



NN

EASTERN REGION

1

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

**SATURDAY 6 JANUARY
TO
FRIDAY 12 JANUARY 1979
INCLUSIVE**

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

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

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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 6 JANUARY – OUSTON JUNCTION AND SOUTH PELAW**

The Up Main First Home 3-aspect colour light signal SP.13 will be renewed 135 yards 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 SP.13 signal. (4)

SUNDAY 7 JANUARY – NORTHALLERTON

No.3 Platform line will be taken out of use and the connections leading to and from that line will be secured out of use pending removal. The associated signalling will be abolished. (4)

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)

NEWCASTLE (MANORS)

The remaining portion of the B & T Branch line has been taken out of use and the connection leading thereto have been secured out of use pending removal.

The associated signalling has been abolished. (3)

UNTIL FURTHER NOTICE—WASHINGTON—PENSRAW—PENSRAW 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.

SOUTH PELAW MINERAL SIDINGS

The Sidings have each been shortened by 50 yards and the buffer stops repositioned accordingly. (3)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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, except passenger (loaded or empty), postal and newspaper trains, not conveying four wheeled vehicles.
Bottom figure (higher speed)	-	Applicable only to passenger (loaded or empty), postal and newspaper trains, not conveying four wheeled vehicles. (5D)

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)

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)

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 hours Monday 8 to Friday 12 January, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

MO.45/NN

G.T. Dodds
Chief Operating Manager

York

29 DECEMBER, 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.**

Coolidge



British Rail

NN

EASTERN REGION

2

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

**SATURDAY 13 JANUARY
TO
FRIDAY 19 JANUARY 1979
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 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. (2)

NORTHALLERTON

No.3 Platform line has been taken out of use and the connections leading to and from that line have been secured out of use pending removal. The associated signalling has been abolished. (4)

NEWCASTLE (MANORS)

The remaining portion of the B & T Branch line has been taken out of use and the connection leading thereto have been secured out of use pending removal.

The associated signalling has been abolished. (3)

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 Peshaw/Peshaw 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.

SOUTH PELAW MINERAL SIDINGS

The Sidings have each been shortened by 50 yards and the buffer stops repositioned accordingly. (3)

OUSTON JUNCTION AND SOUTH PELAW

The Up Main First Home 3-aspect colour light signal SP.13 has been renewed 135 yards further from the signal box. The Junction Indicator has been abolished and a left-hand offset subsidiary has been provided which applies towards the Sidings.

The catch points in the Up Main line have also been repositioned to a point 484 yards before SP.13 signal. (4)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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, except passenger (loaded or empty), postal and newspaper trains, not conveying four wheeled vehicles. |
| Bottom figure (higher speed) | - | Applicable only to passenger (loaded or empty), postal and newspaper trains, not conveying four wheeled vehicles. (5D) |
-

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)

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)

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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)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 15 to Friday 19 January, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

★ CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must bring their trains to a stand at the marker boards provided. (5)

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

5 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

3

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

**SATURDAY 20 JANUARY
TO
FRIDAY 26 JANUARY 1979
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.*

The following items which would normally have been published for up to 4 consecutive weeks will not appear in future issues.

DETAILS OF WORK ALREADY CARRIED OUT**** NORTHALLERTON**

No.3 Platform line has been taken out of use and the connections leading to and from that line have been secured out of use pending removal. The associated signalling has been abolished.

**** NEWCASTLE (MANORS)**

The remaining portion of the B & T Branch line has been taken out of use and the connection leading thereto have been secured out of use pending removal.

The associated signalling has been abolished.

**** UNTIL FURTHER NOTICE—WASHINGTON—PENSRAW—PENSRAW 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.

**** SOUTH PELAW MINERAL SIDINGS**

The Sidings have each been shortened by 50 yards and the buffer stops repositioned accordingly.

**** OUSTON JUNCTION AND SOUTH PELAW**

The Up Main First Home 3-aspect colour light signal SP.13 has been renewed 135 yards further from the signal box. The Junction Indicator has been abolished and a left-hand offset subsidiary has been provided which applies towards the Sidings.

The catch points in the Up Main line have also been repositioned to a point 484 yards before SP.13 signal.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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To conserve paper, items published in this section will not be shown in subsequent books until otherwise stated. All concerned should keep this book for reference.

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* 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:-

- | | | |
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| Bottom figure (higher speed) | - | Applicable only to passenger (loaded or empty), postal and newspaper trains, not conveying four wheeled vehicles. |

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* WORKING MANUAL FOR RAIL STAFF BR.30054

PART 8 – PREPARATION AND WORKING OF PASSENGER TRAINS

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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.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ BETWEEN TURSDALE JN. AND DURHAM STATION

From Monday 22 to Friday 26 January between 08 00 to 20 00 daily deflection test will take place and drivers are to note that a red beam may be observed at a low level in the cess.

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 22 to Friday 26 January, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

**
* ★ CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided.

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

12 JANUARY, 1979

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

4/5

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 27 JANUARY
TO
FRIDAY 9 FEBRUARY 1979
INCLUSIVE

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

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
PERCY MAIN NORTH TO MORPETH		
SATURDAY 3 to SUNDAY 4 FEBRUARY Bedlington South	Down and Up BLOCKED	14 00 Sat to 08 00 Sun. Earthworks at 15m. 61chs.
MONDAY 5 to THURSDAY 8 FEBRUARY Holywell and Bedlington	Down and Up Between Trains	09 00 to 15 00 daily. Trackwork between 8 and 15 m.p. On track machines in use.
BEDLINGTON TO LYNE MOUTH COLLIERY (N.C.B.)		
SUNDAY 4 FEBRUARY Ashington	Down and Up BLOCKED	07 00 to 17 00. Trackwork at 3 m.p.

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.*

The following items which would normally have been published for up to 4 consecutive weeks will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B

**** SUNDAY 28 JANUARY – BETWEEN! GUISBOROUGH JN. AND NORTH ORMESBY : CARGO FLEET ROAD LEVEL CROSSING**

The level crossing gates will be replaced by lifting barriers controlled from Cargo Fleet Road Gate Box.

**** SATURDAY 3 FEBRUARY – ALNMOUTH**

An illuminated Advance Warning Indicator will be erected on the Down line at 29m. 05chs. giving warning of the 65m.p.h. Permanent Speed Restriction commencing at 30m. 00chs. The distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1650 yards. An A.W.S. Permanent Magnet will be provided 200 yards before reaching the Advance Warning Indicator.

