** BETWEEN THIRSK AND NORTHALLERTON

Miniature Red/Green lights have been installed at crossing No.81 at 22 miles 73 chains and crossing No.82 at 23 miles 33 chains.

Whistle boards have been provided on all lines on the approach side of the crossings. (43)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Pages 67/68 (Pages 33/34 - Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Gledholt Junction

Delete: -

CW. Up Slow, 382 96
yards before reaching
HU.191 signal.

Delete: -

Additional Up running line between Gledholt Junction and
Signals HU.145, 147, 149, 153, 155, also
additional Up running line between Signal HU.155 and
Add Signal HU.77. (49D)

Huddersfield

Delete: -

CW. Up Goods Loop 101
198 yards before
reaching HU.155
signal. (49D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 120 HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS CLASS 253 TRAINS

Delete; Heading and item

(49D)

RULE BOOK

Section N : Clause 7.2

Delete last sentence.

(49D)

Clause 10.5 - Headcodes

Delete item.

(49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19(d) and 19(e) to 19(c) and 19(d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by The Track Circuit Block System). (49D)

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Tuesday 25 to Thursday 27 October between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

WILTON WORKS BRANCH

Commencing Saturday 22 October between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

14 OCTOBER, 1977

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor



NN

EASTERN REGION

44

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

SATURDAY 29 OCTOBER

TO

FRIDAY 4 NOVEMBER 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

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 OCTOBER-STANNINGTON

Plessey Gate box will be abolished. The level crossing will be controlled with the aid of Closed Circuit Television from Stannington Signal Box. Telephones will be provided communicating with Stannington Signal Box.

The following signals will be re-plated:-

Old	New
D.9	S.1
D.10	S.3
S.18	S.5
D.12	S.7
D.12B	S.9
S.17	S.13
S.13	S.15
U.16	S.20
U.15	S.18
S.1	S.16
S.3	S.14
U.13	S.12
U.12	S.8
S.4	S.6

The catch points located in the Up Main line at 12m. 8chs. (523 yards before reaching signal S.6) and 12m. 72chs. (575 yards before reaching signal S.8) will be secured out of use pending removal. (47)

SUNDAY 30 AND MONDAY 31 OCTOBER-BETWEEN THIRSK AND NORTHALLERTON

Miniature Red/Green lights will be installed at crossing Nos.88 at 27m. 16chs. and crossing No.89 at 27m. 58chs.

Whistle Boards will be provided on all lines on the approach side of the crossings.

Telephone communication at the following signals will be transferred from Thirsk Signal Box to Northallerton Signal Box:-

- UF28, US28, ~~UF27~~ and ~~US27~~. **DS27** (47)
- DF27**

TUESDAY 1 NOVEMBER-DUDLEY

The main to main crossover will be secured out of use pending removal and the associated signals abolished. (47)

DETAILS OF WORK ALREADY CARRIED OUT

CEMETERY NORTH

The Up Main to Up Sidings miniature arm signal located on the left hand bracket of the Up Main Second Home has been abolished. The Up Main Second Home has been repositioned on a straight post 2 yards further from the signal box with the arm at a reduced height of 20 feet above rail level.

The Up Branch Second Home has been repositioned 2 yards further from the signal box with the arm at a reduced height of 18 feet above rail level. (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****FERRYHILL – THRISLINGTON PRIVATE SIDING**

A new rapid loading bunker has been provided and train working will be controlled by 2 new colour light indicators. Applications of the indicators will be as follows:—

At the entrance to the siding:—

This indicator normally displays a red light. No movement of any part of the train must be made until a white light is displayed which will indicate that the Graham Ross equipment is clear of the train and that the level crossing is clear.

At the exit from the siding:—

This indicator normally displays no light. No movements of the train must be made until a white light is displayed which will indicate that the Graham Ross equipment is clear.

A notice board worded "LOCOMOTIVES MUST NOT PASS THIS POINT" is provided immediately before reaching the bunker. (New Item) (47)

STANNINGTON

The Main to Main trailing crossover has been disconnected from the signal box and connected to a single lever Ground Frame, padlocked and key released from Stannington signal box. The associated signals have been abolished. (New Item) (47)

LONGHIRST

A new facing crossover and a connection from the Up Main to and from Butterwell single line located immediately North of Ulgham Lane Gatebox has been commissioned.

D20 Down Main Colour Light Signal and Ground Position Light Signals 20 Up Main to Down Main and 15 CCE sidings to Down Main have been abolished.

New colour light signals have been provided as follows:—

LT2 – 3 aspect colour light signal located on Down Butterwell Single line applying to Up Main.

LT9 – 4 aspect colour light signal with junction indicator position 4, applying Down Main to Butterwell Line, located 945 yards North of the signal box on the Down Main.

Telephones have been provided at both signals communicating with Longhirst signal box.

The existing trailing main to main crossover South of Longhirst signal box has become Ground Frame operated from a 5-lever Ground Frame released by Longhirst signal box.

The CCE siding has become ground frame operated from a 3-lever Ground Frame released by Longhirst signal box. Telephone communication with Longhirst signal box will be provided at both Ground Frames. (45)

**** MIDDLESBROUGH**

A new 3-aspect colour light signal plated M.23 capable of displaying Red/Yellow or Green aspects with subsidiary signal and 2-way stencil type route indicator below has been brought into use on the left hand side of the Dock Sidings 258 yards from Middlesbrough Signal Box with the following indications:—

Main Aspect – Up Goods Clear.

Subsidiary Indication 'G' – Up Goods Occupied.

Subsidiary with Indication 'N' – Shunting Neck.

A telephone communicating with Middlesbrough Signal Box has been provided.

(44)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 27 **DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.**
Plessey (L.C.)



Delete:-

C. Up line, 575 yards 210
before reaching U.12C. Up line, 523 yards 210
before reaching S.4 (49D)

Pages 67/68 (Pages 33/34 - Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)*Gledholt Junction*

Delete:-

CW. Up Slow, 382 96
yards before reaching
HU.191 signal.

Delete:-

Additional Up running line between Gledholt Junction and
Signals HU.145, 147, 149, 153, 155, also
additional Up running line between Signal HU.155 and

Add Signal HU.77.

(49D)

Huddersfield

Delete:-

CW. Up Goods Loop 101
198 yards before
reaching HU.155
signal. (49D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 OCTOBER 1977

Page 120 HIGH SPEED TRAINS - DISPLAY OF HEADLIGHTS CLASS 253 TRAINS

Delete: Headlamp and rear

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 290

FERRYHILL TO NORTON-ON-TEES SOUTH

- ★ **Add :- FERRYHILL - THRISLINGTON QUARRY**
1. Trains for the rapid loading Bunker must not exceed 40 S.L.U. and must be propelled along the bunker line.
 2. The Guard of an arriving train, for the quarry, at Steetley ground frame must inform the Gantry Operator accordingly.
 3. When the white light is displayed in the colour-light indicator at the entrance to the siding, the train must be propelled along the bunker line and will be stopped by the Gantry Operator at the position required, by means of a hand signal.
 4. The Guard must then uncouple the locomotive which must be withdrawn approximately 6 feet from the train.
 5. After the Gantry Operator has applied the controlling equipment to the train, the Guard must release the brakes on each wagon.
 6. When assurance is received that the train is being held by the controlling equipment, the locomotive must proceed to the colour-light indicator at the exit from the siding.
 7. The Gantry Operator must advise the Guard by telephone when loading is completed.
 8. The Guard must then apply sufficient hand brakes to hold the train and advise the Gantry Operator when this has been done.
 9. When the white light at the entrance to the siding is displayed, the locomotive must return to the train and be recoupled.
 10. The Guard must release the wagon hand brakes and advise the Gantry Operator the train is under the control of the locomotive.
 11. When the train is ready to depart, no movement must be made unless the white light at the exit from the siding is displayed.
 12. Before the train departs, the Guard must obtain the train detail and loading advice which must be surrendered at destination. (49D)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 120 HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS CLASS 253 TRAINS

Delete; Heading and item

(49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

RULE BOOK

Section N : Clause 7.2

Delete last sentence.

