



**NN**

**EASTERN REGION**

**1**

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

**SATURDAY 7 JANUARY**

**TO**

**FRIDAY 13 JANUARY 1978**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 8 JANUARY : BENTON (NORTH WEST CURVE)**

The following connections will be secured out of use pending removal:—  
Facing Connection Up Main to Up North West Curve  
Trailing Connection Down North West Curve to Down Main.

The trailing trap points on the Up North West Curve will be secured out of use pending removal.

The facing points Down North West Curve leading to the Sand Drag will be secured out of use pending removal.

The following colour light signals will be abolished:—  
B.27 – Down North West Curve to Down North  
B.36 – Up North West Curve to Up B. and T.

The position 4 Route Indicator associated with the Up Main colour light signal B.24 will be abolished.  
(4)

**SUNDAY 8 and MONDAY 9 JANUARY : MONKSEATON**

Trains between Monkseaton and West Monkseaton Station will operate over the Down Main line.

The Up Main line from Monkseaton to Benton will be taken out of use. Temporary Buffer stops will be provided 200 yards West of Monkseaton Up Platform.

The Down Main line from Benton to West Monkseaton will be taken out of use. Temporary Buffer stops will be provided 250 yards West of West Monkseaton Down Platform.

The Up Main colour light signal plated MN.33 will now only be capable of displaying Red or Yellow aspects and will not apply Up Main to Down Main to a New Fixed Red colour light signal located at the West End of West Monkseaton Station Down Platform.

The Up Main 4-aspect colour light signal plated MN.35 will now only be capable of displaying Red or Yellow aspects.  
(4)

**MONDAY 9 JANUARY : BENTON (BACKWORTH JUNCTION)**

The facing Junction at Backworth will be secured for the Monkseaton direction.  
(4)

**MONDAY 9 JANUARY—BENTON (SOUTH EAST CURVE)**

The South East Curve at Benton will be taken out of use until Further Notice.

The Up South East Curve colour light signal plated B.28 will be temporarily fixed at Red.

The position 4 Route Indicator associated with the Down Main Colour Light Signal B.34 will be temporarily taken out of use.

The points at Benton Station Jn. will be clamped towards the South West Curve and there will be no signalled movements towards the North West Curve or West Monkseaton.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**MONDAY 9 JANUARY—BENTON (SOUTH EAST CURVE) – continued**

All signalling between Benton Station Jn. and West Monkseaton will be temporarily taken out of use.

Notice Boards worded "Stop Telephone" will be provided at the clearance to the North West Curve and the Down and Up B. & T. lines facing the Up direction at the cess side of all lines. A telephone will be provided. (4)

**MONDAY 9 JANUARY—BENTON—SOUTH GOSFORTH—COXLODGE**

The Down B. & T. colour light signal plated SG.15 will now only be capable of displaying Red, Yellow or Double Yellow with Position 1 Junction Indicator and will become the Distant signal for SG.12.

The Down Branch colour light signal plated SG.22 will be Fixed at Red with the associated subsidiary signal and 2-way stencil type route indicator which will apply as follows:—

- C – Coxlodge
- S – Car Shed Spur

Between South Gosforth signal SG.22 and Coxlodge the single line will be worked under Special Instructions under the Supervision of the Operations Supervisor at Coxlodge.

Down B. & T. colour light signal plated SG.12 will now only be capable of displaying Red or Yellow aspects.

Down B. & T. colour light signal D3X will become a controlled signal, plated SG.1 and will be capable of displaying Red or Green aspects only at this stage.

Track Circuit Block Regulation between signal SG.1 and Benton will be taken out of use and the Absolute Block Regulations will apply on both lines.

All other Main colour light signals will be abolished, with the exception of signals U3X and D3B which will only be capable of displaying Yellow aspects. (4)

**MONDAY 9 JANUARY—SOUTH GOSFORTH—COXLODGE**

A temporary level crossing will be brought into use at 0m. 34chs.

An attendant will be at the crossing during the period when the crossing is in use. (4)

**MONDAY 9 JANUARY – EARSDON**

The facing trap points in the Down Northumberland Docks line and the connection to the Down Blyth & Tyne will be temporarily secured out of use in the Reverse position.

The trap points situated in the Up Northumberland Docks line will be temporarily secured out of use in the Reverse position.

The facing connection Up Blyth & Tyne to Up Northumberland Docks will be temporarily secured out of use in the Reverse position.

The Up Blyth & Tyne 4-aspect colour light signal plated E7 will have the position 4 junction indicator temporarily taken out of use.

Absolute Block Working will apply between Earsdon and Percy Main North. (4)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**MONDAY 9 JANUARY – BETWEEN EARSDON AND PERCY MAIN NORTH**

**Bettys Lonnen Level Crossing**

St. George Cross notice boards will be provided 390 yards from the crossing on the Down line and 700 yards from the crossing on the Up line.

A combined Whistle/Speed restriction board (25 m.p.h.) will be provided 290 yards from the crossing on the Down line and 480 yards from the crossing on the Up line. (4)

**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:-

<b>Old</b>	<b>New</b>
CN.23	CN.27
CN.24	CN.30

The following ground position light signals have been renumbered:-

<b>Old</b>	<b>New</b>	
1	47	
3	49	
19	36	
27	35	(3)

**RYHOPE GRANGE TO HAWTHORN COMBINED MINE & COKE PLANT (NORTH JUNCTION)**

**Murton**

The single line from South Hetton Colliery to the former South Hetton Junction (15m. 40chs.) has been extended back towards Murton at a distance of ¼ mile ahead of the Murton Up Home signal No.2. The connection from single line to double line is located at 16m. 10chs. and the notice board "Stop, Examine Points Before Proceeding" has been resited at this mileage. (New Item) (4)

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## 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

## DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.

Page 27

*Benton North Junction*

★ Delete all details

Killingworth  
Station (L.C.)

★ Amend mileage to read:— 1m. 1124 yards.

## Page 49 NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH

★ Amend description of signalling in first column between South Gosforth and *Benton Station Junction* to "Absolute Block".

South Gosforth

★ Delete:— C. Down line, 550 yards before reaching D3B signal. 100

Benton Station

★ Delete:— C. Down line, 500 yards before reaching B41 signal.

*Benton Station Junction*★ Amend:—  
(Controlled by Benton signal box)  
(See page 51 for Benton S.W. curve)

★ Delete:— 25 — Over junction towards Benton North Junction (Branch Speed Limit)

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 49 - continued.

*Benton East Junction*

Delete:-

C. Down Main line, 545 yards before reaching D5B signal. 120

Page 50

*Backworth Junction*

Delete:-

(See page 158 for Backworth to Morpeth via Seghill)

30 - Over junction towards Morpeth, 6m. 0ch. to 6m. 78ch. (Manors to Morpeth mileage).

Amend:- description of signalling between West Monkseaton Station and Monkseaton Station to read:- "One Train Working" (No Staff).

Page 51 BENTON NORTH WEST CURVE

Delete table BENTON SOUTH WEST CURVE

*Benton Station Junction No.1*

Delete:-

(See page 49 for Manors Junction to Tynemouth)

Page 52 (Page 59 Supp. Optg. Insts.)

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Delete table and substitute:-

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS SOUTH GOSFORTH AND COXLODGE

10 MAXIMUM PERMISSIBLE SPEED (Both ON MAIN AND SINGLE LINES directions)

T.C.B. { *South Gosforth Station Junction* (Controlled by South Gosforth signal box) (See page 49 for Manors to Tynemouth via Backworth)

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

Page 52 (Page 59 Supp. Optg. Insts.) - substitute - continued.

See Local Instructions Page 294	{	South Gosforth	- 899								
		West Junction (Controlled by South Gosforth signal box)									
One Train Working	{	West Gosforth Station									
		Coxlodge Station (L.C.)	1 515						30	MAXIMUM SPEED ON SINGLE (Both LINE directions)	
		Bells (L.C.) (P.1)									
		Kenton Bank (L.C.) (P.1)									
		Callerton (L.C.) (P.1)									
		Callerton I.C.I. Sidings									

Page 159 (Page 71 Supp. No.1)

PERCY MAIN NORTH TO EARSDON JUNCTION

★ Amend:- description of signalling in first column between Percy Main North and Earsdon to read:- "Absolute Block".

Percy Main North

★ Add:- 25 25 Over level crossings at 1m. 57ch.

Bettys Lonnen (L.C.) (P.4)

Blue Bell

★ Delete:- block post and add (G.B.)

★ Delete:- CW. Up line 280 yards before reaching Blue Bell No.1 Up Home signal. 106



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE P.4 – OPEN LEVEL CROSSINGS

Page 221 PERCY MAIN NORTH TO EARSDON JUNCTION  
Bettys Lonnen

★ **Delete:** – wording in Remarks column.

LOCAL INSTRUCTIONS

Page 294

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

★ Amend heading to read:-

SOUTH GOSFORTH TO COXLODGE

★ Add

**WORKING OF SINGLE LINE SIDING BETWEEN SOUTH GOSFORTH WEST JUNCTION AND 'START OF ONE TRAIN WORKING' AT COXLODGE**

1. **Method**

- 1.1 The line between South Gosforth West Junction and Coxlodge Crossing is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before:-
  - (a) Any movement is allowed to enter the Single line siding or
  - (b) Any work is commenced affecting safety of the line or
  - (c) Any obstruction is placed on the line.
- 1.2 Only one train will be allowed on the siding line at any one time and the Signalman at South Gosforth must be advised when a train arrives complete with tail lamp at signal SG.16.
- 1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.

2. **Rule Book**

- 2.1 **Section H**  
Drivers must not exceed a speed of 10 m.p.h. When working over the siding line and all trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled except as provided for in Clause 8.
- 2.2 **Section M**  
The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 10 yards apart, 200 yards from the obstruction on both sides. The Operating Supervisor at Coxlodge Crossing must then be advised of the circumstances.
- 2.3 **Section Q**  
The provisions of this section must be applied, except that protection by Handsignalman will not be necessary.
- 2.4 **Section S**  
The provisions of this section must be applied, except that the Handsignalman need only be stationed 200 yards from the trolley with the 3 detonators placed 10 yards apart.
- 2.5 **Section T**  
The provisions of this section must be applied, except when carrying out protection, it will only be necessary to place 3 detonators 10 yards apart 200 yards on both sides of the point where the line is unsafe.

★ **Add:-** **COXLODGE TO CALLERTON I.C.I. SIDINGS**

The line between Coxlodge Crossing and Callerton I.C.I. Sidings is worked under the Regulations for "One Train Working", the staff being handed to the Driver at Coxlodge Crossing by the Operating Supervisor.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATION TO ND 49D GENERAL INSTRUCTIONS AND NOTICES

Page ND 2

MISCELLANEOUS NOTICES

THE RULE BOOK SECTION T, PARTS I, II, IV and V

Delete heading and item. (See Amendment to Rule Book)

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MISCELLANEOUS INSTRUCTIONS

NEWCASTLE

From Wednesday 11 to Friday 13 January 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.

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York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

23 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**

**3**

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

**SATURDAY 21 JANUARY**

**TO**

**FRIDAY 27 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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

\*\*  
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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 22 JANUARY – BETWEEN TOLLERTON AND PILMOOR

The following signals will be replated:—

Old		New	Old		New
U11B	—	T56	D10	—	P57
U11BS	—	T58	DS10	—	P59
U11	—	T60	D11	—	P61
U11S	—	T62	D11S	—	P63
U12	—	T64	DF12	—	P65
U12S	—	T66	D12S	—	P67
U13	—	T68	D12B	—	P69
U13S	—	T70	DS12B	—	P71
U14B	—	T72	D13	—	P73
U14BS	—	T74	D13S	—	P75

(6)

SUNDAY 22 JANUARY – TWEEDMOUTH

Miniature red/green lights for road users activated by the occupation and clearance of track circuits will be installed at Occupation Crossing No.203 located at 68m. 52chs., with telephone communication to Tweedmouth signal box.

The following signals will be replated:—

Old		New
D.69	—	T.1
D.68	—	T.2
U.69	—	T.4
U.68	—	T.5

The 3-aspect colour light signals T1, T2 and T3 will become 4-aspect colour light signals capable of displaying R, YY, Y and G aspects. (6)

DETAILS OF WORK ALREADY CARRIED OUT

KILLINGWORTH

Killingworth signal box has ceased to be a block post but remains as a gate box.

The control of all points and signals has been transferred to Benton signal box.

All telephones now commincate with Benton signal box.

The Down and Up Main lines are worked in accordance with the Track Circuit Block Regulations, applying between Benton and Dudley Colliery signal boxes.

The following signals have been replated:—

Old		New
D4	—	B51
K31	—	B56
D7	—	B61
U7	—	B62
U6	—	B60
K30	—	B54
U5	—	B52

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**KILLINGWORTH – continued**

The Down Main colour light signal K16/17 has been repositioned 262 yards further from Killingworth gate box and has been replated B53.

The Down Main 4-aspect colour light signal plated D6 has been abolished.

A new 4-aspect colour light signal plated B59 has been provided 1,280 yards before reaching B61 signal.

The following ground position light signals have been replated:-

Old		New
K20	—	55
K22	—	58

The trailing connection from the Loaded Siding to Up Main has been abolished.

A new trailing connection from Loaded Siding to Empty Siding has been provided.

A new emergency facing crossover between the Down and Up Main lines has been provided north of the siding connections controlled by a ground switch panel released from Benton signal box.

A telephone has been provided communicating with Benton signal box. (5)

**NORTHALLERTON**

The trailing Main to Main crossover (adjacent to the signal box) has been abolished.

The Up Main Ground Position Light Signal (97/98) applying Shunting Up Main to Down Northallerton Loop Indication "U" and Shunting Up Main to Down Main Indication "M" has been abolished.

The route indication "U" Shunting Down Main to Up Main associated with the Down Main Ground position Light Signal No.39 has been abolished. (5)

**BENTON (NORTH WEST CURVE)**

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

- Facing Connection Up Main to Up North West Curve
- Trailing Connection Down North West Curve to Down Main.

The trailing trap points on the Up North West Curve have been secured out of use pending removal.

The facing points Down North West Curve leading to the Sand Drag have been secured out of use pending removal.

The following colour light signals have been abolished:-

- B.27 – Down North West Curve to Down North
- B.36 – Up North West Curve to Up B. and T.

The position 4 Route Indicator associated with the Up Main colour light signal B.24 has been abolished. (4)

**MONKSEATON**

This work has not been carried out.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BENTON (BACKWORTH JUNCTION)**

This work has not been carried out.

**BENTON (SOUTH EAST CURVE)**

This work has not been carried out.

**BENTON – SOUTH GOSFORTH – COXLODGE**

The Down Branch colour light signal plated SG.22 has been Fixed at Red with the associated subsidiary signal and 2-way stencil type route indicator which applies as follows:–

- C – Coxlodge
- S – Car Shed Spur

(Amended item) (4)

**SOUTH GOSFORTH – COXLODGE**

A temporary level crossing has been brought into use at Om. 34chs.

An attendant is at the crossing during the period when the crossing is in use.

(4)

**EARSDON**

This work has not been carried out.

**BETWEEN EARSDON AND PERCY MAIN NORTH**

**Bettys Lonnen Level Crossing**

St. George Cross notice boards have been provided 390 yards from the crossing on the Down line and 700 yards from the crossing on the Up line.

A combined Whistle/Speed restriction board (25 m.p.h.) has been provided 290 yards from the crossing on the Down line and 480 yards from the crossing on the Up line.

(4)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**

**DETAILS OF WORK ALREADY CARRIED OUT — continued**

**\*\* 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:—

<b>Old</b>	<b>New</b>
CN.23	CN.27
CN.24	CN.30

The following ground position light signals have been renumbered:—

<b>Old</b>	<b>New</b>	
1	47	
3	49	
19	36	
27	35	(3)

**RYHOPE GRANGE TO HAWTHORN COMBINED MINE & COKE PLANT (NORTH JUNCTION)**

**Murton**

The single line from South Hetton Colliery to the former South Hetton Junction (15m. 40chs.) has been extended back towards Murton at a distance of ¼ mile ahead of the Murton Up Home signal No.2. The connection from single line to double line is located at 16m. 10chs. and the notice board "Stop, Examine Points Before Proceeding" has been resited at this mileage. (4)

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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

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

Page 27

*Benton North Junction*  
Delete all details

Killingworth  
Station (L.C.)  
Amend mileage to read:- 1m. 1124 yards.

★Page 49 NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH  
Amend description of signalling in first column between South Gosforth and *Benton Station Junction* to "Absolute Block".

★ South Gosforth  
Delete:- C. Down line, 550 100  
yards before reaching  
D3B signal.

★ Benton Station  
Delete:- C. Down line, 500 -  
yards before reaching  
B41 signal.

*Benton Station Junction*  
Amend:-  
(Controlled by  
Benton signal box)  
(See page 51 for  
Benton S.W. curve)

Delete:- 25 - Over junction towards  
Benton North Junction  
(Branch Speed Limit)



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 49 – continued.

*Benton East Junction*



Delete:–

C. Down Main line, 545 yards before reaching D5B signal. 120

★ Page 50

*Backworth Junction*

Delete:–

(See page 158 for Backworth to Morpeth via Seghill)

30 – Over junction towards Morpeth, 6m. 0ch. to 6m. 78ch. (Manors to Morpeth mileage).



Amend:– description of signalling between West Monkseaton Station and Monkseaton Station to read:– “One Train Working” (No Staff).

Page 51

**BENTON NORTH WEST CURVE**

Delete table

**BENTON SOUTH WEST CURVE**

*Benton Station Junction No.1*



Delete:–

(See page 49 for Manors Junction to Tynemouth)

Page 52 (Page 59 Supp. Optg. Insts.)

**SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS**

Delete table and substitute:–

**SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS**

**SOUTH GOSFORTH AND COXLODGE**

10 MAXIMUM PERMISSIBLE SPEED (Both ON MAIN AND SINGLE LINES directions)

T.C.B.

South Gosforth Station Junction  
(Controlled by South Gosforth signal box)  
(See page 49 for Manors to Tynemouth via Backworth)

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 52 (Page 59 Supp. Optg. Insts.) – substitute – continued.

See Local Instructions Page 294	South Gosforth West Junction (Controlled by South Gosforth signal box)	– 899										
	West Gosforth Station											
One Train Working	Coxlodge Station (L.C.)	1	515						30	MAXIMUM SPEED ON SINGLE (Both LINE directions)		
	Bells (L.C.) (P.1)											
	Kenton Bank (L.C.) (P.1)											
	Callerton (L.C.) (P.1)											
	Callerton I.C.I. Sidings											

Page 159 (Page 71 Supp. No.1)

**PERCY MAIN NORTH TO EARSDON JUNCTION**

★ **Amend:** – description of signalling in first column between Percy Main North and Earsdon to read: – “Absolute Block”.

Percy Main North

**Add:** – 25 25 Over level crossings  
at 1m. 57ch.

Bettys Lonnen  
(L.C.) (P.4)

Blue Bell

**Delete:** – block post and add (G.B.)

**Delete:** – CW. Up line 280      106  
yards before reaching  
Blue Bell No.1 Up  
Home signal.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE P.4 – OPEN LEVEL CROSSINGS

Page 221 PERCY MAIN NORTH TO EARSDON JUNCTION

Bettys Lonnen

Delete:— wording in Remarks column.

LOCAL INSTRUCTIONS

Page 294

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Amend heading to read:-

SOUTH GOSFORTH TO COXLODGE

Add

WORKING OF SINGLE LINE SIDING BETWEEN SOUTH GOSFORTH WEST JUNCTION AND 'START OF ONE TRAIN WORKING' AT COXLODGE

1. Method

1.1 The line between South Gosforth West Junction and Coxlodge Crossing is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before:-

- (a) Any movement is allowed to enter the Single line siding or
- (b) Any work is commenced affecting safety of the line or
- (c) Any obstruction is placed on the line.

1.2 Only one train will be allowed on the siding line at any one time and the Signaller at South Gosforth must be advised when a train arrives complete with tail lamp at signal SG.16.

1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.

2. Rule Book

2.1 Section H

Drivers must not exceed a speed of 10 m.p.h. When working over the siding line and all trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled except as provided for in Clause 8.

2.2 Section M

The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 10 yards apart, 200 yards from the obstruction on both sides. The Operating Supervisor at Coxlodge Crossing must then be advised of the circumstances.

2.3 Section Q

The provisions of this section must be applied, except that protection by Handsignalman will not be necessary.

2.4 Section S

The provisions of this section must be applied, except that the Handsignalman need only be stationed 200 yards from the trolley with the 3 detonators placed 10 yards apart.

2.5 Section T

The provisions of this section must be applied, except when carrying out protection, it will only be necessary to place 3 detonators 10 yards apart 200 yards on both sides of the point where the line is unsafe.

Add:- COXLODGE TO CALLERTON I.C.I. SIDINGS

The line between Coxlodge Crossing and Callerton I.C.I. Sidings is worked under the Regulations for "One Train Working", the staff being handed to the Driver at Coxlodge Crossing by the Operating Supervisor.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATION TO ND 49D GENERAL INSTRUCTIONS AND NOTICES

Page ND 2

MISCELLANEOUS NOTICES

THE RULE BOOK SECTION T, PARTS I, II, IV and V

Delete heading and item. (See Amendment to Rule Book)

MISCELLANEOUS INSTRUCTIONS

REPAIRS IN MOTIVE POWER DEPOT: CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Locations	Nature of work	Duration	Commencing Date
★ Darlington Diesel Depot No.2 Shed Servicing Line <b>BLOCKED</b>	Contractor renewing concrete aprons at fuel pumps. Removing Spoil across shed lines. Mechanical plant in use.	Continuously	Monday 23 January.

NEWCASTLE

From Monday 23 to Friday 27 January 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

13 January, 1978

*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**

**7**

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

**SATURDAY 18 FEBRUARY**

**TO**

**FRIDAY 24 FEBRUARY 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.

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**SECTION C**

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B**

**SUNDAY 19 FEBRUARY – ALNMOUTH**

The catch points in the Down line at 38m. 8chs. (560 yards before reaching D.38 signal) will be abolished. (10)

**TUESDAY 21 FEBRUARY – ALNMOUTH (SHILBOTTLE)**

The trailing crossover between the Down and Up Mains together with the facing connection Down Main to Down Sidings will be secured out of use in the normal position pending removal of the points and Exchange and Colliery Sidings. The associated signalling will be abolished. (10)

**SUNDAY 19 FEBRUARY – BETWEEN TWEEDMOUTH AND AYTON**

Track Circuit Block working between Tweedmouth and Ayton will be dispensed with and replaced by Absolute Block Working.

The following signals will be temporarily removed :-

<b>Down line</b>	<b>Up line</b>
T2	U52
T1	U53
D54	U54
D53	

Up Main 4-aspect colour light signal T4, will have its red aspect temporarily disconnected and auto and telephone signs temporarily removed and will only be capable of displaying double yellow or green aspects.

Up Main 4-aspect colour light signal T5 will have its red aspect temporarily disconnected and auto and telephone signs removed and will only be capable of displaying yellow, double yellow or green aspects. (10)

**DETAILS OF WORK ALREADY CARRIED OUT**

**TEMPORARY SPEED RESTRICTIONS – WARNING ARRANGEMENTS**

From Sunday 5 February, an audible warning indication has been provided for every Warning Board for each temporary speed restriction on the following sections of line:-

Boroughbridge Road	Stockton Station	Down and Up	
Hartburn Jn.	Bowesfield	Down and Up	
Darlington South Jn.	Middlesbrough exc.	Down and Up	(9)

**GATESHEAD BENSAM CURVE GROUND FRAME**

Bensham Curve Ground Frame and the associated trailing crossover between the Down and Up Goods lines has been abolished. (8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SOUTH GOSFORTH – COXLODGE – CALLERTON

Temporary open type (normally without gates or barriers) level crossings have been brought into use at 1 mile 18½ chains, 1 mile 32 chains, 2 miles 43 chains, 2 miles 45 chains, and 2 miles 56½ chains.

A St. Georges cross advance rail warning board has been provided on the approaches to crossings at 1 mile 18½ chains and 1 mile 32 chains approximately 100 yards before reaching the former crossing applicable to Down trains, and approximately 275 yards before reaching the latter crossing applicable to Up trains. Combined 5m.p.h./whistle signs will be provided on each rail approach approximately 25 yards before reaching both crossings.

Crossings at 2 miles 43 chains and 2 miles 45 chains which are adjacent to Brunton Lane (otherwise known as Bells Trainmen Operated) level crossing, whilst both crossings will normally be left as open type crossings they will be provided with chains or simple hand operated barriers to be secured across the temporary roadways by the Branch Supervisor and released again respectively on arrival and departure of the train at the crossings.

A whistle board has been provided at approximately 50 yards on each rail approach to the crossing at 2 miles 56½ chains. (8)

\*\* KILLINGWORTH

The Gate box has been abolished and the level crossing is now supervised with the aid of closed circuit television from Benton Signal box.

The points and signals formally controlled by Killingworth signal box are now controlled by Benton signal box.

The Down and Up Main lines will be worked in accordance with the Track Circuit Block Regulations, applying between Benton and Dudley Colliery signal boxes.

The following signals will be replated:-

Old		New
D4	—	B51
K16	—	B53
D6	—	DC59
U7	—	B62
U6	—	B60
K30	—	B54
U5	—	B52
K31	—	B56

The following ground position light signals will be replated:-

Old		New
K20	—	55
K22	—	58

The trailing connection from the Loaded Siding to Up Main will be abolished.

A new trailing connection from Loaded Siding to Empty Siding will be provided. (7)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* COXLODGE SIDINGS**

The following connections have been abandoned:—  
Facing connection No.11B into former Up Platform.

The loop line in the sidings adjacent to Winthrop Laboratories Factory.

A trailing lead has been installed in the branch single line at 1m. 54chs. this forms a run-around utilising the former coal hopper line in the sidings. The Trailing lead is secured out of use and is to be used only during engineering possessions. (7)

**\*\* MONKSEATON**

Trains between Monkseaton and West Monkseaton Station operate over the Down Main line.

The Up Main line from Monkseaton to Benton has been taken out of use. Temporary Buffer stops have been provided 200 yards West of Monkseaton Up Platform.

The Down Main line from Benton to West Monkseaton has been taken out of use. Temporary Buffer stops have been provided 250 yards West of West Monkseaton Down Platform.

The Up Main colour light signal plated MN.33 is now only capable of displaying Red or Yellow aspects and now applies Up Main to Down Main to a New Fixed Red colour light signal located at the West End of West Monkseaton Station Down Platform.

The Up Main 4-aspect colour light signal plated MN.35 is now only capable of displaying Red or Yellow aspects. (7)

**\*\* BENTON (BACKWORTH JUNCTION)**

The facing Junction at Backworth has been secured for the Monkseaton direction. (7)

**\*\* BENTON (SOUTH EAST CURVE)**

The South East Curve at Benton has been taken out of use until further notice.

The Up South East Curve colour light signal plated B.28 has been temporarily fixed at Red.

The position 4 Route Indicator associated with the Down Main Colour Light Signal B.34 has been temporarily taken out of use.

The points at Benton Station Jn. have been clamped towards the South West Curve and there are no signalled movements towards the North West Curve or West Monkseaton.

All signalling between Benton Station Jn. and West Monkseaton have been temporarily taken out of use.

Notice Boards worded "Stop Telephone" have been provided at the clearance to the North West Curve and the Down and Up B. & T. lines facing the Up direction at the cess side of all lines. A telephone has been provided. (7)

**GREENLAND**

The signal box and all points worked therefrom have been abolished. All points have become hand operated. (New item) (10)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\*BENTON – SOUTH GOSFORTH – COXLODGE**

The Down B. & T. colour light signal plated SG.15 is now only capable of displaying Red, Yellow or Double Yellow with Position 1 Junction Indicator and has become the Distant signal for SG.12

The Down Branch colour light signal plated SG.22 has been Fixed at Red with the associated subsidiary signal and 2-way stencil type route indicator which applies as follows:–

- C – Coxlodge
- S – Car Shed Spur

Between South Gosforth signal SG.22 and Coxlodge the single line is being worked under Special Instructions under the Supervision of the Operations Supervisor at Coxlodge.

Down B. & T. colour light signal plated SG.12 is now only capable of displaying Red or Yellow aspects.

Down B. & T. colour light signal D3X has become a controlled signal, plated SG.1 and is capable of displaying Red or Green aspects only at this stage.

Track Circuit Block Regulation between signal SG.1 and Benton have been taken out of use and the Absolute Block Regulations apply on both lines.

All other Main colour light signals have been abolished, with the exception of signals U3X and D38 which are only capable of displaying Yellow aspects. (7)

**\*\*EARSDON**

The facing trap points in the Down Northumberland Docks line and the connection to the Down Blyth & Tyne has been temporarily secured out of use in the Reverse position.

The trap points situated in the Up Northumberland Docks line have been temporarily secured out of use in the Reverse position.

The facing connection Up Blyth & Tyne to Up Northumberland Docks have been temporarily secured out of use in the Reverse position.

The Up Blyth & Tyne 4-aspect colour light signal plated E7 has had the position 4 junction indicator temporarily taken out of use.

Absolute Block Working applies between Earsdon and Percy Main North. (7)

**SUNDERLAND : DEPTFORD**

The connection to Corning Ltd. private siding has been spiked out of use in the normal position pending removal. (New item) (10)

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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.

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	U	Position	Gradient (Rising unless otherwise shown) 1 in

DONCASTER BLACK CARR JN. TO BERWICK (MARSHALL MEADOWS)

Page 27

Widdrington Station (L.C.)

★ Delete:- 90 90 23m. 15chs. to 25m. 20chs. (w.e.f. 09 00 13/2/78)

Page 28 (Page 22 ND No.5D)

Widdrington Station (L.C.)

★ Add:- 90 - 23m. 15chs. to 26m. 40chs. (w.e.f. 09 00 13/2/78)

Chevington (L.C.)

★ Add:- - 90 25m. 20chs. to 23m. 15chs. (w.e.f. 09 00 13/2/78) (13D)

Page 52 (Page 59 Supp. Optg. Insts.) SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Delete table and substitute:-

SOUTH GOSFORTH AND CALLERTON I.C.I. SIDINGS

10 MAXIMUM PERMISSIBLE SPEED (Both ON MAIN AND SINGLE LINES. directions)

T.C.B.	}	South Gosforth Station Jn. (Controlled by South Gosforth Signal Box) (See page 49 for Manors to Tynemouth via Backworth)	-	-
		South Gosforth West Jn. (Controlled by South Gosforth Signal Box)	-	899
See local instructions Page 294	}	West Gosforth Station		
		Coxlodge Station (L.C.)	1	515
One train working	}	Bells (LC) (P.1)		
		Kenton Bank (LC) (P.1)		
		Callerton (LC) (P.1)		
		Callerton I.C.I Sdgs.		

(13D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
<b>Page 177</b>		
<b>Add:—NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH</b>		
Benton Station Jn.	Jesmond Crossover (Signal B5)	Up B & T 16 SLU air braked. Clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 Supp. No.1)

STABLING OF VEHICLES ON RUNNING LINES

Delete heading and item.

(13D)

MISCELLANEOUS INSTRUCTIONS

REPAIRS IN MOTIVE POWER DEPOT: CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Locations	Nature of work	Duration	Commencing Date
Thornaby MPD Nos.4 and 5 Roads and Private Parties Repair Shed.	Installing new drain and constructing concrete bases and pit.	08 00 to 15 00 daily.	Monday 6 February.

NEWCASTLE

From Monday 20 to Friday 24 February between 10 00 and 15 30 hours. No.4 and 5 Platforms will be blocked for 175 ft. from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at 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.

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

York

10 February, 1978

*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**

**10**

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

**SATURDAY 11 MARCH**

**TO**

**FRIDAY 17 MARCH 1978**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 12 MARCH – OUSTON JN.

The facing connection Down Main to Down Slow and the associated route on signal TY277 will be taken out of use temporarily, pending remodelling.

The trailing Main to Main crossover and the associated ground frame will be abolished. (13)

## SUNDAY 12 MARCH – GRANTSHOUSE AND OXWELLMAINS RESIGNALLING (STAGE 3)

Revised signalling will be brought into use as described and illustrated in the Scottish Region Special Notice entitled Grantshouse and Oxwellmains Resignalling dated 10th December, 1977 all staff concerned must ensure that they have received a copy. (13)

## DETAILS OF WORK ALREADY CARRIED OUT

## TYNE, OUSTON JUNCTION

The facing connection Up Slow to Up Main and the associated route on signal TY268 has been taken out of use temporarily, pending remodelling. (12)

## ALNMOUTH (SOUTHSIDE)

The following signals have been abolished:—

Down Main 4-aspect colour light signal D31.

Ground position light signal (103) applying set-back Down Main to Southside Colliery Siding or along Down Main to D31 signal.

Elevated position light subsidiary signal on Southside Colliery line 4-aspect colour light signal A105 applying towards Down Main "Limit of Shunt" indicator.

Ground position light signal (106) applying set-back along Down Main to "Limit of Shunt" indicator or to U30 signal. The associated "Limit of Shunt" indicator has also been abolished.

## Signalling Alterations:—

Down Main 4-aspect colour light signal A102 has been repositioned 401 yards nearer to Alnmouth signal box.

Down Main 4-aspect colour light signal D31B has been replated A108.

Ground position light signal (104) has been repositioned on the cess side of the Up Main.

The barrier on the Southside Colliery Siding has been abolished. (12)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN TWEEDMOUTH AND AYTON**

Track Circuit Block working between Tweedmouth and Ayton has been dispensed with and replaced by Absolute Block Working.

The following signals have been temporarily removed:—

Down line	Up line
T2	U52
T1	U53
D54	U54
D53	

Up Main 4-aspect colour light signal T4, has its red aspect temporarily disconnected and auto and telephone signs temporarily removed and is only capable of displaying double yellow or green aspects.

Up Main 4-aspect colour light signal T5 has its red aspect temporarily disconnected and auto and telephone signs removed and is only capable of displaying yellow, double yellow or green aspects. (12)

**COXLODGE**

A temporary open type (normally without gates or barriers) level crossing has been brought into use at 1m. 54chs. adjacent to Coxlodge level crossing. This temporary crossing, although normally left as an open type, has been provided with chains or simple hand operated barriers to be secured across the temporary roadway by the Branch Supervisor and released again respectively on arrival and departure of the train at the crossing. (12)

**HOLYWELL (BURRADON BRANCH)**

The Burradon Branch line has been abolished and the facing points in the Down Blyth & Tyne line have been secured out of use pending removal.

The offset miniature arm applying from Down Blyth & Tyne to Burradon Branch has been abolished. (12)

**COXLODGE**

The lever frame and all connections have been taken out of use.

A St. Georges Cross advance rail warning board has been provided in the Down direction 800 yards before reaching the crossing.

The Up fixed Distant signal has been replaced by a St. Georges Cross advance rail warning board.

Notice boards worded "Stop Await Instructions" have been provided on each rail approach 55 yards from the crossing (11)

**ALNMOUTH**

Down Main 4-aspect colour light signal A110 and Up Main 4-aspect colour light signal A119 have become automatic signals and plated accordingly. (Amended Item) (12)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* ALNMOUTH**

The catch points in the Down line at 38m. 8chs. (560 yards before reaching D.38 signal) have been abolished. (10)

**\*\* ALNMOUTH (SHILBOTTLE)**

The trailing crossover between the Down and Up Mains together with the facing connection Down Main to Down Sidings have been secured out of use in the normal position pending removal of the points and Exchange and Colliery Sidings. The associated signalling has been abolished. (10)

**\*\* GREENLAND**

The signal box and all points worked therefrom have been abolished. All points have become hand operated. (10)

**\*\* SUNDERLAND : DEPTFORD**

The connection to Corning Ltd. private siding has been spiked out of use in the normal position pending removal. (10)

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SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
<b>Page 177</b>		
<b>Add:—NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH</b>		
Benton Station Jn.	Jesmond Crossover (Signal B5)	Up B & T 16 SLU air braked. Clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 Supp. No.1)

STABLING OF VEHICLES ON RUNNING LINES

Delete heading and item. (13D)

MISCELLANEOUS INSTRUCTIONS

REPAIRS IN MOTIVE POWER DEPOT: CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Locations	Nature of work	Duration	Commencing Date
Thornaby MPD Nos.4 and 5 Roads and Private Parties Repair Shed.	Installing new drain and constructing concrete bases and pit.	08 00 to 15 00 daily.	Monday 6 February.
Follingsby Freightliner Terminal	Trackwork on tracks leading to three crane roads	Continuously	Monday 6 March

NEWCASTLE

From Monday 13 March to Friday 17 March – between 10 00 and 15 30 hours. No.4 and 5 Platforms will be blocked for 175ft. from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at Marker Boards provided.

SEATON-ON-TEES BRANCH

Contractors will be using temporary level crossing at 0m. 32chs.

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

York

3 March, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*

**DON'T TAKE**

**CHANCES,**

**YOU CAN'T**

**AFFORD IT**

**DON'T TAKE**

**CHANCES,**

**YOU CAN'T**

**AFFORD IT**

*C Hay*  
B.R.31262  
*HX*



**NN**

EASTERN REGION

**11**

57.7. 25 24

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

*P-1*  
*Adm*

**SATURDAY 18 MARCH**

TO

**FRIDAY 24 MARCH 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.

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**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 ALREADY CARRIED OUT****OUSTON JUNCTION**

The facing connection Down Main to Down Slow and the associated route on signal TY277 has been taken out of use temporarily, pending remodelling.

The trailing Main to Main crossover and the associated ground frame has been abolished. (13)

**TYNE, OUSTON JUNCTION**

The facing connection Up Slow to Up Main and the associated route on signal TY268 has been taken out of use temporarily, pending remodelling. (12)

**ALNMOUTH (SOUTHSIDE)**

The following signals have been abolished:—

Down Main 4-aspect colour light signal D31.

Ground position light signal (103) applying set-back Down Main to Southside Colliery Siding or along Down Main to D31 signal.

Elevated position light subsidiary signal on Southside Colliery line 4-aspect colour light signal A105 applying towards Down Main "Limit of Shunt" indicator.

Ground position light signal (106) applying set-back along Down Main to "Limit of Shunt" indicator or to U30 signal. The associated "Limit of Shunt" indicator has also been abolished.

**Signalling Alterations:—**

Down Main 4-aspect colour light signal A102 has been repositioned 401 yards nearer to Alnmouth signal box.

Down Main 4-aspect colour light signal D31B has been replated A108.

Ground position light signal (104) has been repositioned on the cess side of the Up Main.

The barrier on the Southside Colliery Siding has been abolished. (12)

**GRANTSHOUSE AND OXWELLMAINS RESIGNALLING (STAGE 3)**

Revised signalling has been brought into use as described and illustrated in the Scottish Region Special Notice entitled Grantshouse and Oxwellmains Resignalling dated 10th December, 1977 all staff concerned must ensure that they have received a copy. (13)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**COXLODGE**

A temporary open type (normally without gates or barriers) level crossing has been brought into use at 1m. 54chs. adjacent to Coxlodge level crossing. This temporary crossing, although normally left as an open type, has been provided with chains or simple hand operated barriers to be secured across the temporary roadway by the Branch Supervisor and released again respectively on arrival and departure of the train at the crossing. (12)

**HOLYWELL (BURRADON BRANCH)**

The Burradon Branch line has been abolished and the facing points in the Down Blyth & Tyne line have been secured out of use pending removal.

The offset miniature arm applying from Down Blyth & Tyne to Burradon Branch has been abolished. (12)

**\*\*  
\* COXLODGE**

The lever frame and all connections have been taken out of use.

A St. Georges Cross advance rail warning board has been provided in the Down direction 800 yards before reaching the crossing.

The Up fixed Distant signal has been replaced by a St. Georges Cross advance rail warning board.

Notice boards worded "Stop Await Instructions" have been provided on each rail approach 55 yards from the crossing (11)

**ALNMOUTH**

Down Main 4-aspect colour light signal A110 and Up Main 4-aspect colour light signal A119 have become automatic signals and plated accordingly. (12)

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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:

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

DONCASTER BLACK CARR JN. TO BERWICK (MARSHALL MEADOWS)

Page 27

Widdrington Station (L.C.)

Delete:-

90 90 23m. 15chs. to 25m. 20chs.  
(w.e.f. 09 00 13/2/78)

Page 28 (Page 22 ND No.5D)

Widdrington Station (L.C.)

Add:-

90 - 23m. 15chs. to 26m. 40chs.  
(w.e.f. 09 00 13/2/78)

Chevington (L.C.)

Add:-

- 90 25m. 20chs. to 23m. 15chs.  
(w.e.f. 09 00 13/2/78) (13D)

Page 52 (Page 59 Supp. Optg. Insts.) SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Delete table and substitute:-

SOUTH GOSFORTH AND CALLERTON I.C.I. SIDINGS

10 MAXIMUM PERMISSIBLE SPEED  
(Both ON MAIN AND SINGLE LINES,  
directions)

T.C.B.	}	South Gosforth Station Jn. (Controlled by South Gosforth Signal Box) (See page 49 for Manors to Tynemouth via Backworth)	-	-
		South Gosforth West Jn. (Controlled by South Gosforth Signal Box)	-	899
See local instructions Page 294	}	West Gosforth Station		
		Coxlodge Station (L.C.)	1	515
One train working	}	Bells (LC) (P.1)		
		Kenton Bank (LC) (P.1)		
		Callerton (LC) (P.1)		
		Callerton I.C.I Sdgs.		

(13D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
<b>Page 177</b>		
<b>Add:—NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH</b>		
Benton Station Jn.	Jesmond Crossover (Signal B5)	Up B & T 16 SLU air braked. Clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 Supp. No.1)

**STABLING OF VEHICLES ON RUNNING LINES**  
Delete heading and item.

(13D)

MISCELLANEOUS INSTRUCTIONS

**REPAIRS IN MOTIVE POWER DEPOT: CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES**

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Locations	Nature of work	Duration	Commencing Date
Thornaby MPD Nos.4 and 5 Roads and Private Parties Repair Shed.	Installing new drain and constructing concrete bases and pit.	08 00 to 15 00 daily.	Monday 6 February.
Follingsby Freightliner Terminal	Trackwork on tracks leading to three crane roads	Continuously	Monday 6 March

NEWCASTLE

From Monday 20 March to Friday 24 March – between 10 00 and 15 30 hours. No.4 and 5 Platforms will be blocked for 175ft. from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at Marker Boards provided.

SEATON-ON-TEES BRANCH

Contractors will be using temporary level crossing at 0m. 32chs.

★ HEWORTH METRO STATION

Commencing Sunday 19 March the overhead clearance will be reduced.

---

MO.45/NN

York

G.R.H. Orbell  
Chief Operating Manager

10 March, 1978

*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

**12/13**

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 25 MARCH**

TO

**FRIDAY 7 APRIL 1978**

**INCLUSIVE**

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 1 AND SUNDAY 2 APRIL – BETWEEN DURHAM STATION AND TYNE

The following signals will become controlled signals (from Tyne) and replated accordingly.

- Up Fast – TY 265
- Up Main – TY 280
- Up Main – TY 284

DETAILS OF WORK ALREADY CARRIED OUT

**\*\* OUSTON JUNCTION**

The facing connection Down Main to Down Slow and the associated route on signal TY277 has been taken out of use temporarily, pending remodelling.

The trailing Main to Main crossover and the associated ground frame has been abolished. (13)

**\*\* TYNE, OUSTON JUNCTION**

The facing connection Up Slow to Up Main and the associated route on signal TY268 has been taken out of use temporarily, pending remodelling. (12)

**\*\* ALNMOOUTH (SOUTHSIDE)**

The following signals have been abolished:–

Down Main 4-aspect colour light signal D31.