**** SUNDAY 4 FEBRUARY – CHEVINGTON**

Down Main line gantry signal CN.31 will be renewed on a straight post between the Down Main and Down Loop at the same distance from the signal box, with the telephone mounted on the post of the signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

**** STOCKTON STATION**

A temporary level crossing has been provided at the Billingham end of Stockton Station platforms at 60m. 12chs., passing over the Down and Up Main lines, Middle Road, and the two Up Sidings.

A Crossing Keeper will be in attendance.

A telephone communicating with North Shore Signal Box has been provided.

(New Item)

SEAHAM

The trailing Main to Main crossover has been taken out of use pending removal and the associated signalling abolished.

(New item)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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MISCELLANEOUS NOTICES

★ ** SECTIONAL APPENDIX (NORTHERN AREA) B.R.30018

A revised and updated edition of the above publication dated 3 February is in the course of distribution. A new feature is the inclusion of diagrams showing the area covered by the book and the page numbers of the Table A entries.

A slightly altered format has been adopted for Table A and the following differences should be noted. One comprehensive column headed "Running Lines and Signalling System" now shows all through running lines in their correct sequence together with the Signalling System applicable. Unless otherwise shown the method of signalling is Track Circuit Block. The mileage of each location is now shown progressively and relates to lineside mile posts. Individual box to box distances are no longer shown. Only ground frames which control emergency crossovers and those remote from signal boxes are shown.

All Manned, Public, Automatic Half Barrier, Miniature Red/Green warning lights, Open, Closed Circuit Television and Trainmen Operated level crossings are now included in this table but appropriate general instructions relating to various types of crossings are still shown under their respective Tables viz P1, P2, P3 and P4.

Tables B, C, D1, L, S1, S2, S3 and Y are no longer shown; former D2 is now D and former K2 is K. The preamble to tables F, H1, H2, J, K, M, W, and X have been re-written – it should be noted specially that tables F, H1 and H2 now define a shunting movement and Table F now lists places where propelling of Freight Brake Vans is authorised.

Instructions relating to the Rule Book, Section C – Clearing of Signals and Section H, Station Yard Working have both been re-written. Most "station limits" in Track Circuit Block Areas have been deleted and authorities (where required) transferred to the appropriate table.

While the basic content of local instructions which are still applicable has not been altered, the opportunity has been taken to up-date the details and to omit items which are duplicated elsewhere or which constitute "route knowledge." For example Instructions relating to M.G.R. Trains are now mostly contained in a separate publication "Instructions to staff dealing with M.G.R. Trains."

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175 ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 29 January to Friday 2 February and Monday 5 to Friday 9 February, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

* * ★ CHEVINGTON

Commencing 08 00 Saturday 27 January, the Down Loop will be blocked until further notice to allow work to be carried out in connection with high speed running.

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

19 JANUARY, 1979

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

6/7

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 10 FEBRUARY
TO
FRIDAY 23 FEBRUARY 1979
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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The following items which would normally have been published for up to 4 consecutive weeks will not appear in future issues.

DETAILS OF WORK REFERRED TO IN SECTION B**** SUNDAY 11 FEBRUARY – BETWEEN DUDLEY AND HEATON****Up Main Line Signalling Alterations:–**

4-aspect colour light signals B.52 and U.3 will be abolished.

4-aspect colour light signal B.24 will be repositioned 376 yards further north.

4-aspect colour light signal U.3 will be repositioned 200 yards further north and will be replated H.50.

The A.W.S. magnets will be repositioned accordingly.

DETAILS OF WORK ALREADY CARRIED OUT**** NORTHALLERTON**

The Down Main set-back ground position light signal No.104 has been abolished.

Ground position light signal No.40 will now apply set back along Down Main to ground position light signal No.113/114. **(New item)**

**** FERRYHILL, THRISLINGTON**

A new hand operated connection leading to the third Bunker line has been provided on the Thrislington Quarry line immediately South of the Ground Frame operated crossover between the West Cornforth Branch and the Shunt line. **(New item)**

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN) DATED 3 FEBRUARY 1979

LOCAL INSTRUCTIONS

Page 337

DONCASTER BLACK CARR JN. TO BERWICK

NEWCASTLE

Propelling Movements

★**

Delete:- Empty diesel multiple units must not be propelled except :- and items (i) and (ii).

MISCELLANEOUS NOTICES

★ BETWEEN TURSDALE JN. AND DURHAM STATION

From Monday 12 to Friday 16 February between 08 00 to 20 00 daily deflection test will take place and drivers are to note that a red beam may be observed at a low level in the cess.

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175 ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 12 to Friday 16 February and Monday 19 to Friday 23 February, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

** ★ CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided.

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

Location	Nature of Work	Duration	Commencing Date
Gosforth Depot Avoiding line BLOCKED	Trackwork in Washing Plant Gosforth Depot	Sat 10 to Mon 12 February. 08 00 Sat to 08 00 Mon	-

MO.45/NN

G.T. Dodds
Chief Operating Manager

York

2 FEBRUARY, 1979

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

8

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

SATURDAY 24 FEBRUARY

TO

FRIDAY 2 MARCH 1979

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 25 FEBRUARY—DURHAM STATION**

Ground position light signal No.363 applying set-back Up Main to Down Fast line (355 signal) will be repositioned in the Up cess. (11)

SUNDAY 25 FEBRUARY—BOLDON COLLIERY

A signal-post telephone connected to the Signal Box will be provided on the Down Home Signal and the diamond sign will be removed. (11)

DETAILS OF WORK ALREADY CARRIED OUT**NORTHALLERTON**

The Down Main set-back ground position light signal No.104 has been abolished.
Ground position light signal No.40 will now apply set back along Down Main to ground position light signal No.113/114. (9)

BETWEEN DUDLEY AND HEATON**Up Main Line Signalling Alterations:—**

4-aspect colour light signals B.52 and U.3 have been abolished. :

4-aspect colour light signal B.24 has been repositioned 376 yards further north.

4-aspect colour light signal U.3 has been repositioned 200 yards further north and has been replated H.50.

The A.W.S. magnets have been repositioned accordingly. (9)

**** CHEVINGTON**

Down Main line gantry signal CN.31 has been renewed on a straight post between the Down Main and Down Loop at the same distance from the signal box, with the telephone mounted on the post of the signal. (8)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** ALNMOUTH**

An illuminated Advance Warning Indicator has been erected on the Down line at 29m. 5chs. giving warning of the 65 m.p.h. Permanent Speed Restriction commencing at 30m. 00chs. The distance from the Advance Warning Indicator to the Permanent Speed Restriction is 1650 yards. An A.W.S. Permanent Magnet has been provided 200 yards before reaching the Advance Warning Indicator. (8)

FERRYHILL, THRISLINGTON

A new hand operated connection leading to the third Bunker line has been provided on the Thrislington Quarry line immediately South of the Ground Frame operated crossover between the West Cornforth Branch and the Shunt line. (9)

**** STOCKTON STATION**

A temporary level crossing has been provided at the Billingham end of Stockton Station platforms at 60m. 12chs., passing over the Down and Up Main lines, Middle Road, and the two Up Sidings.