(49D)

Clause 10.5 – Headcodes

Delete item.

(49D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19(d) and 19(e) to 19(c) and 19(d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by The Track Circuit Block System).

(49D)

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Tuesday 1 to Thursday 3 November between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker boards provided.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

★ SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

Attention is drawn to the above item shown on page 2 of the Supplementary Operating Instructions (Northern Area) dated 1 October 1977, which did not previously appear in an ND book.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

21 OCTOBER, 1977

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.



NN

EASTERN REGION

45

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

SATURDAY 5 NOVEMBER

TO

FRIDAY 11 NOVEMBER 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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

STANNINGTON

Plessey Gate box has been abolished. The level crossing is controlled with the aid of Closed Circuit Television from Stannington Signal Box. Telephones have been provided communicating with Stannington Signal Box.

The following signals have been re-plated:-

Old	New
D.9	S.1
D.10	S.3
S.18	S.5
D.12	S.7
D.12B	S.9
S.17	S.13
S.13	S.15
U.16	S.20
U.15	S.18
S.1	S.16
S.3	S.14
U.13	S.12
U.12	S.8
S.4	S.6

The catch points located in the Up Main line at 12m. 8chs. (523 yards before reaching signal S.6) and 12m. 72chs. (575 yards before reaching signal S.8) have been secured out of use pending removal.(47)

BETWEEN THIRSK AND NORTHALLERTON

Miniature Red/Green lights have been installed at crossing Nos.88 at 27m. 16chs .and crossing No.89 at 27m. 58chs.

Whistle Boards have been provided on all lines on the approach side of the crossings.

Telephone communication at the following signals have been transferred from Thirsk Signal Box to Northallerton Signal Box:-

UF28, US28, DF27 and DS27

(Amended Item) (47)

DUDLEY

The main to main crossover has been secured out of use pending removal and the associated signals abolished. (47)

CEMETERY NORTH

The Up Main to Up Sidings miniature arm signal located on the left hand bracket of the Up Main Second Home has been abolished. The Up Main Second Home has been renewed on a straight post 2 yards further from the signal box with the arm at a reduced height of 20 feet above rail level.

The Up Branch Second Home has been repositioned 2 yards further from the signal box with the arm at a reduced height of 18 feet above rail level. (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

FERRYHILL – THRISLINGTON PRIVATE SIDING

A new rapid loading bunker has been provided and train working will be controlled by 2 new colour light indicators. Applications of the indicators will be as follows:–

At the entrance to the siding:–

This indicator normally displays a red light. No movement of any part of the train must be made until a white light is displayed which will indicate that the Graham Ross equipment is clear of the train and that the level crossing is clear.

At the exit from the siding:–

This indicator normally displays no light. No movements of the train must be made until a white light is displayed which will indicate that the Graham Ross equipment is clear.

A notice board worded "LOCOMOTIVES MUST NOT PASS THIS POINT" is provided immediately before reaching the bunker. (47)

STANNINGTON

The Main to Main trailing crossover has been disconnected from the signal box and connected to a single lever Ground Frame, padlocked and key released from Stannington signal box. The associated signals have been abolished. (47)

****LONGHIRST**

A new facing crossover and a connection from the Up Main to and from Butterwell single line located immediately North of Ulgham Lane Gatebox has been commissioned.

D20 Down Main Colour Light Signal and Ground Position Light Signals 20 Up Main to Down Main and 15 CCE sidings to Down Main have been abolished.

New colour light signals have been provided as follows:–

LT2 – 3 aspect colour light signal located on Down Butterwell Single line applying to Up Main.

LT9 – 4 aspect colour light signal with junction indicator position 4, applying Down Main to Butterwell Line, located 945 yards North of the signal box on the Down Main.

Telephones have been provided at both signals communicating with Longhirst signal box.

The existing trailing main to main crossover South of Longhirst signal box has become Ground Frame operated from a 5-lever Ground Frame released by Longhirst signal box.

The CCE siding has become ground frame operated from a 3-lever Ground Frame released by Longhirst signal box. Telephone communication with Longhirst signal box will be provided at both Ground Frames. (45)

PALLION BRANCH – DIAMOND HALL GROUND FRAME

The connection from Pallion Goods Yard to Fosters Sidings has been secured out of use pending a removal. (New Item) (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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 27 DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.

Plessey (L.C.)

Delete:-

C. Up line, 575 yards 210
before reaching U.12C. Up line, 523 yards 210
before reaching S.4 (49D)

Page 56 DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)

Wakefield

Westgate

Station

★ Delete :-

C. Down Doncaster 106
614 yards before
reaching L.227 signal. (49D)

Pages 67/68 (Pages 33/34 - Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Gledholt Junction

Delete:-

CW. Up Slow, 382 96
yards before reaching
HU.191 signal.

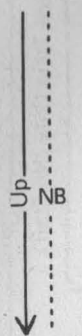
Delete:-

Additional Up running line between Gledholt Junction and
Signals HU.145, 147, 149, 153, 155, also
additional Up running line between Signal HU.155 and
Add Signal HU.77. (49D)

Huddersfield

Delete:-

CW. Up Goods Loop 101
198 yards before
reaching HU.155
signal. (49D)

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 79 	CUDWORTH (DEARNE VALLEY NORTH JN.) ★ Delete table and substitute:- DEARNE VALLEY NORTH BRANCH <i>Dearne Valley North Jn.</i> (Controlled by Cudworth Station) (See page 75 for Wath Road Jn. to Leeds City North Jn.) <i>Dearne Valley South Jn.</i> (Controlled by Cudworth Station). (See page 80 for Dearne Valley South Branch).	—	238					20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
								15	—	0m. 30chs. (58m. 30chs. Crofton West to Grimethorpe Denaby Sidings mileage) to 0m. 0chs. (Dearne Valley North Branch mileage).	
								—	10	58m. 0chs. 57m. 0chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Post)	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
	Grimethorpe Shunters Cabin (Signals G.10 and G.5/6/7)										
	Grimethorpe Colliery										

SECTION D - GENERAL INSTRUCTIONS AND NOTICES—continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE Z - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

Page 229 (Page 95 Supp. No.1) (Page 114 Supp. Optg. Insts)

From	To	Line	Remarks
★ Gilberdyke	Add:- STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION Thorne Moor	Up	- (49D)