Ground position light signal (103) applying set-back Down Main to Southside Colliery Siding or along Down Main to D31 signal.

Elevated position light subsidiary signal on Southside Colliery line 4-aspect colour light signal A105 applying towards Down Main "Limit of Shunt" indicator.

Ground position light signal (106) applying set-back along Down Main to "Limit of Shunt" indicator or to U30 signal. The associated "Limit of Shunt" indicator has also been abolished.

**Signalling Alterations:–**

Down Main 4-aspect colour light signal A102 has been repositioned 401 yards nearer to Alnmouth signal box.

Down Main 4-aspect colour light signal D31B has been replated A108.

Ground position light signal (104) has been repositioned on the cess side of the Up Main.

The barrier on the Southside Colliery Siding has been abolished. (12)

## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \*\* GRANTSHOUSE AND OXWELLMAINS RESIGNALLING (STAGE 3)

Revised signalling has been brought into use as described and illustrated in the Scottish Region Special Notice entitled Grantshouse and Oxwellmains Resignalling dated 10th December, 1977 all staff concerned must ensure that they have received a copy. (13)

## \*\* COXLODGE

A temporary open type (normally without gates or barriers) level crossing has been brought into use at 1m. 54chs. adjacent to Coxlodge level crossing. This temporary crossing, although normally left as an open type, has been provided with chains or simple hand operated barriers to be secured across the temporary roadway by the Branch Supervisor and released again respectively on arrival and departure of the train at the crossing. (12)

## \*\* HOLYWELL (BURRADON BRANCH)

The Burradon Branch line has been abolished and the facing points in the Down Blyth & Tyne line have been secured out of use pending removal.

The offset miniature arm applying from Down Blyth & Tyne to Burradon Branch has been abolished. (12)

## \*\* ALNMOUTH

Down Main 4-aspect colour light signal A110 and Up Main 4-aspect colour light signal A119 have become automatic signals and plated accordingly. (12)

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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:

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

DONCASTER BLACK CARR JN. TO BERWICK (MARSHALL MEADOWS)

Page 27

Widdrington Station (L.C.)  
Delete:- 90 90 23m. 15chs. to 25m. 20chs.  
(w.e.f. 09 00 13/2/78)

Page 28 (Page 22 ND No.5D)

Widdrington Station (L.C.)  
Add:- 90 - 23m. 15chs. to 26m. 40chs.  
(w.e.f. 09 00 13/2/78)

Chevington (L.C.)  
Add:- - 90 25m. 20chs. to 23m. 15chs.  
(w.e.f. 09 00 13/2/78) (13D)

Page 52 (Page 59 Supp. Optg. Insts.) SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS

Delete table and substitute:-

SOUTH GOSFORTH AND CALLERTON I.C.I. SIDINGS 10 MAXIMUM PERMISSIBLE SPEED  
(Both ON MAIN AND SINGLE LINES, directions)

T.C.B.	}	South Gosforth Station Jn. (Controlled by South Gosforth Signal Box) (See page 49 for Manors to Tynemouth via Backworth)	-	-
		South Gosforth West Jn. (Controlled by South Gosforth Signal Box)	-	899
See local instructions Page 294	}	West Gosforth Station		
		Coxlodge Station (L.C.)	1	515
One train working	}	Bells (LC) (P.1)		
		Kenton Bank (LC) (P.1)		
		Callerton (LC) (P.1)		
		Callerton I.C.I. Sdgs.		

(13D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
<b>Page 177</b>		
<b>Add:—NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH</b>		
Benton Station Jn.	Jesmond Crossover (Signal B5)	Up B & T 16 SLU air braked. Clear weather only. (13D)

OTHER GENERAL INSTRUCTIONS

Page 265 (Page 107 Supp. No.1)

**STABLING OF VEHICLES ON RUNNING LINES**  
Delete heading and item.

(13D)

LOCAL INSTRUCTIONS

Page 294

**SOUTH GOSFORTH EAST JN. TO SOUTH GOSFORTH WEST JN.**

**WORKING OF TEMPORARY AVOIDING LINE**

1. Trains must not exceed a speed of 10 m.p.h.
2. Trains from the Benton direction for the Coxlodge line must be accompanied by the South Gosforth Shunter from shunting signal SG.8 to shunting signal SG.24.
3. Trains from the Coxlodge line for the Benton direction must be accompanied by the South Gosforth Shunter, from the "Stop, Await Instructions" board at the entrance to the avoiding line to shunting signal SG.11. (13D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS

REPAIRS IN MOTIVE POWER DEPOT: CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Locations	Nature of work	Duration	Commencing Date
Thornaby MPD Nos. 4 and 5 Roads and Private Parties Repair Shed.	Installing new drain and constructing concrete bases and pit.	08 00 to 15 00 daily.	Monday 6 February
Follingsby Freightliner Terminal	Trackwork on tracks leading to three crane roads	Continuously	Monday 6 March
★ Greensfield MPD	Trackwork south of shed. Metrowork inside shed.	UFN	Tuesday 28 March.

NEWCASTLE

From Tuesday 28 March to Friday 7 April – between 10 00 and 15 30 hours. No.4 and 5 Platforms will be blocked for 175ft. from the Buffer Stops to allow roof repairs to be carried out. Drivers to bring their trains to a stand at Marker Boards provided.

SEATON-ON-TEES BRANCH

Contractors will be using temporary level crossing at 0m. 32chs.

HEWORTH METRO STATION

The overhead clearance has been reduced.

York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

17 March, 1978

*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**

**14**

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

**SATURDAY 8 APRIL  
TO  
FRIDAY 14 APRIL 1978  
INCLUSIVE**

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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.

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**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 APRIL – OUSTON JUNCTION**

The Junction will be remodelled in the form of ladder crossings with crossovers leading from Down Main to Down Slow, also from Up Slow to Up Main comprising of the following:—

Facing crossover – Down Main to Up Slow,

Trailing crossover – Up Slow to Down Slow (sited immediately North of the facing crossover)

Facing crossover – Up Slow to Down Main

Facing crossover – Down Main to Up Main (sited immediately South of the facing crossover).

The former signal routes from Down Main to Down Slow and Up Slow to Up Main will be reinstated with their former readings but via the new crossovers.

A new position light subsidiary signal and route indicator will be provided on Up Slow signal TY.268 and will apply to Down Main line occupied with route indication "X".

A new ground position light signal No.276 will be provided between the Down Fast and Up Slow lines and will apply set-back Down Fast to Up Main.

A new ground position light signal No.270 with 2-way stencil type route indicator will be provided in the Up Main cress and will apply set-back Up Main to Up Slow line occupied (indication "X") or to Down Fast (indication "D").

(17)

**SUNDAY 9 APRIL – LITTMILL**

Up Main 4 - aspect colour light signal L.M.37 will be repositioned 103 yards further from the signal box with no alteration to form or application.

**SATURDAY 8 to MONDAY 10 APRIL – BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS**

The signalling between Manors Station and South Gosforth signal box will be taken out of use with the exception of Down B & T colour light signal SG.15, which will be maintained at yellow and act as the Distant signal for signal SG.12. Down B & T colour light signal SG.12 will be capable of displaying a Red or Yellow aspect only.

Up B. & T. 4-aspect colour light signal SG.2 will be maintained at red. A stencil type route indicator will be provided which when read in conjunction with the subsidiary signal will apply:—

Indication 'B' – Up B. & T. line.

Indication 'C' – Car Sheds line No.1.

**South Gosforth Signal Box**

All points in the Down and Up Branch lines and the associated signals, together with the Ground Frame will be abolished.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**SATURDAY 8 to MONDAY 10 APRIL – BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS – continued**

**South Gosforth Car Sheds**

The North Independent line will become the new temporary Avoiding line. Notice boards worded "STOP. WHISTLE BEFORE PROCEEDING" will be provided 50 yards on each rail approach to the level crossing situated adjacent to and at the Coxlodge end of the Car Sheds. A telephone communicating with South Gosforth signal box will be provided adjacent to the Down direction notice board only.

An Advance Warning board (St. George's Cross) together with a notice board worded "ALL MOVEMENTS PAST THIS BOARD MUST BE ACCOMPANIED BY DEPOT SHUNTER" will be provided 200 yards on the Down rail approach to the above level crossing, and an Advance Warning board (St. George's Cross) will be provided 200 yards on the Up rail approach.

Notice boards worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED" will be provided at the exits of Nos.6, 7 and 8 Departure Roads, and a telephone will be provided communicating with South Gosforth signal box.

A telephone connected to South Gosforth signal box will be provided at the level crossing near the signal box and which crosses Car Shed lines Nos. 1 and 2.

A notice board worded "D.M.U.'s NOT TO PASS THIS POINT" will be provided adjacent to the terminal of the car shed spur line and applicable to Down direction movements on the line leading to the car sheds and a notice board worded "STOP AWAIT INSTRUCTIONS" will be provided 50 yards on the Coxlodge side of that notice board applicable to Up direction movements towards the Car Sheds. (17)

**SATURDAY 8 to SUNDAY 9 APRIL – GRANGETOWN**

The trailing connection Up Main to Up Siding together with the Up Siding and the associated signalling will be abolished. (17)

**SUNDAY 9 APRIL – BETWEEN HARTBURN JUNCTION AND BISHOPTON LANE JUNCTION**

The Up line will be diverted onto a temporary alignment over Bridge No.191 until Sunday 21 May. (17)

**DETAILS OF WORK ALREADY CARRIED OUT**

**\*\* BETWEEN DURHAM STATION AND TYNE**

The following signals are now controlled signals (from Tyne) and have been replated accordingly.

- Up Fast – TY 265
- Up Main – TY 280
- Up Main – TY 284

(14)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

REPAIRS IN MOTIVE POWER DEPOT: CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Locations	Nature of work	Duration	Commencing Date
Thornaby MPD Nos.4 and 5 Roads and Private Parties Repair Shed.	Installing new drain and constructing concrete bases and pit.	08 00 to 15 00 daily.	Monday 6 February.
Follingsby Freightliner Terminal	Trackwork on tracks leading to three crane roads	Continuously	Monday 6 March
Greensfield MPD	Trackwork south of shed. Metrowork inside shed.	UFN	Tuesday 28 March.

★ WIDDRINGTON (STOBSWOOD)

Commencing Mon. 10 April until further notice, usage of the Level crossing at 23m. 74chs. will be increased due to Contractors Traffic.

Crossing Keeper in attendance 07 30 to 17 30 (Mon to Fri), 08 00 to 12 00 (SO).

SEATON-ON-TEES BRANCH

Contractors will be using temporary level crossing at 0m. 32chs.

HEWORTH METRO STATION

The overhead clearance has been reduced.

★ Add :- **PROTOTYPE M.G.R. WAGON 359571**

1. A prototype M.G.R. wagon is being evaluated on M.G.R. workings within the Eastern Region. The wagon is of the conventional M.G.R. type except that the bottom doors are air-operated, identifiable by the mid rail of the wagon painted blue instead of brown as on other M.G.R. wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. MS11/156 (20)

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

York

24 March, 1978

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.

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

**INJURY**

**DAMAGE**

**DELAY.**

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



**NN**

EASTERN REGION

**15**

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

**SATURDAY 15 APRIL**

**TO**

**FRIDAY 21 APRIL 1978**

**INCLUSIVE**

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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.

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## 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 APRIL : LITTLE MILL AND STAMFORD CROSSING

Little Mill Signal Box and Stamford Gate Box will be abolished.

The Track Circuit Block regulations will then apply between Alnmouth and Chathill signal boxes.

Little Mill and Stamford level crossings will be supervised from Alnmouth signal box with the aid of Closed Circuit Television.

All signals formerly controlled from Little Mill signal box will now be controlled from Alnmouth. The following signals will be replated as shown and the signal-post telephones on these signals will be connected to Alnmouth signal box.

	Down		Up	
Old		New	Old	New
D37	—	A149	U42	A166
D37B	—	A151	U41	A164
D38	—	A153	LM37	A162
LM13	—	A155	U40	A158
D40	—	A157	LM34	A156
LM18	—	A159	U38	A154
			U38B	A152
			U37	A148

Auto Signal D40 (A157) will be converted to a controlled signal and replated accordingly. (19)

## WEDNESDAY 19 APRIL — LOW FELL AND K.E.B. JUNCTION

An Advance Warning Indicator will be erected on the Down Main Line at 77m. 78chs. giving warning of the 70m.p.h. Permanent Speed Restriction, commencing at 78m. 62chs. (the distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1405 yds).

The Advance Warning Indicator will be illuminated and an A.W.S. Permanent Magnet will be provided 200 yards before reaching the warning indicator. (19)

## SUNDAY 16 APRIL — MIDDLESBROUGH

The facing connection Up Main to Loading Dock and the trailing Main to Main crossover will be secured out of use pending removal and all associated ground position light signals abolished.

Up Main 4-aspect colour light signal No.22 together with the associated subsidiary signal will be taken out of use. (19)

## SUNDAY 16 to MONDAY 17 APRIL — MIDDLESBROUGH — GUISBOROUGH JN.

Guisborough Junction Up Main starting and Down Main home 1 signals are out of use and may be passed without authority. Guisborough Junction Down Main home 2 signal will apply to all trains returning from Middlesbrough Station over the Up Main. Although No.58 shunting signal will be cleared for a movement from Up Main to Down Main, the Down Main home 2 signal must only be passed at Danger on the authority of the Handsignalman. (16)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT**

**OUSTON JUNCTION**

The Junction has been remodelled in the form of ladder crossings with crossovers leading from Down Main to Down Slow, also from Up Slow to Up Main comprising of the following:—

Facing crossover – Down Main to Up Slow,

Trailing crossover – Up Slow to Down Slow (sited immediately North of the facing crossover)

Facing crossover – Up Slow to Down Main

Trailing Crossover – Down Main to Up Main (sited immediately South of the facing crossover).

The former signal routes from Down Main to Down Slow and Up Slow to Up Main have been reinstated with their former readings but via the new crossovers.

A new position light subsidiary signal and route indicator has been provided on Up Slow signal TY.268 and applies to Down Main line occupied with route indication "X".

A new ground position light signal No.276 has been provided between the Down Fast and Up Slow lines and will apply set-back Down Fast to Up Main.

A new ground position light signal No.270 with 2-way stencil type route indicator has been provided in the Up Main cess and will apply set-back Up Main to Up Slow line occupied (indication "X") or to Down Fast (indication "D").

Amended Item (17)

**OUSTON JUNCTION**

The catch points in the Up Fast at 73m. 35chs. have been abandoned.

(17)

**LITTLE MILL**

Up Main 4-aspect colour light signal L.M.37 has been repositioned 103 yards further from the signal box with no alteration to form or application.

(17)

**BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS**

The signalling between Manors Station and South Gosforth signal box has been taken out of use with the exception of Down B & T colour light signal SG.15, which will be maintained at yellow and act as the Distant signal for signal SG.12. Down B & T colour light signal SG.12 will be capable of displaying a Red or Yellow aspect only.

Up B. & T. 4-aspect colour light signal SG.2 will be maintained at red. A stencil type route indicator will be provided which when read in conjunction with the subsidiary signal will apply:—

Indication 'B' – Up B. & T. line.

Indication 'C' – Car Sheds line No.1.

**South Gosforth Signal Box**

All points in the Down and Up Branch lines and the associated signals, together with the Ground Frame have been abolished.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS – continued**

**South Gosforth Car Sheds**

The North Independent line has become the new temporary Avoiding line. Notice boards worded "STOP. WHISTLE BEFORE PROCEEDING" have been provided 50 yards on each rail approach to the level crossing situated adjacent to and at the Coxlodge end of the Car Sheds. A telephone communicating with South Gosforth signal box has been provided adjacent to the Down direction notice board only.

An Advance Warning board (St. George's Cross) together with a notice board worded "ALL MOVEMENTS PAST THIS BOARD MUST BE ACCOMPANIED BY DEPOT SHUNTER" have been provided 200 yards on the Down rail approach to the above level crossing, and an Advance Warning board (St. George's Cross) Has been provided 200 yards on the Up rail approach.

Notice boards worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED" have been provided at the exits of Nos.6, 7 and 8 Departure Roads, and a telephone has been provided communicating with South Gosforth signal box.

A telephone connected to South Gosforth signal box has been provided at the level crossing near the signal box and which crosses Car Shed lines Nos.1 and 2.

A notice board worded "D.M.U.'s NOT TO PASS THIS POINT" has been provided adjacent to the terminal of the car shed spur line and applicable to Down direction movements on the line leading to the car sheds and a notice board worded "STOP AWAIT INSTRUCTIONS" has been provided 50 yards on the Coxlodge side of that notice board applicable to Up direction movements towards the Car Sheds. (17)

**GRANGETOWN**

The trailing connection Up Main to Up Siding together with the Up Siding and the associated signalling have been abolished. (17)

**BETWEEN HARTBURN JUNCTION AND BISHOPTON LANE JUNCTION**

The Up line has been diverted onto a temporary alignment over Bridge No.191 until Sunday 21 May (17)

**TEES YARD**

The facing connection from the Up Goods No.2 to Shunt Neck has been secured out of use pending removal. (New item) (18)

**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 ND13D DATED 1 APRIL TO 2 JUNE, 1978**

Page ND4

**100 TONNE STEEL AB WAGONS**

Delete:—Heading and item

(20)

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

**MISCELLANEOUS INSTRUCTIONS**

**REPAIRS IN MOTIVE POWER DEPOT: CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES**

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Locations	Nature of work	Duration	Commencing Date
Greensfield MPD	Trackwork south of shed. Metrowork inside shed.	UFN	
★ Darlington M.P.D.	Excavating pits and constructing concrete bases.	07 30 to 16 00 daily.	Forthwith until Monday 17 April.

**MISCELLANEOUS NOTICES**

★ **HAYDON BRIDGE**

Commencing **Sunday 16 April**, there will be restricted clearance between 29m. 1ch. and 28m. 78chs. on the Up Main due to work on Bridge No.90. The clearance is reduced to 50 inches. (20)

**WIDDRINGTON (STOBSWOOD)**

Until further notice, usage of the Level crossing at 23m. 74chs. will be increased due to Contractors Traffic.

Crossing Keeper in attendance 07 30 to 17 30 (Mon to Fri), 08 00 to 12 00 (SO). (19)

**SEATON-ON-TEES BRANCH**

Contractors will be using temporary level crossing at 0m. 32chs. (19)

**HEWORTH METRO STATION**

The overhead clearance has been reduced. (19)

**Add :- PROTOTYPE M.G.R. WAGON 359571**

1. A prototype M.G.R. wagon is being evaluated on M.G.R. workings within the Eastern Region. The wagon is of the conventional M.G.R. type except that the bottom doors are air-operated, identifiable by the mid rail of the wagon painted blue instead of brown as on other M.G.R. wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. MS11/156 (20)

MO.45/NN

**G.R.H. Orbell**  
Chief Operating Manager

York

6 April, 1978

*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

**16**

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

**SATURDAY 22 APRIL**

TO

**FRIDAY 28 APRIL 1978**

**INCLUSIVE**



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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.

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**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 to TUESDAY 25 APRIL – MIDDLESBROUGH**

All points and signals will be disconnected and restored to use as the work progresses.

A new trailing main to main crossover will be provided on approximately the site of the former crossover and a new facing connection Up Main to Loading Dock will be provided on the Tees Yard side of the new crossover.

The Up Main 4-aspect colour light signal No.22 will be renumbered M672 and brought back into use.

The following signals will also be replated:-

Location	Old Number	New Number
Down Goods	1	M685
Down Main	3	M687
Up Goods	12R	M676R
Up Goods	12	M676
Down Main (ground position light)	16	M232 (Indication "S" now applies towards West Dock instead of Loading Dock)
Up Main (ground position light)	17	M225
Middle Siding	20	M234
Dock Hill Shunting line	23	M674
Up Main	25	M678R
Up Main	24	M678

A new ground position light signal No.221 with 2-way stencil-type route indicator will be provided on the Up Main, situated between the Down and Up Main lines and opposite the Tees Yard end of the connection from the Loading Dock to Up Main and will apply:-

Indication	Applying to or towards
"D"	Set back Up Main to Down Platform
"U"	Set back along Up Main to 225 signal (previous No.17)

A new ground position light signal No.223 with 3-way stencil-type route indicator will be provided on the Loading Dock, situated between the Loading Dock and Up Main lines at the Tees Yard end of the new connection to the Up Main and will apply:-

Indication	Applying to or towards
"D"	Down Platform
"U"	Up Main 225 signal
"S"	East Dock

A new ground position light signal No.230 will be provided on the right-hand side of the Loading Dock line 68 yards from the East Dock buffer-stops and will apply—East Dock to West Dock.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT**

**OUSTON JUNCTION**

The Junction has been remodelled in the form of ladder crossings with crossovers leading from Down Main to Down Slow, also from Up Slow to Up Main comprising of the following:–

Facing crossover – Down Main to Up Slow,

Trailing crossover – Up Slow to Down Slow (sited immediately North of the facing crossover)

Facing crossover – Up Slow to Down Main

Trailing Crossover – Down Main to Up Main (sited immediately South of the facing crossover).

The former signal routes from Down Main to Down Slow and Up Slow to Up Main have been reinstated with their former readings but via the new crossovers.

A new position light subsidiary signal and route indicator has been provided on Up Slow signal TY.268 and applies to Down Main line occupied with route indication "X".

A new ground position light signal No.276 has been provided between the Down Fast and Up Slow lines and will apply set-back Down Fast to Up Main.

A new ground position light signal No.270 with 2-way stencil type route indicator has been provided in the Up Main cress and will apply set-back Up Main to Up Slow line occupied (indication "X") or to Down Fast (indication "D"). (17)

**OUSTON JUNCTION**

The catch points in the Up Fast at 73m. 35chs. have been abandoned. (17)

**LOW FELL AND K.E.B. JUNCTION**

An Advance Warning Indicator has been erected on the Down Main Line at 77m. 78chs. giving warning of the 70m.p.h. Permanent Speed Restriction, commencing at 78m. 62chs. (the distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1405 yds.).

The Advance Warning Indicator is illuminated and an A.W.S. Permanent Magnet has been provided 200 yards before reaching the warning indicator. (19)

**LITTLE MILL**

Up Main 4-aspect colour light signal L.M.37 has been repositioned 103 yards further from the signal box with no alteration to form or application. (17)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**LITTLE MILL AND STAMFORD CROSSING**

Little Mill Signal Box and Stamford Gate Box has been abolished.

The Track Circuit Block regulations will now apply between Alnmouth and Chathill signal boxes.

Little Mill and Stamford level crossings are supervised from Alnmouth signal box with the aid of Closed Circuit Television.

All signals formerly controlled from Little Mill signal box are now controlled from Alnmouth. The following signals have been replated as shown and the signal-post telephones on these signals have been connected to Alnmouth signal box.

	Down			Up	
Old		New	Old		New
D37	—	A149	U42	—	A166
D37B	—	A151	U41	—	A164
D38	—	A153	LM37	—	A162
LM13	—	A155	U40	—	A158
D40	—	A157	LM34	—	A156
LM18	—	A159	U38	—	A154
			U38B	—	A152
			U37	—	A148

Auto Signal D40 (A157) has been converted to a controlled signal and replated accordingly. (21)

**BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS**

The signalling between Manors Station and South Gosforth signal box has been taken out of use with the exception of Down B & T colour light signal SG.15, which will be maintained at yellow and act as the Distant signal for signal SG.12. Down B & T colour light signal SG.12 will be capable of displaying a Red or Yellow aspect only.

Up B. & T. 4-aspect colour light signal SG.2 will be maintained at red. A stencil type route indicator will be provided which when read in conjunction with the subsidiary signal will apply:—

Indication 'B' – Up B. & T. line.

Indication 'C' – Car Sheds line No.1.

**South Gosforth Signal Box**

All points in the Down and Up Branch lines and the associated signals, together with the Ground Frame have been abolished.

**South Gosforth Car Sheds**

The North Independent line has become the new temporary Avoiding line. Notice boards worded "STOP. WHISTLE BEFORE PROCEEDING" have been provided 50 yards on each rail approach to the level crossing situated adjacent to and at the Coxlodge end of the Car Sheds. A telephone communicating with South Gosforth signal box has been provided adjacent to the Down direction notice board only.

An Advance Warning board (St. George's Cross) together with a notice board worded "ALL MOVEMENTS PAST THIS BOARD MUST BE ACCOMPANIED BY DEPOT SHUNTER" have been provided 200 yards on the Down rail approach to the above level crossing, and an Advance Warning board (St. George's Cross) Has been provided 200 yards on the Up rail approach.

Notice boards worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED" have been provided at the exits of Nos.6, 7 and 8 Departure Roads, and a telephone has been provided communicating with South Gosforth signal box.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS – continued**

**South Gosforth Car Sheds – continued**

A telephone connected to South Gosforth signal box has been provided at the level crossing near the signal box and which crosses Car Shed lines Nos.1 and 2.

A notice board worded "D.M.U.'s NOT TO PASS THIS POINT" has been provided adjacent to the terminal of the car shed spur line and applicable to Down direction movements on the line leading to the car sheds and a notice board worded "STOP AWAIT INSTRUCTIONS" has been provided 50 yards on the Coxlodge side of that notice board applicable to Up direction movements towards the Car Sheds. (21)

**BETWEEN HARTBURN JUNCTION AND BISHOPTON LANE JUNCTION**

The Up line has been diverted onto a temporary alignment over Bridge No.191 until Sunday 21 May (17)

**TEES YARD**

The facing connection from the Up Goods No.2 to Shunt Neck has been secured out of use pending removal. (18)

**MIDDLESBROUGH**

The facing connection Up Main to Loading Dock and the trailing Main to Main crossover have been secured out of use pending removal and all associated ground position light signals abolished. (19)

**GRANGETOWN**

The trailing connection Up Main to Up Siding together with the Up Siding and the associated signalling have been abolished. (17)

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**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 ND13D DATED 1 APRIL TO 2 JUNE, 1978**

Page ND4

**100 TONNE STEEL AB WAGONS**

Delete:—Heading and item

(20)

**MISCELLANEOUS INSTRUCTIONS**

**REPAIRS IN MOTIVE POWER DEPOT: CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES**

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground.

Locations	Nature of work	Duration	Commencing Date
** Greensfield MPD	Trackwork south of shed. Metrowork inside shed.	UFN	

**MISCELLANEOUS NOTICES**

★ **FORTH JN. AND SCOTSWOOD**

Daily Until Further Notice, Shortening Head Shunt alongside Vickers and erecting buffer stops at 1m. 4chs.

**HAYDON BRIDGE**

Restricted clearance between 29m. 1ch. and 28m. 78chs. on the Up Main due to work on Bridge No.90. The clearance is reduced to 50 inches. (20)

**WIDDRINGTON (STOBWOOD)**

Until further notice, usage of the Level crossing at 23m. 74chs. will be increased due to Contractors Traffic.

Crossing Keeper in attendance 07 30 to 17 30 (Mon to Fri), 08 00 to 12 00 (SO). (19)

**SEATON-ON-TEES BRANCH**

Contractors will be using temporary level crossing at 0m. 32chs. (19)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES—continued

## HEWORTH METRO STATION

The overhead clearance has been reduced.

(19)

**Add :-                    PROTOTYPE M.G.R. WAGON 359571**

1. A prototype M.G.R. wagon is being evaluated on M.G.R. workings within the Eastern Region. The wagon is of the conventional M.G.R. type except that the bottom doors are air-operated, identifiable by the mid rail of the wagon painted blue instead of brown as on other M.G.R. wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated.

MS11/156 (20)

York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

13 April, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*

WELLSFIELD  
S.D.



**British Rail**

**NN**

EASTERN REGION

✓ **17**

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

**SATURDAY 29 APRIL  
TO  
FRIDAY 5 MAY 1978  
INCLUSIVE**

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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.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 30 APRIL—OUSTON JUNCTION AND DURHAM**

The catch points at 69m. 60chs. in the Up Main line, 850 yards before reaching TY.288 signal will be secured out of use pending removal. (20)

**DETAILS OF WORK ALREADY CARRIED OUT****\*\* OUSTON JUNCTION**

The Junction has been remodelled in the form of ladder crossings with crossovers leading from Down Main to Down Slow, also from Up Slow to Up Main comprising of the following:—

Facing crossover – Down Main to Up Slow,

Trailing crossover – Up Slow to Down Slow (sited immediately North of the facing crossover)

Facing crossover – Up Slow to Down Main

Trailing Crossover – Down Main to Up Main (sited immediately South of the facing crossover).

The former signal routes from Down Main to Down Slow and Up Slow to Up Main have been reinstated with their former readings but via the new crossovers.

A new position light subsidiary signal and route indicator has been provided on Up Slow signal TY.268 and applies to Down Main line occupied with route indication "X".

A new ground position light signal No.276 has been provided between the Down Fast and Up Slow lines and will apply set-back Down Fast to Up Main.

A new ground position light signal No.270 with 2-way stencil type route indicator has been provided in the Up Main cess and will apply set-back Up Main to Up Slow line occupied (indication "X") or to Down Fast (indication "D"). (17)

**\*\* OUSTON JUNCTION**

The catch points in the Up Fast at 73m. 35chs. have been abandoned. (17)

**LOW FELL AND K.E.B. JUNCTION**

An Advance Warning Indicator has been erected on the Down Main Line at 77m. 78chs. giving warning of the 70m.p.h. Permanent Speed Restriction, commencing at 78m. 62chs. (the distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1405 yds.).

The Advance Warning Indicator is illuminated and an A.W.S. Permanent Magnet has been provided 200 yards before reaching the warning indicator. (19)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN CHEVINGTON AND LITTLE MILL**

The following catch points in the Down Main line have been secured out of use pending removal:–

<b>Location</b>	<b>Mileage</b>	<b>Distant and Signal</b>	
Alnmouth	29m. 70chs.	980 yards before reaching A102 signal	
Alnmouth	30m. 45chs.	990 yards before reaching D31 signal	
Little Mill	40m. 63chs.	560 yards before reaching D41 signal	
		<b>(New item)</b>	<b>(20)</b>

**\*\* LITTLE MILL**

Up Main 4-aspect colour light signal L.M.37 has been repositioned 103 yards further from the signal box with no alteration to form or application. (17)

**LITTLE MILL AND STAMFORD CROSSING**

Little Mill Signal Box and Stamford Gate Box has been abolished.

The Track Circuit Block regulations will now apply between Alnmouth and Chathill signal boxes.

Little Mill and Stamford level crossings are supervised from Alnmouth signal box with the aid of Closed Circuit Television.

All signals formerly controlled from Little Mill signal box are now controlled from Alnmouth. The following signals have been replated as shown and the signal-post telephones on these signals have been connected to Alnmouth signal box.

	<b>Down</b>	<b>New</b>	<b>Old</b>	<b>Up</b>	<b>New</b>
Old					
D37	–	A149	U42	–	A166
D37B	–	A151	U41	–	A164
D38	–	A153	LM37	–	A162
LM13	–	A155	U40	–	A158
D40	–	A157	LM34	–	A156
LM18	–	A159	U38	–	A154
			U38B	–	A152
			U37	–	A148

Auto Signal D40 (A157) has been converted to a controlled signal and replated accordingly. (21)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS**

The signalling between Manors Station and South Gosforth signal box has been taken out of use with the exception of Down B & T colour light signal SG.15, which will be maintained at yellow and act as the Distant signal for signal SG.12. Down B & T colour light signal SG.12 will be capable of displaying a Red or Yellow aspect only.

Up B. & T. 4-aspect colour light signal SG.2 will be maintained at red. A stencil type route indicator will be provided which when read in conjunction with the subsidiary signal will apply:—

Indication 'B' – Up B. & T. line.

Indication 'C' – Car Sheds line No.1.

**South Gosforth Signal Box**

All points in the Down and Up Branch lines and the associated signals, together with the Ground Frame have been abolished.

**South Gosforth Car Sheds**

The North Independent line has become the new temporary Avoiding line. Notice boards worded "STOP. WHISTLE BEFORE PROCEEDING" have been provided 50 yards on each rail approach to the level crossing situated adjacent to and at the Coxlodge end of the Car Sheds. A telephone communicating with South Gosforth signal box has been provided adjacent to the Down direction notice board only.

An Advance Warning board (St. George's Cross) together with a notice board worded "ALL MOVEMENTS PAST THIS BOARD MUST BE ACCOMPANIED BY DEPOT SHUNTER" have been provided 200 yards on the Down rail approach to the above level crossing, and an Advance Warning board (St. George's Cross) has been provided 200 yards on the Up rail approach.

Notice boards worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED" have been provided at the exits of Nos.6, 7 and 8 Departure Roads, and a telephone has been provided communicating with South Gosforth signal box.

A telephone connected to South Gosforth signal box has been provided at the level crossing near the signal box and which crosses Car Shed lines Nos.1 and 2.

A notice board worded "D.M.U.'s NOT TO PASS THIS POINT" has been provided adjacent to the terminal of the car shed spur line and applicable to Down direction movements on the line leading to the car sheds and a notice board worded "STOP AWAIT INSTRUCTIONS" has been provided 50 yards on the Coxlodge side of that notice board applicable to Up direction movements towards the Car Sheds. (21)

**\*\* BETWEEN HARTBURN JUNCTION AND BISHOPTON LANE JUNCTION**

The Up line has been diverted onto a temporary alignment over Bridge No.191 until Sunday 21 May (17)

**TEES YARD**

The facing connection from the Up Goods No.2 to Shunt Neck has been secured out of use pending removal.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**MIDDLESBROUGH**

A new trailing main to main crossover has been provided on approximately the site of the former crossover and a new facing connection Up Main to Loading Dock has been provided on the Tees Yard side of the new crossover.

The Up Main 4-aspect colour light signal No.22 has been renumbered M672 and brought back into use.

The following signals have been replated:—

Location	Old Number	New Number
Down Goods	1	M685
Down Main	3	M687
Up Goods	12R	M676R
Up Goods	12	M676
Down Main (ground position light)	16	M232 (Indication "S" now applies towards West Dock instead of Loading Dock)
Up Main (ground position light)	17	M225
Middle Siding	20	M234
Dock Hill Shunting line	23	M674
Up Main	25	M678R
Up Main	24	M678

A new ground position light signal No.221 with 2-way stencil-type route indicator has been provided on the Up Main, situated between the Down and Up Main lines and opposite the Tees Yard end of the connection from the Loading Dock to Up Main and will apply:—

Indication	Applying to or towards
"D"	Set back Up Main to Down Platform
"U"	Set back along Up Main to 225 signal (previous No.17)

A new ground position light signal No.223 with a 3-way stencil-type route indicator has been provided on the Loading Dock, situated between the Loading Dock and Up Main lines at the Tees Yard end of the new connection to the Up Main and will apply:—

Indication	Applying to or towards
"D"	Down Platform
"U"	Up Main 225 signal
"S"	East Dock

A new ground position light signal No.230 has been provided on the right-hand side of the Loading Dock line 68 yards from the East Dock buffer-stops and will apply – East Dock to West Dock. (20)

**MIDDLESBROUGH**

The facing connection Up Main to Loading Dock and the trailing Main to Main crossover have been secured out of use pending removal and all associated ground position light signals abolished. (19)

**\*\* GRANGETOWN**

The trailing connection Up Main to Up Siding together with the Up Siding and the associated signalling have been abolished. (17)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO ND13D DATED 1 APRIL TO 2 JUNE, 1978

Page ND4

100 TONNE STEEL AB WAGONS

Delete:—Heading and item

(20)

## MISCELLANEOUS NOTICES

## FORTH JN. AND SCOTSWOOD

Daily Until Further Notice, Shortening Head Shunt alongside Vickers and erecting buffer stops at 1m. 4chs. (19)

## WIDDRINGTON (STOBSWOOD)

Until further notice, usage of the Level crossing at 23m. 74chs. will be increased due to Contractors Traffic.

Crossing Keeper in attendance 07 30 to 17 30 (Mon to Fri), 08 00 to 12 00 (SO). (19)

## SEATON-ON-TEES BRANCH

Contractors will be using temporary level crossing at 0m. 32chs. (19)

## HEWORTH METRO STATION

The overhead clearance has been reduced. (19)

Add :—

## PROTOTYPE M.G.R. WAGON 359571

1. A prototype M.G.R. wagon is being evaluated on M.G.R. workings within the Eastern Region. The wagon is of the conventional M.G.R. type except that the bottom doors are air-operated, identifiable by the mid rail of the wagon painted blue instead of brown as on other M.G.R. wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (20)

MO.45/NN

York

G.R.H. Orbell  
Chief Operating Manager

20 April, 1978

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**

**18**

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

**SATURDAY 6 MAY  
TO  
FRIDAY 12 MAY 1978  
INCLUSIVE**

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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.

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SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B**

**SUNDAY 7 MAY – BETWEEN DARLINGTON AND FERRYHILL**

Down Main 4-aspect automatic colour light signal D51 will become a controlled signal and will be replated F457.

A telephone connected to Ferryhill signal box will be provided. (21)

**SUNDAY 7 MAY – OUSTON JUNCTION AND DURHAM**

The catch points in the Up Main line at 71m. 20chs., and 560 yards before reaching TY.284 signal, will be abolished. (21)

**DETAILS OF WORK ALREADY CARRIED OUT**

**OUSTON JUNCTION AND DURHAM**

The catch points at 69m. 60chs. in the Up Main line, 850 yards before reaching TY.288 signal have been secured out of use pending removal. (21)

**LOW FELL AND K.E.B. JUNCTION**

An Advance Warning Indicator has been erected on the Down Main Line at 77m. 78chs. giving warning of the 70m.p.h. Permanent Speed Restriction, commencing at 78m. 62chs. (the distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1405 yds.).

The Advance Warning Indicator is illuminated and an A.W.S. Permanent Magnet has been provided 200 yards before reaching the warning indicator. (19)

**BETWEEN CHEVINGTON AND LITTLE MILL**

The following catch points in the Down Main line have been secured out of use pending removal:-

Location	Mileage	Distant and Signal
Alnmouth	29m. 70chs.	1381 yards before reaching A102 signal.
Little Mill	40m. 63chs.	560 yards before reaching D41 signal (Amended item) (20)

**LITTLE MILL AND STAMFORD CROSSING**

Little Mill Signal Box and Stamford Gate Box has been abolished.

The Track Circuit Block regulations will now apply between Alnmouth and Chathill signal boxes.

Little Mill and Stamford level crossings are supervised from Alnmouth signal box with the aid of Closed Circuit Television.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**LITTLE MILL AND STAMFORD CROSSING – continued**

All signals formerly controlled from Little Mill signal box are now controlled from Alnmouth. The following signals have been replated as shown and the signal-post telephones on these signals have been connected to Alnmouth signal box.

	Down		Up		
Old		New	Old		New
D37	–	A149	U42	–	A166
D37B	–	A151	U41	–	A164
D38	–	A153	LM37	–	A162
LM13	–	A155	U40	–	A158
D40	–	A157	LM34	–	A156
LM18	–	A159	U38	–	A154
			U38B	–	A152
			U37	–	A148

Auto Signal D40 (A157) has been converted to a controlled signal and replated accordingly. (21)

**BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS**

The signalling between Manors Station and South Gosforth signal box has been taken out of use with the exception of Down B & T colour light signal SG.15, which will be maintained at yellow and act as the Distant signal for signal SG.12. Down B & T colour light signal SG.12 will be capable of displaying a Red or Yellow aspect only.

Up B. & T. 4-aspect colour light signal SG.2 will be maintained at red. A stencil type route indicator will be provided which when read in conjunction with the subsidiary signal will apply:–

Indication 'B' – Up B. & T. line.

Indication 'C' – Car Sheds line No.1.

**South Gosforth Signal Box**

All points in the Down and Up Branch lines and the associated signals, together with the Ground Frame have been abolished.

**South Gosforth Car Sheds**

The North Independent line has become the new temporary Avoiding line. Notice boards worded "STOP. WHISTLE BEFORE PROCEEDING" have been provided 50 yards on each rail approach to the level crossing situated adjacent to and at the Coxlodge end of the Car Sheds. A telephone communicating with South Gosforth signal box has been provided adjacent to the Down direction notice board only.

An Advance Warning board (St. George's Cross) together with a notice board worded "ALL MOVEMENTS PAST THIS BOARD MUST BE ACCOMPANIED BY DEPOT SHUNTER" have been provided 200 yards on the Down rail approach to the above level crossing, and an Advance Warning board (St. George's Cross) has been provided 200 yards on the Up rail approach.

Notice boards worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED" have been provided at the exits of Nos.6, 7 and 8 Departure Roads, and a telephone has been provided communicating with South Gosforth signal box.

A telephone connected to South Gosforth signal box has been provided at the level crossing near the signal box and which crosses Car Shed lines Nos.1 and 2.

A notice board worded "D.M.U.'s NOT TO PASS THIS POINT" has been provided adjacent to the terminal of the car shed spur line and applicable to Down direction movements on the line leading to the car sheds and a notice board worded "STOP AWAIT INSTRUCTIONS" has been provided 50 yards on the Coxlodge side of that notice board applicable to Up direction movements towards the Car Sheds. (21)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* TEES YARD**

The facing connection from the Up Goods No.2 to Shunt Neck has been secured out of use pending removal. (18)

**MIDDLESBROUGH**

A new trailing main to main crossover has been provided on approximately the site of the former crossover and a new facing connection Up Main to Loading Dock has been provided on the Tees Yard side of the new crossover.

The Up Main 4-aspect colour light signal No.22 has been renumbered M672 and brought back into use.

The following signals have been replated:–

Location	Old Number	New Number
Down Goods	1	M685
Down Main	3	M687
Up Goods	12R	M676R
Up Goods	12	M676
Down Main (ground position light)	16	M232 (Indication "S" now applies towards West Dock instead of Loading Dock)
Up Main (ground position light)	17	M225
Middle Siding	20	M234
Dock Hill Shunting line	23	M674
Up Main	25	M678R
Up Main	24	M678

A new ground position light signal No.221 with 2-way stencil - type route indicator has been provided on the Up Main, situated between the Down and Up Main lines and opposite the Tees Yard end of the connection from the Loading Dock to Up Main and will apply:–

Indication	Applying to or towards
"D"	Set back Up Main to Down Platform
"U"	Set back along Up Main to 225 signal (previous No.17)

A new ground position light signal No.223 with a 3-way stencil-type route indicator has been provided on the Loading Dock, situated between the Loading Dock and Up Main lines at the Tees Yard end of the new connection to the Up Main and will apply:–

Indication	Applying to or towards
"D"	Down Platform
"U"	Up Main 225 signal
"S"	East Dock

A new ground position light signal No.230 has been provided on the right-hand side of the Loading Dock line 68 yards from the East Dock buffer-stops and will apply – East Dock to West Dock. (20)

**MIDDLESBROUGH**

The facing connection Up Main to Loading Dock and the trailing Main to Main crossover have been secured out of use pending removal and all associated ground position light signals abolished. (19)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO ND13D DATED 1 APRIL TO 2 JUNE, 1978

Page ND4

100 TONNE STEEL AB WAGONS

Delete:—Heading and item

(20)

ALTERATIONS TO E.R. 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	U	Position	Gradient (Rising unless otherwise shown) 1 in

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

Page 18

★

Delete:—

90 90 1m. 9ch. to 1m. 60ch.

100 100 1m. 60ch. to 3m. 20ch.