A Crossing Keeper will be in attendance.

A telephone communicating with North Shore Signal Box has been provided. (8)

**** SEAHAM**

The trailing Main to Main crossover has been taken out of use pending removal and the associated signalling abolished. (8)

**** BETWEEN GUISBOROUGH JN. AND NORTH ORMESBY : CARGO FLEET ROAD LEVEL CROSSING**

The level crossing gates have been replaced by lifting barriers controlled from Cargo Fleet Road Gate Box. (8)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 33						
DONCASTER BLACK CARR JN. TO BERWICK						
York						
★						Add arrows to DM.No.9 Plat. and No.14 Plat. to signify 2 way working over these lines. (14D)
Page 111						
WATH ROAD JN. TO LEEDS CITY NORTH JN.						
★	Add:-			50	50	181m. 70ch. and 182m. 5ch.

LOCAL INSTRUCTIONS

Page 337

DONCASTER BLACK CARR JN. TO BERWICK

NEWCASTLE

Propelling Movements

Delete:- Empty diesel multiple units must not be propelled except:- and items (i) and (ii). (14D)

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 27 February to Friday 2 March, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

★ CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided.

** CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running. (8)

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

16 FEBRUARY, 1979

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

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 33						
DONCASTER BLACK CARR JN. TO BERWICK						
York						
★						Add arrows to DM, No. 9 Plat. and No. 14 Plat. to signify 2 way working over these lines. (14D)
Page 111						
WATH ROAD JN. TO LEEDS CITY NORTH JN.						
★				50	50	Add:- 181m. 70ch. and 182m. 5ch.

LOCAL INSTRUCTIONS

Page 337

DONCASTER BLACK CARR JN. TO BERWICK

NEWCASTLE

Propelling Movements

Delete:- Empty diesel multiple units must not be propelled except:- and items (i) and (ii). (14D)

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 27 February to Friday 2 March, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

★ CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided.

** CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running. (8)

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

16 FEBRUARY, 1979

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

9

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

**SATURDAY 3 MARCH
TO
FRIDAY 9 MARCH 1979
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 MARCH - BENTON

Down Main line 4-aspect colour light signal B.34 with Junction Indicators, position "1" and "4" will be renewed on a right-hand offset bracket post 91 yards nearer to the signal box, and will be replated B.33.

Down Main line 4-aspect colour light signal B.29 will be abolished. (12)

DETAILS OF WORK ALREADY CARRIED OUT

**** NORTHALLERTON**

The Down Main set-back ground position light signal No.104 has been abolished.

Ground position light signal No.40 will now apply set back along Down Main to ground position light signal No.113/114. (9)

DURHAM STATION

Ground position light signal No.363 applying set-back Up Main to Down Fast line (355 signal) has been repositioned in the Up cess. (11)

**** BETWEEN DUDLEY AND HEATON****Up Main Line Signalling Alterations:-**

4-aspect colour light signals B.52 and U.3 have been abolished.

4-aspect colour light signal B.24 has been repositioned 376 yards further north.

4-aspect colour light signal U.3 has been repositioned 200 yards further north and has been replated H.50.

The A.W.S. magnets have been repositioned accordingly. (9)

**** FERRYHILL, THRISLINGTON**

A new hand operated connection leading to the third Bunker line has been provided on the Thrislington Quarry line immediately South of the Ground Frame operated crossover between the West Cornforth Branch and the Shunt line. (9)

BOLDON COLLIERY

A signal-post telephone connected to the Signal Box has been provided on the Down Home signal and the diamond sign has been removed. (11)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 33						
		DONCASTER BLACK CARR JN. TO BERWICK				
		York				
		Add arrows to DM.No.9 Plat. and No.14 Plat. to signify 2 way working over these lines.				(14D)
Page 111						
		WATH ROAD JN. TO LEEDS CITY NORTH JN.				
		Add:-	50	50	181m. 70ch. and 182m. 5ch.	(14D)

LOCAL INSTRUCTIONS

Page 337

DONCASTER BLACK CARR JN. TO BERWICK

NEWCASTLE

Propelling Movements

Delete:- Empty diesel multiple units must not be propelled except :- and items (i) and (ii).
(14D)

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 5 March to Friday 9 March, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running.

★ WILTON WORKS BRANCH

The temporary L.C. over the Branch has been removed together with the associated Notice Boards. (12)

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

Location	Nature of Work	Duration	Commencing date
High St. Jn. and Greensfield Down and Up Greensfield BLOCKED	Bridgework at 0m. 08chs. Scaffolding in use. Locos to and from M.P.D. to travel via West End of Shed.	Sunday 4 March 00 01 to 10 00	–

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

23 FEBRUARY, 1979

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 10 MARCH

TO

FRIDAY 16 MARCH 1979**INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 11 MARCH – NORTHALLERTON

A new ground position light signal (26/27) with a 2-way stencil type route indicator will be provided, situated on the cress side of the Down Northallerton Loop line at the clearance point of the Down Northallerton Loop line with the Up Main line and will apply set-back Down Northallerton Loop line towards Up Main, with indication "M", or up towards Down Main, with indication "X".

A new ground position light signal (97/98) with 2-way stencil type route indicator will be provided on the cress side of the Up Main line 87 yards south of the signal box and will apply set-back along Up Main, with indication "X", or towards Down Northallerton Loop line, with indication "L". (13)

SUNDAY 11 MARCH – WOLSINGHAM EASTGATE STATION GROUND FRAME NO.2

The 9-lever ground frame will be taken out of use and a new 2-lever ground frame released by the tablet will be provided adjacent to the points. (13)

DETAILS OF WORK ALREADY CARRIED OUT

DURHAM STATION

Ground position light signal No.363 applying set-back Up Main to Down Fast line (355 signal) has been repositioned in the Up cress. (11)

BENTON

Down Main line 4-aspect colour light signal B.34 with Junction Indicators, position "1" and "4" has been renewed on a right-hand offset bracket post 91 yards nearer to the signal box, and has been replated B.33.