LOCAL INSTRUCTIONS

Page 290

FERRYHILL TO NORTON-ON-TEES SOUTH

Add:- FERRYHILL - THRISLINGTON QUARRY

1. Trains for the rapid loading Bunker must not exceed 40 S.L.U. and must be propelled along the bunker line.
2. The Guard of an arriving train, for the quarry, at Steetley ground frame must inform the Gantry Operator accordingly.
3. When the white light is displayed in the colour-light indicator at the entrance to the siding, the train must be propelled along the bunker line and will be stopped by the Gantry Operator at the position required, by means of a hand signal.
4. The Guard must then uncouple the locomotive which must be withdrawn approximately 6 feet from the train.
5. After the Gantry Operator has applied the controlling equipment to the train, the Guard must release the brakes on each wagon.
6. When assurance is received that the train is being held by the controlling equipment, the locomotive must proceed to the colour-light indicator at the exit from the siding.
7. The Gantry Operator must advise the Guard by telephone when loading is completed.
8. The Guard must then apply sufficient hand brakes to hold the train and advise the Gantry Operator when this has been done.
9. When the white light at the entrance to the siding is displayed, the locomotive must return to the train and be recoupled.
10. The Guard must release the wagon hand brakes and advise the Gantry Operator the train is under the control of the locomotive.
11. When the train is ready to depart, no movement must be made unless the white light at the exit from the siding is displayed.
12. Before the train departs, the Guard must obtain the train detail and loading advice which must be surrendered at destination. (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)–continued

LOCAL INSTRUCTIONS–continued

Pages 308/309

CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO
GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)

★ Add:–GRIMETHORPE COLLIERY : RAPID LOADING FACILITIES

1. When tare-weighing is to commence, the train must be drawn over the weighbridge at a speed not exceeding 3m.p.h. and must be worked in accordance with the special loading signals.
 2. The train must be propelled during loading and gross weighing.
 3. During loading of M.G.R. and fully-fitted trains conveying conventional wagons, the Guard must position himself at the emergency switch for the special loading signals and in emergency place the signals to the "Stop Immediately" aspect by operating the switch and advise the bunker operator of the circumstances.
 4. Where trains conveying conventional wagons are unfitted or partially fitted, the Guard must remain in the brakevan throughout the loading operation.
-

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 120 HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS CLASS 253 TRAINS

Delete; Heading and item

(49D)

RULE BOOK

Section N : Clause 7.2

Delete last sentence.

(49D)

Clause 10.5 – Headcodes

Delete item.

(49D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19(d) and 19(e) to 19(c) and 19(d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by The Track Circuit Block System). (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Tuesday 8 to Thursday 10 November between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker boards provided.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

Attention is drawn to the above item shown on page 2 of the Supplementary Operating Instructions (Northern Area) dated 1 October 1977, which did not previously appear in an ND book.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

28 OCTOBER, 1977

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.



NN

EASTERN REGION

46

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

**SATURDAY 12 NOVEMBER
TO
FRIDAY 18 NOVEMBER 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 15 NOVEMBER : TILE SHED TO EAST BOLDON

The Up/Down Goods line will be worked in the Up Direction only and all signals applying in the Down Direction will be abolished.

All existing signals on the Up Goods will be abolished.

A new Up Goods to Up Main Semaphore signal will be provided at the exit from the Up Goods line with the arm at 8 ft. above rail level.

The disc signal applying Up Main to Down Main will be abolished. The existing Disc signal applying Up Main to Up Goods or along Up Main will now apply Up Main to Down Main. (49)

DETAILS OF WORK ALREADY CARRIED OUT

STANNINGTON

Plessey Gate box has been abolished. The level crossing is controlled with the aid of Closed Circuit Television from Stannington Signal Box. Telephones have been provided communicating with Stannington Signal Box.

The following signals have been re-plated:-

Old	New
D.9	S.1
D.10	S.3
S.18	S.5
D.12	S.7
D.12B	S.9
S.17	S.13
S.13	S.15
U.16	S.20
U.15	S.18
S.1	S.16
S.3	S.14
U.13	S.12
U.12	S.8
S.4	S.6

The catch points located in the Up Main line at 12m. 8chs. (523 yards before reaching signal S.6) and 12m. 72chs. (575 yards before reaching signal S.8) have been secured out of use pending removal. (47)

BETWEEN THIRSK AND NORTHALLERTON

Miniature Red/Green lights have been installed at crossing Nos.88 at 27m. 16chs. and crossing No.89 at 27m. 58chs.

Whistle Boards have been provided on all lines on the approach side of the crossings.

Telephone communication at the following signals have been transferred from Thirsk Signal Box to Northallerton Signal Box:-

UF28, US28, DF27 and DS27

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DUDLEY

The main to main crossover has been secured out of use pending removal and the associated signals abolished. (47)

**** CEMETERY NORTH**

The Up Main to Up Sidings miniature arm signal located on the left hand bracket of the Up Main Second Home has been abolished. The Up Main Second Home has been renewed on a straight post 2 yards further from the signal box with the arm at a reduced height of 20 feet above rail level.

The Up Branch Second Home has been repositioned 2 yards further from the signal box with the arm at a reduced height of 18 feet above rail level. (46)

HEATON H.S.T. DEPOT

The 2-way switch levers at points 114 and 115 have been replaced with spring levers, No.114 points are now set for the Washer Road and No.115 points for the Engine Release Road. (49)

(NEW ITEM)

FERRYHILL – THRISLINGTON PRIVATE SIDING

A new rapid loading bunker has been provided and train working will be controlled by 2 new colour light indicators. Applications of the indicators will be as follows:-

At the entrance to the siding:-

This indicator normally displays a red light. No movement of any part of the train must be made until a white light is displayed which will indicate that the Graham Ross equipment is clear of the train and that the level crossing is clear.

At the exit from the siding:-

This indicator normally displays no light. No movements of the train must be made until a white light is displayed which will indicate that the Graham Ross equipment is clear.

A notice board worded "LOCOMOTIVES MUST NOT PASS THIS POINT" is provided immediately before reaching the bunker. (47)

STANNINGTON

The Main to Main trailing crossover has been disconnected from the signal box and connected to a single lever Ground Frame, padlocked and key released from Stannington signal box. The associated signals have been abolished. (47)

PALLION BRANCH – DIAMOND HALL GROUND FRAME

The connection from Pallion Goods Yard to Fosters Sidings has been secured out of use pending a removal. (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:

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 27 DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.

Plessey (L.C.)

Delete:-

C. Up line, 575 yards before reaching U.12 210
C. Up line, 523 yards before reaching S.4 210 (49D)

Page 56 DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)

Wakefield

Westgate

Station

Delete :-

C. Down Doncaster 106
614 yards before reaching L.227 signal. (49D)

Pages 67/68 (Pages 33/34 - Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Gledholt Junction

Delete:-

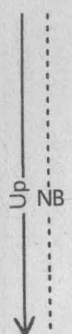
CW. Up Slow, 382 yards before reaching HU.191 signal. 96

Delete:- Additional Up running line between Gledholt Junction and Signals HU.145, 147, 149, 153, 155, also additional Up running line between Signal HU.155 and Add Signal HU.77. (49D)

Huddersfield

Delete:-

CW. Up Goods Loop 101
198 yards before reaching HU.155 signal. (49D)

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 79	CUDWORTH (DEARNE VALLEY NORTH JN.) TO GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)										
	Delete table and substitute:— DEARNE VALLEY NORTH BRANCH							20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
	<i>Dearne Valley North Jn.</i> (Controlled by Cudworth Station) (See page 75 for Wath Road Jn. to Leeds City North Jn.)							15	—	0m. 30chs. (58m. 30chs. Crofton West to Grimethorpe Denaby Sidings mileage) to 0m. 0chs. (Dearne Valley North Branch mileage).	
	<i>Dearne Valley South Jn.</i> (Controlled by Cudworth Station). (See page 80 for Dearne Valley South Branch).	—	238					—	10	58m. 0chs. 57m. 0chs.	