(w.e.f. 07 30 hrs. Mon. 8/5/78)

Page 20 (Page 46 Supp. Optg. Insts.)

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

★

Delete:—

100 31m. 0ch. to 29m. 9ch.

100 100 40m. 0ch. to 48m. 0ch.

(w.e.f. 07 30 hrs. Mon. 8/5/78)

★

Amend:—

100 32m. 20ch. to 35m. 0ch.

(w.e.f. 07 30 hrs. Mon. 8/5/78)

★

Add:—

110 110 40m. 5ch. to 41m. 50ch.

(w.e.f. 07 30 hrs. Mon. 8/5/78)

Page 21

★

Add:—

100 100 43m. 55ch. to 45m. 0ch.

(w.e.f. 07 30 hrs. Mon. 8/5/78)

Page 22 (Page 12 Supplement No.1)

★

Delete:—

70 70 48m. 0ch. to 49m. 26ch.

90 90 49m. 26ch. to 50m. 20ch.

100 100 50m. 20ch. to 60m. 40ch.

(w.e.f. 07 30 hrs. Mon. 8/5/78)

★

Add:—

85 85 48m. 0ch. to 48m. 50ch.

80 80 48m. 50ch. to 49m. 30ch.

105 105 49m. 30ch. to 56m. 15ch.

(w.e.f. 07 30 hrs. Mon. 8/5/78)

★

Add:—

110 56m. 15ch. to 60m. 44ch.

(w.e.f. 07 30 hrs. Mon. 8/5/78)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO E.R. 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.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 23 (Page 47 Supp. Optg. Insts.)

★	Amend:–	95	95	60m. 44ch. to 62m. 20ch.	(w.e.f. 07 30 hrs. Mon. 8/5/78)
★	Add:–	110	59m. 60ch. to 56m. 15ch.		
		100	60m. 44ch. to 59m. 60ch.	(w.e.f. 07 30 hrs. Mon. 8/5/78)	
★	Delete:–	100	100	68m. 40ch. to 72m. 30ch.	(w.e.f. 07 30 hrs. Mon. 8/5/78)
★	Add:–	105	105	68m. 40ch. to 71m. 75ch.	
		100	100	71m. 75ch. to 72m. 26ch.	(w.e.f. 07 30 hrs. Mon. 8/5/78)

Page 24

★	Delete:–	90	90	72m. 30ch. to 73m. 20ch.	
		70	80	73m. 20ch. to 73m. 35ch.	
		90	90	73m. 35ch. to 78m. 62ch.	(w.e.f. 07 30 hrs. Mon. 8/5/78)
★	Add:–	110	110	72m. 26ch. to 78m. 0ch.	(w.e.f. 07 30 hrs. Mon. 8/5/78)
★	Add:–	105		78m. 0ch. to 78m. 40ch.	
		95		78m. 40ch. to 78m. 62ch.	
		105		78m. 62ch. to 78m. 0ch.	(w.e.f. 07 30 hrs. Mon. 8/5/78)

MISCELLANEOUS NOTICES

\*\*\* FORTH JN. AND SCOTSWOOD

Until Further Notice, Shortening Head Shunt alongside Vickers and erecting buffer stops at 1m. 4chs. (19)

\*\*\* WIDDRINGTON (STOBSWOOD)

Until further notice, usage of the Level crossing at 23m. 74chs. will be increased due to Contractors Traffic.

Crossing Keeper in attendance 07 30 to 17 30 (Mon to Fri), 08 00 to 12 00 (SO). (19)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

**\*\* SEATON-ON-TEES BRANCH**

Contractors will be using temporary level crossing at Om. 32chs.

(19)

**Add :- PROTOTYPE M.G.R. WAGON 359571**

1. A prototype M.G.R. wagon is being evaluated on M.G.R. workings within the Eastern Region. The wagon is of the conventional M.G.R. type except that the bottom doors are air-operated, identifiable by the mid rail of the wagon painted blue instead of brown as on other M.G.R. wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (20)

---

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

York

27 April, 1978

*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

**19**

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

**SATURDAY 13 MAY**

**TO**

**FRIDAY 19 MAY 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.

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## 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 15 MAY – BETWEEN SOUTH GOSFORTH AND CALLERTON

Temporary open type (normally without gates or barriers) level crossings will be brought into use at the following mileages :-

- 1m. 40chs.** – This crossing will be provided with combined 5m.p.h./Whistle signs on each rail approach, 50 yards before reaching the crossing, in addition an Advance Warning sign will be provided on the South Gosforth side, 100 yards before reaching the crossing.
- 1m. 52chs.** – This crossing will be provided with chains or simple hand-operated barriers to be secured across the temporary roadway by the Branch Supervisor and released again respectively on arrival and departure of the train at the crossing.
- 1m. 60chs. and 2m. 16chs.** – These crossing will be provided with combined 5m.p.h./Whistle signs, 50 yards before reaching the crossing on each rail approach. (22)

## SUNDAY 14 MAY – PELAW AND GATESHEAD

The points giving access to Oakwellgate Yard will be secured out of use and access to and from the Yard will now be via the West end of Tyneside Central Freight Depot and the former head-shunt which will be extended.

The following points will be secured out of use in the normal position pending removal and the associated signal routes/signals abolished:-

Facing connection – Down Pelaw Goods to Oakwellgate Yard.

Trailing connection – Up Pelaw Goods to Oakwellgate Yard and associated slip.

The series of slips and connections leading from the Down Pelaw Goods consisting of a trailing connection between the Down Pelaw Goods and Up Pelaw Goods and a slip connection towards the P. Way Yard and associated slip leading towards Hawks Yard.

Facing connection between the Up Pelaw Goods and Hawks Yard.

The following points will become hand worked:-

Connection – Oakwellgate Yard to Hawks Yard

Connection – Oakwellgate Yard to P. Way Yard

(22)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN DARLINGTON AND FERRYHILL

Down Main 4-aspect automatic colour light signal D51 has become a controlled signal and has been replated F457.

A telephone connected to Ferryhill signal box has been provided.

The catch points in the Down Main line at 54m. 10chs. (588 yards before reaching D54 signal) have been abolished. (New item) (22)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**OUSTON JUNCTION AND DURHAM**

The catch points in the Up Main line at 71m. 20chs., and 560 yards before reaching TY.284 signal, have been abolished. (21)

**OUSTON JUNCTION AND DURHAM**

The catch points at 69m. 60chs. in the Up Main line, 850 yards before reaching TY.288 signal have been secured out of use pending removal. (21)

**LOW FELL AND K.E.B. JUNCTION**

An Advance Warning Indicator has been erected on the Down Main Line at 77m. 78chs. giving warning of the 70m.p.h. Permanent Speed Restriction, commencing at 78m. 62chs. (the distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1405 yds.).

The Advance Warning Indicator is illuminated and an A.W.S. Permanent Magnet has been provided 200 yards before reaching the warning indicator. (19)

**BETWEEN CHEVINGTON AND LITTLE MILL**

The following catch points in the Down Main line have been secured out of use pending removal:—

Location	Mileage	Distant and Signal
Alnmouth	29m. 70chs.	1381 yards before reaching A102 signal.
Little Mill	40m. 63chs.	560 yards before reaching D41 signal (20)

**LITTLE MILL AND STAMFORD CROSSING**

Little Mill Signal Box and Stamford Gate Box has been abolished.

The Track Circuit Block regulations will now apply between Alnmouth and Chathill signal boxes.

Little Mill and Stamford level crossings are supervised from Alnmouth signal box with the aid of Closed Circuit Television.

All signals formerly controlled from Little Mill signal box are now controlled from Alnmouth. The following signals have been replated as shown and the signal-post telephones on these signals have been connected to Alnmouth signal box.

	Down	New	Old	Up	New
Old					
D37	—	A149	U42	—	A166
D37B	—	A151	U41	—	A164
D38	—	A153	LM37	—	A162
LM13	—	A155	U40	—	A158
D40	—	A157	LM34	—	A156
LM18	—	A159	U38	—	A154
			U38B	—	A152
			U37	—	A148

Auto Signal D40 (A157) has been converted to a controlled signal and replated accordingly. (21)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS**

The signalling between Manors Station and South Gosforth signal box has been taken out of use with the exception of Down B & T colour light signal SG.15, which will be maintained at yellow and act as the Distant signal for signal SG.12. Down B & T colour light signal SG.12 will be capable of displaying a Red or Yellow aspect only.

Up B. & T. 4-aspect colour light signal SG.2 will be maintained at red. A stencil type route indicator will be provided which when read in conjunction with the subsidiary signal will apply:—

- Indication 'B' – Up B. & T. line.
- Indication 'C' – Car Sheds line No.1.

**South Gosforth Signal Box**

All points in the Down and Up Branch lines and the associated signals, together with the Ground Frame have been abolished.

**South Gosforth Car Sheds**

The North Independent line has become the new temporary Avoiding line. Notice boards worded "STOP. WHISTLE BEFORE PROCEEDING" have been provided 50 yards on each rail approach to the level crossing situated adjacent to and at the Coxlodge end of the Car Sheds. A telephone communicating with South Gosforth signal box has been provided adjacent to the Down direction notice board only.

An Advance Warning board (St. George's Cross) together with a notice board worded "ALL MOVEMENTS PAST THIS BOARD MUST BE ACCOMPANIED BY DEPOT SHUNTER" have been provided 200 yards on the Down rail approach to the above level crossing, and an Advance Warning board (St. George's Cross) has been provided 200 yards on the Up rail approach.

Notice boards worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED" have been provided at the exits of Nos.6, 7 and 8 Departure Roads, and a telephone has been provided communicating with South Gosforth signal box.

A telephone connected to South Gosforth signal box has been provided at the level crossing near the signal box and which crosses Car Shed lines Nos.1 and 2.

A notice board worded "D.M.U.'s NOT TO PASS THIS POINT" has been provided adjacent to the terminal of the car shed spur line and applicable to Down direction movements on the line leading to the car sheds and a notice board worded "STOP AWAIT INSTRUCTIONS" has been provided 50 yards on the Coxlodge side of that notice board applicable to Up direction movements towards the Car Sheds. (21)

**BETWEEN MANORS AND SOUTH GOSFORTH**

The Down and Up B & T lines between the South Gosforth end of Manors Station Platforms Nos.1 and 2 and South Gosforth have been taken out of use. (New Item) (22)

**NEWCASTLE (MANORS)**

Number 1 Platform line at Manors has been abolished together with all signal routes leading thereto.

Number 2 Platform line at Manors has been redesignated "Up B & T Siding" and buffer stops have been provided 120 yards South Gosforth side of the existing signal N.27 which has been retained as the Siding outlet signal.

The following new signal routes have been provided:—

Signal	Line	Route Indication	Application to or towards
N.34 (G.P.L.)	Up Tynemouth	—	Up B & T Siding
N.36 (G.P.L.)	Up North	—	Up B & T Siding
N.38 (SUB)	Down Tynemouth	B	Up B & T Siding
N.44 (SUB)	Down North	B	Up B & T Siding

(New Item) (22)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**MIDDLESBROUGH**

A new trailing main to main crossover has been provided on approximately the site of the former crossover and a new facing connection Up Main to Loading Dock has been provided on the Tees Yard side of the new crossover.

The Up Main 4-aspect colour light signal No.22 has been renumbered M672 and brought back into use.

The following signals have been replated:-

Location	Old Number	New Number
Down Goods	1	M685
Down Main	3	M687
Up Goods	12R	M676R
Up Goods	12	M676
Down Main (ground position light)	16	M232 (Indication "S" now applies towards West Dock instead of Loading Dock)
Up Main (ground position light)	17	M225
Middle Siding	20	M234
Dock Hill Shunting line	23	M674
Up Main	25	M678R
Up Main	24	M678

A new ground position light signal No.221 with 2-way stencil-type route indicator has been provided on the Up Main, situated between the Down and Up Main lines and opposite the Tees Yard end of the connection from the Loading Dock to Up Main and will apply:-

Indication	Applying to or towards
"D"	Set back Up Main to Down Platform
"U"	Set back along Up Main to 225 signal (previous No.17)

A new ground position light signal No.223 with a 3-way stencil-type route indicator has been provided on the Loading Dock, situated between the Loading Dock and Up Main lines at the Tees Yard end of the new connection to the Up Main and will apply:-

Indication	Applying to or towards
"D"	Down Platform
"U"	Up Main 225 signal
"S"	East Dock

A new ground position light signal No.230 has been provided on the right-hand side of the Loading Dock line 68 yards from the East Dock buffer-stops and will apply – East Dock to West Dock. (20)

**\*\* MIDDLESBROUGH**

The facing connection Up Main to Loading Dock and the trailing Main to Main crossover have been secured out of use pending removal and all associated ground position light signals abolished. (19)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ★ SUPPLEMENT NO.3 TO THE GENERAL APPENDIX

Supplement No.3 to the General Appendix, which will operate on and from Saturday 3 June, will be distributed to all concerned during May.

Any person who has been issued with a General Appendix must advise his Supervisor if he does not receive a copy of Supplement No. 3 by Saturday, 20 May. (22)

## ALTERATIONS TO ND13D DATED 1 APRIL TO 2 JUNE, 1978

Page ND4

## 100 TONNE STEEL AB WAGONS

Delete:—Heading and item

(20)

ALTERATIONS TO E.R. 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

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

Page 18

Delete:— 90 90 1m. 9ch. to 1m. 60ch.  
100 100 1m. 60ch. to 3m. 20ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Page 20 (Page 46 Supp. Optg. Insts.)

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

Delete:— 100 31m. 0ch. to 29m. 9ch.  
100 100 40m. 0ch. to 48m. 0ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Amend:— 100 32m. 20ch. to 35m. 0ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Add:— 110 110 40m. 5ch. to 41m. 50ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Page 21

Add:— 100 100 43m. 55ch. to 45m. 0ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO E.R. 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	U	Position	Gradient (Rising unless otherwise shown) 1 in

Page 22 (Page 12 Supplement No.1)

Delete:-

70 70 48m. 0ch. to 49m. 26ch.

90 90 49m. 26ch. to 50m. 20ch.

100 100 50m. 20ch. to 60m. 40ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Add:-

85 85 48m. 0ch. to 48m. 50ch.

80 80 48m. 50ch. to 49m. 30ch.

105 105 49m. 30ch. to 56m. 15ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Add:-

110 56m. 15ch. to 60m. 44ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Page 23 (Page 47 Supp. Optg. Insts.)

Amend:-

95 95 60m. 44ch. to 62m. 20ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Add:-

110 59m. 60ch. to 56m. 15ch.

100 60m. 44ch. to 59m. 60ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Delete:-

100 100 68m. 40ch. to 72m. 30ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Add:-

105 105 68m. 40ch. to 71m. 75ch.

100 100 71m. 75ch. to 72m. 26ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Page 24

Delete:-

90 90 72m. 30ch. to 73m. 20ch.

70 80 73m. 20ch. to 73m. 35ch.

90 90 73m. 35ch. to 78m. 62ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Add:-

110 110 72m. 26ch. to 78m. 0ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

Add:-

105 78m. 0ch. to 78m. 40ch.

95 78m. 40ch. to 78m. 62ch.

105 78m. 62ch. to 78m. 0ch.  
(w.e.f. 07 30 hrs. Mon. 8/5/78)

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

**MISCELLANEOUS NOTICES**

**Add :-                      PROTOTYPE M.G.R. WAGON 359571**

1. A prototype M.G.R. wagon is being evaluated on M.G.R. workings within the Eastern Region. The wagon is of the conventional M.G.R. type except that the bottom doors are air-operated, identifiable by the mid rail of the wagon painted blue instead of brown as on other M.G.R. wagons.
  2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
  3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (20)
- 

York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

4 May, 1978

*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**

**20**

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

**SATURDAY 20 MAY**

**TO**

**FRIDAY 26 MAY 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

**SUNDAY 21 MAY – CHATHILL**

Up Main 4-aspect colour light signals C.17 and C.18 will be abolished and a new 4-aspect colour light signal, temporarily plated C.L.17 will be provided, 500 yards north of the signal box. (23)

**SUNDAY 21 MAY – LUCKER**

Up Main 4-aspect colour light signal LR.13 will be repositioned 55 yards further from the signal box. (23)

**SATURDAY 20 MAY – CARVILLE**

A facing connection from the Up line will be provided at 4m. 55chs. to form a plain line connection with the Down line.

The Up line will be severed 50 yards to the East of North Eastern Marine connection and a stop block erected.

The Down and Up lines between the 5 m.p. (approx.) and Percy Main have been taken out of use. (23)

**SUNDAY 21 MAY – BLACKHALL ROCKS**

The trailing crossover will be secured out of use pending removal and the associated signals abolished. (23)

## DETAILS OF WORK ALREADY CARRIED OUT

**BETWEEN DARLINGTON AND FERRYHILL**

Down Main 4-aspect automatic colour light signal D51 has become a controlled signal and has been replated F457.

A telephone connected to Ferryhill signal box has been provided.

The catch points in the Down Main line at 54m. 10chs. (588 yards before reaching D54 signal) have been abolished. (22)

**OUSTON JUNCTION AND DURHAM**

The catch points at 69m. 60chs. in the Up Main line, 850 yards before reaching TY.288 signal have been secured out of use pending removal.

The catch points in the Up Main line at 71m. 20chs., and 560 yards before reaching TY.284 signal, have been abolished. (21)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* BETWEEN CHEVINGTON AND LITTLE MILL**

The following catch points in the Down Main line have been secured out of use pending removal:—

Location	Mileage	Distant and Signal
Alnmouth	29m. 70chs.	1381 yards before reaching A102 signal.
Little Mill	40m. 63chs.	560 yards before reaching D41 signal (20)

**LITTLE MILL AND STAMFORD CROSSING**

Little Mill Signal Box and Stamford Gate Box has been abolished.

The Track Circuit Block regulations will now apply between Alnmouth and Chathill signal boxes.

Little Mill and Stamford level crossings are supervised from Alnmouth signal box with the aid of Closed Circuit Television.

All signals formerly controlled from Little Mill signal box are now controlled from Alnmouth. The following signals have been replated as shown and the signal-post telephones on these signals have been connected to Alnmouth signal box.

Old	Down	New	Old	Up	New
D37	—	A149	U42	—	A166
D37B	—	A151	U41	—	A164
D38	—	A153	LM37	—	A162
LM13	—	A155	U40	—	A158
D40	—	A157	LM34	—	A156
LM18	—	A159	U38	—	A154
			U38B	—	A152
			U37	—	A148

Auto Signal D40 (A157) has been converted to a controlled signal and replated accordingly. (21)

**MANORS**

Number 1 Platform line at Manors has been abolished together with all signal routes leading thereto.

Number 2 Platform line at Manors has been redesignated "Up B & T Siding" and buffer stops have been provided 120 yards South Gosforth side of the existing signal N.27 which has been retained as the Siding outlet signal.

The following new signal routes have been provided:—

Signal	Line	Route Indication	Application to or towards
N.34 (G.P.L.)	Up Tynemouth	—	Up B & T Siding
N.36 (G.P.L.)	Up North	—	Up B & T Siding
N.38 (SUB)	Down Tynemouth	B	Up B & T Siding
N.44 (SUB)	Down North	B	Up B & T Siding (22)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS**

The signalling between Manors Station and South Gosforth signal box has been taken out of use with the exception of Down B & T colour light signal SG.15, which will be maintained at yellow and act as the Distant signal for signal SG.12. Down B & T colour light signal SG.12 will be capable of displaying a Red or Yellow aspect only.

Up B. & T. 4-aspect colour light signal SG.2 will be maintained at red. A stencil type route indicator will be provided which when read in conjunction with the subsidiary signal will apply:—

- Indication 'B' – Up B. & T. line.
- Indication 'C' – Car Sheds line No.1.

**South Gosforth Signal Box**

All points in the Down and Up Branch lines and the associated signals, together with the Ground Frame have been abolished.

**South Gosforth Car Sheds**

The North Independent line has become the new temporary Avoiding line. Notice boards worded "STOP. WHISTLE BEFORE PROCEEDING" have been provided 50 yards on each rail approach to the level crossing situated adjacent to and at the Coxlodge end of the Car Sheds. A telephone communicating with South Gosforth signal box has been provided adjacent to the Down direction notice board only.

An Advance Warning board (St. George's Cross) together with a notice board worded "ALL MOVEMENTS PAST THIS BOARD MUST BE ACCOMPANIED BY DEPOT SHUNTER" have been provided 200 yards on the Down rail approach to the above level crossing, and an Advance Warning board (St. George's Cross) has been provided 200 yards on the Up rail approach.

Notice boards worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED" have been provided at the exits of Nos.6, 7 and 8 Departure Roads, and a telephone has been provided communicating with South Gosforth signal box.

A telephone connected to South Gosforth signal box has been provided at the level crossing near the signal box and which crosses Car Shed lines Nos.1 and 2.

A notice board worded "D.M.U.'s NOT TO PASS THIS POINT" has been provided adjacent to the terminal of the car shed spur line and applicable to Down direction movements on the line leading to the car sheds and a notice board worded "STOP AWAIT INSTRUCTIONS" has been provided 50 yards on the Coxlodge side of that notice board applicable to Up direction movements towards the Car Sheds. (21)

**BETWEEN MANORS AND SOUTH GOSFORTH**

The Down and Up B & T lines between the South Gosforth end of Manors Station Platforms Nos.1 and 2 and South Gosforth have been taken out of use. (22)

**BETWEEN SOUTH GOSFORTH AND CALLERTON**

Temporary open type (normally without gates or barriers) level crossings have been brought into use at the following mileages:—

- 1m. 40chs. — This crossing has been provided with combined 5m.p.h./Whistle signs on each rail approach, 50 yards before reaching the crossing, in addition an Advance Warning sign has been provided on the South Gosforth side, 100 yards before reaching the crossing.
- 1m. 52chs. — This crossing has been provided with chains or simple hand-operated barriers to be secured across the temporary roadway by the Branch Supervisor and released again respectively on arrival and departure of the train at the crossing.
- 1m. 60chs. and 2m. 16chs. — These crossings have been provided with combined 5m.p.h./Whistle signs, 50 yards before reaching the crossing on each rail approach. (22)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**PELAW AND GATESHEAD**

The points giving access to Oakwellgate Yard have been secured out of use and access to and from the Yard will now be via the West end of Tyneside Central Freight Depot and the former head-shunt which has been extended.

The following points have been secured out of use in the normal position pending removal and the associated signal routes/signals abolished:—

Facing connection – Down Pelaw Goods to Oakwellgate Yard.

Trailing connection – Up Pelaw Goods to Oakwellgate Yard and associated slip.

The series of slips and connections leading from the Down Pelaw Goods consisting of a trailing connection between the Down Pelaw Goods and Up Pelaw Goods and a slip connection towards the P. Way Yard and associated slip leading towards Hawks Yard.

Facing connection between the Up Pelaw Goods and Hawks Yard.

The following points have become hand worked:—

Connection – Oakwellgate Yard to Hawks Yard

Connection – Oakwellgate Yard to P. Way Yard

(22)

**\*\* MIDDLESBROUGH**

A new trailing main to main crossover has been provided on approximately the site of the former crossover and a new facing connection Up Main to Loading Dock has been provided on the Tees Yard side of the new crossover.

The Up Main 4-aspect colour light signal No.22 has been renumbered M672 and brought back into use.

The following signals have been replated:—

Location	Old Number	New Number
Down Goods	1	M685
Down Main	3	M687
Up Goods	12R	M676R
Up Goods	12	M676
Down Main (ground position light)	16	M232 (Indication "S" now applies towards West Dock instead of Loading Dock)
Up Main (ground position light)	17	M225
Middle Siding	20	M234
Dock Hill Shunting line	23	M674
Up Main	25	M678R
Up Main	24	M678

A new ground position light signal No.221 with 2-way stencil - type route indicator has been provided on the Up Main, situated between the Down and Up Main lines and opposite the Tees Yard end of the connection from the Loading Dock to Up Main and will apply:—

**Indication**  
 "D"  
 "U"

**Applying to or towards**  
 Set back Up Main to Down Platform  
 Set back along Up Main to 225 signal (previous No.17)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**

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

**\*\* MIDDLESBROUGH – continued**

A new ground position light signal No.223 with a 3-way stencil-type route indicator has been provided on the Loading Dock, situated between the Loading Dock and Up Main lines at the Tees Yard end of the new connection to the Up Main and will apply:—

Indication	Applying to or towards
"D"	Down Platform
"U"	Up Main 225 signal
"S"	East Dock

A new ground position light signal No.230 has been provided on the right-hand side of the Loading Dock line 68 yards from the East Dock buffer-stops and will apply – East Dock to West Dock. (20)

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**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:

**SUPPLEMENT NO.3 TO THE GENERAL APPENDIX**

Supplement No.3 to the General Appendix, which will operate on and from Saturday 3 June, will be distributed to all concerned during May.

Any person who has been issued with a General Appendix must advise his Supervisor if he has not received a copy of Supplement No.3 by Saturday, 20 May. (22)

**\*\* ALTERATIONS TO ND13D DATED 1 APRIL TO 2 JUNE, 1978**

Page ND4

**100 TONNE STEEL AB WAGONS**

Delete:—Heading and item

(20)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO E.R. 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

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

Page 18

Delete:- 90 90 1m. 9ch. to 1m. 60ch.

100 100 1m. 60ch. to 3m. 20ch.

Page 20 (Page 46 Supp. Optg. Insts.)

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

Delete:- 100 31m. 0ch. to 29m. 9ch.

100 100 40m. 0ch. to 48m. 0ch.

Amend:- 100 32m. 20ch. to 35m. 0ch.

Add:- 110 110 40m. 5ch. to 41m. 50ch.

Page 21

Add:- 100 100 43m. 55ch. to 45m. 0ch.

Page 22 (Page 12 Supplement No.1)

Delete:- 70 70 48m. 0ch. to 49m. 26ch.

90 90 49m. 26ch. to 50m. 20ch.

100 100 50m. 20ch. to 60m. 40ch.

Add:- 85 85 48m. 0ch. to 48m. 50ch.

80 80 48m. 50ch. to 49m. 30ch.

105 105 49m. 30ch. to 56m. 15ch.

Add:- 110 56m. 15ch. to 60m. 44ch.

Page 23 (Page 47 Supp. Optg. Insts.)

Amend:- 95 95 60m. 44ch. to 62m. 20ch.

Add:- 110 59m. 60ch. to 56m. 15ch.

100 60m. 44ch. to 59m. 60ch.

Delete:- 100 100 68m. 40ch. to 72m. 30ch.

Add:- 105 105 68m. 40ch. to 71m. 75ch.

100 100 71m. 75ch. to 72m. 26ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO E.R. 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 24

Delete:–

90 90 72m. 30ch. to 73m. 20ch.

70 80 73m. 20ch. to 73m. 35ch.

90 90 73m. 35ch. to 78m. 62ch.

Add:–

110 110 72m. 26ch. to 78m. 0ch.

Add:–

105 78m. 0ch. to 78m. 40ch.

95 78m. 40ch. to 78m. 62ch.

105 78m. 62ch. to 78m. 0ch. (27)

MISCELLANEOUS NOTICES

Add:–

\*\*  
\* PROTOTYPE M.G.R. WAGON 359571

1. A prototype M.G.R. wagon is being evaluated on M.G.R. workings within the Eastern Region. The wagon is of the conventional M.G.R. type except that the bottom doors are air-operated, identifiable by the mid rail of the wagon painted blue instead of brown as on other M.G.R. wagons.
2. The wagon is based at Knottingley and any problems in operation must be reported to the Area Maintenance Engineer.
3. When the vehicle has been, or is being, supplied with compressed air via the brake feed pipe, staff must ensure they do not place their hands near the doors, unless the air supply to the mechanism has first been isolated. (20)

York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

11 May, 1978

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.

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

**INJURY**

**DAMAGE**

**DELAY.**

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

*East Boldo*



**NN**

EASTERN REGION

**21/22**

*PAGE 21 - CANCELLED*

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 27 MAY  
TO  
FRIDAY 9 JUNE 1978  
INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 28 MAY – BETWEEN DURHAM AND OUSTON JUNCTION

The catch points in the Up Main line at 70m 35chs will be replaced by worked catch points at 70m 51chs and 970 yards before reaching TY.286 signal. (24)

## MONDAY 29 MAY – PERCY MAIN STATION

The Junction points leading to and from the Down and Up Main lines to the Riverside Branch (and the associated slip connection) will be secured out of use in the normal position pending removal and the associated signalling abolished. (24)

## TUESDAY 30 MAY – BENTON

Up Main 4-aspect colour light signal B.24 and Down Main 4-aspect colour light signal B.29 will be converted to automatic signals and replated accordingly. (24)

## SATURDAY 3 JUNE – LUCKER

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (24)

## SUNDAY 4 JUNE – BETWEEN FERRYHILL AND DURHAM

The catch points in the Down Main at 62m 72chs will be repositioned to 63m 10chs, (700 yards before reaching TY.403 signal). (24)

## DETAILS OF WORK ALREADY CARRIED OUT

**\*\* BETWEEN DARLINGTON AND FERRYHILL**

Down Main 4-aspect automatic colour light signal D51 has become a controlled signal and has been replated F457.

A telephone connected to Ferryhill signal box has been provided.

The catch points in the Down Main line at 54m. 10chs. (588 yards before reaching D54 signal) have been abolished. (22)

**\*\* OUSTON JUNCTION AND DURHAM**

The catch points at 69m. 60chs. in the Up Main line, 850 yards before reaching TY.288 signal have been secured out of use pending removal.

The catch points in the Up Main line at 71m. 20chs., and 560 yards before reaching TY.284 signal, have been abolished. (21)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**\*\* LITTLE MILL AND STAMFORD CROSSING**

Little Mill Signal Box and Stamford Gate Box has been abolished.

The Track Circuit Block regulations will now apply between Alnmouth and Chathill signal boxes.

Little Mill and Stamford level crossings are supervised from Alnmouth signal box with the aid of Closed Circuit Television.

All signals formerly controlled from Little Mill signal box are now controlled from Alnmouth. The following signals have been replated as shown and the signal-post telephones on these signals have been connected to Alnmouth signal box.

	Down	New	Old	Up	New
Old			Old		New
D37	—	A149	U42	—	A166
D37B	—	A151	U41	—	A164
D38	—	A153	LM37	—	A162
LM13	—	A155	U40	—	A158
D40	—	A157	LM34	—	A156
LM18	—	A159	U38	—	A154
			U38B	—	A152
			U37	—	A148

Auto Signal D40 (A157) has been converted to a controlled signal and replated accordingly. (21)

**CHATHILL**

Up Main 4-aspect colour light signals C.17 and C.18 have been abolished and a new 4-aspect colour light signal, temporarily plated C.L.17 has been provided, 500 yards north of the signal box. (23)

**LUCKER**

Up Main 4-aspect colour light signal LR.13 has been repositioned 55 yards further from the signal box. (23)

**\*\* MANORS**

Number 1 Platform line at Manors has been abolished together with all signal routes leading thereto.

Number 2 Platform line at Manors has been redesignated "Up B & T Siding" and buffer stops have been provided 120 yards South Gosforth side of the existing signal N.27 which has been retained as the Siding outlet signal.

The following new signal routes have been provided:—

Signal	Line	Route Indication	Application to or towards
N.34 (G.P.L.)	Up Tynemouth	—	Up B & T Siding
N.36 (G.P.L.)	Up North	—	Up B & T Siding
N.38 (SUB)	Down Tynemouth	B	Up B & T Siding
N.44 (SUB)	Down North	B	Up B & T Siding

(22)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\*  
\* BETWEEN MANORS STATION AND SOUTH GOSFORTH/CAR SHEDS**

The signalling between Manors Station and South Gosforth signal box has been taken out of use with the exception of Down B & T colour light signal SG.15, which will be maintained at yellow and act as the Distant signal for signal SG.12. Down B & T colour light signal SG.12 will be capable of displaying a Red or Yellow aspect only.

Up B. & T. 4-aspect colour light signal SG.2 will be maintained at red. A stencil type route indicator will be provided which when read in conjunction with the subsidiary signal will apply:—

- Indication 'B' – Up B. & T. line.
- Indication 'C' – Car Sheds line No.1.

**South Gosforth Signal Box**

All points in the Down and Up Branch lines and the associated signals, together with the Ground Frame have been abolished.

**South Gosforth Car Sheds**

The North Independent line has become the new temporary Avoiding line. Notice boards worded "STOP. WHISTLE BEFORE PROCEEDING" have been provided 50 yards on each rail approach to the level crossing situated adjacent to and at the Coxlodge end of the Car Sheds. A telephone communicating with South Gosforth signal box has been provided adjacent to the Down direction notice board only.

An Advance Warning board (St. George's Cross) together with a notice board worded "ALL MOVEMENTS PAST THIS BOARD MUST BE ACCOMPANIED BY DEPOT SHUNTER" have been provided 200 yards on the Down rail approach to the above level crossing, and an Advance Warning board (St. George's Cross) has been provided 200 yards on the Up rail approach.

Notice boards worded "STOP. TELEPHONE FOR PERMISSION TO PROCEED" have been provided at the exits of Nos.6, 7 and 8 Departure Roads, and a telephone has been provided communicating with South Gosforth signal box.

A telephone connected to South Gosforth signal box has been provided at the level crossing near the signal box and which crosses Car Shed lines Nos.1 and 2.

A notice board worded "D.M.U.'s NOT TO PASS THIS POINT" has been provided adjacent to the terminal of the car shed spur line and applicable to Down direction movements on the line leading to the car sheds and a notice board worded "STOP AWAIT INSTRUCTIONS" has been provided 50 yards on the Coxlodge side of that notice board applicable to Up direction movements towards the Car Sheds. (21)

**\*\*  
\* BETWEEN MANORS AND SOUTH GOSFORTH**

The Down and Up B & T lines between the South Gosforth end of Manors Station Platforms Nos.1 and 2 and South Gosforth have been taken out of use. (22)

**\*\*  
\* BETWEEN SOUTH GOSFORTH AND CALLERTON**

Temporary open type (normally without gates or barriers) level crossings have been brought into use at the following mileages:—

- 1m. 40chs.** – This crossing has been provided with combined 5 m.p.h./Whistle signs on each rail approach, 50 yards before reaching the crossing, in addition an Advance Warning sign has been provided on the South Gosforth side, 100 yards before reaching the crossing.
- 1m. 52chs.** – This crossing has been provided with chains or simple hand-operated barriers to be secured across the temporary roadway by the Branch Supervisor and released again respectively on arrival and departure of the train at the crossing.
- 1m. 60chs. and  
2m. 16chs.** – These crossings have been provided with combined 5 m.p.h./Whistle signs, 50 yards before reaching the crossing on each rail approach. (22)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**CARVILLE**

A facing connection from the Up line has been provided at 4m. 55chs. to form a plain line connection with the Down line.

The Up line has been severed 50 yards to the East of North Eastern Marine connection and a stop block erected.

The Down and Up lines between the 5 m.p. (approx.) and Percy Main have been taken out of use. (23)

**BLACKHALL ROCKS**

The trailing crossover has been secured out of use pending removal and the associated signals abolished. (23)

**\*\* PELAW AND GATESHEAD**

The points giving access to Oakwellgate Yard have been secured out of use and access to and from the Yard will now be via the West end of Tyneside Central Freight Depot and the former head-shunt which has been extended.

The following points have been secured out of use in the normal position pending removal and the associated signal routes/signals abolished:—

Facing connection – Down Pelaw Goods to Oakwellgate Yard.

Trailing connection – Up Pelaw Goods to Oakwellgate Yard and associated slip.

The series of slips and connections leading from the Down Pelaw Goods consisting of a trailing connection between the Down Pelaw Goods and Up Pelaw Goods and a slip connection towards the P. Way Yard and associated slip leading towards Hawks Yard.

Facing connection between the Up Pelaw Goods and Hawks Yard.

The following points have become hand worked:—

Connection – Oakwellgate Yard to Hawks Yard

Connection – Oakwellgate Yard to P. Way Yard

(22)

**TEES**

The following connections have been removed:—

Up Goods No.2 to Dead End Siding.

Up Goods No.2 to Up Departures (part of connection Up Goods No.2 to Up Main).

The following connections have been secured out of use pending removal:—

Up Departures to Up Main and associated slip to Down Main.

The following signals have been abolished:—

TY.187—Up Goods No.2 to TY.198 or Dead End Siding (Signals TY.179 and 181 will now read towards TY.198)

TY.204 Up Main to Down Main or M.P.D.

The following routes have been abolished:—

TY.197 and TY.198 to Up Main.

(New Item) (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:

\*\* SUPPLEMENT NO.3 TO THE GENERAL APPENDIX

Supplement No. 3 to the General Appendix operates from Saturday 3 June.

Any person who has been issued with a General Appendix must advise his Supervisor if he has not received a copy of Supplement No.3. (22)

\*\* ALTERATIONS TO E.R. 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

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

Page 18

Delete:- 90 90 1m. 9ch. to 1m. 60ch.  
100 100 1m. 60ch. to 3m. 20ch.

Page 20 (Page 46 Supp. Optg. Insts.)

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

Delete:- 100 31m. 0ch. to 29m. 9ch.  
100 100 40m. 0ch. to 48m. 0ch.  
Amend:- 100 32m. 20ch. to 35m. 0ch.  
Add:- 110 110 40m. 5ch. to 41m. 50ch.

Page 21

Add:- 100 100 43m. 55ch. to 45m. 0ch.

Page 22 (Page 12 Supplement No.1)

Delete:- 70 70 48m. 0ch. to 49m. 26ch.  
90 90 49m. 26ch. to 50m. 20ch.  
100 100 50m. 20ch. to 60m. 40ch.  
Add:- 85 85 48m. 0ch. to 48m. 50ch.  
80 80 48m. 50ch. to 49m. 30ch.  
105 105 49m. 30ch. to 56m. 15ch.  
110 56m. 15ch. to 60m. 44ch.

Page 23 (Page 47 Supp. Optg. Insts.)

Amend:- 95 95 60m. 44ch. to 62m. 20ch.  
Add:- 110 59m. 60ch. to 56m. 15ch.  
100 60m. 44ch. to 59m. 60ch.  
Delete:- 100 100 68m. 40ch. to 72m. 30ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

\*\* ALTERATIONS TO E.R. 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 23 (Page 47 Supp. Optg. Insts.) – continued

Add:– 105 105 68m. 40ch. to 71m. 75ch.

Page 24

Delete:– 100 100 71m. 75ch. to 72m. 26ch.

90 90 72m. 30ch. to 73m. 20ch.

70 80 73m. 20ch. to 73m. 35ch.

90 90 73m. 35ch. to 78m. 62ch.

Add:– 110 110 72m. 26ch. to 78m. 0ch.

Add:– 105 78m. 0ch. to 78m. 40ch.

95 78m. 40ch. to 78m. 62ch.

105 78m. 62ch. to 78m. 0ch. (27)

MISCELLANEOUS INSTRUCTIONS

REPAIRS IN MOTIVE POWER DEPOT, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:–

Locations	Nature of Work	Duration	Commencing Date
★ Heaton Shed No.1 Old Washing Road	Trackwork	07 30 to 16 30	Sunday 28 May

MISCELLANEOUS NOTICES

★ SPEED RESTRICTIONS : TANK WAGONS ETC., 15 FT. WHEEL BASE OR LESS

The speed of certain 2-axle rail tanks with a wheel base of 15 ft. or less, and PRESFLO, CEMFLO and R.I.V. 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 show the applicable speed, and every effort should be made to provide guards with a valid train list.

If no train list is available, and any doubt exists, 45 m.p.h. restriction must be applied. (22D).

York  
18 May, 1978

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 Supervisor.



**NN**

**EASTERN REGION**

**23**

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

**SATURDAY 10 JUNE**

**TO**

**FRIDAY 16 JUNE 1978**

**INCLUSIVE**

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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.

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SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

**BETWEEN DARLINGTON AND FERRYHILL**

The telephones at the following Up Main colour light signals formerly connected to Darlington Signal box have been connected to Ferryhill Signal box:—

U.52, U.53, U.54 and U.55B

(New Item) (26)

**BETWEEN FERRYHILL AND DURHAM**

The catch points in the Down Main at 62m. 72chs. have been repositioned to 63m. 10chs. (700 yards before reaching TY.403 signal). (24)

**BETWEEN DURHAM AND OUSTON JUNCTION**

The catch points in the Up Main line at 70m. 35chs. have been replaced by worked catch points at 70m. 51chs. and 970 yards before reaching TY.286 signal. (24)

**\*\* CHATHILL**

Up Main 4-aspect colour light signals C.17 and C.18 have been abolished and a new 4-aspect colour light signal, temporarily plated C.L.17 has been provided, 500 yards north of the signal box. (23)

**\*\* LUCKER**

Up Main 4-aspect colour light signal LR.13 has been repositioned 55 yards further from the signal box. (23)

**LUCKER**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (24)

**BETWEEN CONSETT NORTH AND OUSTON JUNCTION**

The catch points situated at 2m. 8chs. in the Up Main line between South Pelaw and Beamish have been brought back into use. (New Item) (26)

**BENTON**

Up Main 4-aspect colour light signal B.24 and Down Main 4-aspect colour light signal B.29 have been converted to automatic signals and replated accordingly. (24)

**\*\* CARVILLE**

A facing connection from the Up line has been provided at 4m. 55chs. to form a plain line connection with the Down line.

The Up line has been severed 50 yards to the East of North Eastern Marine connection and a stop block erected.

The Down and Up lines between the 5 m.p. (approx.) and Percy Main have been taken out of use. (23)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**PERCY MAIN STATION**

The Junction points leading to and from the Down and Up Main lines to the Riverside Branch (and the associated slip connection) have been secured out of use in the normal position pending removal and the associated signalling abolished. (24)

**\*\*BLACKHALL ROCKS**

The trailing crossover has been secured out of use pending removal and the associated signals abolished. (23)

**TEES**

**The following connections have been removed:–**

Up Goods No.2 to Dead End Siding.

Up Goods No.2 to Up Departures (part of connection Up Goods No.2 to Up Main).

**The following connections have been secured out of use pending removal:–**

Up Departures to Up Main and associated slip to Down Main.

**The following signals have been abolished:–**

TY.187–Up Goods No.2 to TY.198 or Dead End Siding (Signals TY.179 and 181 will now read towards TY.198)

TY.204 Up Main to Down Main or M.P.D.

**The following routes have been abolished:–**

TY.197 and TY.198 to Up Main. (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:

York  
1 June, 1978

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 Supervisor.*



**NN**

EASTERN REGION

**24**

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

**SATURDAY 17 JUNE**

TO

**FRIDAY 23 JUNE 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.

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SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B**

**SUNDAY 18 JUNE – BETWEEN RYHOPE GRANGE AND LONDONDERRY**

The Hendon Gasworks Ground Frame will be abolished and the associated Main to Main crossover secured out of use pending removal. The Ground Frame Down and Up Home signals together with Foremans' Ground Frame Down Distant and Grangetown Level Crossing Ground Frame Up Distant signals mounted below will be abolished.

The Distant signal mounted below Grangetown Down Home signal will become Foremans' Ground Frame Down Distant signal and will be 929 yards from the Down Home signal.

The Distant signals mounted below Londonderry Up Main Starting signal and Departure Line to Up Main Starting signal will become Grangetown Level Crossing Ground Frame Up Distant signals and will be 1182 yards from the Up Home signal. (27)

**SATURDAY 17 to MONDAY 19 JUNE – BETWEEN GRANGETOWN AND REDCAR**

During the above period, the southern diversion of the Down and Up Main lines between Grangetown and Redcar (between 20¼m.p. and 22¼m.p.) will be completed.