Down Main line 4-aspect colour light signal B.29 has been abolished. (12)

BOLDON COLLIERY

A signal-post telephone connected to the Signal Box has been provided on the Down Home signal and the diamond sign has been removed. (11)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 33						
DONCASTER BLACK CARR JN. TO BERWICK						
York						
Add arrows to DM.No.9 Plat. and No.14 Plat. to signify 2 way working over these lines.						(14D)
Page 50						
★	Add:—		80	—	30m. 40ch. and 31m. 67ch.	(14D)
Page 111						
WATH ROAD JN. TO LEEDS CITY NORTH JN.						
	Add:—		50	50	181m. 70ch. and 182m. 5ch.	(14D)

LOCAL INSTRUCTIONS

Page 337

DONCASTER BLACK CARR JN. TO BERWICK

NEWCASTLE

Propelling Movements

Delete:— Empty diesel multiple units must not be propelled except :— and items (i) and (ii).
(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 12 March to Friday 16 March, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided.

CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running.

WILTON WORKS BRANCH

The temporary L.C. over the Branch has been removed together with the associated Notice Boards. (12)

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

Location	Nature of Work	Duration	Commencing date
Greensfield Jn. and K.E.B. South Jn. Down Gateshead West and Refuelling Line Between Trains	Trackwork at 0m. 24chs.	Saturday 10 March 00 01 to 08 00	–

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

2 MARCH, 1979

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

11

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

SATURDAY 17 MARCH

TO

FRIDAY 23 MARCH 1979

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 17 to MONDAY 19 MARCH – BENTON

The junction will be remodelled as shown on the diagram shown within this notice.

A ground position light signal (34) will be provided 65 yards North of the junction points on the cess side of the Down Main and will apply set-back Down Main to Up Main.

A ground position light signal (35) will be provided on the cess side of the Up Main situated adjacent to the Main to Main trailing crossover and will apply set-back Up Main to Down S.W. Curve or towards Down Main.

Down Main line 4-aspect, light signal D.3 will be replated B.31. (14)

SATURDAY 17 to MONDAY 19 MARCH – BENTON STATION JUNCTION

The Down B. & T. line ground position light signal (37) applying set-back Down B. & T. line to Up B. & T. line will be abolished.

The following signals will be maintained at Danger:—

- Down B. & T. line 4-aspect colour light signal B.39
- Up B. & T. line 3-aspect Platform Starting signal B.38 (Down direction)
- Down S.W. Curve 4-aspect colour light signal B.35

Signal B.35 will be replated G.233. (14)

DETAILS OF WORK ALREADY CARRIED OUT

NORTHALLERTON

A new ground position light signal (26/27) with a 2-way stencil type route indicator has been provided, situated on the cess side of the Down Northallerton Loop line at the clearance point of the Down Northallerton Loop line with the Up Main line and applies set-back Down Northallerton Loop line towards Up Main, with indication "M", or up towards Down Main, with indication "X".

A new ground position light signal (97/98) with 2-way stencil type route indicator has been provided on the cess side of the Up Main line 87 yards south of the signal box and applies set-back along Up Main, with indication "X", or towards Down Northallerton Loop line, with indication "L". (13)

**** DURHAM STATION**

Ground position light signal No.363 applying set-back Up Main to Down Fast line (355 signal) has been repositioned in the Up cess. (11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

BENTON

Down Main line 4-aspect colour light signal B.34 with Junction Indicators, position "1" and "4" has been renewed on a right-hand offset bracket post 91 yards nearer to the signal box, and has been replated B.33.

Down Main line 4-aspect colour light signal B.29 has been abolished.

(12)

WOLSINGHAM EASTGATE STATION GROUND FRAME NO.2

The 9-lever ground frame has been taken out of use and a new 2-lever ground frame released by the tablet has been provided adjacent to the points.

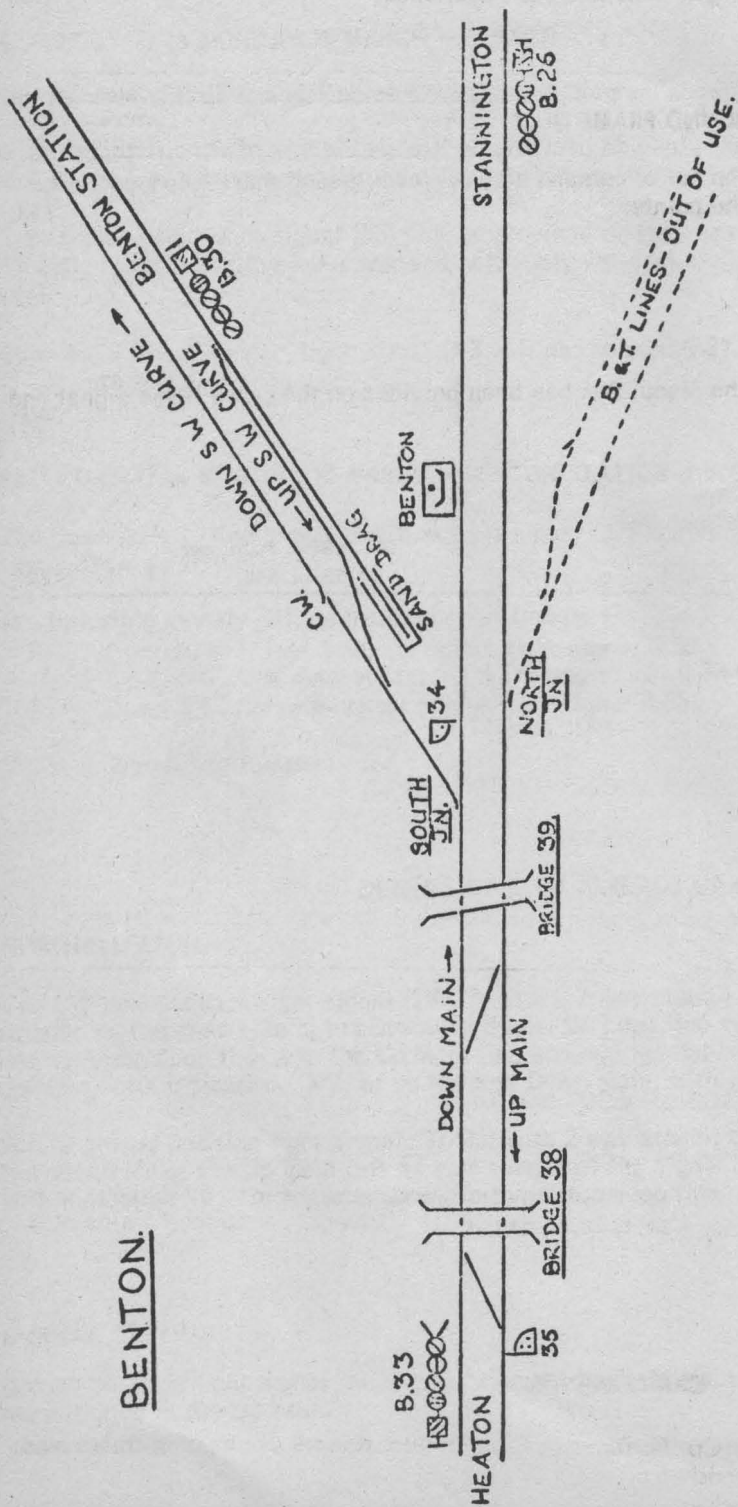
(13)

**** BOLDON COLLIERY**

A signal-post telephone connected to the Signal Box has been provided on the Down Home signal and the diamond sign has been removed.