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
<p>.....</p> <p>N.B.</p> <p>.....</p> <p>Grimethorpe Shunters Cabin (Signals G.10 and G.5/6/7)</p> <p>Shunting Area</p> <p>.....</p> <p>Signals G.4/3 and G.2</p> <p>.....</p> <p>UP</p> <p>One Train Only (No Staff)</p> <p>.....</p> <p>★ Grimethorpe Colliery</p>											
		2	1160								

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Page 219 TABLE P.3 - LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Name of Crossing	Located between	At	
★ Add:- DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALLED MEADOWS) ETC.			
No.81	Thirsk and Northallerton	22m. 73chs.	
No.82	Thirsk and Northallerton	23m. 33chs.	
No.88	Thirsk and Northallerton	27m. 16chs.	
No.89	Thirsk and Northallerton	27m. 58chs.	
No.174	Lucker and Belford	50m. 37chs.	
No.179	Lucker and Belford	54m. 68chs.	(49D)

TABLE Z - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 229 (Page 95 Supp. No.1) (Page 114 Supp. Optg. Insts)			
Add:- STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION			
Gilberdyke	Thorne Moor	Up	- (49D)

LOCAL INSTRUCTIONS

Page 290 FERRYHILL TO NORTON-ON-TEES SOUTH

Add:- FERRYHILL - THRISLINGTON QUARRY

1. Trains for the rapid loading Bunker must not exceed 40 S.L.U. and must be propelled along the bunker line.
2. The Guard of an arriving train, for the quarry, at Steetley ground frame must inform the Gantry Operator accordingly.
3. When the white light is displayed in the colour-light indicator at the entrance to the siding, the train must be propelled along the bunker line and will be stopped by the Gantry Operator at the position required, by means of a hand signal.
4. The Guard must then uncouple the locomotive which must be withdrawn approximately 6 feet from the train.
5. After the Gantry Operator has applied the controlling equipment to the train, the Guard must release the brakes on each wagon.
6. When assurance is received that the train is being held by the controlling equipment, the locomotive must proceed to the colour-light indicator at the exit from the siding.
7. The Gantry Operator must advise the Guard by telephone when loading is completed.
8. The Guard must then apply sufficient hand brakes to hold the train and advise the Gantry Operator when this has been done.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)–continued

LOCAL INSTRUCTIONS–continued

Page 290 – Add – continued

9. When the white light at the entrance to the siding is displayed, the locomotive must return to the train and be recoupled.
10. The Guard must release the wagon hand brakes and advise the Gantry Operator the train is under the control of the locomotive.
11. When the train is ready to depart, no movement must be made unless the white light at the exit from the siding is displayed.
12. Before the train departs, the Guard must obtain the train detail and loading advice which must be surrendered at destination. (49D)

Pages 308/309

CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)

Add:–GRIMETHORPE COLLIERY : RAPID LOADING FACILITIES

1. When tare-weighing is to commence, the train must be drawn over the weighbridge at a speed not exceeding 3m.p.h. and must be worked in accordance with the special loading signals.
2. The train must be propelled during loading and gross weighing.
3. During loading of M.G.R. and fully-fitted trains conveying conventional wagons, the Guard must position himself at the emergency switch for the special loading signals and in emergency place the signals to the "Stop Immediately" aspect by operating the switch and advise the bunker operator of the circumstances.
4. Where trains conveying conventional wagons are unfitted or partially fitted, the Guard must remain in the brakevan throughout the loading operation.

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 14

ALTERATIONS TO THE RULE BOOK

★ Delete the following :–
Clause 21.1 Warning Board

Amend second sentence of first paragraph to :–

Two yellow * lights must be placed be illuminated. (49D)

Page 120 HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS CLASS 253 TRAINS

Delete: Heading and item

(49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

RULE BOOK

<p>Section N : Clause 7.2 Delete last sentence.</p>	<p>(49D)</p>
<p>Clause 10.5 – Headcodes Delete item.</p>	<p>(49D)</p>

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19(d) and 19(e) to 19(c) and 19(d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by The Track Circuit Block System). (49D)

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Tuesday 15 to Thursday 17 November between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker boards provided.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

Attention is drawn to the above item shown on page 2 of the Supplementary Operating Instructions (Northern Area) dated 1 October 1977, which did not previously appear in an ND book.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

4 NOVEMBER, 1977

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.



NN

EASTERN REGION

47

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

SATURDAY 19 NOVEMBER

TO

FRIDAY 25 NOVEMBER 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

SUNDAY 20 NOVEMBER : SKELTON

The Ground Position light signal with 5-way Route Indication (62) located to the left of the existing Down Slow will be repositioned to the right of the new Down Slow line the same distance from the signal box with the following Route Indications :-

- 'M' - Up Main
- 'R' - Up Reception Lines
- 'E' - Down Shunting No.1
- 'G' - Up Goods
- 'D' - Down Departure Lines

The Down Slow 3-aspect automatic colour light signal plated S.15 will be repositioned 156 yards nearer the signal box. (50)

SUNDAY 20 NOVEMBER : KILLINGWORTH

The Down Main 4-aspect colour light signal plated K.16 with subsidiary below will be repositioned 187 yards further from the signal box with no alteration to form or application.

The Down Main 4-aspect automatic colour light signal plated D.6 will be repositioned 210 yards nearer the signal box with no alteration to form or application.

The distance from K.16 signal to D.6 signal will be 1180 yards. (50)

DETAILS OF WORK ALREADY CARRIED OUT

TILE SHED TO EAST BOLDON

The Up/Down Goods line has been worked in the Up Direction only and all signals applying in the Down Direction have been abolished.

All existing signals on the Up Goods have been abolished.

A new Up Goods to Up Main Semaphore signal has been provided at the exit from the Up Goods line with the arm at 8 ft. above rail level.

The disc signal applying Up Main to Down Main has been abolished. The existing Disc signal applying Up Main to Up Goods or along Up Main now applies Up Main to Down Main. (49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

STANNINGTON

Plessey Gate box has been abolished. The level crossing is controlled with the aid of Closed Circuit Television from Stannington Signal Box. Telephones have been provided communicating with Stannington Signal Box.

The following signals have been re-plated:-

Old	New
D.9	S.1
D.10	S.3
S.18	S.5
D.12	S.7
D.12B	S.9
S.17	S.13
S.13	S.15
U.16	S.20
U.15	S.18
S.1	S.16
S.3	S.14
U.13	S.12
U.12	S.8
S.4	S.6

The catch points located in the Up Main line at 12m. 8chs. (523 yards before reaching signal S.6) and 12m. 72chs. (575 yards before reaching signal S.8) have been secured out of use pending removal.(47)

BETWEEN THIRSK AND NORTHALLERTON

Miniature Red/Green lights have been installed at crossing Nos.88 at 27m. 16chs. and crossing No.89 at 27m. 58chs.

Whistle Boards have been provided on all lines on the approach side of the crossings.