The new Up Main will be connected up and brought into use during Saturday night – Sunday and the new Down Main during Sunday night – Monday.

A diagram illustrating the remodelling at Grangetown and signalling of the new route is included in this notice.

**Grangetown**

A new trailing crossover and an adjacent facing connection – Down Main to Tod Point Arrival will be commissioned.

**Description of Signals**

G = Grangetown R = Redcar

No.	Location	Aspect Main or Sub	Junction	Application to or towards
<b>Down Direction</b>				
G114 (Existing)	Down Main	Main	—	G745
G745	Down Main	Main	Position '1'	R230 TOD Point Arrival G106
G106 (Existing)	Tod Point Arrival	'M' 'O'		Mineral Arrival Ore Arrival
R230	Down Main	Main		R229
R229	Down Main	Main		1564 yds. to R228 existing signal

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**SATURDAY 17 to MONDAY 19 JUNE – BETWEEN GRANGETOWN AND REDCAR – continued**

No.	Location	Aspect Main or Sub	Junction	Application to or towards
<b>Up Direction</b>				
R225 (Existing)	Up Main	Main		G750
G750	Up Main	Main		G748
G748	Up Main	Main		G732
G732	Up Main	Main		G110 (Existing)
G740	Tod Point Departure	Main		G732

The junction indicator arms will be removed from G106 signal and a stencil-type route indicator provided. (27)

**DETAILS OF WORK ALREADY CARRIED OUT**

**BETWEEN DARLINGTON AND FERRYHILL**

The telephones at the following Up Main colour light signals formerly connected to Darlington Signal box have been connected to Ferryhill Signal box:—  
11.52 11.53, 11.54 and 11.55B (26)

**\*\* BETWEEN FERRYHILL AND DURHAM**

The catch points in the Down Main at 62m. 72chs. have been repositioned to 63m. 10chs. (700 yards before reaching TY.403 signal). (24)

**\*\* BETWEEN DURHAM AND OUSTON JUNCTION**

The catch points in the Up Main line at 70m. 35chs. have been replaced by worked catch points at 70m. 51chs. and 970 yards before reaching TY.286 signal. (24)

**\*\* LUCKER**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (24)

**BETWEEN CONSETT NORTH AND OUSTON JUNCTION**

The catch points situated at 2m. 8chs. in the Up Main line between South Pelaw and Beamish have been brought back into use. (26)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* BENTON**

Up Main 4-aspect colour light signal B.24 and Down Main 4-aspect colour light signal B.29 have been converted to automatic signals and replated accordingly. (24)

**CARVILLE**

A facing connection from the Up line has been provided at 4m. 55chs. to form a plain line connection with the Down line.

The Up line has been severed 50 yards to the East of North Eastern Marine connection and a stop block erected.

The Down and Up lines between the 5 m.p. (approx.) and Percv Main have been taken out of use. (23)

**\*\* PERCY MAIN STATION**

The Junction points leading to and from the Down and Up Main lines to the Riverside Branch (and the associated slip connection) have been secured out of use in the normal position pending removal and the associated signalling abolished. (24)

**\*\* TEES**

**The following connections have been removed:–**

Up Goods No.2 to Dead End Siding.  
Up Goods No.2 to Up Departures (part of connection Up Goods No.2 to Up Main).

**The following connections have been secured out of use pending removal:–**

Up Departures to Up Main and associated slip to Down Main.

**The following signals have been abolished:–**

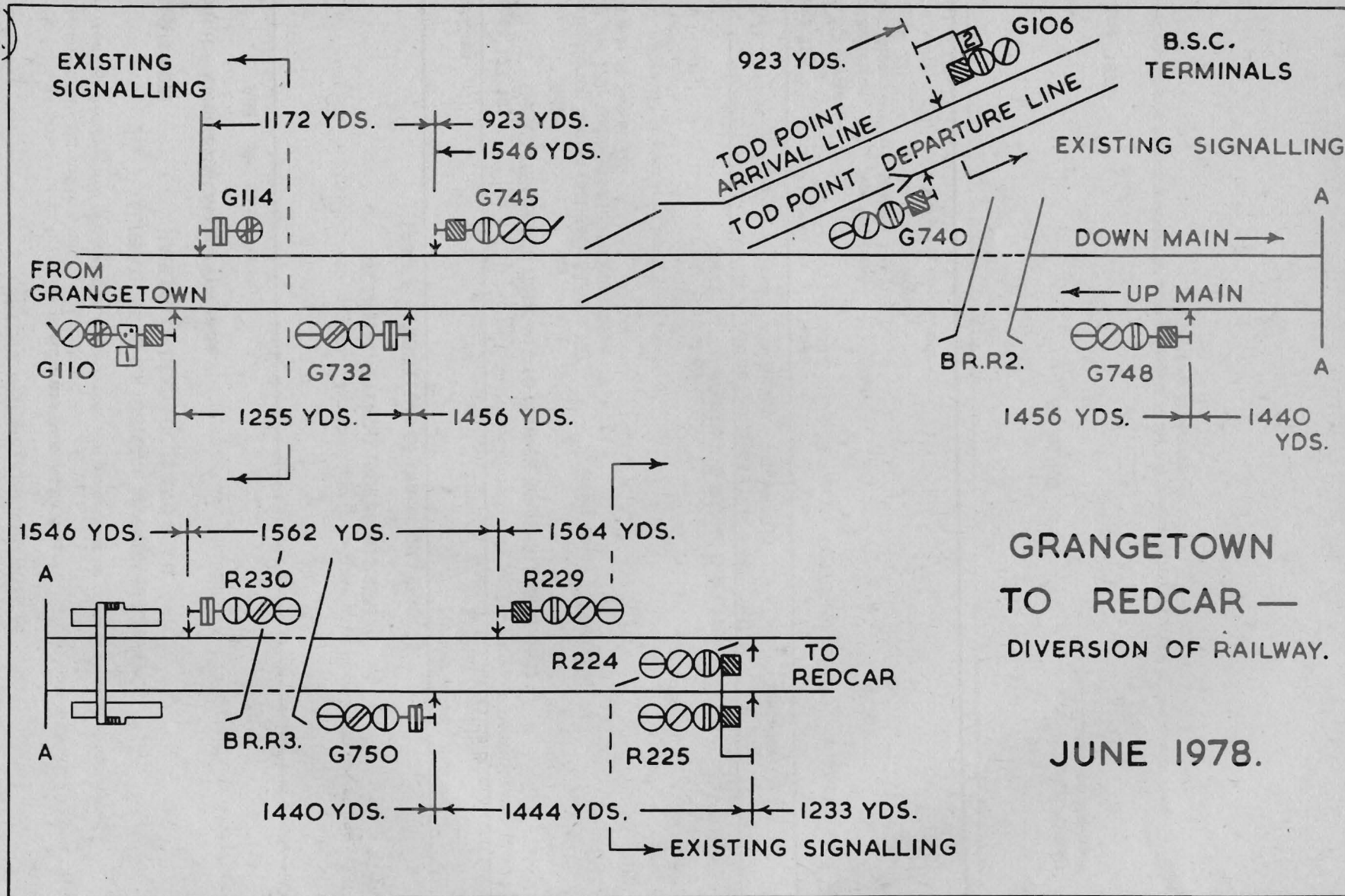
TY.187–Up Goods No.2 to TY.198 or Dead End Siding (Signals TY.179 and 181 will now read towards TY.198)

TY.204 Up Main to Down Main or M.P.D.

**The following routes have been abolished:–**

TY.197 and TY.198 to Up Main.

(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.

## ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)

## HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

★ Page 8 ND22

## Part II - Multiple Unit Stock - Procedure

Add ★ to this item.

## SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE F - PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special Conditions
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Pages 173/183

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

★ Add:-

Northallerton Station (Set Back Signals 127, 128 and 129) and Northallerton Down Slow (To rear of Signal 22)	Down Main	45 SLU (31D)
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## TABLE "G" - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	

Page 185

★ Add:-

Northallerton Down Slow (Signal 22)	Northallerton Station (to rear of Signal 53/54)	Main	-	45 SLU (31D)
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MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

York

8 June, 1978

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**

**25**

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

**SATURDAY 24 JUNE  
TO  
FRIDAY 30 JUNE 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.

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**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 ALREADY CARRIED OUT****BETWEEN DARLINGTON AND FERRYHILL**

The telephones at the following Up Main colour light signals formerly connected to Darlington Signal box have been connected to Ferryhill Signal box:—

U.52, U.53, U.54 and U.55B (26)

**BETWEEN DURHAM AND OUSTON JUNCTION**

The catch points in the Up Main line at 70m. 35chs. have been replaced by worked catch points at 70m. 51chs. and 970 yards before reaching TY.286 signal. (26)

**BETWEEN CONSETT NORTH AND OUSTON JUNCTION**

The catch points situated at 2m. 8chs. in the Up Main line between South Pelaw and Beamish have been brought back into use. (26)

**CARVILLE**

A facing connection from the Up line has been provided at 4m. 55chs. to form a plain line connection with the Down line.

The Up line has been severed 50 yards to the East of North Eastern Marine connection and a stop block erected.

The Down and Up lines between the 5 m.p. (approx.) and Percy Main have been taken out of use. (23)

**BETWEEN RYHOPE GRANGE AND LONDONDERRY**

The Hendon Gasworks Ground Frame has been abolished and the associated Main to Main crossover secured out of use pending removal. The Ground Frame Down and Up Home signals together with Foremans Ground Frame Down Distant and Grangetown Level Crossing Ground Frame Up Distant signals mounted below have been abolished.

The Distant signal mounted below Grangetown Down Home signal has now become Foreman's Ground Frame Down Distant signal and is 929 yards from the Down Home signal.

The Distant signals mounted below Londonderry Up Main Starting signal and Departure Line to Up Main Starting signal are now Grangetown Level Crossing Ground Frame Up Distant signals and are 1182 yards from the Up Home signal. (31D)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN GRANGETOWN AND REDCAR**

The southern diversion of the Down and Up Main lines between Grangetown and Redcar (between 20¼ m.p. and 22¼ m.p.) has been completed.

The new Up Main has been connected up and brought into use along with the new Down Main.

A diagram illustrating the remodelling at Grangetown and signalling of the new route is included in this notice.

**Grangetown**

A new trailing crossover and an adjacent facing connection – Down Main to Tod Point Arrival has been commissioned.

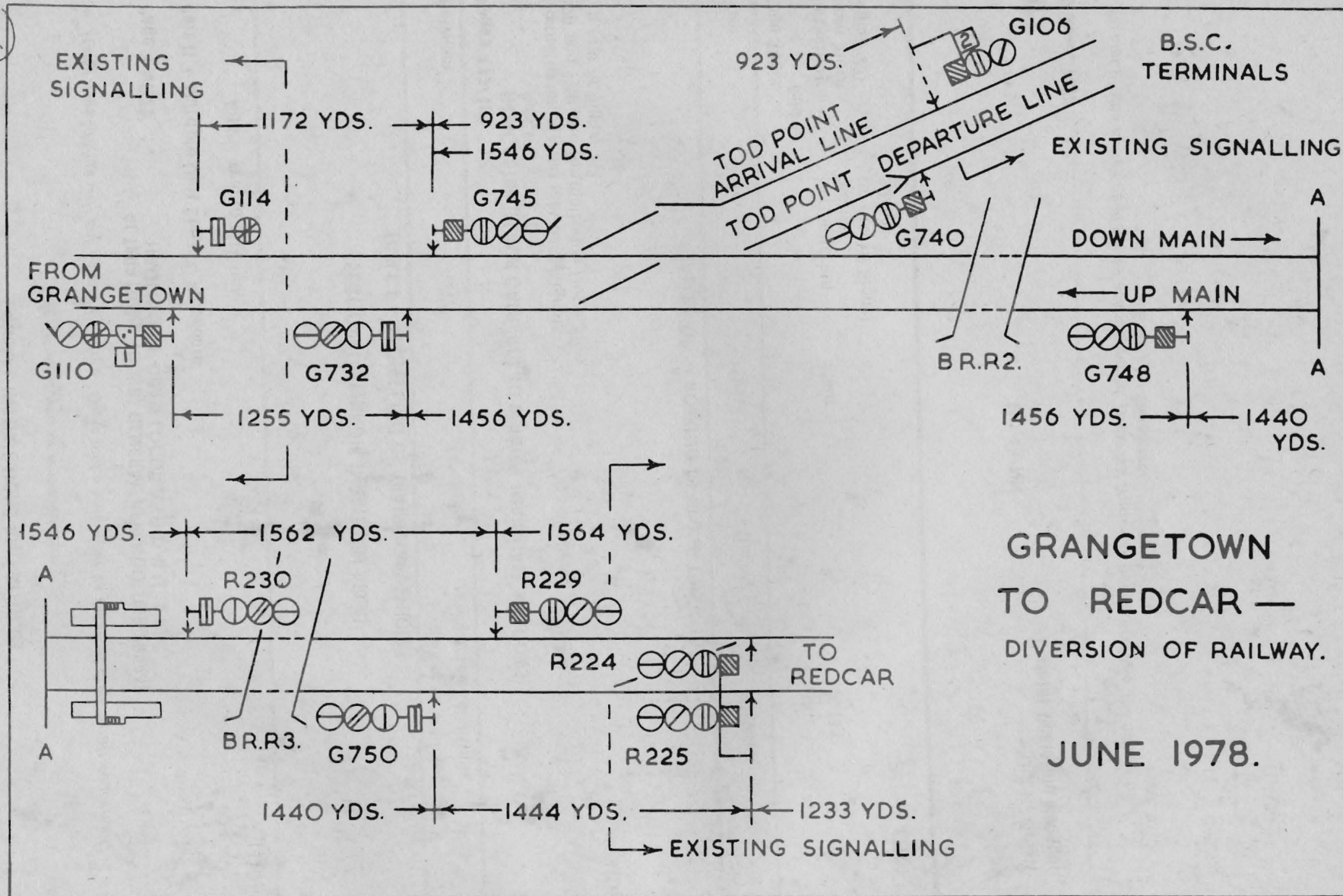
**Description of Signals**

G = Grangetown R = Redcar

No.	Location	Aspect Main or Sub	Junction	Application to or towards
<b>Down Direction</b>				
G114 (Existing)	Down Main	Main	—	G745
G745	Down Main	Main	Position '1'	R230 TOD Point Arrival G106
G106 (Existing)	Tod Point Arrival	'M' 'O'		Mineral Arrival Ore Arrival
R230	Down Main	Main		R229
R229	Down Main	Main		1564 yds. to R228 existing signal
<b>Up Direction</b>				
R225 (Existing)	Up Main	Main		G750
G750	Up Main	Main		G748
G748	Up Main	Main		G732
G732	Up Main	Main		G110 (Existing)
G740	Tod Point Departure	Main		G732

The junction indicator arms have been removed from G106 signal and a stencil-type route indicator provided. (31D)





## 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 B.R. GENERAL APPENDIX (B.R.29944)  
HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Page 8 ND22

## Part II - Multiple Unit Stock - Procedure

Add ★ to this item.

(31D)

## SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE F - PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special Conditions
<b>Pages 173/183</b>		
<b>DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)</b>		
Add:-		
Northallerton Station (Set Back Signals 127, 128 and 129) and Northallerton Down Slow (To rear of Signal 22)	Down Main	45 SLU

(31D)

## TABLE "G" - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
<b>Page 185</b>				
Add:-				
Northallerton Down Slow (Signal 22)	Northallerton Station (to rear of Signal 53/54)	Main	-	45 SLU

(31D)

York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

15 June, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time  
advise your Supervisor.*

**DON'T TAKE**

**CHANCES,**

**YOU CAN'T**

**AFFORD IT**



**NN**

**EASTERN REGION**

**26**

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

**SATURDAY 1 JULY  
TO  
FRIDAY 7 JULY 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'

## SUNDAY 2 JULY - CHATHILL

The trailing connection - Up Main to Up (CCE) Siding will become power-operated from a new ground switch panel released from Chathill signal box. The ground frame will be abolished. (29)

## DETAILS OF WORK ALREADY CARRIED OUT

**\*\***  
\* BETWEEN DARLINGTON AND FERRYHILL

The telephones at the following Up Main colour light signals formerly connected to Darlington Signal box have been connected to Ferryhill Signal box:-

U.52, U.53, U.54 and U.55B (26)

**\*\***  
\* BETWEEN DURHAM AND OUSTON JUNCTION

The catch points in the Up Main line at 70m. 35chs. have been replaced by worked catch points at 70m. 51chs. and 970 yards before reaching TY.286 signal. (26)

**\*\***  
\* BETWEEN CONSETT NORTH AND OUSTON JUNCTION

The catch points situated at 2m. 8chs. in the Up Main line between South Pelaw and Beamish have been brought back into use. (26)

**\*\***  
\* CARVILLE

A facing connection from the Up line has been provided at 4m. 55chs. to form a plain line connection with the Down line.

The Up line has been severed 50 yards to the East of North Eastern Marine connection and a stop block erected.

The Down and Up lines between the 5 m.p. (approx.) and Percy Main have been taken out of use. (26)

## LOW GATES

The yellow Ground disc signal (No.4) applying Shunting line to Up Siding has been replaced by a red disc.

The connection Siding to Up Main has become trap points in the normal position at the Siding end and the Shunt ahead to Spur line abolished. (New Item) (29)

## BETWEEN RYHOPE GRANGE AND LONDONDERRY

The Hendon Gasworks Ground Frame has been abolished and the associated Main to Main crossover secured out of use pending removal. The Ground Frame Down and Up Home signals together with Foremans Ground Frame Down Distant and Grangetown Level Crossing Ground Frame Up Distant signals mounted below have been abolished.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN RYHOPE GRANGE AND LONDONDERRY – continued**

The Distant signal mounted below Grangetown Down Home signal has now become Foreman's Ground Frame Down Distant signal and is 929 yards from the Down Home signal.

The Distant signals mounted below Londonderry Up Main Starting signal and Departure Line to Up Main Starting signal are now Grangetown Level Crossing Ground Frame Up Distant signals and are 1182 yards from the Up Home signal. (31D)

**BETWEEN GRANGETOWN AND REDCAR**

The southern diversion of the Down and Up Main lines between Grangetown and Redcar (between 20¼ m.p. and 22¼ m.p.) has been completed.

The new Up Main has been connected up and brought into use along with the new Down Main.

A diagram illustrating the remodelling at Grangetown and signalling of the new route is included in this notice.

**Grangetown**

A new trailing crossover and an adjacent facing connection – Down Main to Tod Point Arrival has been commissioned.

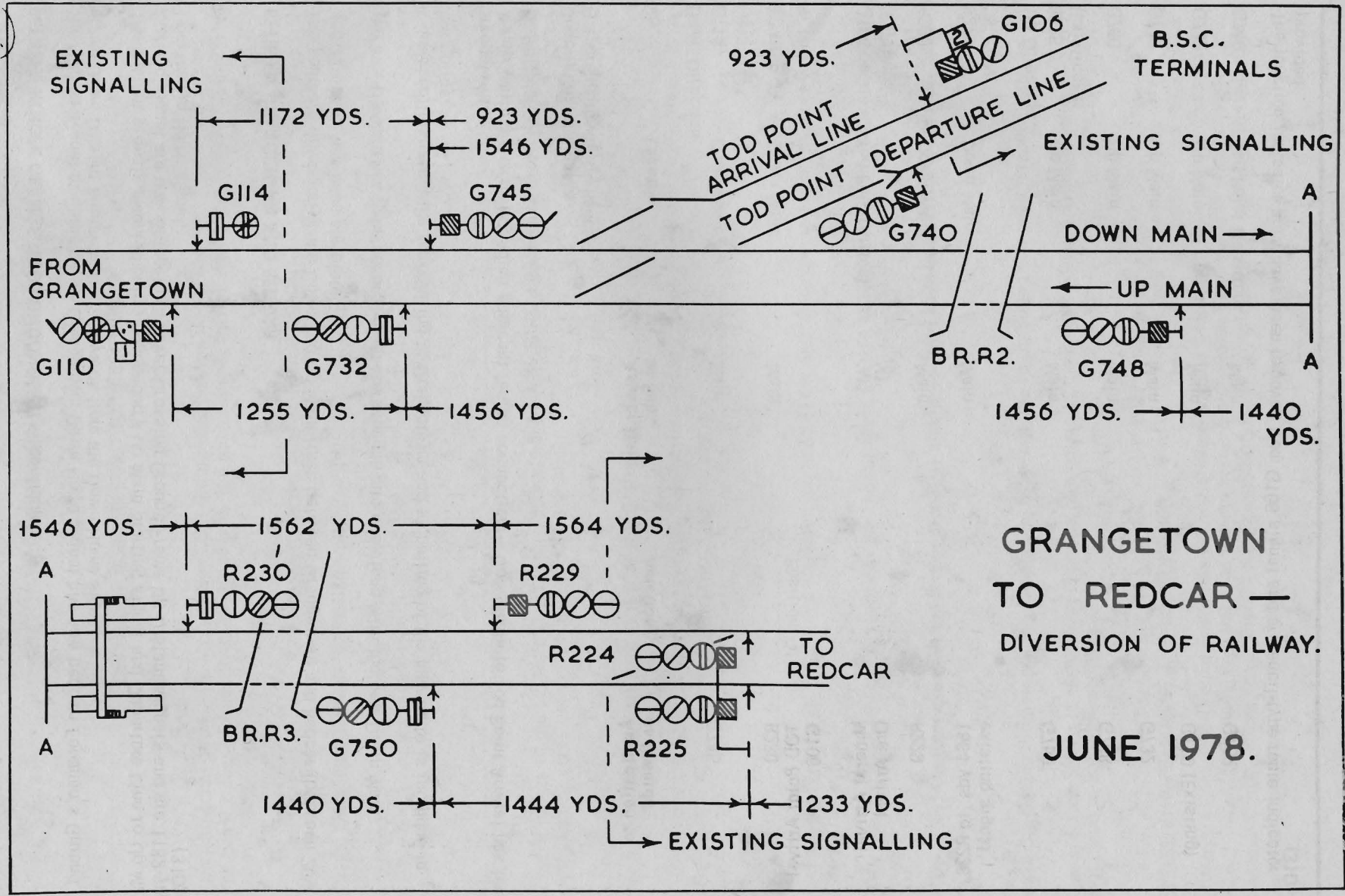
**Description of Signals**

G = Grangetown R = Redcar

No.	Location	Aspect Main or Sub	Junction	Application to or towards
<b>Down Direction</b>				
G114 (Existing)	Down Main	Main	—	G745
G745	Down Main	Main	Position '1'	R230 TOD Point Arrival G106
G106 (Existing)	Tod Point Arrival	'M' 'O'		Mineral Arrival Ore Arrival
R230	Down Main	Main		R229
R229	Down Main	Main		1564 yds. to R228 existing signal
<b>Up Direction</b>				
R225 (Existing)	Up Main	Main		G750
G750	Up Main	Main		G748
G748	Up Main	Main		G732
G732	Up Main	Main		G110 (Existing)
G740	Tod Point Departure	Main		G732

The junction indicator arms have been removed from G106 signal and a stencil-type route indicator provided. (31D)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



## 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 8 ND22 ALTERATIONS TO B.R. GENERAL APPENDIX (B.R.29944)  
HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

## Part II - Multiple Unit Stock - Procedure

Add ★ to this item.

(31D)

## SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE F - PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special Conditions
Pages 173/183 DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)		
Add:-		
Northallerton Station (Set Back Signals 127, 128 and 129) and Northallerton Down Slow (To rear of Signal 22)	Down Main	45 SLU

(31D)

## TABLE "G" - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
Page 185				
Add:-				
Northallerton Down Slow (Signal 22)	Northallerton Station (to rear of Signal 53/54)	Main	-	45 SLU

(31D)

York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

22 June, 1978

Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time  
advise your Supervisor.



---

● *Don't be sorry*

---

● *Be careful*

---



**NN**

EASTERN REGION

**27**

NIL

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

**SATURDAY 8 JULY**

TO

**FRIDAY 14 JULY 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.

---

*East Bolda*



**NN**

EASTERN REGION

**27**

*NIL*

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

**SATURDAY 8 JULY**

TO

**FRIDAY 14 JULY 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.

---

**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****CHATHILL**

The trailing connection – Up Main to Up (CCE) Siding has become power-operated from a new ground switch panel released from Chathill signal box. The ground frame has been abolished. (29)

**BETWEEN DURHAM AND OUSTON JUNCTION**

The catch points in the Up Main line at 70m. 35chs. have been replaced by worked catch points at 70m. 51chs. and 970 yards before reaching TY.286 signal. (30)

**LOW GATES**

The yellow Ground disc signal (No.4) applying Shunting line to Up Siding has been replaced by a red disc.

The connection Siding to Up Main has become trap points in the normal position at the Siding end and the Shunt ahead to Spur line abolished. (29)

**BETWEEN RYHOPE GRANGE AND LONDONDERRY**

The Hendon Gasworks Ground Frame has been abolished and the associated Main to Main crossover secured out of use pending removal. The Ground Frame Down and Up Home signals together with Foremans Ground Frame Down Distant and Grangetown Level Crossing Ground Frame Up Distant signals mounted below have been abolished.

The Distant signal mounted below Grangetown Down Home signal has now become Foreman's Ground Frame Down Distant signal and is 929 yards from the Down Home signal.

The Distant signals mounted below Londonderry Up Main Starting signal and Departure Line to Up Main Starting signal are now Grangetown Level Crossing Ground Frame Up Distant signals and are 1182 yards from the Up Home signal. (31D)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN GRANGETOWN AND REDCAR**

The southern diversion of the Down and Up Main lines between Grangetown and Redcar (between 20¼ m.p. and 22¼ m.p.) has been completed.

The new Up Main has been connected up and brought into use along with the new Down Main.

A diagram illustrating the remodelling at Grangetown and signalling of the new route is included in this notice.

**Grangetown**

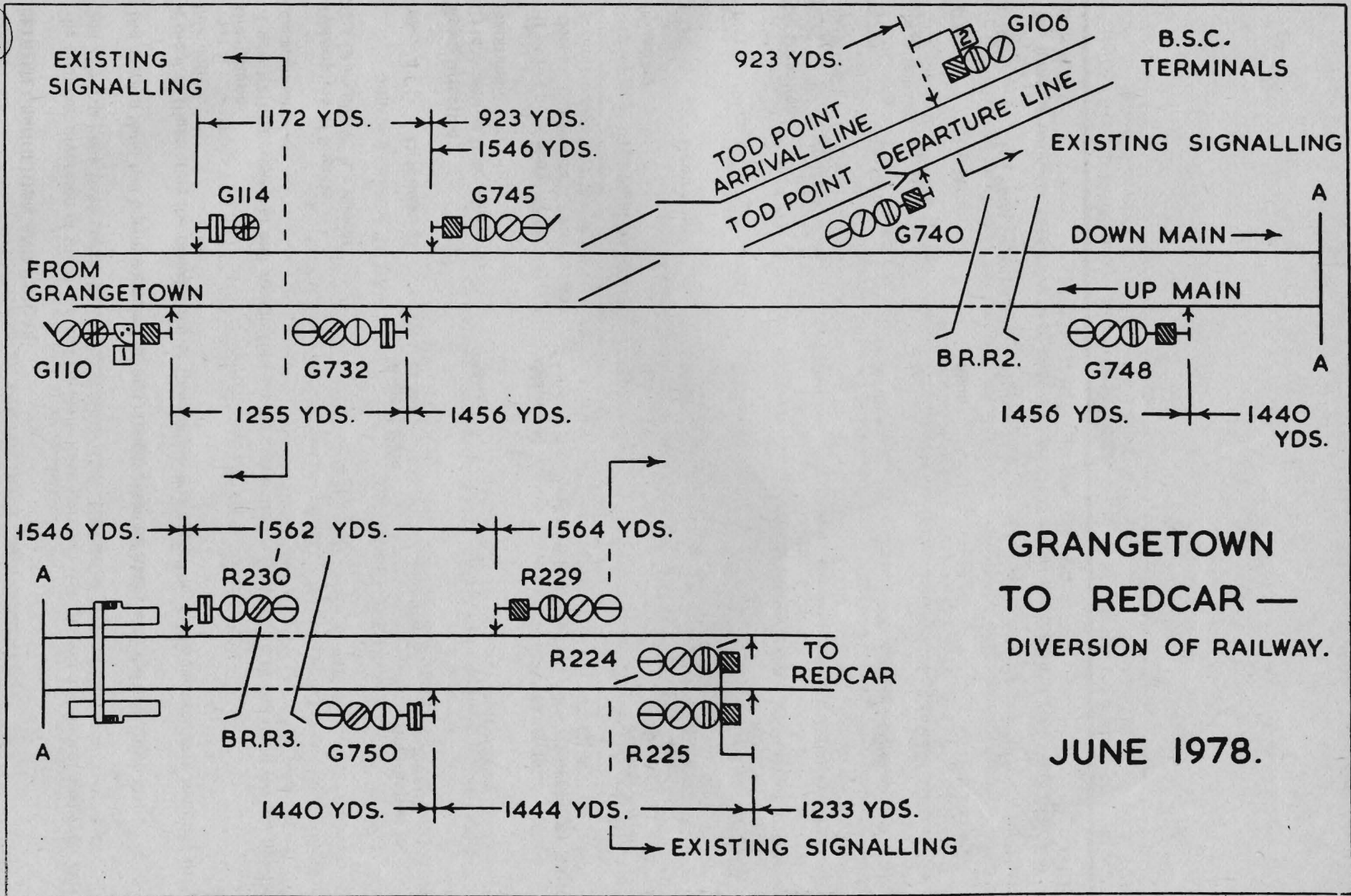
A new trailing crossover and an adjacent facing connection – Down Main to Tod Point Arrival has been commissioned.

**Description of Signals**

G = Grangetown R = Redcar

No.	Location	Aspect Main or Sub	Junction	Application to or towards
<b>Down Direction</b>				
G114 (Existing)	Down Main	Main	—	G745
G745	Down Main	Main	Position '1'	R230 Tod Point Arrival G106
G106 (Existing)	Tod Point Arrival	'M' 'O'		Mineral Arrival Ore Arrival
R230	Down Main	Main		R229
R229	Down Main	Main		1564 yds. to R228 existing signal
<b>Up Direction</b>				
R225 (Existing)	Up Main	Main		G750
G750	Up Main	Main		G748
G748	Up Main	Main		G732
G732	Up Main	Main		G110 (Existing)
G740	Tod Point Departure	Main		G732

The junction indicator arms have been removed from G106 signal and a stencil-type route indicator provided. (31D)



## 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 B.R. GENERAL APPENDIX (B.R.29944)

Page 8 ND22

HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II – Multiple Unit Stock – Procedure

Add ★ to this item.

(31D)

## WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS – B.R.33069/2, OCTOBER, 1977

★Page 4 Clause 4.1. Amend "1 tonne" to read "1.5 tonnes"

**Note:**

In connection with the above, the legend painted on the luggage compartments will be altered as opportunity permits.

It is not necessary for parcels, mails, etc., to be loaded in such a way as to leave access to the door of the cupboard containing the emergency draw gear and lamp bracket, nor is it necessary for the Guard to check on the presence of the draw gear and lamp bracket when taking over a train.

## ★ WORKING MANUAL FOR RAIL STAFF – B.R.30054

## Part 6 – Preparation and Working of Freight Trains

The above mentioned Part of the Working Manual for Rail Staff, except Section 'H' – Local Instructions, has been re-issued (dated May, 1978). All staff issued with these pages must ensure they receive a copy of the amendments, including signal boxes, which are now included in the distribution of this Part.

Coinciding with this re-issue of Part 6, Part 5 (Blue) – Preparation and Working of Freightliner trains is withdrawn. (28)

## MISCELLANEOUS NOTICES

## WEST MONKSEATON STATION

From 08 00 hours, Mon 10 July and until further notice, a STOP will be located on the Down Platform line 12 metres in advance of the Down Home signal. (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX (NORTHERN AREA)

TABLE F - PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special Conditions
<b>Pages 173/183</b>		
<b>DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)</b>		
<b>Add:-</b>		
Northallerton Station (Set Back Signals 127, 128 and 129) and Northallerton Down Slow (To rear of Signal 22)	Down Main	45 SLU  (31D)

TABLE "G" - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
<b>Page 185</b>				
<b>Add:-</b>				
Northallerton Down Slow (Signal 22)	Northallerton Station (to rear of Signal 53/54)	Main	-	45 SLU  (31D)

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

York

29 June, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*



*East Bolda*



**NN**

EASTERN REGION

**28**

*NIL*

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

**SATURDAY 15 JULY**

TO

**FRIDAY 21 JULY 1978**

**INCLUSIVE**

*9T37*

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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.

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**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 ALREADY CARRIED OUT****CHATHILL**

The trailing connection – Up Main to Up (CCE) Siding has become power-operated from a new ground switch panel released from Chathill signal box. The ground frame has been abolished. (29)

**BETWEEN DURHAM AND OUSTON JUNCTION**

The catch points in the Up Main line at 70m. 35chs. have been replaced by worked catch points at 70m. 51chs. and 970 yards before reaching TY.286 signal. (30)

**LOW GATES**

The yellow Ground disc signal (No.4) applying Shunting line to Up Siding has been replaced by a red disc.

The connection Siding to Up Main has become trap points in the normal position at the Siding end and the Shunt ahead to Spur line abolished. (29)

**BETWEEN RYHOPE GRANGE AND LONDONDERRY**

The Hendon Gasworks Ground Frame has been abolished and the associated Main to Main crossover secured out of use pending removal. The Ground Frame Down and Up Home signals together with Foremans Ground Frame Down Distant and Grangetown Level Crossing Ground Frame Up Distant signals mounted below have been abolished.

The Distant signal mounted below Grangetown Down Home signal has now become Foreman's Ground Frame Down Distant signal and is 929 yards from the Down Home signal.

The Distant signals mounted below Londonderry Up Main Starting signal and Departure Line to Up Main Starting signal are now Grangetown Level Crossing Ground Frame Up Distant signals and are 1182 yards from the Up Home signal. (31D)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN GRANGETOWN AND REDCAR**

The southern diversion of the Down and Up Main lines between Grangetown and Redcar (between 20¼ m.p. and 22¼ m.p.) has been completed.

The new Up Main has been connected up and brought into use along with the new Down Main.

A diagram illustrating the remodelling at Grangetown and signalling of the new route is included in this notice.

**Grangetown**

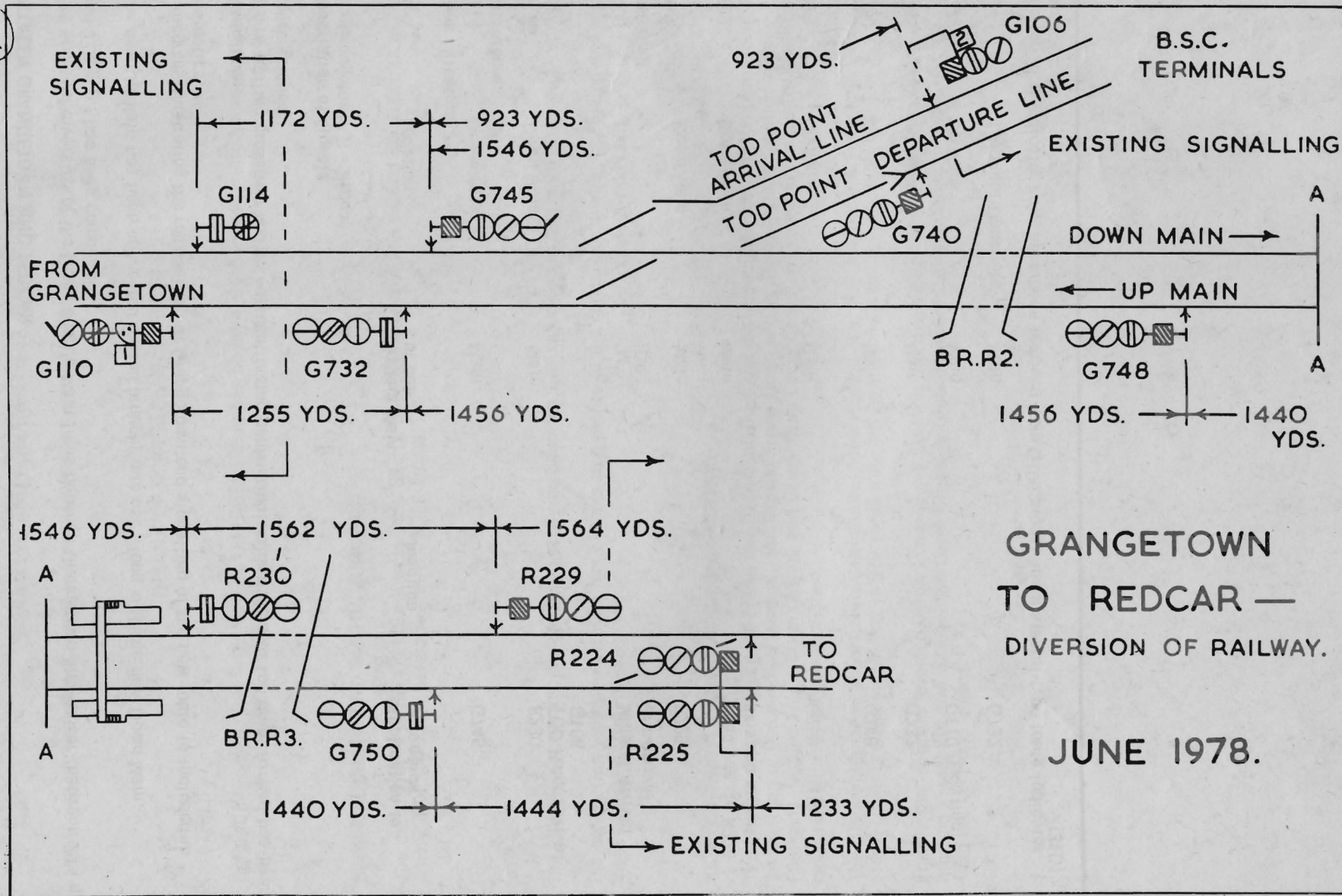
A new trailing crossover and an adjacent facing connection – Down Main to Tod Point Arrival has been commissioned.

**Description of Signals**

G = Grangetown R = Redcar

No.	Location	Aspect Main or Sub	Junction	Application to or towards
<b>Down Direction</b>				
G114 (Existing)	Down Main	Main	—	G745
G745	Down Main	Main	Position '1'	R230 TOD Point Arrival G106
G106 (Existing)	Tod Point Arrival	'M' 'O'		Mineral Arrival Ore Arrival
R230	Down Main	Main		R229
R229	Down Main	Main		1564 yds. to R228 existing signal
<b>Up Direction</b>				
R225 (Existing)	Up Main	Main		G750
G750	Up Main	Main		G748
G748	Up Main	Main		G732
G732	Up Main	Main		G110 (Existing)
G740	Tod Point Departure	Main		G732

The junction indicator arms have been removed from G106 signal and a stencil-type route indicator provided. (31D)



## 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 B.R. GENERAL APPENDIX (B.R.29944)

Page 8 ND22 HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II – Multiple Unit Stock – Procedure

Add ★ to this item.

(31D)

## WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS – B.R.33069/2, OCTOBER, 1977

Page 4 Clause 4.1. Amend "1 tonne" to read "1.5 tonnes"

**Note:**

In connection with the above, the legend painted on the luggage compartments will be altered as opportunity permits.

It is not necessary for parcels, mails, etc., to be loaded in such a way as to leave access to the door of the cupboard containing the emergency draw gear and lamp bracket, nor is it necessary for the Guard to check on the presence of the draw gear and lamp bracket when taking over a train.

## ★ SUPPLEMENT NO.1 – WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/10

The above Supplement, which will operate on and from Saturday, 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Working Instructions for A.C. Electrified Lines must advise his Supervisor if he does not receive a copy of Supplement No.1 by 22 July.

## \*\* WORKING MANUAL FOR RAIL STAFF – B.R.30054

## Part 6 – Preparation and Working of Freight Trains

The above mentioned Part of the Working Manual for Rail Staff, except Section 'H' – Local Instructions, has been re-issued (dated May, 1978). All staff issued with these pages must ensure they receive a copy of the amendments, including signal boxes, which are now included in the distribution of this Part.

Coinciding with this re-issue of Part 6, Part 5 (Blue) – Preparation and Working of Freightliner trains is withdrawn. (28)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

WEST MONKSEATON STATION

From 08 00 hours, Mon 10 July and until further notice, a STOP will be located on the Down Platform line 12 metres in advance of the Down Home signal. (UFN)

SECTIONAL APPENDIX (NORTHERN AREA)

TABLE F – PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special Conditions
<b>Pages 173/183</b>		
<b>DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)</b>		
<b>Add: –</b>		
Northallerton Station (Set Back Signals 127, 128 and 129) and Northallerton Down Slow (To rear of Signal 22)	Down Main	45 SLU (31D)

TABLE "G" – WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
<b>Page 185</b>				
<b>Add: –</b>				
Northallerton Down Slow (Signal 22)	Northallerton Station (to rear of Signal 53/54)	Main	–	45 SLU (31D)

LOCAL INSTRUCTIONS

BENTON TO CALLERTON I.C.I. SIDINGS

Page 294 (Page 85 – ND 22D)

SOUTH GOSFORTH EAST JUNCTION TO SOUTH GOSFORTH WEST JUNCTION

WORKING OF TEMPORARY AVOIDING LINE

★ Amend in third paragraph "Shunting signal SG11" to read "Shunting signal SG10". (w.e.f. 10/7/78) (31D)

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

York

6 July, 1978

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**

**29**

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

**SATURDAY 22 JULY**

**TO**

**FRIDAY 28 JULY 1978**

**INCLUSIVE**

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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.

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## 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 JULY – ALNMOUTH

The following Up Main 4-aspect colour light signals will be replated as follows:-

Old		New	
U.42	–	A166	
U.41	–	A164	(32)

## SATURDAY 22 to MONDAY 24 JULY – CHATHILL

The following signals will be replated:-

Down		Up			
Old		Old		New	
D.41	–	U.48	–	CL.22	
D.41B	–	U.47	–	CL.20	
CL.4	–	C.19	–	CL.18	
D.43	–	CL.17	–	CL.16	
D.44	–	U.45	–	CL.12	
D.44B	–	U.44	–	CL.10	
C.13	–	U.43	–	CL.8	
D.46	–	C.5	–	CL.6	
C.14	–				

The Emergency Facing and Trailing crossovers immediately south of Chathill Signal Box will become power-operated from Chathill Signal Box. (32)

## SATURDAY 22 to MONDAY 24 JULY – CHATHILL (FALLODON)

The catch points in the Up Main line at 43m. 40chs. (560 yds. before reaching C.5 signal (new No.CL.6)) will become motor operated. (32)

## SUNDAY 23 JULY – CHATHILL (CHRISTON BANK)

The catch points in the Up Main line at 42m. 10chs. (920 yds. before reaching U.41 signal (new No.A164)) will be abolished. (32)

## SUNDAY 23 JULY – CLIFF HOUSE : CLARENCE ROAD

The "B" Yard Ground Frame and the associated signals will be abolished.

The points will be secured out of use in the normal position pending removal. (32)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**SUNDAY 23 JULY – CLIFF HOUSE : SEATON CAREW**

The trailing Main to Main crossover : the facing connection Down Main to Down Goods and the associated slip connection to Down Siding will be secured out of use in the normal position pending removal and the associated signalling abolished.