(11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



BENTON.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**

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ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 33		DONCASTER BLACK CARR JN. TO BERWICK York				
		Add arrows to DM.No.9 Plat. and No.14 Plat. to signify 2 way working over these lines.				(14D)
Page 50		Add:—		80	— 30m. 40ch. and 31m. 67ch.	(14D)
Page 111		WATH ROAD JN. TO LEEDS CITY NORTH JN. Add:—		50	50 181m. 70ch. and 182m. 5ch.	(14D)

LOCAL INSTRUCTIONS

Page 337

DONCASTER BLACK CARR JN. TO BERWICK

NEWCASTLE

Propelling Movements

Delete:— Empty diesel multiple units must not be propelled except :— and items (i) and (ii).
(14D)

MISCELLANEOUS NOTICES

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 19 March to Friday 23 March, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

CHEVINGTON

Until further notice, The Down Loop is blocked to allow work to be carried out in connection with high speed running.

WILTON WORKS BRANCH

The temporary L.C. over the Branch has been removed together with the associated Notice Boards. (12)

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

9 MARCH, 1979

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

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

**SATURDAY 24 MARCH
TO
FRIDAY 30 MARCH 1979
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 25 MARCH-BENTON

The Down and Up B. & T. Jn. lines will be brought back into use as shown on the diagram included within this notice, (B. & T. lines remain out of use).

Up B. & T. 4-aspect colour light signal B.28 has been replaced by a 3-aspect colour light signal (plated B.28) 400 yds before reaching the junction points (200 yds further from the box).

Up Main ground position light signal (35) applying set-back from Up Main towards Down S.W. Curve or Down Main will now also apply towards the Down B. & T. line. (15)

DETAILS OF WORK ALREADY CARRIED OUT

NORTHALLERTON

A new ground position light signal (26/27) with a 2-way stencil type route indicator has been provided, situated on the cess side of the Down Northallerton Loop line at the clearance point of the Down Northallerton Loop line with the Up Main line and applies set-back Down Northallerton Loop line towards Up Main, with indication "M", or up towards Down Main, with indication "X".

A new ground position light signal (97/98) with 2-way stencil type route indicator has been provided on the cess side of the Up Main line 87 yards south of the signal box and applies set-back along Up Main, with indication "X", or towards Down Northallerton Loop line, with indication "L". (13)

**** BENTON**

Down Main line 4-aspect colour light signal B.34 with Junction Indicators, position "1" and "4" has been renewed on a right-hand offset bracket post 91 yards nearer to the signal box, and has been replated B.33.

Down Main line 4-aspect colour light signal B.29 has been abolished. (12)

BENTON

The junction has been remodelled as shown on the diagram shown within this notice.

A ground position light signal (34) has been provided 65 yards North of the junction points on the cess side of the Down Main and applies set-back Down Main to Up Main.

A ground position light signal (35) has been provided on the cess side of the Up Main situated adjacent to the Main to Main trailing crossover and applies set-back Up Main to Down S.W. Curve or towards Down Main.

Down Main line 4-aspect, light signal D.3 has been replated B.31. (14)

BENTON STATION JUNCTION

The Down B. & T. line ground position light signal (37) applying set-back Down B. & T. line to Up B. & T. line has been abolished.

The following signals will be maintained at Danger:-

- Down B. & T. line 4-aspect colour light signal B.39
- Up B. & T. line 3-aspect Platform Starting signal B.38 (Down direction)
- Down S.W. Curve 4-aspect colour light signal B.35

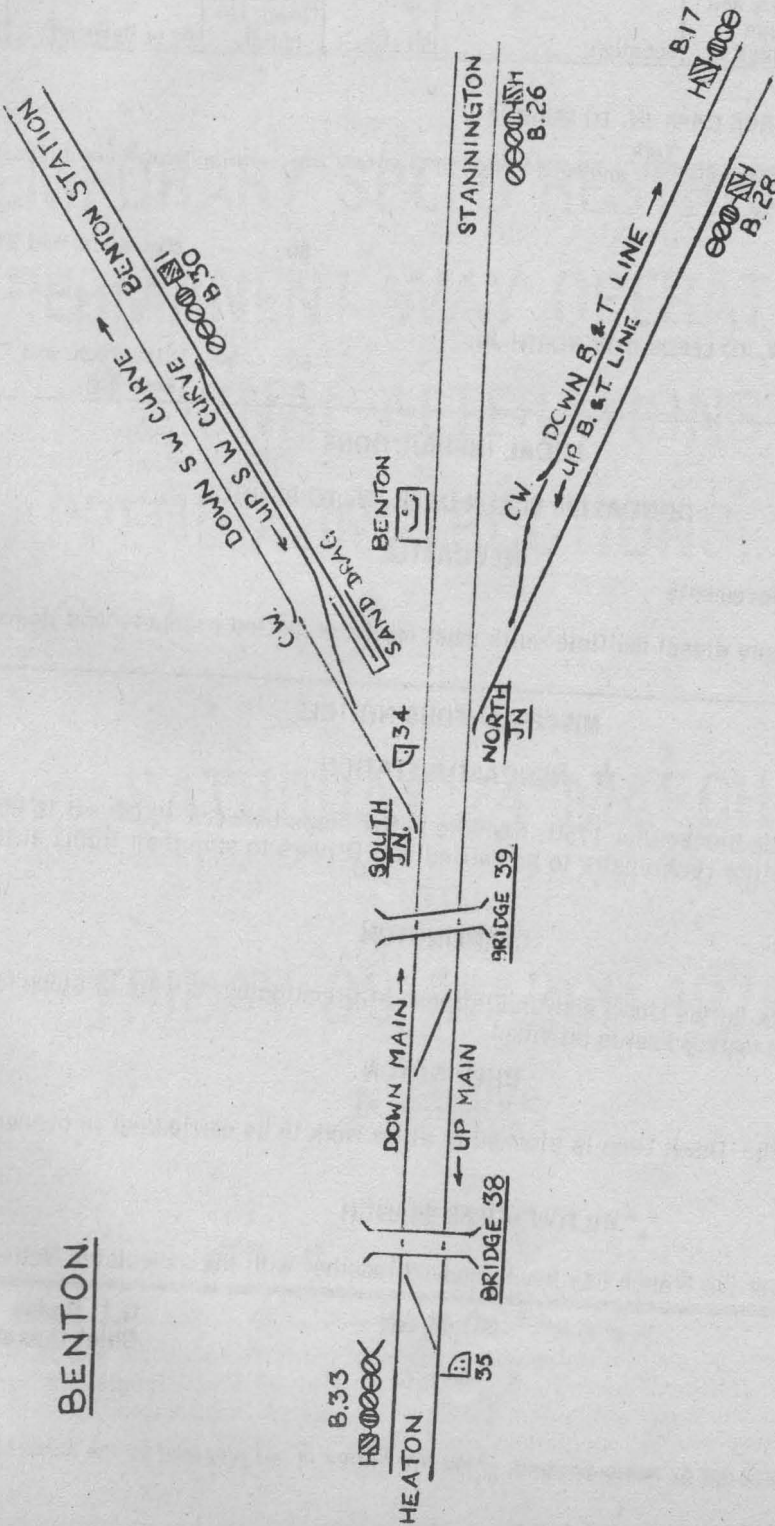
Signal B.35 has been replated G.233. (14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