Telephone communication at the following signals have been transferred from Thirsk Signal Box to Northallerton Signal Box:-

UF28, US28, US27 and UF27 (47)

DUDLEY

The main to main crossover has been secured out of use pending removal and the associated signals abolished. (47)

HEATON H.S.T. DEPOT

The 2-way switch levers at points 114 and 115 have been replaced with spring levers, No.114 points are now set for the Washer Road and No.115 points for the Engine Release Road. (49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** FERRYHILL - THRISLINGTON PRIVATE SIDING

A new rapid loading bunker has been provided and train working will be controlled by 2 new colour light indicators. Applications of the indicators will be as follows:-

At the entrance to the siding:-

This indicator normally displays a red light. No movement of any part of the train must be made until a white light is displayed which will indicate that the Graham Ross equipment is clear of the train and that the level crossing is clear.

At the exit from the siding:-

This indicator normally displays no light. No movements of the train must be made until a white light is displayed which will indicate that the Graham Ross equipment is clear.

A notice board worded "LOCOMOTIVES MUST NOT PASS THIS POINT" is provided immediately before reaching the bunker.

(47)

** STANNINGTON

The Main to Main trailing crossover has been disconnected from the signal box and connected to a single lever Ground Frame, padlocked and key released from Stannington signal box. The associated signals have been abolished.

(47)

PALLION BRANCH - DIAMOND HALL GROUND FRAME

The connection from Pallion Goods Yard to Fosters Sidings has been secured out of use pending a removal

(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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 27 DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.

Plessey (L.C.)

Delete:-

C. Up line, 575 yards 210
before reaching U.12
C. Up line, 523 yards 210
before reaching S.4 (49D)

Page 56 DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)

Wakefield

Westgate

Station

Delete :-

C. Down Doncaster 106
614 yards before
reaching L.227 signal. (49D)

Pages 67/68 (Pages 33/34 - Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Gledholt Junction

Delete:-

CW. Up Slow, 382 96
yards before reaching
HU.191 signal.

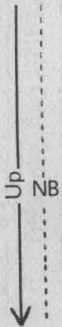
Delete:-

Additional Up running line between Gledholt Junction and
Signals HU.145, 147, 149, 153, 155, also
additional Up running line between Signal HU.155 and
Add Signal HU.77. (49D)

Huddersfield

Delete:-

CW. Up Goods Loop 101
198 yards before
reaching HU.155
signal. (49D)

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 79 	CUDWORTH (DEARNE VALLEY NORTH JN.) Delete table and substitute: DEARNE VALLEY NORTH BRANCH <i>Dearne Valley North Jn.</i> (Controlled by Cudworth Station) (See page 75 for Wath Road Jn. to Leeds City North Jn.) <i>Dearne Valley South Jn.</i> (Controlled by Cudworth Station). (See page 80 for Dearne Valley South Branch).		238								
TO GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)								20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
								15	-	0m. 30chs. (58m. 30chs. Crofton West to Grimethorpe Denaby Sidings mileage) to 0m. 0chs. (Dearne Valley North Branch mileage).	
								-	10	58m. 0chs. 57m. 0chs.	

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
	Grimethorpe Shunters Cabin (Signals G.10 and G.5/6/7)										
	Grimethorpe Colliery	2	1160								

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
Page 177			
★ Add NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH			
South Gosforth Station Jn.	Jesmond Crossover (Signal B.5)	Up B & T	16 S.L.U. air-braked clear weather only.

Page 219 TABLE P.3 – LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Name of Crossing	Located between	At	
Add:— DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALLED MEADOWS) ETC.			
No.81	Thirsk and Northallerton	22m. 73chs.	
No.82	Thirsk and Northallerton	23m. 33chs.	
No.88	Thirsk and Northallerton	27m. 16chs.	
No.89	Thirsk and Northallerton	27m. 58chs.	
No.174	Lucker and Belford	50m. 37chs.	
No.179	Lucker and Belford	54m. 68chs.	(49D)

TABLE Z – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 229 (Page 95 Supp. No.1) (Page 114 Supp. Optg. Insts)			
Add:— STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION			
Gilberdyke	Thorne Moor	Up	— (49D)

LOCAL INSTRUCTIONS

Page 290 **FERRYHILL TO NORTON-ON-TEES SOUTH**

Add:— FERRYHILL – THRISLINGTON QUARRY

1. Trains for the rapid loading Bunker must not exceed 40 S.L.U. and must be propelled along the bunker line.
2. The Guard of an arriving train, for the quarry, at Steetley ground frame must inform the Gantry Operator accordingly.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)—continued

LOCAL INSTRUCTIONS—continued

Page 290 – Add – continued

3. When the white light is displayed in the colour-light indicator at the entrance to the siding, the train must be propelled along the bunker line and will be stopped by the Gantry Operator at the position required, by means of a hand signal.
4. The Guard must then uncouple the locomotive which must be withdrawn approximately 6 feet from the train.
5. After the Gantry Operator has applied the controlling equipment to the train, the Guard must release the brakes on each wagon.
6. When assurance is received that the train is being held by the controlling equipment, the locomotive must proceed to the colour-light indicator at the exit from the siding.
7. The Gantry Operator must advise the Guard by telephone when loading is completed.
8. The Guard must then apply sufficient hand brakes to hold the train and advise the Gantry Operator when this has been done.
9. When the white light at the entrance to the siding is displayed, the locomotive must return to the train and be recoupled.
10. The Guard must release the wagon hand brakes and advise the Gantry Operator the train is under the control of the locomotive.
11. When the train is ready to depart, no movement must be made unless the white light at the exit from the siding is displayed.
12. Before the train departs, the Guard must obtain the train detail and loading advice which must be surrendered at destination. (49D)

Pages 308/309

**CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO
GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)**

Add:—GRIMETHORPE COLLIERY : RAPID LOADING FACILITIES

1. When tare-weighing is to commence, the train must be drawn over the weighbridge at a speed not exceeding 3m.p.h. and must be worked in accordance with the special loading signals.
 2. The train must be propelled during loading and gross weighing.
 3. During loading of M.G.R. and fully-fitted trains conveying conventional wagons, the Guard must position himself at the emergency switch for the special loading signals and in emergency place the signals to the "Stop Immediately" aspect by operating the switch and advise the bunker operator of the circumstances.
 4. Where trains conveying conventional wagons are unfitted or partially fitted, the Guard must remain in the brakevan throughout the loading operation.
-

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 14

ALTERATIONS TO THE RULE BOOK

Delete the following :-

Clause 21.1 Warning Board

Amend second sentence of first paragraph to :-

Two yellow * lights must be placed be illuminated. (49D)

Page 120 HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS CLASS 253 TRAINS

Delete: Heading and item (49D)

RULE BOOK

Section N : Clause 7.2

Delete last sentence. (49D)

Clause 10.5 – Headcodes

Delete item. (49D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19(d) and 19(e) to 19(c) and 19(d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by The Track Circuit Block System). (49D)

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Monday 21 to Friday 25 November between 10 00 and 15 30 hours. Nos.4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker boards provided.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

Attention is drawn to the above item shown on page 2 of the Supplementary Operating Instructions (Northern Area) dated 1 October 1977, which did not previously appear in an ND book.

★ **Until further notice** the maximum permissible speed on the Down and Up Main/Fast lines on the following sections of the ECML will be raised to 125 m.p.h. during daylight hours to permit High Speed Trains to exceed the normal line speed limit.

Mileage From	To	Locations Between	Lines
3m. 20chs.	30m. 0chs.	Skelton (Excl) and Northallerton (Excl)	Down Fast
40m. 0chs.	31m. 0chs.	Darlington (Excl) and Northallerton (Excl)	Up Main
29m. 0chs.	3m. 20chs.	Northallerton (Excl) and Skelton (Excl)	Up Fast

As a temporary measure, to assist drivers of High Speed Trains and for the information of other staff, a white circular board with black border with the legend H.S.T. and a large A in black lettering in the centre will be provided at the commencement of each section where the higher speed is permitted.