The Down Goods Loop will be severed at the Stockton end with access at the signal box end only and will be renamed Down Siding. The former Down Goods Loop First Home signal and the "Limit of Shunt" indicator will be abolished, and the Second Home signal will become the Siding outlet signal. (32)

**DETAILS OF WORK ALREADY CARRIED OUT**

**BETWEEN DURHAM AND OUSTON JUNCTION**

The catch points in the Up Main line at 70m. 35chs. have been replaced by worked catch points at 70m. 51chs. and 970 yards before reaching TY.286 signal. (30)

**CHATHILL**

The trailing connection – Up Main to Up (CCE) Siding has become power-operated from a new ground switch panel released from Chathill signal box. The ground frame has been abolished. (29)

**\*\* LOW GATES**

The yellow Ground disc signal (No.4) applying Shunting line to Up Siding has been replaced by a red disc.

The connection Siding to Up Main has become trap points in the normal position at the Siding end and the Shunt ahead to Spur line abolished. (29)

**BETWEEN RYHOPE GRANGE AND LONDONDERRY**

The Hendon Gasworks Ground Frame has been abolished and the associated Main to Main crossover secured out of use pending removal. The Ground Frame Down and Up Home signals together with Foremans Ground Frame Down Distant and Grangetown Level Crossing Ground Frame Up Distant signals mounted below have been abolished.

The Distant signal mounted below Grangetown Down Home signal has now become Foreman's Ground Frame Down Distant signal and is 929 yards from the Down Home signal.

The Distant signals mounted below Londonderry Up Main Starting signal and Departure Line to Up Main Starting signal are now Grangetown Level Crossing Ground Frame Up Distant signals and are 1182 yards from the Up Home signal. (31D)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN GRANGETOWN AND REDCAR**

The southern diversion of the Down and Up Main lines between Grangetown and Redcar (between 20¼ m.p. and 22¼ m.p.) has been completed.

The new Up Main has been connected up and brought into use along with the new Down Main.

A diagram illustrating the remodelling at Grangetown and signalling of the new route is included in this notice.

**Grangetown**

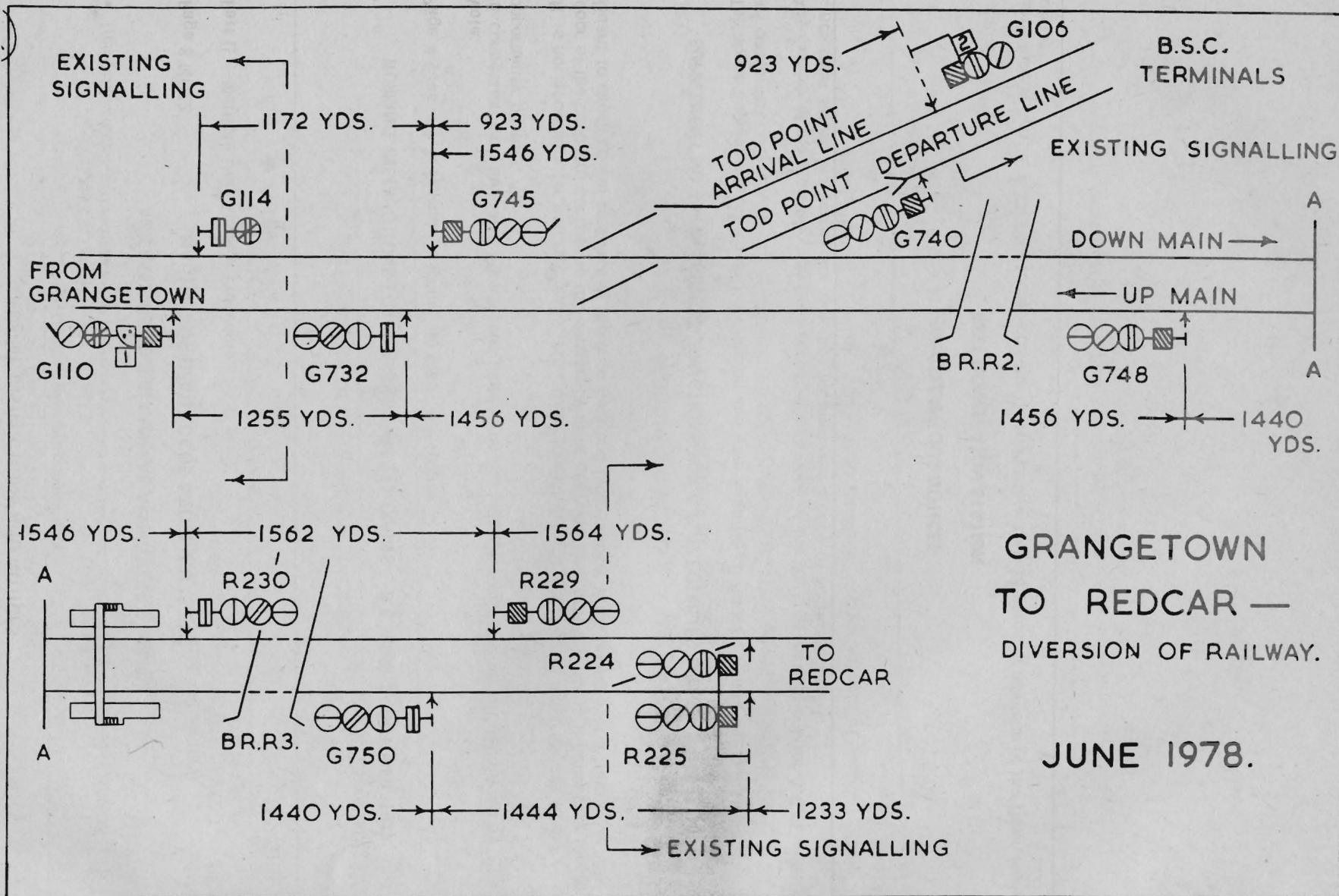
A new trailing crossover and an adjacent facing connection – Down Main to Tod Point Arrival has been commissioned.

**Description of Signals**

G = Grangetown R = Redcar

No.	Location	Aspect Main or Sub	Junction	Application to or towards
<b>Down Direction</b>				
G114 (Existing)	Down Main	Main	—	G745
G745	Down Main	Main	Position '1'	R230 TOD Point Arrival G106
G106 (Existing)	Tod Point Arrival	'M' 'O'		Mineral Arrival Ore Arrival
R230	Down Main	Main		R229
R229	Down Main	Main		1564 yds. to R228 existing signal
<b>Up Direction</b>				
R225 (Existing)	Up Main	Main		G750
G750	Up Main	Main		G748
G748	Up Main	Main		G732
G732	Up Main	Main		G110 (Existing)
G740	Tod Point Departure	Main		G732

The junction indicator arms have been removed from G106 signal and a stencil-type route indicator provided. (31D)



**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 B.R. GENERAL APPENDIX (B.R.29944)**

Page 8 ND22

**HAULING OF DEAD LOCOS AND D.M.U.'S ETC.**

Part II – Multiple Unit Stock – Procedure

Add ★ to this item.

(31D)

**WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS – B.R.33069/2, OCTOBER, 1977**

Page 4 Clause 4.1. Amend "1 tonne" to read "1.5 tonnes"

**Note:**

In connection with the above, the legend painted on the luggage compartments will be altered as opportunity permits.

It is not necessary for parcels, mails, etc., to be loaded in such a way as to leave access to the door of the cupboard containing the emergency draw gear and lamp bracket, nor is it necessary for the Guard to check on the presence of the draw gear and lamp bracket when taking over a train.

**SUPPLEMENT NO.1 – WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/10**

The above Supplement, which will operate on and from Saturday, 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Working Instructions for A.C. Electrified Lines must advise his Supervisor if he has not received a copy of Supplement No.1.

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**MISCELLANEOUS NOTICES****WEST MONKSEATON STATION**

Until further notice, a STOP is located on the Down Platform line 13 yards in advance of the Down Home signal.

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(32)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE F - PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special Conditions
<b>Pages 173/183</b>		
<b>DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)</b>		
<b>Add:-</b>		
Northallerton Station (Set Back Signals 127, 128 and 129) and Northallerton Down Slow (To rear of Signal 22)	Down Main	45 SLU  (31D)

TABLE "G" - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
<b>Page 185</b>				
<b>Add:-</b>				
Northallerton Down Slow (Signal 22)	Northallerton Station (to rear of Signal 53/54)	Main	-	45 SLU  (31D)

LOCAL INSTRUCTIONS

BENTON TO CALLERTON I.C.I. SIDINGS

Page 294 (Page 85 - ND 22D)

SOUTH GOSFORTH EAST JUNCTION TO SOUTH GOSFORTH WEST JUNCTION

WORKING OF TEMPORARY AVOIDING LINE

Amend in third paragraph "Shunting signal SG11" to read "Shunting signal SG10".  
(31D)

MO.45/NN

York

G.R.H. Orbell  
Chief Operating Manager

13 July, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*

# TO THE LOOK-OUT MAN

*Their lives are in*

*your hands*



ALWAYS REMEMBER THIS

*East Bolda*



**NN**

EASTERN REGION

**30**

*NIL*

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

**SATURDAY 29 JULY**

**TO**

**FRIDAY 4 AUGUST 1978**

**INCLUSIVE**

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 JULY - HARTON (HILDA)

The trailing Main to Main crossover at approximately 5m. 70chs. and the facing connection Down Main to Hilda Sdgs. will be secured out of use pending removal and the associated signalling abolished. (33)

DETAILS OF WORK ALREADY CARRIED OUT

CHEVINGTON

The Level Crossing gates have been replaced by lifting barriers controlled from the Signal Box.

(New Item) (33)

\*\*  
\* BETWEEN DURHAM AND OUSTON JUNCTION

The catch points in the Up Main line at 70m. 35chs. have been replaced by worked catch points at 70m. 51chs. and 970 yards before reaching TY.286 signal. (30)

ALNMOUTH

The following Up Main 4-aspect colour light signals have been replated as follows :-

Old		New	
U.42	-	A166	
U.41	-	A164	(32)

CHATHILL

The following signals have been replated :-

Down Old		New	Up Old		New
D.41	-	CL.1	U.48	-	CL.22
D.41B	-	CL.3	U.47	-	CL.20
CL.4	-	CL.5	C.19	-	CL.18
D.43	-	CL.7	CL.17	-	CL.16
D.44	-	CL.9	U.45	-	CL.12
D.44B	-	CL.11	U.44	-	CL.10
C.13	-	CL.13	U.43	-	CL.8
D.46	-	CL.17	C.5	-	CL.6
C.14	-	CL.19			

The Emergency Facing and Trailing crossovers immediately south of Chathill Signal Box have become power-operated from Chathill Signal Box. (32)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**CHATHILL (FALLODON)**

The catch points in the Up Main line at 43m. 40chs. (560 yds. before reaching C.5 signal (new No.CL.6) have become motor operated. (32)

**CHATHILL (CHRISTON BANK)**

The catch points in the Up Main line at 42m. 10chs. (920 yds. before reaching U.41 signal (new No.A164)) have been abolished. (32)

**CLIFF HOUSE : SEATON CAREW**

The trailing Main to Main crossover ; the facing connection Down Main to Down Goods and the associated slip connection to Down Siding have been secured out of use in the normal position pending removal and the associated signalling abolished.

The Down Goods Loop has been severed at the Stockton end with access at the signal box end only and has been renamed Down Siding. The former Down Goods Loop First Home signal and the "Limit of Shunt" indicator have been abolished, and the Second Home signal has become the Siding outlet signal. (32)

**CLIFF HOUSE: CLARENCE ROAD**

The "B" Yard Ground Frame and the associated signals have been abolished.

The points have been secured out of use in the normal position pending removal.

**BETWEEN RYHOPE GRANGE AND LONDONDERRY**

The Hendon Gasworks Ground Frame has been abolished and the associated Main to Main crossover secured out of use pending removal. The Ground Frame Down and Up Home signals together with Foremans Ground Frame Down Distant and Grangetown Level Crossing Ground Frame Up Distant signals mounted below have been abolished.

The Distant signal mounted below Grangetown Down Home signal has now become Foreman's Ground Frame Down Distant signal and is 929 yards from the Down Home signal.

The Distant signals mounted below Londonderry Up Main Starting signal and Departure Line to Up Main Starting signal are now Grangetown Level Crossing Ground Frame Up Distant signals and are 1182 yards from the Up Home signal. (31D)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**BETWEEN GRANGETOWN AND REDCAR**

The southern diversion of the Down and Up Main lines between Grangetown and Redcar (between 20¼ m.p. and 22¼ m.p.) has been completed.

The new Up Main has been connected up and brought into use along with the new Down Main.

A diagram illustrating the remodelling at Grangetown and signalling of the new route is included in this notice.

**Grangetown**

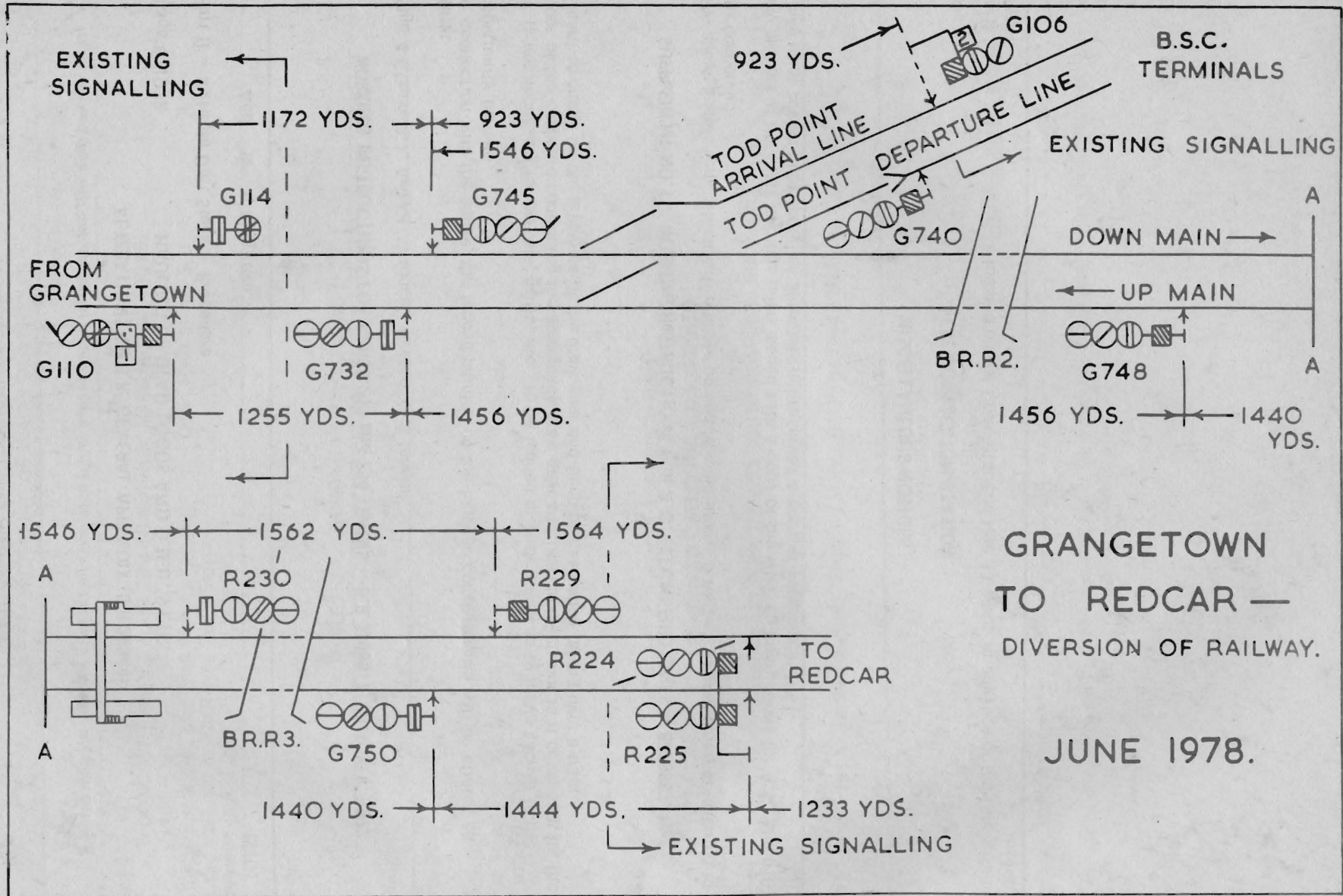
A new trailing crossover and an adjacent facing connection – Down Main to Tod Point Arrival has been commissioned.

**Description of Signals**

G = Grangetown R = Redcar

No.	Location	Aspect Main or Sub	Junction	Application to or towards
<b>Down Direction</b>				
G114 (Existing)	Down Main	Main	—	G745
G745	Down Main	Main	Position '1'	R230 TOD Point Arrival G106
G106 (Existing)	Tod Point Arrival	'M' 'O'		Mineral Arrival Ore Arrival
R230	Down Main	Main		R229
R229	Down Main	Main		1564 yds. to R228 existing signal
<b>Up Direction</b>				
R225 (Existing)	Up Main	Main		G750
G750	Up Main	Main		G748
G748	Up Main	Main		G732
G732	Up Main	Main		G110 (Existing)
G740	Tod Point Departure	Main		G732

The junction indicator arms have been removed from G106 signal and a stencil-type route indicator provided. (31D)



## 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 B.R. GENERAL APPENDIX (B.R.29944)

Page 8 ND22

## HAULING OF DEAD LOCOS AND D.M.U.'S ETC.

Part II – Multiple Unit Stock – Procedure

Add ★ to this item.

(31D)

## WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS – B.R.33069/2, OCTOBER, 1977

Page 4 Clause 4.1. Amend "1 tonne" to read "1.5 tonnes"

**Note:**

In connection with the above, the legend painted on the luggage compartments will be altered as opportunity permits.

It is not necessary for parcels, mails, etc., to be loaded in such a way as to leave access to the door of the cupboard containing the emergency draw gear and lamp bracket, nor is it necessary for the Guard to check on the presence of the draw gear and lamp bracket when taking over a train.

## SUPPLEMENT NO.1 – WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/10

The above Supplement, which will operate on and from Saturday, 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Working Instructions for A.C. Electrified Lines must advise his Supervisor if he has not received a copy of Supplement No.1.

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## MISCELLANEOUS NOTICES

## WEST MONKSEATON STATION

Until further notice, a STOP is located on the Down Platform line 13 yards in advance of the Down Home signal.

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(32)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE F - PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special Conditions
<b>Pages 173/183</b>		
<b>DONCASTER (BLACK CARR JN.) TO BERWICK (MARSHALL MEADOWS)</b>		
<b>Add:-</b>		
Northallerton Station (Set Back Signals 127, 128 and 129) and Northallerton Down Slow (To rear of Signal 22)	Down Main	45 SLU
		(31D)

TABLE "G" - WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
<b>Page 185</b>				
<b>Add:-</b>				
Northallerton Down Slow (Signal 22)	Northallerton Station (to rear of Signal 53/54)	Main	-	45 SLU
				(31D)

LOCAL INSTRUCTIONS

BENTON TO CALLERTON I.C.I. SIDINGS

Page 294 (Page 85 - ND 22D)

SOUTH GOSFORTH EAST JUNCTION TO SOUTH GOSFORTH WEST JUNCTION

WORKING OF TEMPORARY AVOIDING LINE

Amend in third paragraph "Shunting signal SG11" to read "Shunting signal SG10". (31D)

York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

20 July, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*

**CARE**

*is the*

**PASSWORD**

*to*

**SAFETY**



**NN**

**EASTERN REGION**

**31**

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

**SATURDAY 5 AUGUST**

**TO**

**FRIDAY 11 AUGUST 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.

---

## 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 5 AUGUST—RYHOPE GRANGE TO HAWTHORN (COMBINED MINE &amp; COKE PLANT) (NORTH JN.)

The existing Down Branch line between the former South Hetton Jn. (15½m.p.) to Murton (16m. 10chs.) has been reinstated and connects with a new Down line parallel to the existing Single line joining up with the head shunt for South Hetton Colliery. This arrangement forms the Arrival and Departure lines between the Colliery and Coke Works, (i.e. the Branch is double line throughout between Murton and the Hawthorn Group Sidings at South Hetton). A new trailing crossover has been installed at South Hetton operated from the N.C.B. Ground Frame cabin inter-connecting the Arrival and Departure lines. The connection at Murton (16m. 10chs.) Single to Double line has been taken out of use and the notice board worded 'Stop Examine Points' will be abolished. The existing N.C.B. colour light signal at North Entrance Cabin applicable to movements from Murton has been relocated on the Arrival line to the Murton side of the trailing crossover. (34)

## SATURDAY 5 to FRIDAY 11 AUGUST – SEABANKS

Details of revised track layout and signalling are shown on a diagram included in this notice.

The Main to Main facing crossover and the trailing connection Down Main to Colliery together with the associated signalling will not be brought into use at this stage.

The trailing connection Up Main to Harbour lines will not be provided until further notice and the associated signalling will not be brought into use.

All other points and signals will be brought into use as the work progresses. (34)

## SUNDAY 6 AUGUST – GATESHEAD

From 06 00 to 07 00. There will be a complete interruption of the Power supply, when an emergency standby generator will be connected, all points and signalling affected.

## DETAILS OF WORK ALREADY CARRIED OUT

## CHEVINGTON

The Level Crossing gates have been replaced by lifting barriers controlled from the Signal Box.

(New Item) (33)

## ALNMOUTH

The following Up Main 4-aspect colour light signals have been replated as follows :-

Old		New
U.42	—	A166
U.41	—	A164

(32)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* CHATHILL**

The following signals have been replated :-

<b>Down</b>		<b>Up</b>	
<b>Old</b>	<b>New</b>	<b>Old</b>	<b>New</b>
D.41	CL.1	U.48	CL.22
D.41B	CL.3	U.47	CL.20
CL.4	CL.5	C.19	CL.18
D.43	CL.7	CL.17	CL.16
D.44	CL.9	U.45	CL.12
D.44B	CL.11	U.44	CL.10
C.13	CL.13	U.43	CL.8
D.46	CL.17	C.5	CL.6
C.14	CL.19		

The Emergency Facing and Trailing crossovers immediately south of Chathill Signal Box have become power-operated from Chathill Signal Box. (32)

**CHATHILL (FALLODON)**

The catch points in the Up Main line at 43m. 40chs. (560 yds. before reaching C.5 signal (new No.CL.6) have become motor operated. (32)

**CHATHILL (CHRISTON BANK)**

The catch points in the Up Main line at 42m. 10chs. (920 yds. before reaching U.41 signal (new No.A164) have been abolished. (32)

**CLIFF HOUSE : SEATON CAREW**

The trailing Main to Main crossover ; the facing connection Down Main to Down Goods and the associated slip connection to Down Siding have been secured out of use in the normal position pending removal and the associated signalling abolished.

The Down Goods Loop has been severed at the Stockton end with access at the signal box end only and has been renamed Down Siding. The former Down Goods Loop First Home signal and the "Limit of Shunt" indicator have been abolished, and the Second Home signal has become the Siding outlet signal. (32)

**CLIFF HOUSE: CLARENCE ROAD**

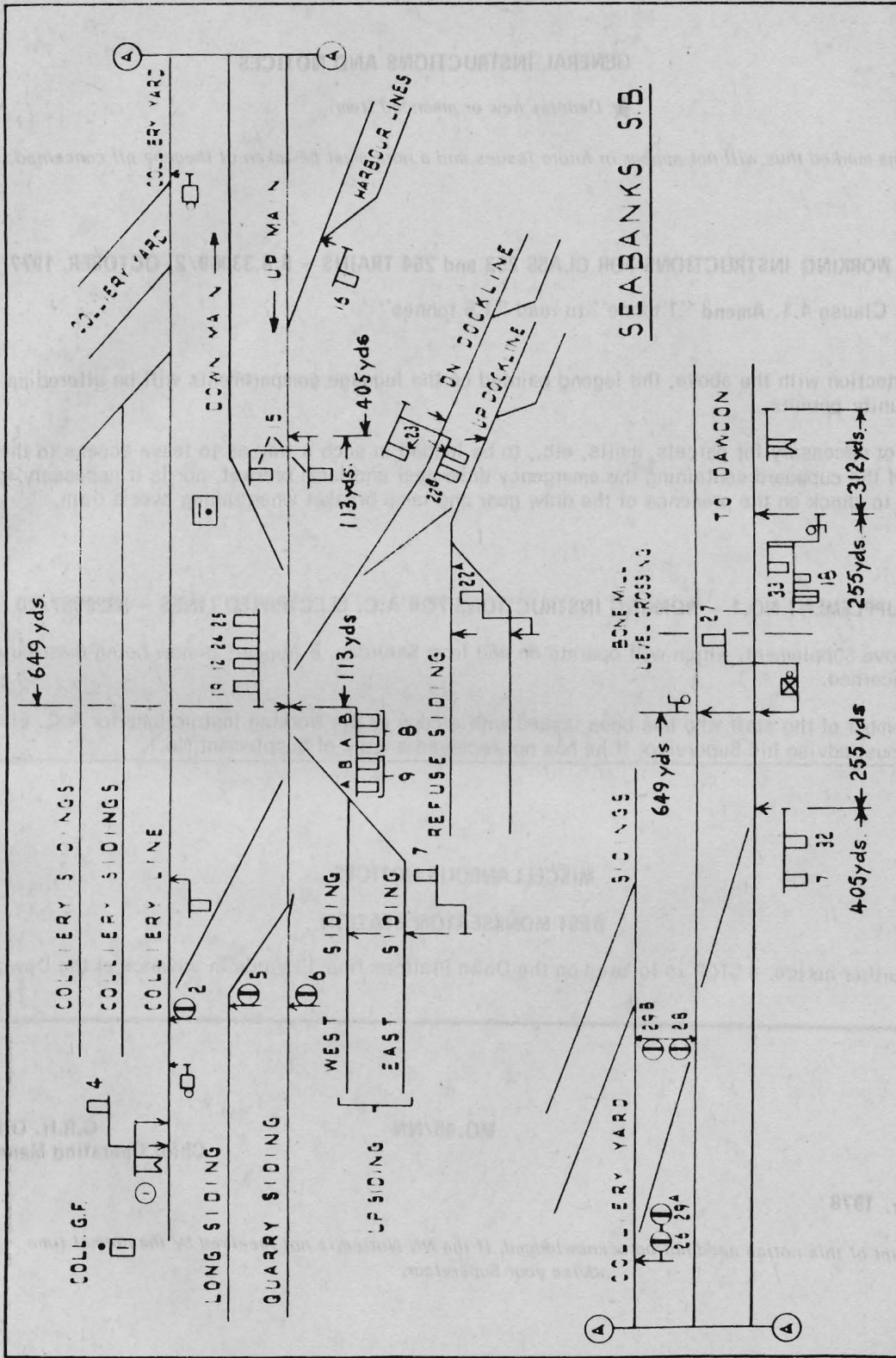
The "B" Yard Ground Frame and the associated signals have been abolished.

The points have been secured out of use in the normal position pending removal.

**HARTON (HILDA)**

The trailing Main to Main crossover at approximately 5m. 70chs. and the facing connection Down Main to Hilda Sdgs. will be secured out of use pending removal and the associated signalling abolished. (33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS – B.R.33069/2, OCTOBER, 1977**

Page 4 Clause 4.1. Amend "1 tonne" to read "1.5 tonnes"

**Note:**

In connection with the above, the legend painted on the luggage compartments will be altered as opportunity permits.

It is not necessary for parcels, mails, etc., to be loaded in such a way as to leave access to the door of the cupboard containing the emergency draw gear and lamp bracket, nor is it necessary for the Guard to check on the presence of the draw gear and lamp bracket when taking over a train.

**SUPPLEMENT NO.1 – WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/10**

The above Supplement, which will operate on and from Saturday, 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Working Instructions for A.C. Electrified Lines must advise his Supervisor if he has not received a copy of Supplement No.1.

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**MISCELLANEOUS NOTICES****WEST MONKSEATON STATION**

Until further notice, a STOP is located on the Down Platform line 13 yards in advance of the Down Home signal. (32)

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MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

York

27 July, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*

**CARE**

*is the*

**PASSWORD**

*to*

**SAFETY**



**NN**

**EASTERN REGION**

**32**

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

**SATURDAY 12 AUGUST  
TO  
FRIDAY 18 AUGUST 1978  
INCLUSIVE**

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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.

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## 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 AUGUST - TEES

The crossovers on the M.P.D. side of Thornaby Station leading from Up Goods No.1 to Up Main will be secured out of use pending removal and the associated signal route (indication 'M') on Up Goods No.1 line signal 194 will be abolished. (35)

## DETAILS OF WORK ALREADY CARRIED OUT

## BENTON TO CALLERTON I.C. I. SIDINGS

A temporary level crossing has been provided at 0m. 40chs., over the South Gosforth avoiding line.

A Crossing Keeper will be in attendance when in use.

Telephone connection to South Gosforth Supervisor and signal box has been provided.

(New item) (35)

## CHEVINGTON

The Level Crossing gates have been replaced by lifting barriers controlled from the Signal Box.

(33)

**\*\*** ALNMOUTH

The following Up Main 4-aspect colour light signals have been replated as follows :-

Old		New	
U.42	—	A166	
U.41	—	A164	(32)

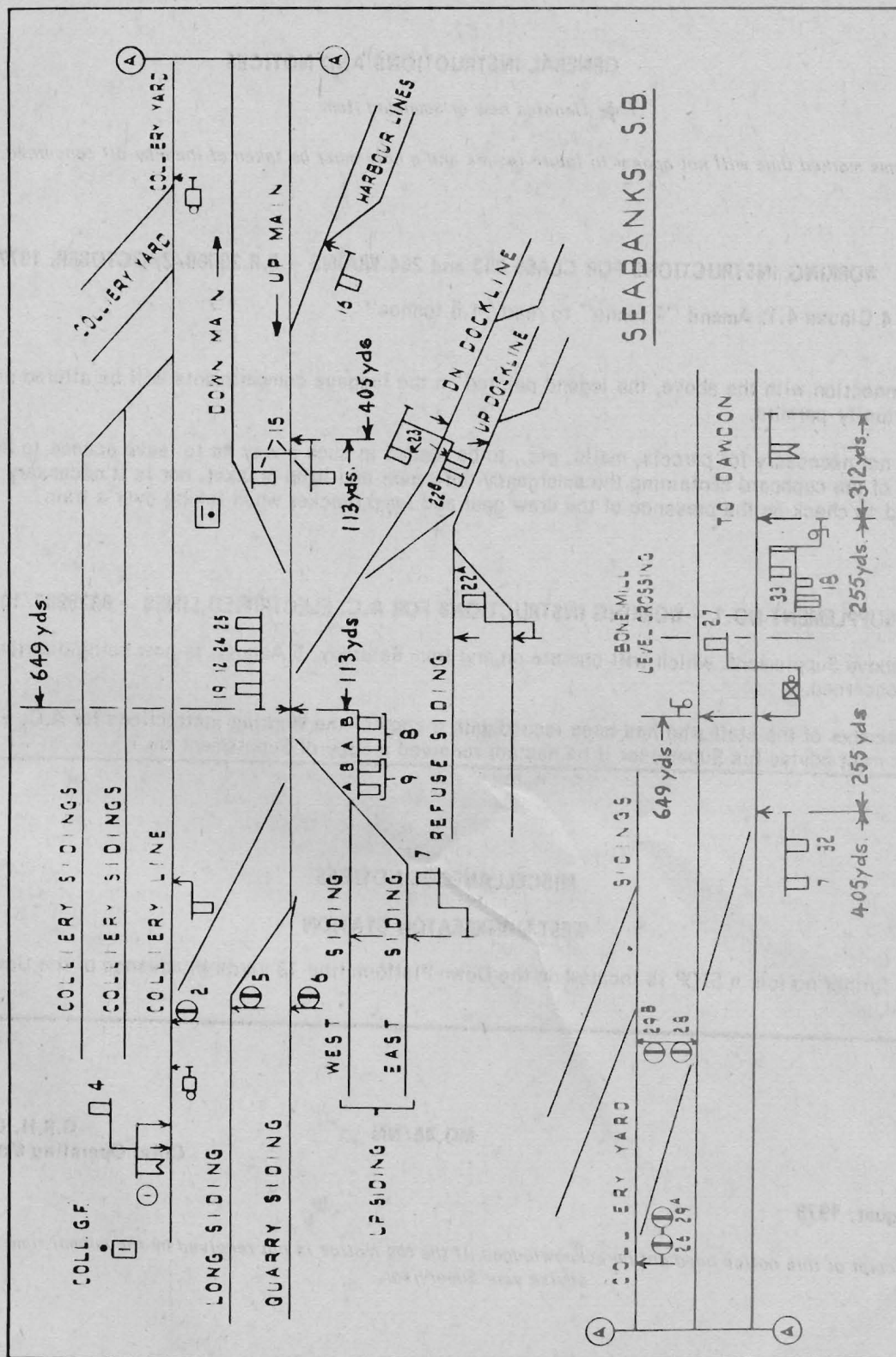
**\*\*** CHATHILL (FALLODON)

The catch points in the Up Main line at 43m. 40chs. (560 yds. before reaching C.5 signal (new No.CL.6) have become motor operated. (32)

**\*\*** CHATHILL (CHRISTON BANK)

The catch points in the Up Main line at 42m. 10chs. (920 yds. before reaching U.41 signal (new No.A164) have been abolished. (32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**WORKING INSTRUCTIONS FOR CLASS 253 and 254 TRAINS – B.R.33069/2, OCTOBER, 1977**

Page 4 Clause 4.1. Amend "1 tonne" to read "1.5 tonnes"

**Note:**

In connection with the above, the legend painted on the luggage compartments will be altered as opportunity permits.

It is not necessary for parcels, mails, etc., to be loaded in such a way as to leave access to the door of the cupboard containing the emergency draw gear and lamp bracket, nor is it necessary for the Guard to check on the presence of the draw gear and lamp bracket when taking over a train.

**SUPPLEMENT NO.1 – WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/10**

The above Supplement, which will operate on and from Saturday, 5 August, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Working Instructions for A.C. Electrified Lines must advise his Supervisor if he has not received a copy of Supplement No.1.

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**MISCELLANEOUS NOTICES****WEST MONKSEATON STATION**

Until further notice, a STOP is located on the Down Platform line 13 yards in advance of the Down Home signal. (32)

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York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

3 August, 1978

*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**

**33**

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

**SATURDAY 19 AUGUST**

**TO**

**FRIDAY 25 AUGUST 1978**

**INCLUSIVE**

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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.

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## 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 AUGUST – MORPETH

The Up Loop 3—aspect colour light signal M.110 (applying Up Loop to Up Main) will be moved 22 yards further from the Signal Box. (37)

## SATURDAY 19 AUGUST – LUCKER

The Up Main 4—aspect colour light signal LR.14 will become an automatic signal and will be replated CL.26.

## SUNDAY 20 AUGUST – CHATHILL &amp; LUCKER

Lucker Signal Box will be abolished and the control of the signals transferred to Chathill Signal Box.

The barriers will be supervised with the aid of Closed Circuit Television by Chathill Signal Box.

The following signals will be replated:—

Down		Up	
Old	New	Old	New
D. 48	— CL.21	LR.13	— CL.24
LR.10	— CL.23		

## DETAILS OF WORK ALREADY CARRIED OUT

\*\*  
\* CHEVINGTON

The Level Crossing gates have been replaced by lifting barriers controlled from the Signal Box. (33)

## TEES

The crossovers on the M.P.D. side of Thornaby Station leading from Up Goods No.1 to Up Main have been secured out of use pending removal and the associated signal route (indication 'M') on Up Goods No.1 line signal 194 has been abolished. (35)

## BENTON TO CALLERTON I.C. I. SIDINGS

A temporary level crossing has been provided at 0m. 40chs., over the South Gosforth avoiding line.

A Crossing Keeper will be in attendance when in use.

Telephone connection to South Gosforth Supervisor and signal box has been provided. (35)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**CLIFF HOUSE: CLARENCE ROAD**

The "B" Yard Ground Frame and the associated signals have been abolished.

The points have been secured out of use in the normal position pending removal.

**SEABANKS**

Details of revised track layout and signalling are shown on a diagram included in this notice.

The Main to Main facing crossover and the trailing connection Down Main to Colliery together with the associated signalling will not be brought into use at this stage.

The trailing connection Up Main to Harbour lines will not be provided until further notice and the associated signalling will not be brought into use.

All other points and signals will be brought into use as the work progresses. (34)

**RYHOPE GRANGE TO HAWTHORN (COMBINED MINE & COKE PLANT) (NORTH JN.)**

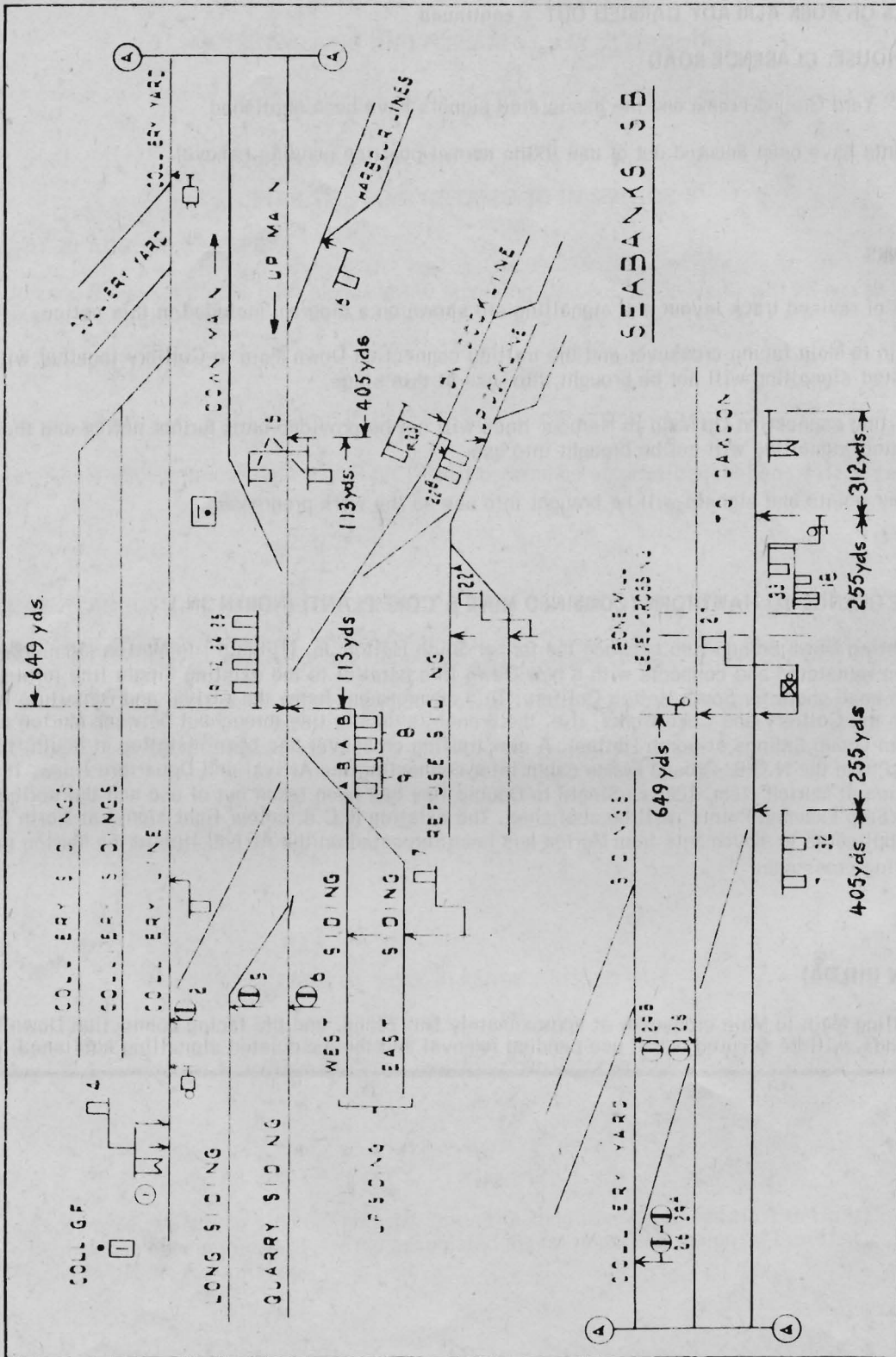
The existing Down Branch line between the former South Hetton Jn. (15½m.p.) to Murton (16m. 10chs.) has been reinstated and connects with a new Down line parallel to the existing Single line joining up with the head shunt for South Hetton Colliery. This arrangement forms the Arrival and Departure lines between the Colliery and Coke Works, (i.e. the Branch is double line throughout between Murton and the Hawthorn Group Sidings at South Hetton). A new trailing crossover has been installed at South Hetton operated from the N.C.B. Ground Frame cabin inter-connecting the Arrival and Departure lines. The connection at Murton (16m. 10chs.) Single to Double line has been taken out of use and the notice board worded 'Stop Examine Points' will be abolished. The existing N.C.B. colour light signal at North Entrance Cabin applicable to movements from Murton has been relocated on the Arrival line to the Murton side of the trailing crossover. (34)

**\*\* HARTON (HILDA)**

The trailing Main to Main crossover at approximately 5m. 70chs. and the facing connection Down Main to Hilda Sdgs. will be secured out of use pending removal and the associated signalling abolished. (33)

---

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



**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**

\*\*  
\* **WEST MONKSEATON STATION**

Until further notice, a STOP is located on the Down Platform line 13 yards in advance of the Down Home signal. (33)

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MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

York

10 August, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*

# **THIS CONCERNS YOU**

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

**But could you deal with a personal injury?**

**At work? At home? Anywhere?**

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

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

**THEY WILL BE PLEASED TO  
HELP YOU  
TO HELP OTHERS**



**NN**

**EASTERN REGION**

**34/35**

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 26 AUGUST**  
**TO**  
**FRIDAY 8 SEPTEMBER 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.

---

## 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

## MORPETH

The Up Loop 3—aspect colour light signal M.110 (applying Up Loop to Up Main) has been moved 22 yards further from the Signal box. (37)

## CHATHILL &amp; LUCKER

Lucker Signal Box has been abolished and the control of the signals transferred to Chathill Signal Box.

The barriers are supervised with the aid of Closed Circuit Television by Chathill Signal Box.

The following signals have been replated :-

Down		Up	
Old	New	Old	New
D. 48	—	CL.21	
LR.10	—	CL.23	
		LR.13	—
		CL.24	

## LUCKER

The Up Main 4—aspect colour light signal LR.14 has become an automatic signal and has been replated CL.26.

\*\*  
\* TEES

The crossovers on the M.P.D. side of Thornaby Station leading from Up Goods No.1 to Up Main have been secured out of use pending removal and the associated signal route (indication 'M') on Up Goods No.1 line signal 194 has been abolished. (35)

\*\*  
\* BENTON TO CALLERTON I.C. I. SIDINGS

A temporary level crossing has been provided at 0m. 40chs., over the South Gosforth avoiding line.

A Crossing Keeper will be in attendance when in use.

Telephone connection to South Gosforth Supervisor and signal box has been provided. (35)



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

**\*\* CLIFF HOUSE: CLARENCE ROAD – This work has not been carried out. (35)**

**\*\* SEABANKS**

Details of revised track layout and signalling are shown on a diagram included in this notice.

The Main to Main facing crossover and the trailing connection Down Main to Colliery together with the associated signalling will not be brought into use at this stage.

The trailing connection Up Main to Harbour lines will not be provided until further notice and the associated signalling will not be brought into use.