WOLSINGHAM EASTGATE STATION GROUND FRAME NO.2

The 9-lever ground frame has been taken out of use and a new 2-lever ground frame released by the tablet has been provided adjacent to the points.



BENTON.

SECTION D

NN-20

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 33						
DONCASTER BLACK CARR JN. TO BERWICK						
York						
Add arrows to DM.No.9 Plat. and No.14 Plat. to signify 2 way working over these lines.						(14D)
Page 50						
Add:-				80	-	30m. 40ch. and 31m. 67ch.
						(14D)
Page 111						
WATH ROAD JN. TO LEEDS CITY NORTH JN.						
Add:-				50	50	181m. 70ch. and 182m. 5ch.
						(14D)

LOCAL INSTRUCTIONS

Page 337

DONCASTER BLACK CARR JN. TO BERWICK

NEWCASTLE

Propelling Movements

Delete:- Empty diesel multiple units must not be propelled except :- and items (i) and (ii).
(14D)

MISCELLANEOUS NOTICES

★ NEWCASTLE STATION

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hrs Monday 26 to Friday 30 March to allow roof repairs to be carried out. Drivers to stop their trains at the Marker Boards provided.

CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided.

CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running.

** WILTON WORKS BRANCH

The temporary L.C. over the Branch has been removed together with the associated Notice Boards. (12)

MO.45/NN

G.T. Dodds
Chief Operating Manager

York

16 MARCH, 1979

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

13

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

SATURDAY 31 MARCH

TO

FRIDAY 6 APRIL 1979

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 ALREADY CARRIED OUT

**** NORTHALLERTON**

A new ground position light signal (26/27) with a 2-way stencil type route indicator has been provided, situated on the cess side of the Down Northallerton Loop line at the clearance point of the Down Northallerton Loop line with the Up Main line and applies set-back Down Northallerton Loop line towards Up Main, with indication "M", or up towards Down Main, with indication "X".

A new ground position light signal (97/98) with 2-way stencil type route indicator has been provided on the cess side of the Up Main line 87 yards south of the signal box and applies set-back along Up Main, with indication "X", or towards Down Northallerton Loop line, with indication "L". (13)

BENTON

The Down and Up B. & T. Jn. lines have been brought back into use as shown on the diagram included within this notice, (B. & T. lines remain out of use).

Up B. & T. 4-aspect colour light signal B.28 has been replaced by a 3-aspect colour light signal (plated B.28) 400 yds before reaching the junction points (200 yds further from the box).

Up Main ground position light signal (35) applying set-back from Up Main towards Down S.W. Curve or Down Main now also applies towards the Down B. & T. line. (15)

BENTON

The junction has been remodelled as shown on the diagram shown within this notice.

A ground position light signal (34) has been provided 65 yards North of the junction points on the cess side of the Down Main and applies set-back Down Main to Up Main.

A ground position light signal (35) has been provided on the cess side of the Up Main situated adjacent to the Main to Main trailing crossover and applies set-back Up Main to Down S.W. Curve or towards Down Main.

Down Main line 4-aspect, light signal D.3 has been replated B.31. (14)

BENTON STATION JUNCTION

The Down B. & T. line ground position light signal (37) applying set-back Down B. & T. line to Up B. & T. line has been abolished.

The following signals will be maintained at Danger:-

- Down B. & T. line 4-aspect colour light signal B.39
- Up B. & T. line 3-aspect Platform Starting signal B.38 (Down direction)
- Down S.W. Curve 4-aspect colour light signal B.35

Signal B.35 has been replated G.233.