A white square board with black border with the legend H.S.T. and a large B in black lettering in the centre will be provided at the end of each section.

Any temporary speed restrictions within the above sections must be observed in the usual way.

Red headed advices will no longer be issued.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

11 NOVEMBER. 1977

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.



NN

EASTERN REGION

48

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

SATURDAY 26 NOVEMBER

TO

FRIDAY 2 DECEMBER 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.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 27 NOVEMBER : SKELTON SIGNAL BOX**

The Advance Speed Restriction Warning Board and Associated Permanent Magnet situated North of Skelton signal box for the Up Main line will be re-positioned 178 yards further North. (51)

DETAILS OF WORK ALREADY CARRIED OUT**SKELTON**

The Ground Position light signal with 5-way Route Indication (62) located to the left of the former Down Slow has been repositioned to the right of the new Down Slow line the same distance from the signal box with the following Route Indications:-

- 'M' - Up Main
- 'R' - Up Reception Lines
- 'E' - Down Shunting No.1
- 'G' - Up Goods
- 'D' - Down Departure Lines

The Down Slow 3-aspect automatic colour light signal plated S.15 has been repositioned 156 yards nearer the signal box. (50)

KILLINGWORTH

The Down Main 4-aspect colour light signal plated K.16 with subsidiary below has been repositioned 187 yards further from the signal box with no alteration to form or application.

The Down Main 4-aspect automatic colour light signal plated D.6 has been repositioned 210 yards nearer the signal box with no alteration to form or application.

The distance from K.16 signal to D.6 signal is 1180 yards. (50)

TILE SHED TO EAST BOLDON

The Up/Down Goods line has been worked in the Up Direction only and all signals applying in the Down Direction have been abolished.

All existing signals on the Up Goods have been abolished.

A new Up Goods to Up Main Semaphore signal has been provided at the exit from the Up Goods line with the arm at 8 ft. above rail level.

The disc signal applying Up Main to Down Main has been abolished. The existing Disc signal applying Up Main to Up Goods or along Up Main now applies Up Main to Down Main. (49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** STANNINGTON**

Plessey Gate box has been abolished. The level crossing is controlled with the aid of Closed Circuit Television from Stannington Signal Box. Telephones have been provided communicating with Stannington Signal Box.

The following signals have been re-plated:-

Old	New
D.9	S.1
D.10	S.3
S.18	S.5
D.12	S.7
D.12B	S.9
S.17	S.13
S.13	S.15
U.16	S.20
U.15	S.18
S.1	S.16
S.3	S.14
U.13	S.12
U.12	S.8
S.4	S.6

The catch points located in the Up Main line at 12m. 8chs. (523 yards before reaching signal S.6) and 12m. 72chs. (575 yards before reaching signal S.8) have been secured out of use pending removal.(48)

**** BETWEEN THIRSK AND NORTHALLERTON**

Miniature Red/Green lights have been installed at crossing Nos.88 at 27m. 16chs. and crossing No.89 at 27m. 58chs.

Whistle Boards have been provided on all lines on the approach side of the crossings.

Telephone communication at the following signals have been transferred from Thirsk Signal Box to Northallerton Signal Box:-

UF28, US28, US27 and UF27 (48)

**** DUDLEY**

The main to main crossover has been secured out of use pending removal and the associated signals abolished. (48)

HEATON H.S.T. DEPOT

The 2-way switch levers at points 114 and 115 have been replaced with spring levers, No.114 points are now set for the Washer Road and No.115 points for the Engine Release Road. (49)

**** PALLION BRANCH – DIAMOND HALL GROUND FRAME**

The connection from Pallion Goods Yard to Fosters Sidings has been secured out of use pending a removal. (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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		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 27 **DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.**
 Plessey (L.C.)
 Delete:-
 C. Up line, 575 yards before reaching U.12 210
 C. Up line, 523 yards before reaching S.4 (49D) 210

Page 56 **DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)**
 Wakefield
 Westgate
 Station
 Delete :-
 C. Down Doncaster 614 yards before reaching L.227 signal. (49D) 106

Pages 67/68 (Pages 33/34 - Supp. No.1)

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

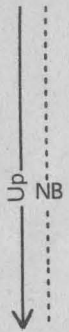
Gledholt Junction

Delete:-
 CW. Up Slow, 382 yards before reaching HU.191 signal. 96

Delete:-
 Additional Up running line between Gledholt Junction and Signals HU.145, 147, 149, 153, 155, also additional Up running line between Signal HU.155 and Add Signal HU.77. (49D)

Huddersfield

Delete:-
 CW. Up Goods Loop 198 yards before reaching HU.155 signal. (49D) 101

Description of Block Signaling 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	Stands Wagon L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 79 	CUDWORTH (DEARNE VALLEY NORTH JN.) Delete table and substitute:- DEARNE VALLEY NORTH BRANCH <i>Dearne Valley North Jn.</i> (Controlled by Cudworth Station) (See page 75 for Wath Road Jn. to Leeds City North Jn.) <i>Dearne Valley South Jn.</i> (Controlled by Cudworth Station). (See page 80 for Dearne Valley South Branch).		238					20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
								15	-	0m. 30chs. (58m. 30chs. Crofton West to Grimethorpe Denaby Sidings mileage) to 0m. 0chs. (Dearne Valley North Branch mileage).	
									10	58m. 0chs. 57m. 0chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Post)	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
<p>N.B.</p> <p>Shunting Area</p> <p>Signals G4/2</p> <p>One Train Only (No Staff)</p> <p>Grimethorpe Colliery</p> <p>Grimethorpe Shunters Cabin (Signals G.10 and G.5/6/7)</p>											
		2	1160								

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
Page 177			
Add			
NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH			
South Gosforth Station Jn.	Jesmond Crossover (Signal B.5)	Up B & T	16 S.L.U. air-braked clear weather only.

Page 219 TABLE P.3 – LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Name of Crossing	Located between	At
Add:—		
DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALLED MEADOWS) ETC.		
No.81	Thirsk and Northallerton	22m. 73chs.
No.82	Thirsk and Northallerton	23m. 33chs.
No.88	Thirsk and Northallerton	27m. 16chs.
No.89	Thirsk and Northallerton	27m. 58chs.
No.174	Lucker and Belford	50m. 37chs.
No.179	Lucker and Belford	54m. 68chs. (49D)

TABLE Z – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 229 (Page 95 Supp. No.1) (Page 114 Supp. Optg. Insts)			
Add:—			
STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION			
Gilberdyke	Thorne Moor	Up	— (49D)

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 230

SECTION C – FIXED SIGNALS

Clause 5.9. Clearing of stop signals when signal next ahead is at danger.