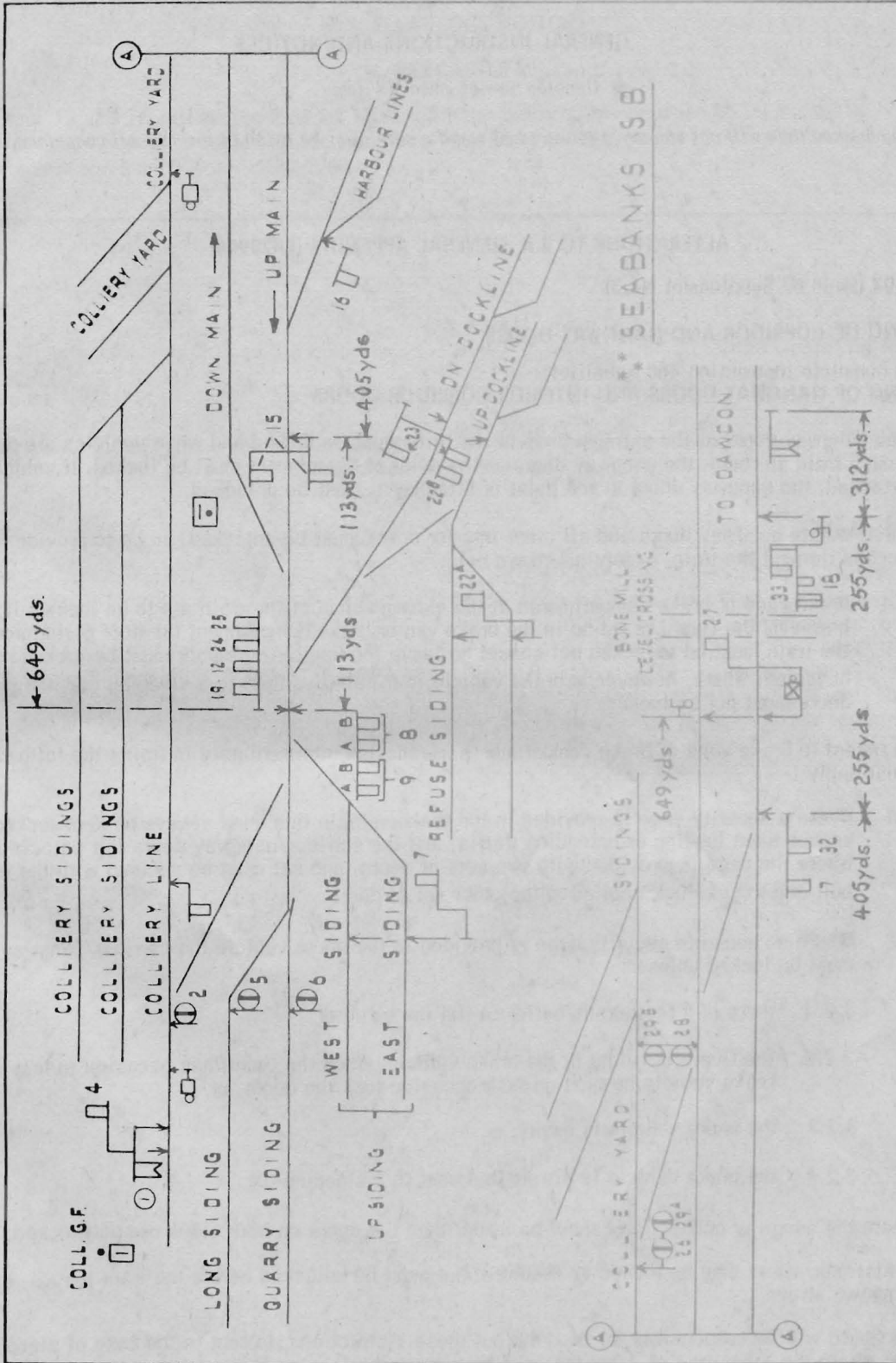
All other points and signals will be brought into use as the work progresses. (34)

**\*\* RYHOPE GRANGE TO HAWTHORN (COMBINED MINE & COKE PLANT) (NORTH JN.)**

The existing Down Branch line between the former South Hetton Jn. (15½m.p.) to Murton (16m. 10chs.) has been reinstated and connects with a new Down line parallel to the existing Single line joining up with the head shunt for South Hetton Colliery. This arrangement forms the Arrival and Departure lines between the Colliery and Coke Works, (i.e. the Branch is double line throughout between Murton and the Hawthorn Group Sidings at South Hetton). A new trailing crossover has been installed at South Hetton operated from the N.C.B. Ground Frame cabin inter-connecting the Arrival and Departure lines. The connection at Murton (16m. 10chs.) Single to Double line has been taken out of use and the notice board worded 'Stop Examine Points' will be abolished. The existing N.C.B. colour light signal at North Entrance Cabin applicable to movements from Murton has been relocated on the Arrival line to the Murton side of the trailing crossover. (34)

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



## 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 B.R. GENERAL APPENDIX (BR29944)

Page 102 (Page 62 Supplement No.3)

## LOCKING OF CORRIDOR AND GANGWAY DOORS

★ Delete complete instruction and substitute:-  
**LOCKING OF GANGWAY DOORS AND INTERIOR CORRIDOR DOORS**

1. The gangway doors at the extreme ends of the train must be locked and when vehicles are detached from a train en route, the gangway doors at the point of detachment must be locked. If vehicles are attached, the gangway doors at the point of attachment must be unlocked.
  2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train, except as shown below:-
    - 2.1 Brake vans or brake compartments at the extreme ends of the train are to be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must be unlocked but should he leave the vehicle, the door must be locked on each occasion. Where, however, a brake vehicle is marshalled next to a sleeping car, the gangway doors must not be locked.
  3. In regard to brake vans or brake compartments marshalled intermediately in trains the following must apply :-
    - 3.1 Where a security cage is provided in the brake vehicle this must always be kept locked, except when loading or unloading traffic, and the corridor/gangway doors left unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
    - 3.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless :-
      - 3.2.1 there is a restaurant/buffet car on the train, or
      - 3.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
      - 3.2.3 the brake vehicle is empty, or
      - 3.2.4 the brake vehicle is marshalled next to a sleeping car.
  4. Where the gangway connection cannot be made, then the doors on both sides must be locked.
  5. At stations, doors may be locked as required, but must be unlocked before the train leaves, except as shown above.
  6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.
-

NN-27

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 13 and 14 will be blocked for 110ft. from the buffer stops between 06 00 and 18 00 hours on Saturday 2 and Sunday 3 September, 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

17 August, 1978

*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**

**36**

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

**SATURDAY 9 SEPTEMBER  
TO  
FRIDAY 15 SEPTEMBER 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.

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SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK ALREADY CARRIED OUT**

**MORPETH**

The Up Loop 3—aspect colour light signal M.110 (applying Up Loop to Up Main) has been moved 22 yards further from the Signal box. (37)

**CHATHILL & LUCKER**

Lucker Signal Box has been abolished and the control of the signals transferred to Chathill Signal Box.

The barriers are supervised with the aid of Closed Circuit Television by Chathill Signal Box.

The following signals have been replated :—

Down		Up	
Old	New	Old	New
D. 48	— CL.21	LR.13	— CL.24
LR.10	— CL.23		

(37)

**LUCKER**

The Up Main 4—aspect colour light signal LR.14 has become an automatic signal and has been replated CL.26. (37)

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## 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 B.R. GENERAL APPENDIX (BR29944)

Page 102 (Page 62 Supplement No.3)

## LOCKING OF CORRIDOR AND GANGWAY DOORS

Delete complete instruction and substitute:-

## LOCKING OF GANGWAY DOORS AND INTERIOR CORRIDOR DOORS

1. The gangway doors at the extreme ends of the train must be locked and when vehicles are detached from a train en route, the gangway doors at the point of detachment must be locked. If vehicles are attached, the gangway doors at the point of attachment must be unlocked.
  2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train, except as shown below:-
    - 2.1 Brake vans or brake compartments at the extreme ends of the train are to be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must be unlocked but should he leave the vehicle, the door must be locked on each occasion. Where, however, a brake vehicle is marshalled next to a sleeping car, the gangway doors must not be locked.
  3. In regard to brake vans or brake compartments marshalled intermediately in trains the following must apply :-
    - 3.1 Where a security cage is provided in the brake vehicle this must always be kept locked, except when loading or unloading traffic, and the corridor/gangway doors left unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
    - 3.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless :-
      - 3.2.1 there is a restaurant/buffet car on the train, or
      - 3.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
      - 3.2.3 the brake vehicle is empty, or
      - 3.2.4 the brake vehicle is marshalled next to a sleeping car.
  4. Where the gangway connection cannot be made, then the doors on both sides must be locked.
  5. At stations, doors may be locked as required, but must be unlocked before the train leaves, except as shown above.
  6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 13 and 14 will be blocked for 110ft. from the buffer stops between 06 00 and 18 00 hours on Saturday 9 and Sunday 10 September, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the buffer stops between 10 00 and 15 00 daily, Monday 11 to Friday 15 September, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

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York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

1 September, 1978

*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

**37**

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

**SATURDAY 16 SEPTEMBER  
TO  
FRIDAY 22 SEPTEMBER 1978  
INCLUSIVE**

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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.

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## 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 ALREADY CARRIED OUT

## SEATON-ON-TEES BRANCH: TEMPORARY LEVEL CROSSING

A temporary level crossing over the Single line has been brought into use at 0m. 70chs.

A Crossing Keeper will be in attendance whenever rail traffic requires to pass over the crossing.  
(New Item) (40)

**\*\* MORPETH**

The Up Loop 3-aspect colour light signal M.110 (applying Up Loop to Up Main) has been moved 22 yards further from the Signal box. (37)

**\*\* CHATHILL & LUCKER**

Lucker Signal Box has been abolished and the control of the signals transferred to Chathill Signal Box.

The barriers are supervised with the aid of Closed Circuit Television by Chathill Signal Box.

The following signals have been replated :-

Down		Up	
Old	New	Old	New
D.48 -	CL.21	LR.13 -	CL.24
LR.10 -	CL.23		

(37)

**\*\* LUCKER**

The Up Main 4-aspect colour light signal LR.14 has become an automatic signal and has been replated CL.26. (37)

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## 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 B.R. GENERAL APPENDIX (BR29944)

Page 102 (Page 62 Supplement No.3)

## LOCKING OF CORRIDOR AND GANGWAY DOORS

Delete complete instruction and substitute:-

## LOCKING OF GANGWAY DOORS AND INTERIOR CORRIDOR DOORS

1. The gangway doors at the extreme ends of the train must be locked and when vehicles are detached from a train en route, the gangway doors at the point of detachment must be locked. If vehicles are attached, the gangway doors at the point of attachment must be unlocked.
  2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train, except as shown below:-
    - 2.1 Brake vans or brake compartments at the extreme ends of the train are to be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must be unlocked but should he leave the vehicle, the door must be locked on each occasion. Where, however, a brake vehicle is marshalled next to a sleeping car, the gangway doors must not be locked.
  3. In regard to brake vans or brake compartments marshalled intermediately in trains the following must apply :-
    - 3.1 Where a security cage is provided in the brake vehicle this must always be kept locked, except when loading or unloading traffic, and the corridor/gangway doors left unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
    - 3.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless :-
      - 3.2.1 there is a restaurant/buffet car on the train, or
      - 3.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
      - 3.2.3 the brake vehicle is empty, or
      - 3.2.4 the brake vehicle is marshalled next to a sleeping car.
  4. Where the gangway connection cannot be made, then the doors on both sides must be locked.
  5. At stations, doors may be locked as required, but must be unlocked before the train leaves, except as shown above.
  6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.
-



**NN**

EASTERN REGION

**38**

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

**SATURDAY 23 SEPTEMBER  
TO  
FRIDAY 29 SEPTEMBER 1978  
INCLUSIVE**

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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.

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION 'B'****SUNDAY 24 SEPTEMBER—BETWEEN K.E.B. JUNCTION AND GREENSFIELD JUNCTION**

The Down and Up Goods lines together with the associated points and signals will be brought back into use. (41)

**DETAILS OF WORK ALREADY CARRIED OUT****URLAY NOOK**

The ground disc signal near to the signal box applying Down Main to Up Main, Down Main to Down Main "Limit of Shunt" indicator, or Down Main to Down Sidings has been repositioned 25 yards towards Eaglescliffe. (New Item) (41)

**SEATON-ON-TEES BRANCH: TEMPORARY LEVEL CROSSING**

A temporary level crossing over the Single line has been brought into use at 0m. 70chs.

A Crossing Keeper will be in attendance whenever rail traffic requires to pass over the crossing. (40)

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## 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 B.R. GENERAL APPENDIX (BR29944)

Page 102 (Page 62 Supplement No.3)

## LOCKING OF CORRIDOR AND GANGWAY DOORS

Delete complete instruction and substitute:-

## LOCKING OF GANGWAY DOORS AND INTERIOR CORRIDOR DOORS

1. The gangway doors at the extreme ends of the train must be locked and when vehicles are detached from a train en route, the gangway doors at the point of detachment must be locked. If vehicles are attached, the gangway doors at the point of attachment must be unlocked.
  2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train, except as shown below:-
    - 2.1 Brake vans or brake compartments at the extreme ends of the train are to be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must be unlocked but should he leave the vehicle, the door must be locked on each occasion. Where, however, a brake vehicle is marshalled next to a sleeping car, the gangway doors must not be locked.
  3. In regard to brake vans or brake compartments marshalled intermediately in trains the following must apply :-
    - 3.1 Where a security cage is provided in the brake vehicle this must always be kept locked, except when loading or unloading traffic, and the corridor/gangway doors left unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
    - 3.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless :-
      - 3.2.1 there is a restaurant/buffet car on the train, or
      - 3.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
      - 3.2.3 the brake vehicle is empty, or
      - 3.2.4 the brake vehicle is marshalled next to a sleeping car.
  4. Where the gangway connection cannot be made, then the doors on both sides must be locked.
  5. At stations, doors may be locked as required, but must be unlocked before the train leaves, except as shown above.
  6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 13 and 14 will be blocked for 110ft. from the buffer stops between 06 00 and 18 00 hours on Saturday 23 and Sunday 24 September, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the buffer stops between 10 00 and 15 00 daily, Monday 25 to Friday 29 September, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

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York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

15 SEPTEMBER, 1978

*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

**41**

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

**SATURDAY 14 OCTOBER  
TO  
FRIDAY 20 OCTOBER 1978  
INCLUSIVE**

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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.

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SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION 'B'**

**TUESDAY 17 OCTOBER – BATTERSBY ROAD CROSSING**

New combined Speed Restriction/Whistle boards will be provided as follows:—



On the Whitby side 150yds. before reaching the crossing.



On the Battersby side 200yds. before reaching the crossing.

The crossing will be illuminated.

(44)

**WEDNESDAY 18 OCTOBER – WOLSINGHAM**

Broadwood Quarry Sidings Ground Frame will be temporarily taken out of use. The points into the Sidings will be secured in the normal position for through running and the trap points will be secured in the reverse position for through running along the Single line.

The section between Wolsingham and A.P.C.M. Sidings will be worked under the One Train Working regulations using a token engraved "WOLSINGHAM – EASTGATE".

All notice boards at Broadwood will be removed.

(44)

**DETAILS OF WORK ALREADY CARRIED OUT**

**DURHAM**

No.356 Ground Position Light signal applying Down Main to Down Fast or Down Slow has been repositioned in the Down Cess.

**RIVERSIDE BRANCH**

Between Riverside Junction and St. Peters the Down line becomes the Branch Arrival line and the Up line becomes the Branch Departure line. Between St. Peters and Carville the Down line has been taken out of use and the Up line becomes a Single line to Carville worked in accordance with the One Train Working regulations. The Staff is held by the Branch Foreman.

**Newcastle (Riverside Junction)**

The Junction Indicator position "4" on Down Tynemouth line signal N.4 (applying towards Down Riverside) has been abolished and replaced by a right hand offset position light subsidiary applying Down Tynemouth line to Riverside Branch Arrival line (former Down Branch line).

Down Riverside Branch signal N.2 has been abolished.

A new Departure line (former Up Branch) semaphore Distant signal has been provided on the left-hand side of the line 600 yds. before reaching N.1 signal with the arm 13ft. above rail level.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**RIVERSIDE BRANCH – continued**

**St. Peters**

The Signal Box and all signals except the Distant signals have been abolished.

The catch points in the former Up line 1128 yds. before reaching the Up Distant signal have been abolished.

A new lead has been installed at approximately 0m. 70chs. forming a new connection double to Single line operated by a new 2-lever Ground Frame "A" which is situated on the Down side opposite the former Signal Box and released by Key on Staff. No.1 lever operates the facing point lock and No.2 lever operates the points – double to Single line. A telephone has been provided adjacent to the Ground Frame to communicate with Newcastle Signal Box.

New notice boards has been provided worded "STOP AWAIT INSTRUCTIONS. OPERATE GROUND FRAME. START OF ONE TRAIN WORKING" at the clearance point of the Arrival/Departure lines facing trains travelling onto the Single line and "STOP AWAIT INSTRUCTIONS. END OF ONE TRAIN WORKING" applicable to trains leaving the Single line.

The present trailing crossover at approximately 1m. 20chs. has been abolished and a new connection Single line to Sidings has been provided and a head shunt has been made of the former Down line to serve Shepherd's Sidings.

The 10-lever Ground Frame has been abolished and a new 2-lever Ground Frame 'B' has been provided on the same site, No.1 lever operates the facing point lock and No.2 lever operates the points – Single line to Sidings.

**Walker Ground Frame**

The Ground Frame is released by Key on Staff and the points operated by this Ground Frame have been provided with a facing point lock.

**Tyne Dry Dock Ground Frame**

The Ground Frame has been released by Key on Staff and the points operated by this Ground Frame have been provided with a facing point lock. The telephone has been abolished.

**Carville**

The Signal Box ceases to be a block post and all signals except the Distant signals have been abolished. The barriers are still operated from the Box. A new 2-lever Ground Frame has been provided released by Key on Staff, No.1 lever operates the facing point lock and No.2 lever operates the connection Single line (former Up line) to Up Sidings.

A noticeboard has been provided for Down Direction movements 85 yds. before reaching the crossing worded "STOP AWAIT INSTRUCTIONS. END OF ONE TRAIN WORKING. LOWER BARRIERS BEFORE PROCEEDING".

A notice board has been provided applicable to Up direction movements approximately 25 yds. before reaching the crossing worded "STOP AWAIT INSTRUCTIONS. START OF ONE TRAIN WORKING. LOWER BARRIERS BEFORE PROCEEDING". (43)

**CARVILLE**

A facing connection from the Up line has been provided at 4m. 55chs. to form a plain line connection with the Down line.

The Up line has been severed 50 yards to the East of North Eastern Marine connection and a stop block erected.

The Down and Up lines between the 5 m.p. (approx.) and Percy Main have been taken out of use.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* SEATON-ON-TEES BRANCH: TEMPORARY LEVEL CROSSING**

A temporary level crossing over the Single line has been brought into use at 0m. 70chs.

A Crossing Keeper will be in attendance whenever rail traffic requires to pass over the crossing.(40)

**BETWEEN BOLDON COLLIERY SIGNAL BOX AND TYNE DOCK BOTTOM GROUND FRAME**

The line is worked under "One Train Working" Regulations with train staff. The "Staff" is located at Boldon Colliery signal box. (42)

**\*\* URLAY NOOK**

The ground disc signal near to the signal box applying Down Main to Up Main, Down Main to Down Main "Limit of Shunt" indicator, or Down Main to Down Sidings has been repositioned 25 yards towards Eaglescliffe. (41)

**PERCY MAIN STATION**

The Junction points leading to and from the Down and Up Main lines to the Riverside Branch (and the associated slip connection) have been secured out of use in the normal position pending removal and the associated signalling abolished. (43)

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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

★ Page 102 (page 62 of Supplement No.3) –

LOCKING OF CORRIDOR AND GANGWAY DOORS

LOCKING OF COMPARTMENT DOORS ON PASSENGER TRAINS

Delete complete instructions and substitute:–  
**LOCKING OF DOORS ON PASSENGER TRAINS**

1. The gangway doors at the ends of the train must be locked.
2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train except as shown below:–
  - 2.1 Brake vans or brake compartments at the extreme ends of the train must be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must not be locked but should he leave the vehicle, the door must be locked on each occasion.
  - 2.2 The gangway doors at both ends of sleeping car accommodation must be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a catering vehicle during the time the catering service operates, the doors must not be locked.
3. Where the gangway connections cannot be made, the doors on both sides must be locked.
4. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:–
  - 4.1 Where a security cage is provided in the brake vehicle it must be locked, except when loading or unloading traffic, and the corridor/gangway doors unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
  - 4.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:–
    - 4.2.1 there is a catering vehicle on the train, or
    - 4.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
    - 4.2.3 the brake vehicle is empty.
5. Exterior doors giving direct access to passenger accommodation (including sleeping cars and catering vehicles) must not be locked, except where such accommodation is defective or not available for the use of passengers.
6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

(This supersedes entry on page 4 of the ND 40D Notice and the entry on pages 12/13 of the SD 40D Notice)

(48D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 13 and 14 will be blocked from 110 ft. from the buffer stops between 06 00 and 18 00 hours on Saturday 14 and Sunday 15 October, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175 ft. from the buffer stops between 10 00 and 15 00 daily, Monday 16 to Friday 20 October, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS  
(NORTHERN AREA) BR.31293 DATED 7 OCTOBER, 1978

Front Cover

★	<b>Delete:—</b>	<b>Page</b>
	Alterations to "New Procedure for Isolation and Earthing of Overhead line equipment (where specially authorised)" Dated January, 1973 .....	16 (48D)

Pages 16 and 17

**"NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT  
(WHERE SPECIALLY AUTHORISED)" DATED JANUARY, 1973**

★	Delete heading and all entries.	(48D)
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York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

6 OCTOBER, 1978.

*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**

**42**

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

**SATURDAY 21 OCTOBER**

**TO**

**FRIDAY 27 OCTOBER 1978**

**INCLUSIVE**

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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.

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**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**SATURDAY 21 to MONDAY 23 OCTOBER – MORPETH AND HEPSCOTT – continued**

**Morpeth – continued**

Signal M.42 at the North end of the Up Platform will be abolished and replaced by an Elevated Position Light signal No.169 (238 yards south of the signal box) with a 3-way stencil type route indicator, 40 yards further from the Signal Box and will apply:–

Indication "X" along Up Main to signal 183.

Indication "S" towards Depot Sidings.

Indication "B" towards B & T line, signal M.124.

An Elevated Position Light shunting signal R.169 will be provided located at the South end of the Up Platform (120 yards South of 169 signal) and this will repeat the aspects of No.169 signal.

**Between Morpeth and Hepscoth**

Down B & T line 3-aspect colour light signal M.122 will be fitted with a subsidiary signal with 1-way stencil type route indicator with indication "X" which will apply to Down Main "Limit of Shunt" indicator.

A new Ground Position Light repeater signal R.181 will be provided on the Reception line 93 yards on the Hepscoth side of 181 signal and will apply towards and repeat the aspect of 181 signal.

Down Fast Ground Position Light signal 182 will be provided with a 2-way stencil type route indicator and will apply:–

Indication "X" – to Down Main "Limit of Shunt" indicator.

Indication "S" – towards Down Slow line, signal M.174.

**Hepscoth**

The existing Down B & T line 2-aspect colour light Distant signal No.D.1 will be abolished.

The Down B & T line semaphore Home signal will be abolished and replaced by a 3-aspect colour light signal plated M.159. This signal will function as Hepscoth Home signal/Down B & T Distant signal to M.137, 1310 yards from that signal. A signal post telephone will be provided on signal M.159 connected to Morpeth Signal Box.

The Semaphore Down Distant signal will be replaced by a 2-aspect colour light Distant signal No.H.3 and positioned 1875 yards from the new M.159 signal. (45)

**SUNDAY 22 OCTOBER – BEAL**

A temporary trailing lead with trap points worked by a Ground Frame, which will be padlocked and the Key being kept in Beal Signal Box, will be installed on the Down Main at approximately 58 m.p. to facilitate access to the new alignment. A telephone connected to the Signal Box will be provided at the site. (45)

**DETAILS OF WORK ALREADY CARRIED OUT**

**TYNE YARD : OUSTON JUNCTION**

Ground Position Light Signal TY.270 applying Up Main to Up Slow (occupied) – indication 'X' or to Down Fast – indication 'D' has been elevated 12 feet above rail level. (New item) (45)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**DURHAM**

No.356 Ground Position Light signal applying Down Main to Down Fast or Down Slow has been repositioned in the Down Cess. (43)

**WOLSINGHAM**

Broadwood Quarry Sidings Ground Frame has been temporarily taken out of use. The points into the Sidings have been secured in the normal position for through running and the trap points have been secured in the reverse position for through running along the Single line.

The section between Wolsingham and A.P.C.M. Sidings is worked under the One train Working regulations using a token engraved "WOLSINGHAM – EASTGATE".

All notice boards at Broadwood have been removed. (44)

**RIVERSIDE BRANCH**

Between Riverside Junction and St. Peters the Down line becomes the Branch Arrival line and the Up line becomes the Branch Departure line. Between St. Peters and Carville the Down line has been taken out of use and the Up line becomes a Single line to Carville worked in accordance with the One Train Working regulations. The Staff is held by the Branch Foreman.

**Newcastle (Riverside Junction)**

The Junction Indicator position "4" on Down Tynemouth line signal N.4 (applying towards Down Riverside) has been abolished and replaced by a right hand offset position light subsidiary applying Down Tynemouth line to Riverside Branch Arrival line (former Down Branch line).

Down Riverside Branch signal N.2 has been abolished.

A new Departure line (former Up Branch) semaphore Distant signal has been provided on the left-hand side of the line 600 yds. before reaching N.1 signal with the arm 13ft. above rail level.

**St. Peters**

The Signal Box and all signals except the Distant signals have been abolished.

The catch points in the former Up line 1128 yds. before reaching the Up Distant signal have been abolished.

A new lead has been installed at approximately 0m. 70chs. forming a new connection double to Single line operated by a new 2-lever Ground Frame "A" which is situated on the Down side opposite the former Signal Box and released by Key on Staff. No.1 lever operates the facing point lock and No.2 lever operates the points – double to Single line. A telephone has been provided adjacent to the Ground Frame to communicate with Newcastle Signal Box.

New notice boards has been provided worded "STOP AWAIT INSTRUCTIONS. OPERATE GROUND FRAME. START OF ONE TRAIN WORKING" at the clearance point of the Arrival/Departure lines facing trains travelling onto the Single line and "STOP AWAIT INSTRUCTIONS. END OF ONE TRAIN WORKING" applicable to trains leaving the Single line.

The present trailing crossover at approximately 1m. 20chs. has been abolished and a new connection Single line to Sidings has been provided and a head shunt has been made of the former Down line to serve Shepherd's Sidings.

The 10-lever Ground Frame has been abolished and a new 2-lever Ground Frame 'B' has been provided on the same site, No.1 lever operates the facing point lock and No.2 lever operates the points – Single line to Sidings.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**RIVERSIDE BRANCH – continued**

**Walker Ground Frame**

The Ground Frame is released by Key on Staff and the points operated by this Ground Frame have been provided with a facing point lock.

**Tyne Dry Dock Ground Frame**

The Ground Frame has been released by Key on Staff and the points operated by this Ground Frame have been provided with a facing point lock. The telephone has been abolished.

**Carville**

The Signal Box ceases to be a block post and all signals except the Distant signals have been abolished. The barriers are still operated from the Box. A new 2-lever Ground Frame has been provided released by Key on Staff, No.1 lever operates the facing point lock and No.2 lever operates the connection Single line (former Up line) to Up Sidings.

A noticeboard has been provided for Down Direction movements 85 yds. before reaching the crossing worded "STOP AWAIT INSTRUCTIONS. END OF ONE TRAIN WORKING. LOWER BARRIERS BEFORE PROCEEDING".

A notice board has been provided applicable to Up direction movements approximately 25 yds. before reaching the crossing worded "STOP AWAIT INSTRUCTIONS. START OF ONE TRAIN WORKING. LOWER BARRIERS BEFORE PROCEEDING". (43)

**CARVILLE**

A facing connection from the Up line has been provided at 4m. 55chs. to form a plain line connection with the Down line.

The Up line has been severed 50 yards to the East of North Eastern Marine connection and a stop block erected.

The Down and Up lines between the 5 m.p. (approx.) and Percy Main have been taken out of use. (43)

**\*\* BETWEEN BOLDON COLLIERY SIGNAL BOX AND TYNE DOCK BOTTOM GROUND FRAME**

The line is worked under "One Train Working" Regulations with train staff. The "Staff" is located at Boldon Colliery signal box. (42)

**BATTERSBY ROAD CROSSING**

New combined Speed Restriction/Whistle boards have been provided as follows:-



On the Whitby side 150yds. before reaching the crossing.



On the Battersby side 200yds. before reaching the crossing.

The crossing is illuminated. (44)

**PERCY MAIN STATION**

The Junction points leading to and from the Down and Up Main lines to the Riverside Branch (and the associated slip connection) have been secured out of use in the normal position pending removal and the associated signalling abolished. (43)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## GENERAL APPENDIX

Page 102 (page 62 of Supplement No.3) –

## LOCKING OF CORRIDOR AND GANGWAY DOORS

## LOCKING OF COMPARTMENT DOORS ON PASSENGER TRAINS

Delete complete instructions and substitute:–  
LOCKING OF DOORS ON PASSENGER TRAINS

1. The gangway doors at the ends of the train must be locked.
2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train except as shown below:–
  - 2.1 Brake vans or brake compartments at the extreme ends of the train must be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must not be locked but should he leave the vehicle, the door must be locked on each occasion.
  - 2.2 The gangway doors at both ends of sleeping car accommodation must be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a catering vehicle during the time the catering service operates, the doors must not be locked.
3. Where the gangway connections cannot be made, the doors on both sides must be locked.
4. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:–
  - 4.1 Where a security cage is provided in the brake vehicle it must be locked, except when loading or unloading traffic, and the corridor/gangway doors unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
  - 4.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:–
    - 4.2.1 there is a catering vehicle on the train, or
    - 4.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
    - 4.2.3 the brake vehicle is empty.
5. Exterior doors giving direct access to passenger accommodation (including sleeping cars and catering vehicles) must not be locked, except where such accommodation is defective or not available for the use of passengers.
6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

*(This supersedes entry on page 4 of the ND 40D Notice and the entry on pages 12/13 of the SD 40D Notice)*

(48D)

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

**ALTERATIONS TO THE RULE BOOK**

**Section B Clause 4.1**

★ **Delete** entry respecting Tail Lamp and **substitute** :—  
Tail Lamp Illuminated red electric lamp or illuminated red blind.

**Section C Clause 6.1**

**Amend** item (ii) to read :—

When a train has to enter an obstructed line or section to render assistance (Block Regulation 14 and Section M, Clauses 5.1 and 5A.1.

**Section H**

**Delete** third entry of clause 3.4.4 (a) and **substitute** :—

Where a "Ready to start" indicator is provided it will be used in place of the Guard's handsignal to the Driver. Where bell communication exists between Guard and Driver, this must be used in place of the handsignal or "Ready to start" indicator.

**Delete** clause 4.3.1. (c) and re-letter sub clauses (d), (e), (f) and (g) to : (c), (d), (e) and (f) respectively.

**Amend** clause 5.2.1. to :—

5.2.1 The Guard must satisfy himself before starting the journey that the train is correctly labelled.

**Add** new clause 5.2.4

5.2.4 In the case of Parcels trains, the Guard must ensure that all couplings between the vehicles are properly connected.

**Delete** clause 5.3.3 and **substitute** :—

5.3.3 Where a "Ready to start" indicator is provided it must be used for conveying the Guard's signal to the Driver. The indicator will normally be operated by the person in charge of the platform. Where bell communication exists between Guard and Driver, this must be used in place of a handsignal or "Ready to start" indicator.

**Clause 7.4.1**

**Add** to (a) :— On double lines signalled for trains in both directions – trains travelling in the reverse direction – one red light on the side furthest away from the other Main or Fast line and one white light on the side nearest the other line.

**Add** at end of clause 13.1.3

....., using the 'Ready to start' indicator where provided.

**Section N**

**Delete** last sentence of Clause 7.2.

**Delete** Clause 10.5 – Headcodes

**Section T, Part III**

**Delete** clause 9.3 and **substitute** :—

9.3 **Appointment of a person to be in charge of the possession.**

9.3.1 The Engineer's Department concerned must appoint a man to be in charge of the possession.

9.3.2 The Person in charge of the Possession must be primarily appointed for that purpose and he must not have other responsibilities unless specifically agreed at a pre-planning meeting. Except in emergency, who this man shall be must be agreed at the pre-planning meeting. The man so appointed is referred to herein as the PERSON IN CHARGE OF THE POSSESSION, and he must wear on this left arm an armet with the words "Person I.C. Possession" shown thereon in red letters on a yellow background.

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

**ALTERATIONS TO THE RULE BOOK – continued**

**Section T. Part III – substitute – continued**

9.3.3 The name of the Person in charge must be notified to the Operating Department in sufficient time to enable the Signaller involved to be advised prior to the date of work, If in exceptional circumstances, the person appointed is unable to take up duty and a substitute has to be appointed, this alteration must be advised to the Operating Department as early as possible to enable authoritative advice to be given to the Signaller.

**Delete** second sentence of clause 11.3 and **substitute** :-

Where, however, owing to the distance involved advantage would be gained, the Engineering Supervisor may communicate the assurance to the Person in charge of the Possession that the work is complete and the line is clear but in all such cases the written certificate must be endorsed with the time of the advice and the certificate **MUST** be delivered to the Person in charge of the Possession immediately after completion of the job or, as directed by the latter, within 24 hours to the local Engineering Department Officer concerned (See specimen form on page T.26).

**Add** new clause 12.1.1 (b) :-

(b) arrange for all points on the blocked line to be placed in the correct position for the possession.

Re-letter sub-clause (b) (c) and (d) to (c) (d) and (e) respectively.

**Delete** first paragraph of clause 12.1.2 and **substitute** :-

12.1.2 When the Signaller is in a position to grant the possession he must make and sign an entry in the Train Register, as follows :-  
 (Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . has been taken possession of by (Person in charge of the Possession) at . . . . . hours  
 \* In accordance with clause 10.1.1 (a) or (b) as appropriate.

**12.2 Possession covering two or more block sections**

**Add** at end of clause :-

The Signaller must make and sign an entry in the Train Register showing details of the line(s) blocked and signals placed at Danger.

**Delete** second sentence of first paragraph of clause 12.4.1 and **substitute** :-

The Signaller must make and sign an entry in the Train Register as follows :-  
 (Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . clear and safe to run on. Possession given up by (Person in charge of the Possession) at . . . . . hours.  
 \* In accordance with clause 10.1.1 (a) or (b) as appropriate.

**Add** new clause 12.5

**12.5 Transmission of messages**

Where necessary, the Signaller must pass on to the Person in charge of the Possession information received from the person detailed to carry out protection of the line that the appropriate protection has been afforded or withdrawn, as the case may be.

Renumbering existing clauses 12.5 and 12.6 to 12.6 and 12.7 respectively.

**Section T, Part V**

**Clause 23.1.1.**

**Amend** reference to "one detonator" to : "two detonators, 2 feet apart,"

**Clauses 23.1.2., 23.1.3 and 23.1.4.**

**Amend** references to "a detonator" and "the detonator" respectively to : "the detonators,"

**Clause 23.3.1**

**Amend** reference to "a detonator" to : "two detonators, 2 feet apart",

**Clause 23.3.2.**

**Amend** references to "a detonator" to : "the detonators."

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 13 and 14 will be blocked from 110ft. from the buffer stops between 06 00 and 18 00 hours on Saturday 21 and Sunday 22 October, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the buffer stops between 10 00 and 15 00 daily, Monday 23 to Friday 27 October, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS  
(NORTHERN AREA) BR.31293 DATED 7 OCTOBER, 1978

Front Cover

Delete:-

Alterations to "New Procedure for Isolation and Earthing of Overhead line equipment (where specially authorised)" Dated January, 1973 .....	Page 16 (48D)
--	---------------------

Pages 16 and 17

"NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT  
(WHERE SPECIALLY AUTHORISED)" DATED JANUARY, 1973

Delete heading and all entries. (48D)

York

MO.45/NN

G.R.H. Orbell  
Chief Operating Manager

13 OCTOBER 1978

*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**

**43**

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

**SATURDAY 28 OCTOBER**

**TO**

**FRIDAY 3 NOVEMBER 1978**

**INCLUSIVE**

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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.

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## 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 ALREADY CARRIED OUT

## UNTIL FURTHER NOTICE : WASHINGTON-PENSHAW-PENSHAW EXCHANGE SIDINGS

The Down and Up lines between Washington and Peshaw are under the possession of the Engineer who will clear one line as required for the passage of trains. Such trains will be handsignalled as necessary and the line will be worked in accordance with the One Train Working Regulations. A train staff is provided. The route between the line being used as a single line and Peshaw Exchange Sidings is secured by clip and scotch. When the Up line is in use as the single line Washington miniature arm bracket signal Up Main to Run-Round or set back on Up Main will apply as the Up Home signal.

(New item) (46)

## TYNE YARD : OUSTON JUNCTION

Ground Position Light Signal TY.270 applying Up Main to Up Slow (occupied) – indication 'X' or to Down Fast – indication 'D' has been elevated 12 feet above rail level.

(45)

**\*\* DURHAM**

No.356 Ground Position Light signal applying Down Main to Down Fast or Down Slow has been repositioned in the Down Cess.

(43)

## BEAL

A temporary trailing lead with trap points worked by a Ground Frame, which is padlocked and the Key being kept in Beal Signal Box, has been installed on the Down Main at approximately 58m.p. to facilitate access to the new alignment. A telephone connected to the Signal Box has been provided at the site.

(45)

## WOLSINGHAM

Broadwood Quarry Sidings Ground Frame has been temporarily taken out of use. The points into the Sidings have been secured in the normal position for through running and the trap points have been secured in the reverse position for through running along the Single line.

The section between Wolsingham and A.P.C.M. Sidings is worked under the One train Working regulations using a token engraved "WOLSINGHAM – EASTGATE".

All notice boards at Broadwood have been removed.

(44)

## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \* RIVERSIDE BRANCH

Between Riverside Junction and St. Peters the Down line becomes the Branch Arrival line and the Up line becomes the Branch Departure line. Between St. Peters and Carville the Down line has been taken out of use and the Up line becomes a Single line to Carville worked in accordance with the One Train Working regulations. The Staff is held by the Branch Foreman.

**Newcastle (Riverside Junction)**

The Junction Indicator position "4" on Down Tynemouth line signal N.4 (applying towards Down Riverside) has been abolished and replaced by a right hand offset position light subsidiary applying Down Tynemouth line to Riverside Branch Arrival line (former Down Branch line).

Down Riverside Branch signal N.2 has been abolished.

A new Departure line (former Up Branch) semaphore Distant signal has been provided on the left-hand side of the line 600 yds. before reaching N.1 signal with the arm 13ft. above rail level.

**St. Peters**

The Signal Box and all signals except the Distant signals have been abolished.

The catch points in the former Up line 1128 yds. before reaching the Up Distant signal have been abolished.

A new lead has been installed at approximately 0m. 70chs. forming a new connection double to Single line operated by a new 2-lever Ground Frame "A" which is situated on the Down side opposite the former Signal Box and released by Key on Staff. No.1 lever operates the facing point lock and No.2 lever operates the points – double to Single line. A telephone has been provided adjacent to the Ground Frame to communicate with Newcastle Signal Box.

New notice boards has been provided worded "STOP AWAIT INSTRUCTIONS. OPERATE GROUND FRAME. START OF ONE TRAIN WORKING" at the clearance point of the Arrival/Departure lines facing trains travelling onto the Single line and "STOP AWAIT INSTRUCTIONS. END OF ONE TRAIN WORKING" applicable to trains leaving the Single line.

The present trailing crossover at approximately 1m. 20chs. has been abolished and a new connection Single line to Sidings has been provided and a head shunt has been made of the former Down line to serve Shepherd's Sidings.

The 10-lever Ground Frame has been abolished and a new 2-lever Ground Frame 'B' has been provided on the same site, No.1 lever operates the facing point lock and No.2 lever operates the points – Single line to Sidings.

**Walker Ground Frame**

The Ground Frame is released by Key on Staff and the points operated by this Ground Frame have been provided with a facing point lock.

**Tyne Dry Dock Ground Frame**

The Ground Frame has been released by Key on Staff and the points operated by this Ground Frame have been provided with a facing point lock. The telephone has been abolished.

**Carville**

The Signal Box ceases to be a block post and all signals except the Distant signals have been abolished. The barriers are still operated from the Box. A new 2-lever Ground Frame has been provided released by Key on Staff, No.1 lever operates the facing point lock and No.2 lever operates the connection Single line (former Up line) to Up Sidings.

A notice board has been provided for Down Direction movements 85 yds. before reaching the crossing worded "STOP AWAIT INSTRUCTIONS. END OF ONE TRAIN WORKING. LOWER BARRIERS BEFORE PROCEEDING".

A notice board has been provided applicable to Up direction movements approximately 25 yds. before reaching the crossing worded "STOP AWAIT INSTRUCTIONS. START OF ONE TRAIN WORKING. LOWER BARRIERS BEFORE PROCEEDING".



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* CARVILLE**

A facing connection from the Up line has been provided at 4m. 55chs. to form a plain line connection with the Down line.

The Up line has been severed 50 yards to the East of North Eastern Marine connection and a stop block erected.

The Down and Up lines between the 5 m.p. (approx.) and Percy Main have been taken out of use. (43)

**BATTERSBY ROAD CROSSING**

New combined Speed Restriction/Whistle boards have been provided as follows:-



On the Whitby side 150yds. before reaching the crossing.



On the Battersby side 200yds. before reaching the crossing.

The crossing is illuminated. (44)

**MORPETH AND HEPSCOTT**

**Morpeth**

A new signal box has been brought into use and the old Signal Box abolished.

The trailing crossover between the Down and Up Main lines has been secured out of use pending removal. The associated Ground Position Light signal No.48 applying set-back to Up Main line has been abolished.

Down Slow Ground Position Light signal 174 applies set-back along Down Slow or to Down Main only.

A new facing crossover between the Down and Up Main (platform) lines has been brought into use.

A new trailing crossover between the Down and Up Main lines at approximately 17½ m.p. has been brought into use. In conjunction with this new crossover a new Ground Position Light signal No.185 has been brought into use on the Up Main line at the clearance point of the Up Slow to Up Main lines and applies set-back Up Main to Down Main signal M.143.

A new Ground Position Light signal 184 has been provided on the Down Main line and applies set-back Down Main to Up Main via the new crossover.

The following signals have been replated:-

Old Number		New Number	Old Number		New Number
D.15	—	M.119	M.120	—	M.140
M.80	—	M.121	U.18B	—	M.142
M.81	—	M.123	U.18	—	M.144
87	—	171	U.19	—	M.146
89	—	174	M.57	—	M.124
50	—	172	M.113	—	M.122
M.105	—	M.129	64	—	173
M.82	—	M.131	63	—	175
106	—	183	61	—	177

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**MORPETH AND HEPSCOT – continued**

**Morpeth – continued**

Old Number	New Number	Old Number	New Number
107	182	70	176
M.119	M.128	71	181
M.110	M.126	M.114	M.127
90	178	M.79	M.136
M.111	M.141	M.115	M.137 (Down B & T converted to a 3-aspect signal)
D.17	M.143	RU.16	SR.20 (Banner repeating Signal)

A Junction Indicator position "4" and a 2-way stencil type route indicator have been provided on Down Main 4-aspect colour light signal M.123 (Old No.M.81) and the following indications apply:-

Aspect	Application to or towards
Main	Down Fast, M.131 (existing route)
Junction Indicator position "1"	Down Slow, M.129 (existing route)
Junction Indicator position "4"	Down B & T, M.124
Subsidiary with indication "X"	Along Up Main (facing direction) towards 183 signal.
Subsidiary with indication "S"	Depot Sidings.