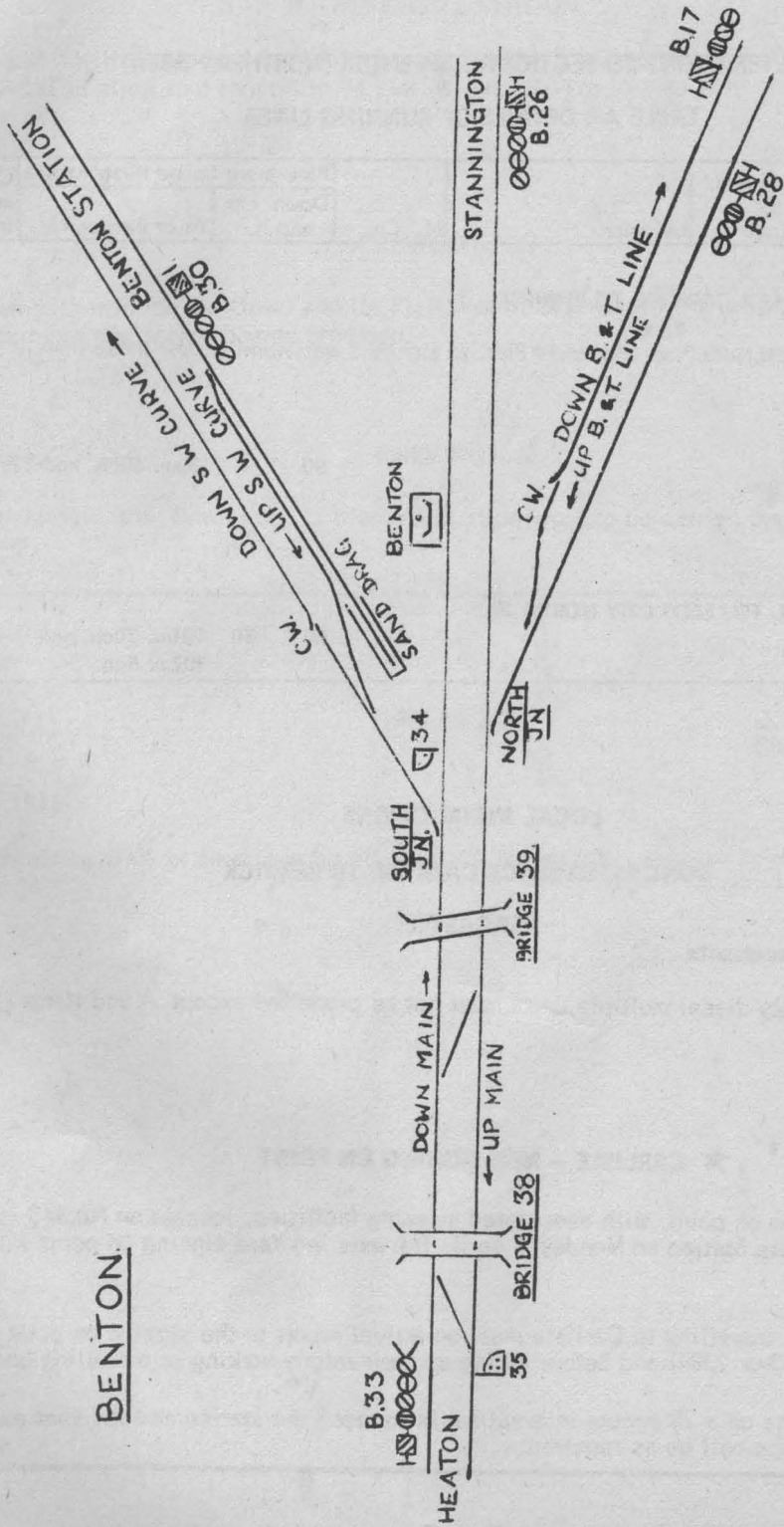
(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

** WOLSINGHAM EASTGATE STATION GROUND FRAME NO.2

The 9-lever ground frame has been taken out of use and a new 2-lever ground frame released by the tablet has been provided adjacent to the points. (13)



BENTON.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 33						
DONCASTER BLACK CARR JN. TO BERWICK						
York						
Add arrows to DM.No.9 Plat. and No.14 Plat. to signify 2 way working over these lines.						(14D)
Page 50						
Add:—				80	—	30m. 40ch. and 31m. 67ch.
						(14D)
Page 111						
WATH ROAD JN. TO LEEDS CITY NORTH JN.						
Add:—				50	50	181m. 70ch. and 182m. 5ch.
						(14D)

LOCAL INSTRUCTIONS

Page 337

DONCASTER BLACK CARR JN. TO BERWICK

NEWCASTLE

Propelling Movements

Delete:— Empty diesel multiple units must not be propelled except :— and items (i) and (ii).
(14D)

★ CARLISLE – NEW SIGNING ON POINT

A new train crew signing on point, with associated messing facilities, located on No.1/3 island platform will be opened at Carlisle Station on Monday 9 April. The existing Yard signing on point will close on the same date.

All trainmen working or travelling to Carlisle must on arrival report to the signing on point in person or by telephone (extn. 2363 or 2364) and before taking up their return working or travelling home passenger.

Service cars will operate on a 20 minute interval basis between the station and the yard except on Sundays when the service will be as required.
(16) (LMR)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

★ YORK YARD NORTH – YORK YARD SOUTH

As from 10 00 Monday 2 April the No.1 Down Yard will be secured out of use pending removal. (16)

★ NEWCASTLE STATION

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hrs Monday 2 to Friday 6 April to allow roof repairs to be carried out. Drivers to stop their trains at the Marker Boards provided.

CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided. (14)

CHEVINGTON

Until further notice , the Down Loop is blocked to allow work to be carried out in connection with high speedrunning.

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

23 MARCH, 1979

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 7 APRIL

TO

FRIDAY 13 APRIL 1979

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 ALREADY CARRIED OUT

YORK YARD NORTH – YORK YARD SOUTH

The No.1 Down Yard has been secured out of use pending removal. (16)

(NEW ITEM)

BENTON

The Down and Up B. & T. Jn. lines have been brought back into use as shown on the diagram included within this notice, (B. & T. lines remain out of use).

Up B. & T. 4-aspect colour light signal B.28 has been replaced by a 3-aspect colour light signal (plated B.28) 400 yds before reaching the junction points (200 yds further from the box).

Up Main ground position light signal (35) applying set-back from Up Main towards Down S.W. Curve or Down Main now also applies towards the Down B. & T. line. (15)

**** BENTON**

The junction has been remodelled as shown on the diagram shown within this notice.

A ground position light signal (34) has been provided 65 yards North of the junction points on the cess side of the Down Main and applies set-back Down Main to Up Main.

A ground position light signal (35) has been provided on the cess side of the Up Main situated adjacent to the Main to Main trailing crossover and applies set-back Up Main to Down S.W. Curve or towards Down Main.