Table of exemptions
Cottingham North

- ★ Delete reference to "Up Main Inner Home" in second column and substitute "Up Home"
- ★ Delete note in third column.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
 EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)–continued

LOCAL INSTRUCTIONS

Page 290

FERRYHILL TO NORTON-ON-TEES SOUTH

Add :– FERRYHILL – THRISLINGTON QUARRY

1. Trains for the rapid loading Bunker must not exceed 40 S.L.U. and must be propelled along the bunker line.
2. The Guard of an arriving train, for the quarry, at Steetley ground frame must inform the Gantry Operator accordingly.
3. When the white light is displayed in the colour-light indicator at the entrance to the siding, the train must be propelled along the bunker line and will be stopped by the Gantry Operator at the position required, by means of a hand signal.
4. The Guard must then uncouple the locomotive which must be withdrawn approximately 6 feet from the train.
5. After the Gantry Operator has applied the controlling equipment to the train, the Guard must release the brakes on each wagon.
6. When assurance is received that the train is being held by the controlling equipment, the locomotive must proceed to the colour-light indicator at the exit from the siding.
7. The Gantry Operator must advise the Guard by telephone when loading is completed.
8. The Guard must then apply sufficient hand brakes to hold the train and advise the Gantry Operator when this has been done.
9. When the white light at the entrance to the siding is displayed, the locomotive must return to the train and be recoupled.
10. The Guard must release the wagon hand brakes and advise the Gantry Operator the train is under the control of the locomotive.
11. When the train is ready to depart, no movement must be made unless the white light at the exit from the siding is displayed.
12. Before the train departs, the Guard must obtain the train detail and loading advice which must be surrendered at destination. (49D)

Pages 308/309

CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO
 GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)

Add:–GRIMETHORPE COLLIERY : RAPID LOADING FACILITIES

1. When tare-weighing is to commence, the train must be drawn over the weighbridge at a speed not exceeding 3m.p.h. and must be worked in accordance with the special loading signals.
2. The train must be propelled during loading and gross weighing.
3. During loading of M.G.R. and fully-fitted trains conveying conventional wagons, the Guard must position himself at the emergency switch for the special loading signals and in emergency place the signals to the "Stop Immediately" aspect by operating the switch and advise the bunker operator of the circumstances.
4. Where trains conveying conventional wagons are unfitted or partially fitted, the Guard must remain in the brakevan throughout the loading operation.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 14

ALTERATIONS TO THE RULE BOOK

Delete the following :-

Clause 21.1 **Warning Board**

Amend second sentence of first paragraph to :-

Two yellow * lights must be placed be illuminated. (49D)

Page 120 **HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS CLASS 253 TRAINS**

Delete: Heading and item (49D)

RULE BOOK

Section N : Clause 7.2

Delete last sentence. (49D)

Clause 10.5 – Headcodes

Delete item. (49D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

BELL SIGNALS

The items in 40D books amending reference to Regulation 19(d) and 19(e) to 19(c) and 19(d) respectively refers to Page 62 of the above publication and Page 4 of Supplement No.2 (Regulations for Train Signalling on Single lines by The Track Circuit Block System). (49D)

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Monday 28 November to Friday 2 December between 10 00 to 15 30 hours. Nos. 4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker boards provided.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 OCTOBER, 1977

Page 14

ALTERATIONS TO THE RULE BOOK

Delete the following :-

Clause 21.1 **Warning Board**

Amend second sentence of first paragraph to :-

Two yellow * lights must be placed be illuminated. (49D)

Page 120 **HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS CLASS 253 TRAINS**

Delete: Heading and item (49D)

RULE BOOK

Section N : **Clause 7.2**

Delete last sentence. (49D)

Clause 10.5 – **Headcodes**

Delete item. (49D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

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MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Monday 28 November to Friday 2 December between 10 00 to 15 30 hours. Nos. 4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker boards provided.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

Attention is drawn to the above item shown on page 2 of the Supplementary Operating Instructions (Northern Area) dated 1 October 1977, which did not previously appear in an ND book.

Until further notice the maximum permissible speed on the Down and Up Main/Fast lines on the following sections of the ECML will be raised to 125 m.p.h. during daylight hours to permit High Speed Trains to exceed the normal line speed limit.

Mileage From	To	Locations Between	Lines
3m. 20chs.	30m. 0chs.	Skelton (Excl) and Northallerton (Excl)	Down Fast
40m. 0chs.	31m. 0chs.	Darlington (Excl) and Northallerton (Excl)	Up Main
29m. 0chs.	3m. 20chs.	Northallerton (Excl) and Skelton (Excl)	Up Fast

As a temporary measure, to assist drivers of High Speed Trains and for the information of other staff; a white circular board with black border with the legend H.S.T. and a large A in black lettering in the centre will be provided at the commencement of each section where the higher speed is permitted.

A white square board with black border with the legend H.S.T. and a large B in black lettering in the centre will be provided at the end of each section.

Any temporary speed restrictions within the above sections must be observed in the usual way.

Red headed advices will no longer be issued.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

18 NOVEMBER, 1977

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.



NN

EASTERN REGION

49

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

SATURDAY 3 DECEMBER

TO

FRIDAY 9 DECEMBER 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 B - TEMPORARY ENGINEERING WORKS-continued

At or between	Lines affected	Remarks
LOWFELL TO NORWOOD		
SATURDAY 3 DECEMBER		
Low Fell Stn. Jn. and Low Fell Sidings	00 01 to 04 00 Down Goods BLOCKED 04 00 to 08 00 Down Goods Between Trains	00 01 to 08 00. Trackwork at 0m. 25chs. 00 01 to 04 00. Down trains diverted via ECML.
PERCY MAIN NORTH TO EARSDON JN.		
UNTIL FURTHER NOTICE		
Percy Main North and Earsdon Jn!	Down and Up	07 30 to 16 30. Bridgework at 0m. 23chs. (77/33)
BACKWORTH TO MORPETH VIA SEGHILL		
SUNDAY 4 DECEMBER		
Bedlington North and Morpeth	Single BLOCKED	01 30 to 09 30. Trackwork between 19m. 3chs. and 20m. 30chs. On track machine in use.
TUESDAY 6 and WEDNESDAY 7 DECEMBER		
Holywell and Newsham	Down BLOCKED	09 30 to 15 30 daily. Trackwork between 9m. 8chs. and 9m. 50chs. Single line working over Up. 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

SKELTON SIGNAL BOX

The Advance Speed Restriction Warning Board and Associated Permanent Magnet situated North of Skelton signal box for the Up Main line has been re-positioned 178 yards further North. (51)

SKELTON

The Ground Position light signal with 5-way Route Indication (62) located to the left of the former Down Slow has been repositioned to the right of the new Down Slow line the same distance from the signal box with the following Route Indications:-

- 'M' - Up Main
- 'R' - Up Reception Lines
- 'E' - Down Shunting No.1
- 'G' - Up Goods
- 'D' - Down Departure Lines

The Down Slow 3-aspect automatic colour light signal plated S.15 has been repositioned 156 yards nearer the signal box. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

KILLINGWORTH

The Down Main 4-aspect colour light signal plated K.16 with subsidiary below has been repositioned 187 yards further from the signal box with no alteration to form or application.

The Down Main 4-aspect automatic colour light signal plated D.6 has been repositioned 210 yards nearer the signal box with no alteration to form or application.

The distance from K.16 signal to D.6 signal is 1180 yards. (50)

**** TILE SHED TO EAST BOLDON**

The Up/Down Goods line has been worked in the Up Direction only and all signals applying in the Down Direction have been abolished.

All existing signals on the Up Goods have been abolished.

A new Up Goods to Up Main Semaphore signal has been provided at the exit from the Up Goods line with the arm at 8 ft. above rail level.

The disc signal applying Up Main to Down Main has been abolished. The existing Disc signal applying Up Main to Up Goods or along Up Main now applies Up Main to Down Main. (49)

**** HEATON H.S.T. DEPOT**

The 2-way switch levers at points 114 and 115 have been replaced with spring levers, No.114 points are now set for the Washer Road and No.115 points for the Engine Release Road. (49)

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.