Signal M.42 at the North end of the Up Platform has been abolished and replaced by an Elevated Position Light signal No.169 (238 yards south of the signal box) with a 3-way stencil type route indicator, 40 yards further from the Signal Box and applies :-

Indication "X" along Up Main to signal 183.

Indication "S" towards Depot Sidings.

Indication "B" towards B & T line, signal M.124.

An Elevated Position Light shunting signal R.169 has been provided located at the South end of the Up Platform (120 yards South of 169 signal) and this repeats the aspects of No.169 signal.

**Between Morpeth and Hepscott**

Down B & T line 3-aspect colour light signal M.122 has been fitted with a subsidiary signal with 1-way stencil type route indicator with indication "X" which applies to Down Main "Limit of Shunt" indicator.

A new Ground Position Light repeater signal R.181 has been provided on the Reception line 93 yards on the Hepscot side of 181 signal and applies towards and repeats the aspect of 181 signal.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****MORPETH AND HEPSCOTT – continued****Between Morpeth and Hepscott – continued**

Down Fast Ground Position Light signal 182 has been provided with a 2-way stencil type route indicator and applies:—

Indication "X" – to Down Main "Limit of Shunt" indicator.

Indication "S" – towards Down Slow line, signal M.174.

**Hepscott**

The existing Down B & T line 2 aspect colour light Distant signal No.D.1 has been abolished.

The Down B & T line semaphore Home signal has been abolished and replaced by a 3-aspect colour light signal plated M.159. This signal functions as Hepscott Home signal/Down B & T Distant signal to M.137, 1310 yards from that signal. A signal post telephone has been provided on signal M.159 connected to Morpeth Signal Box.

The semaphore Down Distant signal has been replaced by a 2-aspect colour light Distant signal No.H.3 and positioned 1875 yards from the new M.159 signal. (45)

**\*\* PERCY MAIN STATION**

The Junction points leading to and from the Down and Up Main lines to the Riverside Branch (and the associated slip connection) have been secured out of use in the normal position pending removal and the associated signalling abolished. (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.

## GENERAL APPENDIX

Page 102 (page 62 of Supplement No.3) –

## LOCKING OF CORRIDOR AND GANGWAY DOORS

## LOCKING OF COMPARTMENT DOORS ON PASSENGER TRAINS

Delete complete instructions and substitute:–  
LOCKING OF DOORS ON PASSENGER TRAINS

1. The gangway doors at the ends of the train must be locked.
2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train except as shown below:–
  - 2.1 Brake vans or brake compartments at the extreme ends of the train must be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must not be locked but should he leave the vehicle, the door must be locked on each occasion.
  - 2.2 The gangway doors at both ends of sleeping car accommodation must be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a catering vehicle during the time the catering service operates, the doors must not be locked.
3. Where the gangway connections cannot be made, the doors on both sides must be locked.
4. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:–
  - 4.1 Where a security cage is provided in the brake vehicle it must be locked, except when loading or unloading traffic, and the corridor/gangway doors unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
  - 4.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:–
    - 4.2.1 there is a catering vehicle on the train, or
    - 4.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
    - 4.2.3 the brake vehicle is empty.
5. Exterior doors giving direct access to passenger accommodation (including sleeping cars and catering vehicles) must not be locked, except where such accommodation is defective or not available for the use of passengers.
6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

*(This supersedes entry on page 4 of the ND 40D Notice and the entry on pages 12/13 of the SD 40D Notice)*

(48D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO THE RULE BOOK

Section B Clause 4.1

**Delete** entry respecting Tail Lamp and **substitute** :-

Tail Lamp Illuminated red electric lamp or illuminated red blind.

Section C Clause 6.1

**Amend** item (ii) to read :-

When a train has to enter an obstructed line or section to render assistance (Block Regulation 14 and Section M, Clauses 5.1 and 5A.1.

Section H

**Delete** third entry of clause 3.4.4 (a) and **substitute** :-

Where a "Ready to start" indicator is provided it will be used in place of the Guard's handsignal to the Driver. Where bell communication exists between Guard and Driver, this must be used in place of the handsignal or "Ready to start" indicator.

**Delete** clause 4.3.1. (c) and re-letter sub clauses (d), (e), (f) and (g) to : (c), (d), (e) and (f) respectively.

**Amend** clause 5.2.1. to :-

5.2.1 The Guard must satisfy himself before starting the journey that the train is correctly labelled.

**Add** new clause 5.2.4

5.2.4 In the case of Parcels trains, the Guard must ensure that all couplings between the vehicles are properly connected.

**Delete** clause 5.3.3 and **substitute** :-

5.3.3 Where a "Ready to start" indicator is provided it must be used for conveying the Guard's signal to the Driver. The indicator will normally be operated by the person in charge of the platform. Where bell communication exists between Guard and Driver, this must be used in place of a handsignal or "Ready to start" indicator.

Clause 7.4.1

**Add** to (a) :- On double lines signalled for trains in both directions – trains travelling in the reverse direction – one red light on the side furthest away from the other Main or Fast line and one white light on the side nearest the other line.

**Add** at end of clause 13.1.3

....., using the 'Ready to start' indicator where provided.

Section N

**Delete** last sentence of Clause 7.2.

**Delete** Clause 10.5 – Headcodes

Section T, Part III

**Delete** clause 9.3 and **substitute** :-

9.3 **Appointment of a person to be in charge of the possession.**

9.3.1 The Engineer's Department concerned must appoint a man to be in charge of the possession.

9.3.2 The Person in charge of the Possession must be primarily appointed for that purpose and he must not have other responsibilities unless specifically agreed at a pre-planning meeting. Except in emergency, who this man shall be must be agreed at the pre-planning meeting. The man so appointed is referred to herein as the PERSON IN CHARGE OF THE POSSESSION, and he must wear on this left arm an armet with the words "Person I.C. Possession" shown thereon in red letters on a yellow background.

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

**ALTERATIONS TO THE RULE BOOK – continued**

**Section T. Part III – substitute – continued**

9.3.3 The name of the Person in charge must be notified to the Operating Department in sufficient time to enable the Signaller involved to be advised prior to the date of work, If in exceptional circumstances, the person appointed is unable to take up duty and a substitute has to be appointed, this alteration must be advised to the Operating Department as early as possible to enable authoritative advice to be given to the Signaller.

**Delete** second sentence of clause 11.3 and **substitute** :-

Where, however, owing to the distance involved advantage would be gained, the Engineering Supervisor may communicate the assurance to the Person in charge of the Possession that the work is complete and the line is clear but in all such cases the written certificate must be endorsed with the time of the advice and the certificate MUST be delivered to the Person in charge of the Possession immediately after completion of the job or, as directed by the latter, within 24 hours to the local Engineering Department Officer concerned (See specimen form on page T.26).

**Add** new clause 12.1.1 (b) :-

(b) arrange for all points on the blocked line to be placed in the correct position for the possession.

Re-letter sub-clause (b) (c) and (d) to (c) (d) and (e) respectively.

**Delete** first paragraph of clause 12.1.2 and **substitute** :-

12.1.2 When the Signaller is in a position to grant the possession he must make and sign an entry in the Train Register, as follows :-  
 (Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . has been taken possession of by (Person in charge of the Possession) at . . . . . hours  
 \* In accordance with clause 10.1.1 (a) or (b) as appropriate.

**12.2 Possession covering two or more block sections**

**Add** at end of clause :-

The Signaller must make and sign an entry in the Train Register showing details of the line(s) blocked and signals placed at Danger.

**Delete** second sentence of first paragraph of clause 12.4.1 and **substitute** :-

The Signaller must make and sign an entry in the Train Register as follows :-  
 (Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . clear and safe to run on. Possession given up by (Person in charge of the Possession) at . . . . . hours.  
 \* In accordance with clause 10.1.1 (a) or (b) as appropriate.

**Add** new clause 12.5

**12.5 Transmission of messages**

Where necessary, the Signaller must pass on to the Person in charge of the Possession information received from the person detailed to carry out protection of the line that the appropriate protection has been afforded or withdrawn, as the case may be.

Renumbering existing clauses 12.5 and 12.6 to 12.6 and 12.7 respectively.

**Section T, Part V**

**Clause 23.1.1.**

**Amend** reference to "one detonator" to : "two detonators, 2 feet apart,"

**Clauses 23.1.2., 23.1.3 and 23.1.4.**

**Amend** references to "a detonator" and "the detonator" respectively to : "the detonators,"

**Clause 23.3.1**

**Amend** reference to "a detonator" to : "two detonators, 2 feet apart",

**Clause 23.3.2.**

**Amend** references to "a detonator" to : "the detonators."

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 13 and 14 will be blocked from 110ft. from the buffer stops between 06 00 and 18 00 hours on Saturday 28 and Sunday 29 October, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS  
(NORTHERN AREA) BR.31293 DATED 7 OCTOBER, 1978

Front Cover

Delete:-

Page

Alterations to "New Procedure for Isolation and Earthing of Overhead line equipment  
(where specially authorised)" Dated January, 1973 ..... 16  
(48D)

Pages 16 and 17

"NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT  
(WHERE SPECIALLY AUTHORISED)" DATED JANUARY, 1973

Delete heading and all entries. (48D)

MO.45/NN

York

Chief Operating Manager

20 OCTOBER 1978

*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 11 NOVEMBER**

**TO**

**FRIDAY 17 NOVEMBER 1978**

**INCLUSIVE**

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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.

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SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B**

**SATURDAY 11 to SUNDAY 12 NOVEMBER – MORPETH – LONGHIRST – WIDDRINGTON**

Longhirst Signal Box will be reduced in status to a Gate Box and the control of all points and signals worked therefrom will be transferred to Morpeth Signal Box.

T.C.B. working will apply between Morpeth and Widdrington Station Signal Boxes.

**Longhirst**

The C.C.E. Down Siding and the Emergency Crossover will be operated from a Ground Switch panel released from Morpeth Signal Box and a telephone will be provided.

**Morpeth**

The following signals will be replated and the signal-post telephones will communicate with Morpeth Signal Box.

<b>Down Old No.</b>		<b>New No.</b>	<b>Up Old No.</b>		<b>New No.</b>
D.18	—	M.149	U.21	—	M.154
LT.11	—	M.151	LT.4	—	M.152
LT.10	—	M.153	LT.2	—	M.150 (Up Butterwell Opencast Bunker Line)
LT.9	—	M.155	LT.5	—	M.148

The catch points in the Up line at 19m. 25chs. (560 yds. before reaching M.144 signal) will become power operated from Morpeth Signal Box.

**SUNDAY 12 NOVEMBER – BETWEEN BEAMISH & SOUTH PELAW**

The catch points in the Up line at 2m. 8chs. and 1m. 1106 yds. before reaching the Up Home signal will be repositioned at 2m. 5chs.

**SUNDAY 12 NOVEMBER – BOLDON COLLIERY**

The Down Main Home signal will be renewed 2 yds. further from the Signal Box with the arm at an increased height of 30 ft. above rail level.

The Up Main 4-aspect colour light signal BC.20 acting as the Distant signal will be renewed 157 yds. further from the Signal Box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

**SOUTH GOSFORTH EAST JUNCTION**

The trailing Main to Main crossover has been secured out of use pending removal and the associated signals abolished. (New Item) (48)

**\*\* TYNE YARD : OUSTON JUNCTION**

Ground Position Light Signal TY.270 applying Up Main to Up Slow (occupied) – indication 'X' or to Down Fast – indication 'D' has been elevated 12 feet above rail level. (45)

**\*\* BEAL**

A temporary trailing lead with trap points worked by a Ground Frame, which is padlocked and the Key being kept in Beal Signal Box, has been installed on the Down Main at approximately 58m.p. to facilitate access to the new alignment. A telephone connected to the Signal Box has been provided at the site. (45)

**UNTIL FURTHER NOTICE : WASHINGTON-PENSHAW-PENSHAW EXCHANGE SIDINGS**

The Down and Up lines between Washington and Peshaw are under the possession of the Engineer who will clear one line as required for the passage of trains. Such trains will be handsignalled as necessary and the line will be worked in accordance with the One Train Working Regulations. A train staff is provided. The route between the line being used as a single line and Peshaw Exchange Sidings is secured by clip and scotch. When the Up line is in use as the single line Washington miniature arm bracket signal Up Main to Run-Round or set back on Up Main will apply as the Down Home signal. (46)

**\*\* MORPETH AND HEPSCOTT**

**Morpeth**

A new signal box has been brought into use and the old Signal Box abolished.

The trailing crossover between the Down and Up Main lines has been secured out of use pending removal. The associated Ground Position Light signal No.48 applying set-back to Up Main line has been abolished.

Down Slow Ground Position Light signal 174 applies set-back along Down Slow or to Down Main only.

A new facing crossover between the Down and Up Main (platform) lines has been brought into use.

A new trailing crossover between the Down and Up Main lines at approximately 17½ m.p. has been brought into use. In conjunction with this new crossover a new Ground Position Light signal No.185 has been brought into use on the Up Main line at the clearance point of the Up Slow to Up Main lines and applies set-back Up Main to Down Main signal M.143.

A new Ground Position Light signal 184 has been provided on the Down Main line and applies set-back Down Main to Up Main via the new crossover.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

\* **MORPETH AND HEPSCOT – continued**

**Morpeth – continued**

The following signals have been replated:-

Old Number	New Number	Old Number	New Number
D.15	M.119	M.120	M.140
M.80	M.121	U.18B	M.142
M.81	M.123	U.18	M.144
87	171	U.19	M.146
89	174	M.57	M.124
50	172	M.113	M.122
M.105	M.129	64	173
M.82	M.131	63	175
106	183	61	177
107	182	70	176
M.119	M.128	71	181
M.110	M.126	M.114	M.127
90	178	M.79	M.136
M.111	M.141	M.115	M.137 (Down B & T converted to a 3-aspect signal)
D.17	M.143	RU.16	SR.20 (Banner repeating Signal)

A Junction Indicator position "4" and a 2-way stencil type route indicator have been provided on Down Main 4-aspect colour light signal M.123 (Old No.M.81) and the following indications apply:-

Aspect	Application to or towards
Main	Down Fast, M.131 (existing route)
Junction Indicator position "1"	Down Slow, M.129 (existing route)
Junction Indicator position "4"	Down B & T, M.124
Subsidiary with indication "X"	Along Up Main (facing direction) towards 183 signal.
Subsidiary with indication "S"	Depot Sidings.

Signal M.42 at the North end of the Up Platform has been abolished and replaced by an Elevated Position Light signal No.169 (238 yards south of the signal box) with a 3-way stencil type route indicator, 40 yards further from the Signal Box and applies :-

Indication "X" along Up Main to signal 183.

Indication "S" towards Depot Sidings.

Indication "B" towards B & T line, signal M.124.

An Elevated Position Light shunting signal R.169 has been provided located at the South end of the Up Platform (120 yards South of 169 signal) and this repeats the aspects of No.169 signal.

**Between Morpeth and Hepscoth**

Down B & T line 3-aspect colour light signal M.122 has been fitted with a subsidiary signal with 1-way stencil type route indicator with indication "X" which applies to Down Main "Limit of Shunt" indicator.

A new Ground Position Light repeater signal R.181 has been provided on the Reception line 93 yards on the Hepscoth side of 181 signal and applies towards and repeats the aspect of 181 signal.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* MORPETH AND HEPSCOTT – continued****Between Morpeth and Hepscott – continued**

Down Fast Ground Position Light signal 182 has been provided with a 2-way stencil type route indicator and applies:-

Indication "X" – to Down Main "Limit of Shunt" indicator.

Indication "S" – towards Down Slow line, signal M.174.

**Hepscott**

The existing Down B & T line 2 aspect colour light Distant signal No.D.1 has been abolished.

The Down B & T line semaphore Home signal has been abolished and replaced by a 3-aspect colour light signal plated H.4. This signal functions as Hepscot Home signal/Down B & T Distant signal to M.137, 1310 yards from that signal. A signal post telephone has been provided on signal H.4 connected to Hepscot Signal Box.

The semaphore Down Distant signal has been replaced by a 2-aspect colour light Distant signal No.H.3 and positioned 1875 yards from the new M.159 signal. (Amended Item) (45)

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## 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

Page 102 (page 62 of Supplement No.3) –

## LOCKING OF CORRIDOR AND GANGWAY DOORS

## LOCKING OF COMPARTMENT DOORS ON PASSENGER TRAINS

Delete complete instructions and substitute:–  
LOCKING OF DOORS ON PASSENGER TRAINS

1. The gangway doors at the ends of the train must be locked.
2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train except as shown below:–
  - 2.1 Brake vans or brake compartments at the extreme ends of the train must be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must not be locked but should he leave the vehicle, the door must be locked on each occasion.
  - 2.2 The gangway doors at both ends of sleeping car accommodation must be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a catering vehicle during the time the catering service operates, the doors must not be locked.
3. Where the gangway connections cannot be made, the doors on both sides must be locked.
4. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:–
  - 4.1 Where a security cage is provided in the brake vehicle it must be locked, except when loading or unloading traffic, and the corridor/gangway doors unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
  - 4.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:–
    - 4.2.1 there is a catering vehicle on the train, or
    - 4.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
    - 4.2.3 the brake vehicle is empty.
5. Exterior doors giving direct access to passenger accommodation (including sleeping cars and catering vehicles) must not be locked, except where such accommodation is defective or not available for the use of passengers.
6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

(This supersedes entry on page 4 of the ND 40D Notice and the entry on pages 12/13 of the SD 40D Notice)

(48D)

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

**ALTERATIONS TO THE RULE BOOK**

**Section B Clause 4.1**

**Delete** entry respecting Tail Lamp and **substitute :-**

Tail Lamp                      Illuminated red electric lamp or illuminated red blind.

**Section C Clause 6.1**

**Amend** item (ii) to read :-

When a train has to enter an obstructed line or section to render assistance (Block Regulation 14 and Section M, Clauses 5.1 and 5A.1.

**Section H**

**Delete** third entry of clause 3.4.4 (a) and **substitute :-**

Where a "Ready to start" indicator is provided it will be used in place of the Guard's handsignal to the Driver. Where bell communication exists between Guard and Driver, this must be used in place of the handsignal or "Ready to start" indicator.

**Delete** clause 4.3.1. (c) and re-letter sub clauses (d), (e), (f) and (g) to : (c), (d), (e) and (f) respectively.

**Amend** clause 5.2.1. to :-

5.2.1 The Guard must satisfy himself before starting the journey that the train is correctly labelled.

**Add** new clause 5.2.4

5.2.4 In the case of Parcels trains, the Guard must ensure that all couplings between the vehicles are properly connected.

**Delete** clause 5.3.3 and **substitute :-**

5.3.3 Where a "Ready to start" indicator is provided it must be used for conveying the Guard's signal to the Driver. The indicator will normally be operated by the person in charge of the platform. Where bell communication exists between Guard and Driver, this must be used in place of a handsignal or "Ready to start" indicator.

**Clause 7.4.1**

**Add** to (a) :- On double lines signalled for trains in both directions – trains travelling in the reverse direction – one red light on the side furthest away from the other Main or Fast line and one white light on the side nearest the other line.

**Add** at end of clause 13.1.3

....., using the 'Ready to start' indicator where provided.

**Section N**

**Delete** last sentence of Clause 7.2.

**Delete** Clause 10.5 – Headcodes

**Section T, Part III**

**Delete** clause 9.3 and **substitute :-**

9.3 **Appointment of a person to be in charge of the possession.**

9.3.1 The Engineer's Department concerned must appoint a man to be in charge of the possession.

9.3.2 The Person in charge of the Possession must be primarily appointed for that purpose and he must not have other responsibilities unless specifically agreed at a pre-planning meeting. Except in emergency, who this man shall be must be agreed at the pre-planning meeting. The man so appointed is referred to herein as the PERSON IN CHARGE OF THE POSSESSION, and he must wear on this left arm an armet with the words "Person I.C. Possession" shown thereon in red letters on a yellow background.

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

**ALTERATIONS TO THE RULE BOOK – continued**

**Section T. Part III – substitute – continued**

9.3.3 The name of the Person in charge must be notified to the Operating Department in sufficient time to enable the Signaller involved to be advised prior to the date of work, If in exceptional circumstances, the person appointed is unable to take up duty and a substitute has to be appointed, this alteration must be advised to the Operating Department as early as possible to enable authoritative advice to be given to the Signaller.

**Delete** second sentence of clause 11.3 and **substitute** :-

Where, however, owing to the distance involved advantage would be gained, the Engineering Supervisor may communicate the assurance to the Person in charge of the Possession that the work is complete and the line is clear but in all such cases the written certificate must be endorsed with the time of the advice and the certificate **MUST** be delivered to the Person in charge of the Possession immediately after completion of the job or, as directed by the latter, within 24 hours to the local Engineering Department Officer concerned (See specimen form on page T.26).

**Add** new clause 12.1.1 (b) :-

(b) arrange for all points on the blocked line to be placed in the correct position for the possession.

Re-letter sub-clause (b) (c) and (d) to (c) (d) and (e) respectively.

**Delete** first paragraph of clause 12.1.2 and **substitute** :-

12.1.2 When the Signaller is in a position to grant the possession he must make and sign an entry in the Train Register, as follows :-  
 (Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . has been taken possession of by (Person in charge of the Possession) at . . . . . hours  
 \* In accordance with clause 10.1.1 (a) or (b) as appropriate.

**12.2 Possession covering two or more block sections**

**Add** at end of clause :-

The Signaller must make and sign an entry in the Train Register showing details of the line(s) blocked and signals placed at Danger.

**Delete** second sentence of first paragraph of clause 12.4.1 and **substitute** :-

The Signaller must make and sign an entry in the Train Register as follows :-  
 (Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . clear and safe to run on. Possession given up by (Person in charge of the Possession) at . . . . . hours.  
 \* In accordance with clause 10.1.1 (a) or (b) as appropriate.

**Add** new clause 12.5

**12.5 Transmission of messages**

Where necessary, the Signaller must pass on to the Person in charge of the Possession information received from the person detailed to carry out protection of the line that the appropriate protection has been afforded or withdrawn, as the case may be.

Renumbering existing clauses 12.5 and 12.6 to 12.6 and 12.7 respectively.

**Section T, Part V**

**Clause 23.1.1.**

**Amend** reference to "one detonator" to : "two detonators, 2 feet apart,"

**Clauses 23.1.2., 23.1.3 and 23.1.4.**

**Amend** references to "a detonator" and "the detonator" respectively to : "the detonators,"

**Clause 23.3.1**

**Amend** reference to "a detonator" to : "two detonators, 2 feet apart",

**Clause 23.3.2.**

**Amend** references to "a detonator" to : "the detonators."

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 11 and 12 will be blocked from 110 ft. from the buffer stops between 06 00 and 18 00 hours on Sunday 12 November to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175 ft. from the buffer stops between 10 00 and 15 00 daily, Monday 13 to Friday 17 November to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS  
(NORTHERN AREA) BR.31293 DATED 7 OCTOBER, 1978

Front Cover

Delete:-

Alterations to "New Procedure for Isolation and Earthing of Overhead line equipment (where specially authorised)" Dated January, 1973 .....	Page 16 (48D)
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Pages 16 and 17

"NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT  
(WHERE SPECIALLY AUTHORISED)" DATED JANUARY, 1973

Delete heading and all entries. (48F)

MO.45/NN

York

Chief Operating Manager

3 NOVEMBER, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*



# **THIS CONCERNS YOU**

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

**But could you deal with a personal injury?**

**At work? At home? Anywhere?**

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

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

**THEY WILL BE PLEASED TO  
HELP YOU  
TO HELP OTHERS**



**NN**

**EASTERN REGION**

**46**

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

**SATURDAY 18 NOVEMBER  
TO  
FRIDAY 24 NOVEMBER 1978  
INCLUSIVE**

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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.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B**

**SATURDAY 18 TO SUNDAY 19 NOVEMBER—BETWEEN BILLINGHAM-ON-TEES AND NORTON-ON-TEES**

The points giving access to and from the Up Goods line will be secured out of use pending removal. |

**Billingham-on-Tees**

The subsidiary signal and the Junction Indicator position '1' mounted on the Up Main 3-aspect colour light signal No.14 going towards the Up Goods line will be removed.

The Disc signal applying set-back Up Goods to Up Main will be abolished.

**Norton-on-Tees**

The semaphore signal arm applying Up Goods to Up Main will be abolished. (49)

**SUNDAY 19 NOVEMBER—HEATON DEPOT**

No.7 and 9 Ground Position Light Signals with R9 Indicator will be provided with stencil type route indicators applying as follows:—

D – Down Main

L – Lavatory Flushing Apron (49)

**SUNDAY 19 NOVEMBER—WARDLEY**

The facing Main to Main crossover together with the Down Main 4-aspect colour light signal W.15 will be repositioned 60 yards further from the signal box.

The set-back Disc signal applying Up Main to N.C.B. sidings will be renewed as a miniature arm signal 135 yards further from the signal box with the arm 17' above rail level and will be sited on the cess side of the line. | (49)

**MONDAY 20 NOVEMBER – SOUTH GOSFORTH**

No.24 and 25 Ground Position Light signals (situated at either side of the Carriage Washer) will be abolished. (49)

**DETAILS OF WORK ALREADY CARRIED OUT**

**MORPETH – LONGHIRST – WIDDRINGTON**

Longhirst Signal Box has been reduced in status to a Gate Box and the control of all points and signals worked therefrom has been transferred to Morpeth Signal Box.

T.C.B. working applies between Morpeth and Widdrington Station Signal Boxes.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**MORPETH – LONGHIRST – WIDDRINGTON – continued**

**Longhirst**

The C.C.E. Down Siding and the Emergency Crossover are operated from a Ground Switch panel released from Morpeth Signal box and a telephone is provided.

**Morpeth**

The following signals have been replated and the signal-post telephones communicate with Morpeth Signal Box.

Down Old No.		New No.	Up Old No.		New No.
D.18	–	M.149	U.21	–	M.154
LT.11	–	M.151	LT.4	–	M.152
LT.10	–	M.153	LT.2	–	M.150 (Up Butterwell Opencast Bunker Line)
LT.9	–	M.155	LT.5	–	M.148

The catch points in the Up line at 19m 25chs (560 yds. before reaching M.144 signal) have become power operated from Morpeth Signal Box. (48)

**UNTIL FURTHER NOTICE : WASHINGTON–PENSHAW–PENSHAW EXCHANGE SIDINGS**

The Down and Up lines between Washington and Penshaw are under the possession of the Engineer who will clear one line as required for the passage of trains. Such trains will be handsignalled as necessary and the line will be worked in accordance with the One Train Working Regulations. A train staff is provided. The route between the line being used as a single line and Penshaw Exchange Sidings is secured by clip and scotch. When the Up line is in use as the single line Washington miniature arm bracket signal Up Main to Run-Round or set back on Up Main will apply as the Down Home signal. (46)

**BETWEEN BEAMISH & SOUTH PELAW**

The catch points in the Up line at 2m. 8chs. and 1m. 1106 yds. before reaching the Up Home signal have been repositioned at 2m. 5chs. (48)

**SOUTH GOSFORTH EAST JUNCTION**

The trailing Main to Main crossover has been secured out of use pending removal and the associated signals abolished. (48)

**BOLDON COLLIERY**

The Down Main Home signal has been renewed 2yds. further from the Signal Box with the arm at an increased height of 30 ft. above rail level.

The Up Main 4-aspect colour light signal BC.20 acting as the Distant signal has been renewed 157 yds. further from the Signal Box. (48)

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

**ALTERATIONS TO THE RULE BOOK**

**Section B Clause 4.1**

**Delete** entry respecting Tail Lamp and **substitute :-**

Tail Lamp illuminated red electric lamp or illuminated red blind.

**Section C Clause 6.1**

**Amend** item (ii) to read :-

When a train has to enter an obstructed line or section to render assistance (Block Regulation 14 and Section M, Clauses 5.1 and 5A.1.

**Section H**

**Delete** third entry of clause 3.4.4 (a) and **substitute :-**

Where a "Ready to start" indicator is provided it will be used in place of the Guard's handsignal to the Driver. Where bell communication exists between Guard and Driver, this must be used in place of the handsignal or "Ready to start" indicator.

**Delete** clause 4.3.1. (c) and re-letter sub clauses (d), (e), (f) and (g) to : (c), (d), (e) and (f) respectively.

**Amend** clause 5.2.1. to :-

5.2.1 The Guard must satisfy himself before starting the journey that the train is correctly labelled.

**Add** new clause 5.2.4

5.2.4 In the case of Parcels trains, the Guard must ensure that all couplings between the vehicles are properly connected.

**Delete** clause 5.3.3 and **substitute :-**

5.3.3 Where a "Ready to start" indicator is provided it must be used for conveying the Guard's signal to the Driver. The indicator will normally be operated by the person in charge of the platform. Where bell communication exists between Guard and Driver, this must be used in place of a handsignal or "Ready to start" indicator.

**Clause 7.4.1**

**Add** to (a) :- On double lines signalled for trains in both directions – trains travelling in the reverse direction – one red light on the side furthest away from the other Main or Fast line and one white light on the side nearest the other line.

**Add** at end of clause 13.1.3

....., using the 'Ready to start' indicator where provided.

**Section N**

**Delete** last sentence of Clause 7.2.

**Delete** Clause 10.5 – Headcodes

**Section T, Part III**

**Delete** clause 9.3 and **substitute :-**

9.3 **Appointment of a person to be in charge of the possession.**

9.3.1 The Engineer's Department concerned must appoint a man to be in charge of the possession.

9.3.2 The Person in charge of the Possession must be primarily appointed for that purpose and he must not have other responsibilities unless specifically agreed at a pre-planning meeting. Except in emergency, who this man shall be must be agreed at the pre-planning meeting. The man so appointed is referred to herein as the PERSON IN CHARGE OF THE POSSESSION, and he must wear on this left arm an armet with the words "Person I.C. Possession" shown thereon in red letters on a yellow background.

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

**ALTERATIONS TO THE RULE BOOK – continued**

**Section T. Part III – substitute – continued**

9.3.3 The name of the Person in charge must be notified to the Operating Department in sufficient time to enable the Signaller involved to be advised prior to the date of work. If in exceptional circumstances, the person appointed is unable to take up duty and a substitute has to be appointed, this alteration must be advised to the Operating Department as early as possible to enable authoritative advice to be given to the Signaller.

**Delete** second sentence of clause 11.3 and **substitute** :-

Where, however, owing to the distance involved advantage would be gained, the Engineering Supervisor may communicate the assurance to the Person in charge of the Possession that the work is complete and the line is clear but in all such cases the written certificate must be endorsed with the time of the advice and the certificate **MUST** be delivered to the Person in charge of the Possession immediately after completion of the job or, as directed by the latter, within 24 hours to the local Engineering Department Officer concerned (See specimen form on page T.26).

**Add** new clause 12.1.1 (b) :-

(b) arrange for all points on the blocked line to be placed in the correct position for the possession.

Re-letter sub-clause (b) (c) and (d) to (c) (d) and (e) respectively.

**Delete** first paragraph of clause 12.1.2 and **substitute** :-

12.1.2 When the Signaller is in a position to grant the possession he must make and sign an entry in the Train Register, as follows :-  
 (Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . has been taken possession of by (Person in charge of the Possession) at . . . . . hours  
 \* In accordance with clause 10.1.1 (a) or (b) as appropriate.

**12.2 Possession covering two or more block sections**

**Add** at end of clause :-

The Signaller must make and sign an entry in the Train Register showing details of the line(s) blocked and signals placed at Danger.

**Delete** second sentence of first paragraph of clause 12.4.1 and **substitute** :-

The Signaller must make and sign an entry in the Train Register as follows :-  
 (Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . clear and safe to run on. Possession given up by (Person in charge of the Possession) at . . . . . hours.  
 \* In accordance with clause 10.1.1 (a) or (b) as appropriate.

**Add** new clause 12.5

**12.5 Transmission of messages**

Where necessary, the Signaller must pass on to the Person in charge of the Possession information received from the person detailed to carry out protection of the line that the appropriate protection has been afforded or withdrawn, as the case may be.

Renumbering existing clauses 12.5 and 12.6 to 12.6 and 12.7 respectively.

**Section T, Part V**

**Clause 23.1.1.**

Amend reference to "one detonator" to : "two detonators, 2 feet apart,"

**Clauses 23.1.2., 23.1.3 and 23.1.4.**

Amend references to "a detonator" and "the detonator" respectively to : "the detonators,"

**Clause 23.3.1**

Amend reference to "a detonator" to : "two detonators, 2 feet apart",

**Clause 23.3.2.**

Amend references to "a detonator" to : "the detonators."

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175 ft. from the buffer stops between 10 00 and 15 00 daily, Monday 20 to Friday 24 November to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS  
(NORTHERN AREA) BR.31293 DATED 7 OCTOBER, 1978

Front Cover		
Delete:-		Page
Alterations to "New Procedure for Isolation and Earthing of Overhead line equipment (where specially authorised)" Dated January, 1973 .....		16 (48D)

Pages 16 and 17  
"NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT  
(WHERE SPECIALLY AUTHORISED)" DATED JANUARY, 1973

Delete heading and all entries. (48D)

MO.45/NN

York

Chief Operating Manager

10 NOVEMBER, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*

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





**British Rail**

**NN**

**EASTERN REGION**

**47**

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

**SATURDAY 25 NOVEMBER**

**TO**

**FRIDAY 1 DECEMBER 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.

---

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 26 NOVEMBER—WARDLEY**

The facing Main to Main crossover together with the Down Main 4-aspect colour light signal W.15 will be repositioned 60 yards further from the signal box.

The set-back Disc signal applying Up Main to N.C.B. sidings will be renewed as a miniature arm signal 135 yards further from the signal box with the arm 17' above rail level and will be sited on the cess side of the line. (50)

**DETAILS OF WORK ALREADY CARRIED OUT****BENTON TO CALLERTON**

Temporary level crossings have been provided at 1m. 57chs. and 2m. 10chs. for contractors access. (New Item) (50)

**CLIFF HOUSE : SEATON CAREW**

The trailing Main to Main crossover; the facing connection Down Main to Down Goods and the associated slip connection to Down Siding have been secured out of use in the normal position pending removal and the associated signalling abolished.

The Down Goods Loop has been severed at the Stockton end with access to the signal box end only and has been renamed Down Siding. The former Down Goods Loop First Home signal and the 'Limit of Shunt' indicator have been abolished, and the Second Home Signal has become the Siding Outlet Signal. (New item) (50)

**SEABANKS**

The exit signal controlling movements from the Refuge Sidings to the Up Dock Line has been provided as a disc signal situated between the 2 Refuge Sidings.

The signals applying from the Colliery Yard Line to Sidings or Down Main have been provided as miniature arm signals situated on the left hand side of the line.

The disc signal applying from the Sidings to the Colliery Yard line has been repositioned 30 yards nearer the Signal Box.

The notice board worded 'STOP, EXAMINE POINTS' previously shown to be provided in the Colliery Yard has not been provided. (New item) (50)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**HEATON DEPOT**

No.7 and 9 Ground Position Light Signals with R9 Indicator have been provided with stencil type route indicators applying as follows:-

D – Down Main

L – Lavatory Flushing Apron

(49)

**MORPETH – LONGHIRST – WIDDRINGTON**

Longhirst Signal Box has been reduced in status to a Gate Box and the control of all points and signals worked therefrom has been transferred to Morpeth Signal Box.

T.C.B. working applies between Morpeth and Widdrington Station Signal Boxes.

**Longhirst**

The C.C.E. Down Siding and the Emergency Crossover are operated from a Ground Switch panel released from Morpeth Signal box and a telephone is provided.

**Morpeth**

The following signals have been replated and the signal-post telephones communicate with Morpeth Signal Box.

Down Old No.		New No.	Up Old No.		New No.
D.18	–	M.149	U.21	–	M.154
LT.11	–	M.151	LT.4	–	M.152
LT.10	–	M.153	LT.2	–	M.150 (Up Butterwell Opencast Bunker Line)
LT.9	–	M.155	LT.5	–	M.148

The catch points in the Up line at 19m 25chs (560 yds. before reaching M.144 signal) have become power operated from Morpeth Signal Box.

(48)

**UNTIL FURTHER NOTICE : WASHINGTON–PENSHAW–PENSHAW EXCHANGE SIDINGS**

The Down and Up lines between Washington and Penshaw are under the possession of the Engineer who will clear one line as required for the passage of trains. Such trains will be handsignalled as necessary and the line will be worked in accordance with the One Train Working Regulations. A train staff is provided. The route between the line being used as a single line and Penshaw Exchange Sidings is secured by clip and scotch. When the Up line is in use as the single line Washington miniature arm bracket signal Up Main to Run-Round or set back on Up Main will apply as the Down Home signal.

**BETWEEN BEAMISH & SOUTH PELAW**

The catch points in the Up line at 2m. 8chs. and 1m. 1106 yds. before reaching the Up Home signal have been repositioned at 2m. 5chs.

(48)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****SOUTH GOSFORTH**

No.24 and 25 Ground Position Light signals (situated at either side of the Carriage Washer) have been abolished. (49)

**BETWEEN BILLINGHAM-ON-TEES AND NORTON-ON-TEES**

The points giving access to and from the Up Goods line have been secured out of use pending removal.

**Billingham-on-Tees**

The subsidiary signal and the Junction Indicator position '1' mounted on the Up Main 3-aspect colour light signal No.14 going towards the Up Goods line have been removed.

The Disc signal applying set-back Up Goods to Up Main has been abolished.

**Norton-on-Tees**

The semaphore signal arm applying Up Goods to Up Main has been abolished. (49)

**SOUTH GOSFORTH EAST JUNCTION**

The trailing Main to Main crossover has been secured out of use pending removal and the associated signals abolished. (48)

**BOLDON COLLIERY**

The Down Main Home signal has been renewed 2yds. further from the Signal Box with the arm at an increased height of 30 ft. above rail level.

The Up Main 4-aspect colour light signal BC.20 acting as the Distant signal has been renewed 157 yds. further from the Signal Box. (48)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## GENERAL APPENDIX

Page 102 (page 62 of Supplement No.3) –

## LOCKING OF CORRIDOR AND GANGWAY DOORS

## LOCKING OF COMPARTMENT DOORS ON PASSENGER TRAINS

Delete complete instructions and substitute:–

## LOCKING OF DOORS ON PASSENGER TRAINS

1. The gangway doors at the ends of the train must be locked.
2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train except as shown below:–
  - 2.1 Brake vans or brake compartments at the extreme ends of the train must be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must not be locked but should he leave the vehicle, the door must be locked on each occasion.
  - 2.2 The gangway doors at both ends of sleeping car accommodation must be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a catering vehicle during the time the catering service operates, the doors must not be locked.
3. Where the gangway connections cannot be made, the doors on both sides must be locked.
4. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:–
  - 4.1 Where a security cage is provided in the brake vehicle it must be locked, except when loading or unloading traffic, and the corridor/gangway doors unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
  - 4.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:–
    - 4.2.1 there is a catering vehicle on the train, or
    - 4.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or
    - 4.2.3 the brake vehicle is empty.
5. Exterior doors giving direct access to passenger accommodation (including sleeping cars and catering vehicles) must not be locked, except where such accommodation is defective or not available for the use of passengers.
6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

*(This supersedes entry on page 4 of the ND 40D Notice and the entry on pages 12/13 of the SD 40D Notice)*

(48D)

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

**ALTERATIONS TO THE RULE BOOK**

**Section B Clause 4.1**

**Delete** entry respecting Tail Lamp and **substitute** :-

Tail Lamp                      Illuminated red electric lamp or illuminated red blind.

**Section C Clause 6.1**

**Amend** item (ii) to read :-

When a train has to enter an obstructed line or section to render assistance (Block Regulation 14 and Section M, Clauses 5.1 and 5A.1.

**Section H**

**Delete** third entry of clause 3.4.4 (a) and **substitute** :-

Where a "Ready to start" indicator is provided it will be used in place of the Guard's handsignal to the Driver. Where bell communication exists between Guard and Driver, this must be used in place of the handsignal or "Ready to start" indicator.

**Delete** clause 4.3.1. (c) and re-letter sub clauses (d), (e), (f) and (g) to : (c), (d), (e) and (f) respectively.

**Amend** clause 5.2.1. to :-

5.2.1 The Guard must satisfy himself before starting the journey that the train is correctly labelled.

**Add** new clause 5.2.4

5.2.4 In the case of Parcels trains, the Guard must ensure that all couplings between the vehicles are properly connected.

**Delete** clause 5.3.3 and **substitute** :-

5.3.3 Where a "Ready to start" indicator is provided it must be used for conveying the Guard's signal to the Driver. The indicator will normally be operated by the person in charge of the platform. Where bell communication exists between Guard and Driver, this must be used in place of a handsignal or "Ready to start" indicator.

**Clause 7.4.1**

**Add** to (a) :- On double lines signalled for trains in both directions – trains travelling in the reverse direction – one red light on the side furthest away from the other Main or Fast line and one white light on the side nearest the other line.

**Add** at end of clause 13.1.3

....., using the 'Ready to start' indicator where provided.

**Section N**

**Delete** last sentence of Clause 7.2.

**Delete** Clause 10.5 – Headcodes

**Section T, Part III**

**Delete** clause 9.3 and **substitute** :-

9.3 **Appointment of a person to be in charge of the possession.**

9.3.1 The Engineer's Department concerned must appoint a man to be in charge of the possession.

9.3.2 The Person in charge of the Possession must be primarily appointed for that purpose and he must not have other responsibilities unless specifically agreed at a pre-planning meeting. Except in emergency, who this man shall be must be agreed at the pre-planning meeting. The man so appointed is referred to herein as the PERSON IN CHARGE OF THE POSSESSION, and he must wear on this left arm an armet with the words "Person I.C. Possession" shown thereon in red letters on a yellow background.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO THE RULE BOOK – continued

Section T. Part III – substitute – continued

9.3.3 The name of the Person in charge must be notified to the Operating Department in sufficient time to enable the Signaller involved to be advised prior to the date of work, If in exceptional circumstances, the person appointed is unable to take up duty and a substitute has to be appointed, this alteration must be advised to the Operating Department as early as possible to enable authoritative advice to be given to the Signaller.

Delete second sentence of clause 11.3 and substitute :-

Where, however, owing to the distance involved advantage would be gained, the Engineering Supervisor may communicate the assurance to the Person in charge of the Possession that the work is complete and the line is clear but in all such cases the written certificate must be endorsed with the time of the advice and the certificate MUST be delivered to the Person in charge of the Possession immediately after completion of the job or, as directed by the latter, within 24 hours to the local Engineering Department Officer concerned (See specimen form on page T.26).

Add new clause 12.1.1 (b) :-

(b) arrange for all points on the blocked line to be placed in the correct position for the possession.

Re-letter sub-clause (b) (c) and (d) to (c) (d) and (e) respectively.

Delete first paragraph of clause 12.1.2 and substitute :-

12.1.2 When the Signaller is in a position to grant the possession he must make and sign an entry in the Train Register, as follows :-  
(Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . has been taken possession of by (Person in charge of the Possession) at . . . . . hours  
\* In accordance with clause 10.1.1 (a) or (b) as appropriate.

12.2 Possession covering two or more block sections

Add at end of clause :-

The Signaller must make and sign an entry in the Train Register showing details of the line(s) blocked and signals placed at Danger.

Delete second sentence of first paragraph of clause 12.4.1 and substitute :-

The Signaller must make and sign an entry in the Train Register as follows :-  
(Down) (Up) . . . . . line from detonators placed at \* . . . . . to detonators placed at \* . . . . . clear and safe to run on. Possession given up by (Person in charge of the Possession) at . . . . . hours.  
\* In accordance with clause 10.1.1 (a) or (b) as appropriate.

Add new clause 12.5  
12.5 Transmission of messages

Where necessary, the Signaller must pass on to the Person in charge of the Possession information received from the person detailed to carry out protection of the line that the appropriate protection has been afforded or withdrawn, as the case may be.

Renumbering existing clauses 12.5 and 12.6 to 12.6 and 12.7 respectively.

Section T, Part V

Clause 23.1.1.

Amend reference to "one detonator" to : "two detonators, 2 feet apart,"

Clauses 23.1.2., 23.1.3 and 23.1.4.

Amend references to "a detonator" and "the detonator" respectively to : "the detonators,"

Clause 23.3.1

Amend reference to "a detonator" to : "two detonators, 2 feet apart",

Clause 23.3.2.

Amend references to "a detonator" to : "the detonators."

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 13 and 14 will be blocked for 110ft. from the Buffer Stops between 06 00 and 18 00 Saturday 25 and Sunday 26 November, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the buffer stops between 10 00 and 15 00 daily, Monday 27 November to Friday 1 December to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS  
(NORTHERN AREA) BR.31293 DATED 7 OCTOBER, 1978

Front Cover

Delete:-

Alterations to "New Procedure for Isolation and Earthing of Overhead line equipment  
(where specially authorised)" Dated January, 1973 .....

Page

16  
(48D)

Pages 16 and 17

"NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT  
(WHERE SPECIALLY AUTHORISED)" DATED JANUARY, 1973

Delete heading and all entries.

(48D)

MO.45/NN

York

Chief Operating Manager

17 NOVEMBER, 1978

*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 2 DECEMBER  
TO  
FRIDAY 8 DECEMBER 1978  
INCLUSIVE**

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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.

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SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B**

**SUNDAY 3 DECEMBER – YORK (SOUTH END)**

Up Leeds Main line Ground Position Light signal 18 applying towards Down Holgate Loop line signal 22 will also apply towards Down Leeds Main Y.32 signal. (51)

**SUNDAY 3 DECEMBER – HORDEN**

Colliery Siding No.1 together with the associated disc shunting signals will be abolished.

The Shunt Spur will be abolished but the points leading thereto will be retained as trap points.

Colliery Siding No.2 will be re-named "Colliery Siding".

The Double disc signal applying Colliery Siding (formerly Colliery Siding No.2) to Up Main or to Shunt Spur will be replaced by a single disc signal 58 yards further from the Signal Box and will apply Colliery Siding to Up Main only.

Up Main set-back disc signal with stencil type route indicator will apply towards Colliery Siding – indication "C" (formerly indication "2") or to Down Main with indication "M" and the indication "1" will be abolished.

**SUNDAY 3 to MONDAY 4 DECEMBER – OUSTON JUNCTION AND SOUTH PELAW**

The catch points in the Up Main line situated 460 yards before reaching SP.13 signal will be repositioned 619 yards before reaching SP.13 signal. (51)

**WEDNESDAY 6 DECEMBER – SOUTH PELAW MINERAL SIDINGS**

The Sidings will each be shortened by 50 yards and the buffer stops repositioned accordingly. (51)

**DETAILS OF WORK ALREADY CARRIED OUT**

**ALNMOUTH**

The emergency power operated facing crossover is now operative. (New Item) (51)

**WHITEHOUSE**

The trailing connection leading from Down Goods to Whitehouse Sidings together with the associated Down Goods disc shunting signal will be abolished.

The trailing connection leading from Down Goods to North Sidings together with the associated disc shunting signals will be abolished. (New Item) (51)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**HEATON DEPOT**

No.7 and 9 Ground Position Light Signals with R9 Indicator have been provided with stencil type route indicators applying as follows:-

D – Down Main

L – Lavatory Flushing Apron

(49)

**\*\* MORPETH – LONGHIRST – WIDDRINGTON**

Longhirst Signal Box has been reduced in status to a Gate Box and the control of all points and signals worked therefrom has been transferred to Morpeth Signal Box.

T.C.B. working applies between Morpeth and Widdrington Station Signal Boxes.

**Longhirst**

The C.C.E. Down Siding and the Emergency Crossover are operated from a Ground Switch panel released from Morpeth Signal box and a telephone is provided.

**Morpeth**

The following signals have been replated and the signal-post telephones communicate with Morpeth Signal Box.

Down Old No.		New No.	Up Old No.		New No.
D.18	—	M.149	U.21	—	M.154
LT.11	—	M.151	LT.4	—	M.152
LT.10	—	M.153	LT.2	—	M.150 (Up Butterwell Opencast Bunker Line)
LT.9	—	M.155	LT.5	—	M.148

The catch points in the Up line at 19m 25chs (560 yds. before reaching M.144 signal) have become power operated from Morpeth Signal Box.

(48)

**UNTIL FURTHER NOTICE : WASHINGTON-PENSHAW-PENSHAW EXCHANGE SIDINGS**

The Down and Up lines between Washington and Penshaw are under the possession of the Engineer who will clear one line as required for the passage of trains. Such trains will be handsignalled as necessary and the line will be worked in accordance with the One Train Working Regulations. A train staff is provided. The route between the line being used as a single line and Penshaw Exchange Sidings is secured by clip and scotch. When the Up line is in use as the single line Washington miniature arm bracket signal Up Main to Run-Round or set back on Up Main will apply as the Down Home signal.

**WARDLEY**

The facing Main to Main crossover together with the Down Main 4-aspect colour light signal W.15 has been repositioned 60 yards further from the signal box.

The set-back Disc signal applying Up Main to N.C.B. sidings has been renewed as a miniature arm signal 135 yards further from the signal box with the arm 17' above rail level and is sited on the cess side of the line.

(50)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* BETWEEN BEAMISH & SOUTH PELAW**

The catch points in the Up line at 2m. 8chs. and 1m. 1106 yds. before reaching the Up Home signal have been repositioned at 2m. 5chs. (48)

**BENTON TO CALLERTON**

Temporary level crossings have been provided at 1m. 57chs. and 2m. 10chs. for contractors access. (50)

**\*\* SOUTH GOSFORTH EAST JUNCTION**

The trailing Main to Main crossover has been secured out of use pending removal and the associated signals abolished. (48)

**SOUTH GOSFORTH**

No.24 and 25 Ground Position Light signals (situated at either side of the Carriage Washer) have been abolished. (49)

**BETWEEN BILLINGHAM-ON-TEES AND NORTON-ON-TEES**

The points giving access to and from the Up Goods line have been secured out of use pending removal.

**Billingham-on-Tees**

The subsidiary signal and the Junction Indicator position '1' mounted on the Up Main 3-aspect colour light signal No.14 going towards the Up Goods line have been removed.

The Disc signal applying set-back Up Goods to Up Main has been abolished.

**Norton-on-Tees**

The semaphore signal arm applying Up Goods to Up Main has been abolished. (49)

**CLIFF HOUSE : SEATON CAREW**

The trailing Main to Main crossover; the facing connection Down Main to Down Goods and the associated slip connection to Down Siding have been secured out of use in the normal position pending removal and the associated signalling abolished.

The Down Goods Loop has been severed at the Stockton end with access to the signal box end only and has been renamed Down Siding. The former Down Goods Loop First Home signal and the 'Limit of Shunt' indicator have been abolished, and the Second Home Signal has become the Siding Outlet Signal. (50)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**\*\* BOLDON COLLIERY**

The Down Main Home signal has been renewed 2yds. further from the Signal Box with the arm at an increased height of 30 ft. above rail level.

The Up Main 4-aspect colour light signal BC.20 acting as the Distant signal has been renewed 157 yds. further from the Signal Box. (48)

**SEABANKS**

The exit signal controlling movements from the Refuge Sidings to the Up Dock Line has been provided as a disc signal situated between the 2 Refuge Sidings.

The signals applying from the Colliery Yard Line to Sidings or Down Main have been provided as miniature arm signals situated on the left hand side of the line.

The disc signal applying from the Sidings to the Colliery Yard line has been repositioned 30 yards nearer the Signal Box.

The notice board worded 'STOP, EXAMINE POINTS' previously shown to be provided in the Colliery Yard has not been provided. (50)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS NOTICES

## ★ NEWCASTLE

Platforms 13 and 14 will be blocked for 110 ft. from the Buffer Stops between 06 00 and 18 00 Saturday 2 and Sunday 3 December, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

## ★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175 ft. from the buffer stops between 10 00 and 15 00 daily, Monday 4 to Friday 8 December, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

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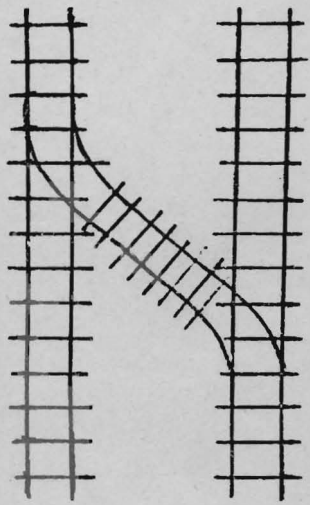
York

MO.45/NN

G.T. Dodds  
Chief Operating Manager

24 NOVEMBER, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*



**HAZARD.**

**CROSSOVERS CAN MEAN  
UNUSUAL MOVEMENTS**

**WATCH  
YOUR  
BACK**



**NN**

EASTERN REGION

**49**

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

**SATURDAY 9 DECEMBER**

TO

**FRIDAY 15 DECEMBER 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.

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**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 to MONDAY 4 DECEMBER – OUSTON JUNCTION AND SOUTH PELAW**

The catch points in the Up Main line etc.  
**THIS WORK HAS NOT BEEN CARRIED OUT.**

**SATURDAY 9 to SUNDAY 10 DECEMBER – HORDEN**

The connection Colliery Siding to Screens will be renewed 44 yards nearer the Signal Box. The bracket signal applying to the Colliery Siding will be replaced as a straight post signal carrying 3 miniature arms with the top arm at the reduced height of 17 feet. The signal will be positioned on the left of the Colliery Siding 44 yards nearer the Signal Box. (52)

**SATURDAY 9 to FRIDAY 15 DECEMBER – PENSRAW NORTH AND WASHINGTON****Penshaw North – Washington**

The line will be singled using the former Down Line at 14m. 74chs.

The former Up Line will be abandoned.

The section Penshaw North – Washington will be worked by Direction Lever in accordance with the T.C.B. (Single line) regulations.

**Penshaw North**

The Mains Crossover will be abandoned.

The Arrival Line between the former Up Main and the crossover between the arrival and departure lines will be abandoned.

The signals applying set-back on former Down Main will be abolished.

The disc signal applying Up Main to Down Main will be abolished.

The Down Main signals will be abolished.

The Up Main Home will be abolished.

A new semaphore Down Home will be provided 772 yards south of the S.B. in the Down Cess at a height of 16'. A telephone will be provided.

A new straight post Down Distant signal will be provided in the Down Cess at a height of 14'. It will be positioned 1250 yards before reaching the new Down Home.

The former Up Distant will apply to the new single line.

The former Up Starting Signals will apply to the new single line and will be renamed Up Homes. A diamond sign will be provided.

The disc signal applying departure line to Down Main will be replaced by two side-by-side signals. The left hand signal will apply departure line to single line, the right hand signal to the shunt neck up to a new disc signal acting as a shunt limit mounted to the left of the shunt neck 66 yards from the S.B.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**SATURDAY 9 to FRIDAY 15 DECEMBER – PENSHAW NORTH AND WASHINGTON – continued**

**Washington**

The Goods Yard, Down Goods Loop, both main travelling crossovers, the connection Down Branch to Down Main and the connection between Chemical Siding No.1 and the Up Branch will be abandoned. The Up Branch end of the branch crossover will be clamped reverse. The catch points between chemical Siding No.1 and the Up Main will be abandoned, the former Up Main end of the slip connection for Chemical Siding No.1 will be clamped reverse and the former Up Main will be buffer stopped adjacent to the former miniature arm bracket set back signal which will be abolished. The stub of the Up Main will act as a run-round shunt neck.

Signals and routes associated with the above connections will be abolished.

Chemical Sidings No.1 and 2 will be renamed Run-Round and reversing line respectively.

The Down Main Distant will apply to the new single line.

The Down Main First Homes will be renamed Down Homes and will be fitted with a diamond sign.

The Down Main Second Home will be abolished.

All Up Main signals will be abolished.

A new semaphore Up Home will be provided 16 ft. above rail level it will be 200 yards further from the box than the former First Home and a telephone will be provided.

A new Up Distant will be provided beneath Usworth Up Starter and will be 1695 yards to the new Up Home. (52)

**SUNDAY 10 DECEMBER – GOSWICK**

The Level Crossing gates will be replaced by lifting barriers controlled from the Signal Box. (52)

**SUNDAY 10 DECEMBER – GRANGETOWN AND LACKENBY**

**Lackenby Signal Box** – A new electrically operated barrier crossing to be known as "SLAG ROAD LEVEL CROSSING" will be brought into use. Telephone communication with Lackenby Signal Box will be provided.

**Grangetown Signal Box** – (Down and Up Beam Mill Lines)

A new 2-aspect colour light bracket signal G123/BSC1 (Down Beam Mill to Lackenby No.2 Grid) will be provided 55 yards from the level crossing on the left hand side of the Ore Line. A Signal Post Telephone to Grangetown Signal Box will be provided.

Signal G122 (Up Beam Mill to Single Line) will be renumbered G122/BSC2 and resited 150 yards further from the Signal Box.

**Lackenby No.2 Grid Ground Frame** and associated points, signals and telephone will be repositioned 130 yards further from the Signal Box.

**Lackenby No.3 Grid Ground Frame**

No.11, 2-aspect colour light bracket signal will be renewed on a straight post at a reduced height, 130 yards nearer Lackenby No.3 Grid Ground Frame and positioned between the Ore Line and the Down Beam Mill Line. (52)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 10 to MONDAY 11 DECEMBER – BETWEEN BILLINGHAM-ON-TEES AND NORTON-ON-TEES

The Down Goods line will be shortened by 950 yards at the Billingham end and will become a Down Goods Loop controlled by Norton-on-Tees signal box.

**Norton-on-Tees**

A new facing main to main crossover and a new trailing connection Down Main to Down Goods Loop situated approximately 850 yards from the signal box will be brought into use.

The Down Goods Loop (former Down Goods line) miniature semaphore shunting signal applying Down Goods Loop to Down Main will be renewed as a straight post signal 65 yards nearer the signal box with the arm at a reduced height of 12 feet above rail level.

The Down Goods Loop distant signal will be abolished and a new Down Goods Loop semaphore starting signal to Down Main line will be provided, with the Down Main Distant signal (from Down Goods Loop) mounted below, on the site of the former Down Goods Loop Distant signal. The arms will be 18 feet and 12 feet above rail level respectively. A signal-post telephone will be provided.

The Down Main Starting signal (with Billingham-on-Tees Down Main Distant signal below) will be provided with a signal-post telephone connected to Norton-on-Tees signal box.

A new 3-aspect Up Main First Home Colour Light signal plated 8 (with a subsidiary signal mounted below) will be provided 903 yards Billingham side of the signal box. The subsidiary signal will apply Up Main to Down Goods Loop. A signal post telephone will be provided.

**Billingham-on-Tees**

The trailing connections from the Down Goods line to Down Sidings and Down Main to Down Goods line will be secured out of use, pending removal.

The following signals will be abolished:—  
Up Main 3-aspect Colour Light signal No.14.

Down Goods semaphore Starting signal to Down Main.

Disc signal with route indicator applying Goods Siding to Goods Yard or Down Main.

Disc signal applying Goods Yard to Goods Siding.

Disc signal with route indicator applying set-back Down Main line to Down Goods line or Down Sidings.  
(52)

DETAILS OF WORK ALREADY CARRIED OUT

YORK SOUTH END

Up Leeds Main line Ground Position Light signal 18 applying towards Down Holgate Loop line signal 22 also applies towards Down Leeds Main Y.32 signal.  
(51)

\*\* HEATON DEPOT

No.7 and 9 Ground Position Light Signals with R9 Indicator have been provided with stencil type route indicators applying as follows:—

D – Down Main

L – Lavatory Flushing Apron

(49)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**ALNMOUTH**

The emergency power operated facing crossover is now operative. (51)

**UNTIL FURTHER NOTICE : WASHINGTON–PENSHAW–PENSHAW EXCHANGE SIDINGS**

The Down and Up lines between Washington and Penshaw are under the possession of the Engineer who will clear one line as required for the passage of trains. Such trains will be handsignalled as necessary and the line will be worked in accordance with the One Train Working Regulations. A train staff is provided. The route between the line being used as a single line and Penshaw Exchange Sidings is secured by clip and scotch. When the Up line is in use as the single line Washington miniature arm bracket signal Up Main to Run-Round or set back on Up Main will apply as the Down Home signal.

**BENTON TO CALLERTON**

Temporary level crossings have been provided at 1m. 57chs. and 2m. 10chs. for contractors access. (50)

**\*\*SOUTH GOSFORTH**

No.24 and 25 Ground Position Light signals (situated at either side of the Carriage Washer) have been abolished. (49)

**\*\*BETWEEN BILLINGHAM-ON-TEES AND NORTON-ON-TEES**

The points giving access to and from the Up Goods line have been secured out of use pending removal.

**Billingham-on-Tees**

The subsidiary signal and the Junction Indicator position '1' mounted on the Up Main 3-aspect colour light signal No.14 going towards the Up Goods line have been removed.

The Disc signal applying set-back Up Goods to Up Main has been abolished.

**Norton-on-Tees**

The semaphore signal arm applying Up Goods to Up Main has been abolished. (49)

**CLIFF HOUSE : SEATON CAREW**

The trailing Main to Main crossover; the facing connection Down Main to Down Goods and the associated slip connection to Down Siding have been secured out of use in the normal position pending removal and the associated signalling abolished.

The Down Goods Loop has been severed at the Stockton end with access to the signal box end only and has been renamed Down Siding. The former Down Goods Loop First Home signal and the 'Limit of Shunt' indicator have been abolished, and the Second Home Signal has become the Siding Outlet Signal. (50)

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

Colliery Siding No.1 together with the associated disc shunting signals has been abolished.

The Shunt Spur has been abolished but the points leading thereto have been retained as trap points.

Colliery Siding No.2 has been re-named "Colliery Siding".

The Double disc signal applying Colliery Siding (formerly Colliery Siding No.2) to Up Main or to Shunt Spur has been replaced by a single disc signal 58 yards further from the Signal Box and applies Colliery Siding to Up Main only.

Up Main set-back disc signal with stencil type route indicator applies towards Colliery Siding – indication "C" (formerly indication "2") or to Down Main with indication "M" and the indication "1" have been abolished.

**SOUTH PELAW MINERAL SIDINGS**

The Sidings have each been shortened by 50 yards and the buffer stops repositioned accordingly. (51)

**WARDLEY**

The facing Main to Main crossover together with the Down Main 4-aspect colour light signal W.15 has been repositioned 60 yards further from the signal box.

The set-back Disc signal applying Up Main to N.C.B. sidings has been renewed as a miniature arm signal 135 yards further from the signal box with the arm 17' above rail level and is sited on the cess side of the line. (50)

**WHITEHOUSE**

The trailing connection leading from Down Goods to Whitehouse Sidings together with the associated Down Goods disc shunting signal will be abolished.

The trailing connection leading from Down Goods to North Sidings together with the associated disc shunting signals will be abolished. (51)

**SEABANKS**

The exit signal controlling movements from the Refuge Sidings to the Up Dock Line has been provided as a disc signal situated between the 2 Refuge Sidings.

The signals applying from the Colliery Yard Line to Sidings or Down Main have been provided as miniature arm signals situated on the left hand side of the line.

The disc signal applying from the Sidings to the Colliery Yard line has been repositioned 30 yards nearer the Signal Box.

The notice board worded 'STOP, EXAMINE POINTS' previously shown to be provided in the Colliery Yard has not been provided. (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.

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/  
RAPID LOADING COLLIERIES B.R.30059/5**

★ **Pages 43/44 – Thorpe Marsh Power Station**

New pages issued under separate cover. Staff concerned must advise their Supervisors of a copy is not received. (5D)

**MISCELLANEOUS NOTICES**

★ **CRAMLINGTON – PLATFORM WORK**

Drivers of stopping trains must stop their trains at the marker boards provided. (52)

★ **NEWCASTLE**

Platforms 13 and 14 will be blocked for 110 ft. from the Buffer Stops between 06 00 and 18 00 Saturday 9 and Sunday 10 December, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

★ **NEWCASTLE**

Platforms 6 and 7 will be blocked for 175 ft. from the Buffer Stops between 10 00 and 15 00 daily. Monday 11 to Friday 15 December, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

MO.45/NN

G.T. Dodds  
Chief Operating Manager

York

1 DECEMBER, 1978

*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 16 DECEMBER**

**TO**

**FRIDAY 22 DECEMBER 1978**

**INCLUSIVE**

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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.

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**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 16 DECEMBER – OUSTON JN. & SOUTH PELAW**

The Up Main First Home 3-aspect colour light signal SP.13 will be renewed 135 yds. further from the signal box. The Junction Indicator will be abolished and a left-hand offset subsidiary will be provided which will apply towards the Sidings.

The catch points in the Up Main line will also be repositioned to a point 484 yards before reaching SP.13 signal. (1)

**SUNDAY 17 DECEMBER – DRINGHOUSES UP SIDINGS**

Nos.1 and 2 Hump Sidings will be disconnected at the North end. New connections (worked by hand levers) will be provided into the North end Reception Sidings to form two additional reception lines. The sidings will be re-named No.5 and No.6 Reception lines and each will be provided with a notice board at each end worded:-

“STOP FOR ORDERS”

at the South end and:-

“STOP – Telephone for instructions”

at the North end.

The present notice board at the North end of the Up Reception line No.4 will be moved 55 yards further South. (1)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK SOUTH END**

Up Leeds Main line Ground Position Light signal 18 applying towards Down Holgate Loop line signal 22 also applies towards Down Leeds Main Y.32 signal. (51)

**ALNMOUTH**

The emergency power operated facing crossover is now operative. (51)

**GOSWICK**

The Level Crossing gates have been replaced by lifting barriers controlled from the Signal Box. (52)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**UNTIL FURTHER NOTICE : WASHINGTON-PENSHAW-PENSHAW EXCHANGE SIDINGS**

The Down and Up lines between Washington and Peshaw are under the possession of the Engineer who will clear one line as required for the passage of trains. Such trains will be handsignalled as necessary and the line will be worked in accordance with the One Train Working Regulations. A train staff is provided. The route between the line being used as a single line and Peshaw Exchange Sidings is secured by clip and scotch. When the Up line is in use as the single line Washington miniature arm bracket signal Up Main to Run-Round or set back on Up Main will apply as the Down Home signal.

**PENSHAW NORTH AND WASHINGTON**

**Peshaw North – Washington**

The line has been singled using the former Down Line at 14m. 74chs.

The former Up Line has been abandoned.

The section Peshaw North – Washington is worked by Direction Lever in accordance with the T.C.B. (Single line) regulations.

**Peshaw North**

The Mains Crossover has been abandoned.

The Arrival Line between the former Up Main and the crossover between the arrival and departure lines have been abandoned.

The signals applying set-back on former Down Main have been abolished.

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

The Down Main signals have been abolished.

The Up Main Home has been abolished.

A new semaphore Down Home has been provided 772 yards south of the S.B. in the Down Cess at a height of 16'. A telephone has been provided.

A new straight post Down Distant signal has been provided in the Down Cess at a height of 14'. It is positioned 1250 yards before reaching the new Down Home.

The former Up Distant now applies to the new single line.

The former Up Starting Signals now apply to the new single line and have been renamed Up Homes. A diamond sign has been provided.

The disc signal applying departure line to Down Main has been replaced by two side-by-side signals. The left hand signal applies departure line to single line, the right hand signal to the shunt neck up to a new disc signal acting as a shunt limit mounted to the left of the shunt neck 66 yards from the S.B.

**Washington**

The Goods Yard, Down Goods Loop, both main trailing crossovers, the connection Down Branch to Down Main and the connection between Chemical Siding No.1 and the Up Branch have been abandoned. The Up Branch end of the branch crossover has been clamped reverse. The catch points between chemical Siding No.1 and the Up Main have been abandoned, the former Up Main end of the slip connection for Chemical Siding No.1 has been clamped reverse and the former Up Main is buffer stopped adjacent to the former miniature arm bracket set back signal which has been abolished. The stub of the Up Main acts as a run-round shunt neck.

Signals and routes associated with the above connections have been abolished.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**PENSHAW NORTH AND WASHINGTON – continued**

**Washington – continued**

Chemical Sidings No.1 and 2 have been renamed Run-Round and reversing line respectively.

The Down Main Distant applies to the new single line.

The Down Main First Homes have been renamed Down Homes and have been fitted with a diamond sign.

The Down Main Second Home has been abolished.

All Up Main signals have been abolished.

A new semaphore Up Home has been provided 16 ft. above rail level it is 200 yards further from the box than the former First Home and a telephone has been provided.

A New Up Distant has been provided beneath Usworth Up Starter and is 1695 yards to the new Up Home.  
(52)

**\*\* WARDLEY**

The facing Main to Main crossover together with the Down Main 4-aspect colour light signal W.15 has been repositioned 60 yards further from the signal box.

The set-back Disc signal applying Up Main to N.C.B. sidings has been renewed as a miniature arm signal 135 yards further from the signal box with the arm 17' above rail level and is sited on the cess side of the line.  
(50)

**SOUTH PELAW MINERAL SIDINGS**

The Sidings have each been shortened by 50 yards and the buffer stops repositioned accordingly. (51)

**\*\* BENTON TO CALLERTON**

Temporary level crossings have been provided at 1m. 57chs. and 2m. 10chs. for contractors access.  
(50)

**BETWEEN BILLINGHAM-ON-TEES AND NORTON-ON-TEES**

The Down Goods line has been shortened by 950 yards at the Billingham end and has become a Down Goods Loop controlled by Norton-on-Tees signal box.

**Norton-on-Tees**

A new facing main to main crossover and a new trailing connection Down Main to Down Goods Loop situated approximately 850 yards from the signal box has been brought into use.

The Down Goods Loop (former Down Goods line) miniature semaphore shunting signal applying Down Goods Loop to Down Main has been renewed as a straight post signal 65 yards nearer the signal box with the arm at a reduced height of 12 feet above rail level.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT—continued**

**BETWEEN BILLINGHAM-ON-TEES AND NORTON-ON-TEES – continued**

**Norton-on-Tees – continued**

The Down Goods Loop distant signal has been abolished and a new Down Goods Loop semaphore starting signal to Down Main line has been provided, with the Down Main Distant signal (from Down Goods Loop) mounted below, on the site of the former Down Goods Loop Distant signal. The arms are 18 feet and 12 feet above rail level respectively. A signal-post telephone has been provided.

The Down Main Starting signal (with Billingham-on-Tees Down Main Distant signal below) have been provided with a signal-post telephone connected to Norton-on-Tees signal box.

A new 3-aspect Up Main First Home Colour Light signal plated 8 (with a subsidiary signal mounted below) has been provided 903 yards Billingham side of the signal box. The subsidiary signal applies Up Main to Down Goods Loop. A signal post telephone has been provided.

**Billingham-on-Tees**

The trailing connections from the Down Goods line to Down Sidings and Down Main to Down Goods line have been secured out of use, pending removal.

The following signals have been abolished:—  
Up Main 3-aspect Colour Light signal No.14.

Down Goods semaphore Starting signal to Down Main.

Disc signal with route indicator applying Goods Siding to Goods Yard or Down Main.

Disc signal applying Goods Yard to Goods Siding.

Disc signal with route indicator applying set-back Down Main line to Down Goods line or Down Sidings.  
(52)

**\*\*CLIFF HOUSE : SEATON CAREW**

The trailing Main to Main crossover; the facing connection Down Main to Down Goods and the associated slip connection to Down Siding have been secured out of use in the normal position pending removal and the associated signalling abolished.

The Down Goods Loop has been severed at the Stockton end with access to the signal box end only and has been renamed Down Siding. The former Down Goods Loop First Home signal and the 'Limit of Shunt' indicator have been abolished, and the Second Home Signal has become the Siding Outlet Signal.  
(50)

**HORDEN**

Colliery Siding No.1 together with the associated disc shunting signals has been abolished.

The Shunt Spur has been abolished but the points leading thereto have been retained as trap points.

Colliery Siding No.2 has been re-named "Colliery Siding".

The Double disc signal applying Colliery Siding (formerly Colliery Siding No.2) to Up Main or to Shunt Spur has been replaced by a single disc signal 58 yards further from the Signal Box and applies Colliery Siding to Up Main only.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**HORDEN**

Up Main set-back disc signal with stencil type route indicator applies towards Colliery Siding – indication "C" (formerly indication "2") or to Down Main with indication "M" and the indication "1" have been abolished. (51)

The connection Colliery Siding to Screens has been renewed 44 yards nearer the Signal Box. The bracket signal applying to the Colliery Siding has been replaced as a straight post signal carrying 3 miniature arms with the top arm at the reduced height of 17 feet. The signal has been repositioned on the left of the Colliery Siding 44 yards nearer the Signal Box. (52)

**\*\* SEABANKS**

The exit signal controlling movements from the Refuge Sidings to the Up Dock Line has been provided as a disc signal situated between the 2 Refuge Sidings.

The signals applying from the Colliery Yard Line to Sidings or Down Main have been provided as miniature arm signals situated on the left hand side of the line.

The disc signal applying from the Sidings to the Colliery Yard line has been repositioned 30 yards nearer the Signal Box.

The notice board worded 'STOP, EXAMINE POINTS' previously shown to be provided in the Colliery Yard has not been provided. (50)

**WHITEHOUSE**

The trailing connection leading from Down Goods to Whitehouse Sidings together with the associated Down Goods disc shunting signal will be abolished.

The trailing connection leading from Down Goods to North Sidings together with the associated disc shunting signals will be abolished. (51)

**GRANGETOWN AND LACKENBY**

**Lackenby Signal Box** – A new electrically operated barrier crossing to be known as "SLAG ROAD LEVEL CROSSING" has been brought into use. Telephone communication with Lackenby Signal Box has been provided.

**Grangetown Signal Box** – (Down and Up Beam Mill Lines)

A new 2-aspect colour light bracket signal G123/BSC1 (Down Beam Mill to Lackenby No.2 Grid) has been provided 55 yards from the level crossing on the left hand side of the Ore Line. A Signal Post Telephone to Grangetown Signal Box has been provided.

Signal G122 (Up Beam Mill to Single Line) has been renumbered G122/BSC2 and resited 150 yards further from the Signal Box.

**Lackenby No.2 Grid Ground Frame** and associated points, signals and telephone have been repositioned 130 yards further from the Signal Box.

**Lackenby No.3 Grid Ground Frame**

No.11, 2-aspect colour light bracket signal has been renewed on a straight post at a reduced height, 130 yards nearer Lackenby No.3 Grid Ground Frame and positioned between the Ore Line and the Down Beam Mill Line. (52)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)  
DATED 7 OCTOBER 1978 BR. 31293

Page 17

WORKING INSTRUCTION FOR CLASS 253 AND 254 TRAINS - BR. 33069/2 OCTOBER 1977

Page 3 (BR. 33069/2)

Clause 2.4 - Section H, Clause 5.12

★ Delete heading and instruction (5D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/  
RAPID LOADING COLLIERIES B.R.30059/5

Pages 43/44 - Thorpe Marsh Power Station

New pages issued under separate cover. Staff concerned must advise their Supervisors of a copy is not received. (5D)

MISCELLANEOUS NOTICES

CRAMLINGTON - PLATFORM WORK

Drivers of stopping trains must stop their trains at the marker boards provided. (52)

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175 ft. from the Buffer Stops between 10 00 and 15 00 daily. Monday 18 to Friday 22 December, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

REPAIRS IN MOTIVE POWER DEPOT : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
★ Gateshead (Greenfield Jn.) and Gateshead (HLB Jn.)			
Shed Line 'B' and Shed East Spur Between Trains	Earthwork. Engines to and from Gateshead MPD to use West end of Shed.	) 07 00 to 13 00 ) ) )	
Shed Line 'B' and Shed East Spur BLOCKED		) 13 00 to 17 30 ) )	Sunday 17 December

York MO.45/NN G.T. Dodds Chief Operating Manager

8 DECEMBER, 1978

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**

**51/52**

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 23 DECEMBER 1978**

**TO**

**FRIDAY 5 JANUARY 1979**

**INCLUSIVE**

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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.

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**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 16 DECEMBER – OUSTON JN. & SOUTH PELAW**

The Up Main First Home 3-aspect etc. – **THIS WORK HAS NOT BEEN CARRIED OUT.**

**TUESDAY 2 JANUARY – NEWCASTLE (MANORS)**

The remaining portion of the B & T Branch line will be taken out of use and the connections leading thereto will be secured out of use pending removal.

The associated signalling will be abolished. (3)

**WEDNESDAY 3 JANUARY – SOUTH PELAW MINERAL SIDINGS**

The Sidings will each be shortened by 50 yards and the buffer stops repositioned accordingly. (3)

**DETAILS OF WORK ALREADY CARRIED OUT****DRINGHOUSES UP SIDINGS**

Nos.1 and 2 Hump Sidings have been disconnected at the North end. New connections (worked by hand levers) have been provided into the North end Reception Sidings to form two additional reception lines. The sidings have been re-named No.5 and No.6 Reception lines and each has been provided with a notice board at each end worded:—

“STOP FOR ORDERS”

at the South end and:—

“STOP – Telephone for instructions”

at the North end.

The present notice board at the North end of the Up Reception line No.4 has been moved 55 yards further south. (1)

**\*\* YORK SOUTH END**

Up Leeds Main line Ground Position Light signal 18 applying towards Down Holgate Loop line signal 22 also applies towards Down Leeds Main Y.32 signal. (51)

**\*\* ALNMOUTH**

The emergency power operated facing crossover is now operative. (51)

**\*\* GOSWICK**

The Level Crossing gates have been replaced by lifting barriers controlled from the Signal Box. (52)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**UNTIL FURTHER NOTICE—WASHINGTON—PENSHAW—PENSHAW EXCHANGE SIDINGS**

The proposed signalling alterations have been delayed and until such time as they can be introduced, the line between Washington and Penshaw/Penshaw Exchange Sidings will continue to be worked in accordance with the One Train Working Regulations using the existing train staff. Trains will be handsignalled as necessary.

**\*\* PENSHAW NORTH AND WASHINGTON— ALL WORK UNDER THIS HEADING HAS BEEN POSTPONED**

**Penshaw North – Washington**

The line has been singled using the former Down Line at 14m. 74chs.

The former Up Line has been abandoned.

The section Penshaw North – Washington is worked by Direction Lever in accordance with the T.C.B. (Single line) regulations.

**Penshaw North**

The Mains Crossover has been abandoned.

The Arrival Line between the former Up Main and the crossover between the arrival and departure lines have been abandoned.

The signals applying set-back on former Down Main have been abolished.

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

The Down Main signals have been abolished.

The Up Main Home has been abolished.

A new semaphore Down Home has been provided 772 yards south of the S.B. in the Down Cess at a height of 16'. A telephone has been provided.

A new straight post Down Distant signal has been provided in the Down Cess at a height of 14'. It is positioned 1250 yards before reaching the new Down Home.

The former Up Distant now applies to the new single line.

The former Up Starting Signals now apply to the new single line and have been renamed Up Homes. A diamond sign has been provided.

The disc signal applying departure line to Down Main has been replaced by two side-by-side signals. The left hand signal applies departure line to single line, the right hand signal to the shunt neck up to a new disc signal acting as a shunt limit mounted to the left of the shunt neck 66 yards from the S.B.

**Washington**

The Goods Yard, Down Goods Loop, both main trailing crossovers, the connection Down Branch to Down Main and the connection between Chemical Siding No.1 and the Up Branch have been abandoned. The Up Branch end of the branch crossover has been clamped reverse. The catch points between chemical Siding No.1 and the Up Main have been abandoned, the former Up Main end of the slip connection for Chemical Siding No.1 has been clamped reverse and the former Up Main is buffer stopped adjacent to the former miniature arm bracket set back signal which has been abolished. The stub of the Up Main acts as a run-round shunt neck.

Signals and routes associated with the above connections have been abolished.

Chemical Sidings No.1 and 2 have been renamed Run-Round and reversing line respectively.

The Down Main Distant applies to the new single line.

The Down Main First Homes have been renamed Down Homes and have been fitted with a diamond sign.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

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

**PENSHAW NORTH AND WASHINGTON – continued**

**Washington – continued**

The Down Main Second Home has been abolished.

All Up Main signals have been abolished.

A new semaphore Up Home has been provided 16 ft. above rail level it is 200 yards further from the box than the former First Home and a telephone has been provided.

A New Up Distant has been provided beneath Usworth Up Starter and is 1695 yards to the new Up Home.  
(52)

**\*\* BETWEEN BILLINGHAM-ON-TEES AND NORTON-ON-TEES**

The Down Goods line has been shortened by 950 yards at the Billingham end and has become a Down Goods Loop controlled by Norton-on-Tees signal box.

**Norton-on-Tees**

A new facing main to main crossover and a new trailing connection Down Main to Down Goods Loop situated approximately 850 yards from the signal box has been brought into use.

The Down Goods Loop (former Down Goods line) miniature semaphore shunting signal applying Down Goods Loop to Down Main has been renewed as a straight post signal 65 yards nearer the signal box with the arm at a reduced height of 12 feet above rail level.

The Down Goods Loop distant signal has been abolished and a new Down Goods Loop semaphore starting signal to Down Main line has been provided, with the Down Main Distant signal (from Down Goods Loop) mounted below, on the site of the former Down Goods Loop Distant signal. The arms are 18 feet and 12 feet above rail level respectively. A signal-post telephone has been provided.

The Down Main Starting signal (with Billingham-on-Tees Down Main Distant signal below) have been provided with a signal-post telephone connected to Norton-on-Tees signal box.

A new 3-aspect Up Main First Home Colour Light signal plated 8 (with a subsidiary signal mounted below has been provided 903 yards Billingham side of the signal box. The subsidiary signal applies Up Main to Down Goods Loop. A signal post telephone has been provided.

**Billingham-on-Tees**

The trailing connections from the Down Goods line to Down Sidings and Down Main to Down Goods line have been secured out of use, pending removal.

The following signals have been abolished:—  
Up Main 3-aspect Colour Light signal No.14.

Down Goods semaphore Starting signal to Down Main.

Disc signal with route indicator applying Goods Siding to Goods Yard or Down Main.

Disc signal applying Goods Yard to Goods Siding.

Disc signal with route indicator applying set-back Down Main line to Down Goods line or Down Sidings.  
(52)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT—continued**

**\*\* HORDEN**

Colliery Siding No.1 together with the associated disc shunting signals has been abolished.

The Shunt Spur has been abolished but the points leading thereto have been retained as trap points.

Colliery Siding No.2 has been re-named "Colliery Siding".

The Double disc signal applying Colliery Siding (formerly Colliery Siding No.2) to Up Main or to Shunt Spur has been replaced by a single disc signal 58 yards further from the Signal Box and applies Colliery Siding to Up Main only.

Up Main set-back disc signal with stencil type route indicator applies towards Colliery Siding – indication "C" (formerly indication "2") or to Down Main with indication "M" and the indication "1" have been abolished. (51)

**\*\* HORDEN**

The connection Colliery Siding to Screens has been renewed 44 yards nearer the Signal Box. The bracket signal applying to the Colliery Siding has been replaced as a straight post signal carrying 3 miniature arms with the top arm at the reduced height of 17 feet. The signal has been repositioned on the left of the Colliery Siding 44 yards nearer the Signal Box. (52)

**\*\* WHITEHOUSE**

The trailing connection leading from Down Goods to Whitehouse Sidings together with the associated Down Goods disc shunting signal will be abolished.

The trailing connection leading from Down Goods to North Sidings together with the associated disc shunting signals will be abolished. (51)

**\*\* GRANGETOWN AND LACKENBY**

**Lackenby Signal Box** – A new electrically operated barrier crossing to be known as "SLAG ROAD LEVEL CROSSING" has been brought into use. Telephone communication with Lackenby Signal Box has been provided.

**Grangetown Signal Box** – (Down and Up Beam Mill Lines)

A new 2-aspect colour light bracket signal G123/BSC1 (Down Beam Mill to Lackenby No.2 Grid) has been provided 55 yards from the level crossing on the left hand side of the Ore Line. A Signal Post Telephone to Grangetown Signal Box has been provided.

Signal G122 (Up Beam Mill to Single Line) has been renumbered G122/BSC2 and resited 150 yards further from the Signal Box.

**Lackenby No.2 Grid Ground Frame** and associated points, signals and telephone have been repositioned 130 yards further from the Signal Box.

**Lackenby No.3 Grid Ground Frame**

No.11, 2-aspect colour light bracket signal has been renewed on a straight post at a reduced height, 130 yards nearer Lackenby No.3 Grid Ground Frame and positioned between the Ore Line and the Down Beam Mill Line. (52)

## 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, BR.87109

## ★ Section T, Part V

Clause 21.2.1 Amend last paragraph to:-

The speed indications at both the Warning Board and the Speed Indicator will apply as follows:-

Top figure (lower speed)	-	Applicable to all trains, <b>except</b> passenger (loaded or empty), postal and newspaper trains, <b>not</b> conveying four wheeled vehicles.
Bottom figure (higher speed)	-	Applicable only to passenger (loaded or empty), postal and newspaper trains, <b>not</b> conveying four wheeled vehicles. (5D)

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## WORKING MANUAL FOR RAIL STAFF BR.30054

## ★ PART 8 – PREPARATION AND WORKING OF PASSENGER TRAINS

Section 'H' – Instructions for Sleeping Car Attendants of the above part of the Working Manual for rail staff is to be withdrawn and replaced by a new publication "Manual for Sleeping Car Attendants – BR.29209." All staff currently in possession of the above section of the Working Manual must ensure that they receive a copy of the new publication and on receipt destroy the Working Manual Instructions. (5D)

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ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)  
DATED 7 OCTOBER 1978 BR. 31293

Page 17

## WORKING INSTRUCTION FOR CLASS 253 AND 254 TRAINS – BR. 33069/2 OCTOBER 1977

Page 3 (BR. 33069/2)

Clause 2.4 – Section H, Clause 5.12

**Delete** heading and instruction

(5D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/  
RAPID LOADING COLLIERIES B.R.30059/5

Pages 43/44 – Thorpe Marsh Power Station

New pages issued under separate cover. Staff concerned must advise their Supervisors of a copy is not received. (5D)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

\*\* CRAMLINGTON - PLATFORM WORK

Drivers of stopping trains must stop their trains at the marker boards provided. (52)

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Wednesday 3 to Friday 5 January, to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the marker boards provided.

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MO.45/NN

G.T. Dodds  
Chief Operating Manager

York

15 DECEMBER, 1978

*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*