★ EXPERIMENTAL WARNING BOARD AT THIRSK

Commencing 12 00 hours, Monday 5 December, an illuminated Warning Board displaying 100m.p.h. will be positioned between the Down Fast and Down Slow lines at 22 miles 10 chains.

This Warning board incorporates electrically equipped bullseye lamps at the fishtail and is for Technical Department test purposes only. C & T boards are not provided. A portable magnet is not provided. Drivers are not required to carry out the provisions of the Rule Book Section T, Clause 25.5 in the event of failure of the lamps.

Drivers are asked to comment upon the visibility of the two bullseye lamps.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Monday 5 to Friday 9 December between 10 00 to 15 30 hours. Nos. 4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker boards provided.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

Attention is drawn to the above item shown on page 2 of the Supplementary Operating Instructions (Northern Area) dated 1 October 1977, which did not previously appear in an ND book.

Until further notice the maximum permissible speed on the Down and Up Main/Fast lines on the following sections of the ECML will be raised to 125 m.p.h. during daylight hours to permit High Speed Trains to exceed the normal line speed limit.

Mileage From	To	Locations Between	Lines
3m. 20chs.	30m. 0chs.	Skelton (Excl) and Northallerton (Excl)	Down Fast
40m. 0chs.	31m. 0chs.	Darlington (Excl) and Northallerton (Excl)	Up Main
29m. 0chs.	3m. 20chs.	Northallerton (Excl) and Skelton (Excl)	Up Fast

As a temporary measure, to assist drivers of High Speed Trains and for the information of other staff, a white circular board with black border with the legend H.S.T. and a large A in black lettering in the centre will be provided at the commencement of each section where the higher speed is permitted.

A white square board with black border with the legend H.S.T. and a large B in black lettering in the centre will be provided at the end of each section.

Any temporary speed restrictions within the above sections must be observed in the usual way.

Red headed advices will no longer be issued.

MO.45/NN **G.R.H. Orbell**
 York Chief Operating Manager

25 NOVEMBER, 1977

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.



NN

EASTERN REGION

50

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

SATURDAY 10 DECEMBER

TO

FRIDAY 16 DECEMBER 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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON SIGNAL BOX

The Advance Speed Restriction Warning Board and Associated Permanent Magnet situated North of Skelton signal box for the Up Main line has been re-positioned 178 yards further North. (51)

**
* SKELTON

The Ground Position light signal with 5-way Route Indication (62) located to the left of the former Down Slow has been repositioned to the right of the new Down Slow line the same distance from the signal box with the following Route Indications:—

- 'M' — Up Main
- 'R' — Up Reception Lines
- 'E' — Down Shunting No.1
- 'G' — Up Goods
- 'D' — Down Departure Lines

The Down Slow 3-aspect automatic colour light signal plated S.15 has been repositioned 156 yards nearer the signal box. (50)

**
* KILLINGWORTH

The Down Main 4-aspect colour light signal plated K.16 with subsidiary below has been repositioned 187 yards further from the signal box with no alteration to form or application.

The Down Main 4-aspect automatic colour light signal plated D.6 has been repositioned 210 yards nearer the signal box with no alteration to form or application.

The distance from K.16 signal to D.6 signal is 1180 yards. (50)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

Page ND 2

ALTERATION TO ND 49D GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

THE RULE BOOK SECTION T, PARTS I, II, IV and V

★ Delete heading and item.

EXPERIMENTAL WARNING BOARD AT THIRSK

An illuminated Warning Board displaying 100 m.p.h. will be positioned between the Down Fast and Down Slow lines at 22 miles 10 chains.

This Warning board incorporates electrically equipped bullseye lamps at the fishtail and is for Technical Department test purposes only. C & T boards are not provided. A portable magnet is not provided. Drivers are not required to carry out the provisions of the Rule Book Section T, Clause 25.5 in the event of failure of the lamps.

Drivers are asked to comment upon the visibility of the two bullseye lamps.

MISCELLANEOUS INSTRUCTIONS

★ NEWCASTLE

From Monday 12 to Friday 16 December between 10 00 to 15 30 hours Nos. 4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker boards provided.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

** SPEED OF RAIL TANKS UNTIL FURTHER NOTICE

Attention is drawn to the above item shown on page 2 of the Supplementary Operating Instructions (Northern Area) dated 1 October 1977, which did not previously appear in an ND book.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

2 December, 1977

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.



NN

EASTERN REGION

51

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

SATURDAY 17 DECEMBER

TO

FRIDAY 23 DECEMBER 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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

**** SKELTON SIGNAL BOX**

The Advance Speed Restriction Warning Board and Associated Permanent Magnet situated North of Skelton signal box for the Up Main line has been re-positioned 178 yards further North. (51)

REDCAR

The trailing Main to Main connection has become worked from Redcar signal box.

A new Ground Position Light signal (231) situated on the left hand side of the Through Siding (Redcar end) applying shunting Through Siding to Down Main has been brought into use.

Ground Position Light signal (222) located on the Down Main line applying Down Main to Through Siding has been provided with an additional route applying to signal R224. **(New Item) (1)**

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.

Page ND 2

ALTERATION TO ND 49D GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

THE RULE BOOK SECTION T, PARTS I, II, IV and V

Delete heading and item.

EXPERIMENTAL WARNING BOARD AT THIRSK

** Until 15 00 hours Friday 23 December.

An illuminated Warning Board displaying 100 m.p.h. will be positioned between the Down Fast and Down Slow lines at 22 miles 10 chains.

This Warning board incorporates electrically equipped bullseye lamps at the fishtail and is for Technical Department test purposes only. C & T boards are not provided. A portable magnet is not provided. Drivers are not required to carry out the provisions of the Rule Book Section T, Clause 25.5 in the event of failure of the lamps.

Drivers are asked to comment upon the visibility of the two bullseye lamps.

MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Monday 12 to Friday 16 December between 10 00 to 15 30 hours Nos. 4 and 5 Platforms will be blocked for 175 feet from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker boards provided.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing will be in use at 1m. 15chs. Advance level crossing warning boards have been erected 150 yards each side of the crossing. Stop, whistle before proceeding boards have been erected 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

York

MO.45/NN

G.R.H. Orbell
Chief Operating Manager

9 December, 1977

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.



NN

EASTERN REGION

52/53

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 24 DECEMBER 1977

TO

FRIDAY 6 JANUARY 1978

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

REDCAR

The trailing Main to Main connection has become worked from Redcar signal box.

A new Ground Position Light signal (231) situated on the left hand side of the Through Siding (Redcar end) applying shunting Through Siding to Down Main has been brought into use.

Ground Position Light signal (222) located on the Down Main line applying Down Main to Through Siding has been provided with an additional route applying to signal R224. (1)

CHEVINGTON

The Lever Frame has been shortened and the mechanically worked points have become power operated.

The following Down Main Line colour light signals have been replated:-

Old	New
CN.23	CN.27
CN.24	CN.30

The following ground position light signals have been renumbered:-

Old	New
1	47
3	49
19	36
27	35

(New Item) (3)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATION TO ND 49D GENERAL INSTRUCTIONS AND NOTICES

Page ND 2

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MO.45/NN

G.R.H. Orbell
Chief Operating Manager

York

16 December, 1977

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EASTERN REGION

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