Down Main line 4-aspect, light signal D.3 has been replated B.31. (14)

**** BENTON STATION JUNCTION**

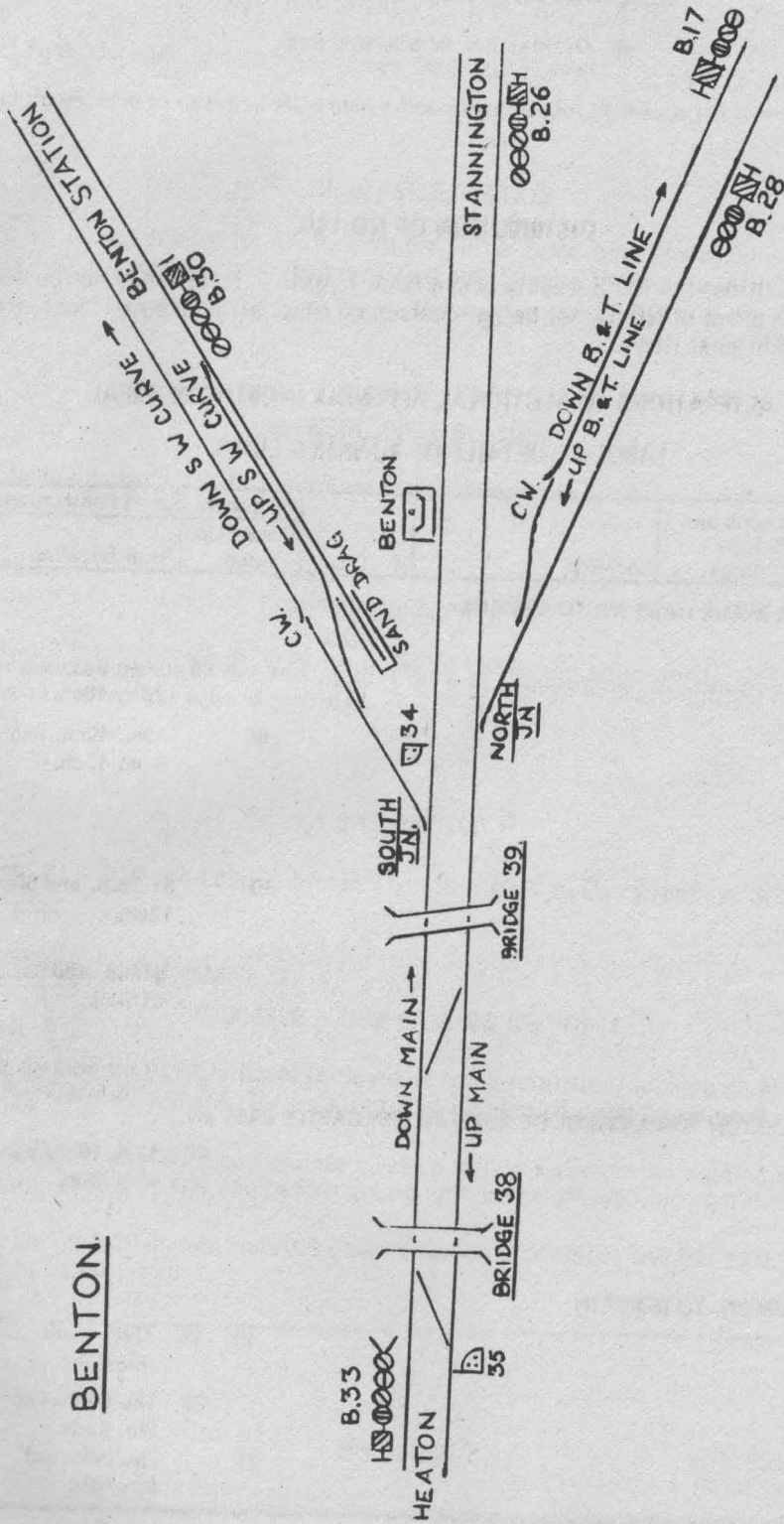
The Down B. & T. line ground position light signal (37) applying set-back Down B. & T. line to Up B. & T. line has been abolished.

The following signals will be maintained at Danger:—

- Down B. & T. line 4-aspect colour light signal B.39
- Up B. & T. line 3-aspect Platform Starting signal B.38 (Down direction)
- Down S.W. Curve 4-aspect colour light signal B.35

Signal B.35 has been replated G.233. (14)

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.

DISTRIBUTION OF ND.14D

Due to printing difficulties, the ND 8 weekly No.14 book 7 April – 1 June may not be available before the operative date. In the event of ND.14 not being received on time, all concerned must retain ND.5D and note the following additional items:-

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
DONCASTER BLACK CARR JN. TO BERWICK						
Page 50						
★	Delete:-			80	30m. 0ch. and 29m. 40ch.	
★	Add:-			80	30m. 40ch. and 31m. 67ch.	
Page 55						
★	Add:-			80	51½m.p. and 50m. 12ch.	
				80	51m.p. and 51½m.p.	
Page 170						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN.						
★	Add:-			20	61m. 18ch. and 61m. 8ch.	
Page 211						
PERCY MAIN JN. TO MORPETH						
★	Delete:-			25	25	Over level crossing.
★	Add:-			20	1m. 56ch. and 2m. 21ch.	
				20	2m. 0ch. and 0m. 0ch.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

YORK YARD NORTH - YORK YARD SOUTH

The No.1 Down Yard has been secured out of use pending removal.

(16)

★ NEWCASTLE STATION

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hrs Monday 9 to Friday 13 April to allow roof repairs to be carried out. Drivers to stop their trains at the Marker Boards provided.

★ NEWCASTLE STATION

No.5 A.B. Siding is blocked until further notice. Scaffolding in use.

(79/10) (16)

** CRAMLINGTON

In connection with work on the Down and Up Platforms at Cramlington, drivers of stopping trains must stop their trains at the marker boards provided.

(14)

** CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running.

(14)

CARLISLE - NEW SIGNING ON POINT

A new train crew signing on point, with associated messing facilities, located on No.1/3 island platform has been opened at Carlisle Station. The existing Yard signing on point has closed.

All trainmen working or travelling to Carlisle must on arrival report to the signing on point in person or by telephone (extn. 2363 or 2364) and before taking up their return working or travelling home passenger.

Service cars operate on a 20 minute interval basis between the station and the yard except on Sundays when the service is as required.

(16) (LMR)

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

30 MARCH, 1979

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

15/16

CARCO FLEET

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 14 APRIL
TO
FRIDAY 27 APRIL 1979
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

WEDNESDAY 18 APRIL – NORTH ORMESBY

The Down Main Outer Home signal will be abolished and the Down Main Inner Home signal will be renamed the Down Main Home Signal. (18)

THURSDAY 19 APRIL – GUISBOROUGH JUNCTION

The Up Branch Home signal will be renewed as a straight post signal with the arm at a reduced height of 20 feet above rail level. (18)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN TURSDALE JUNCTION AND DURHAM

The Down and Up lines between 64m. 75chs. and 65m. 20chs. have been slewed to a new alignment. (New item) (18)

BENTON

The Up S.W. Curve 4-aspect colour light signal B.30 has been replaced by a 3-aspect colour light signal (plated B.30) 8 yards nearer to the signal box. (New item) (18)

**** YORK YARD NORTH – YORK YARD SOUTH**

The No.1 Down Yard has been secured out of use pending removal. (16)

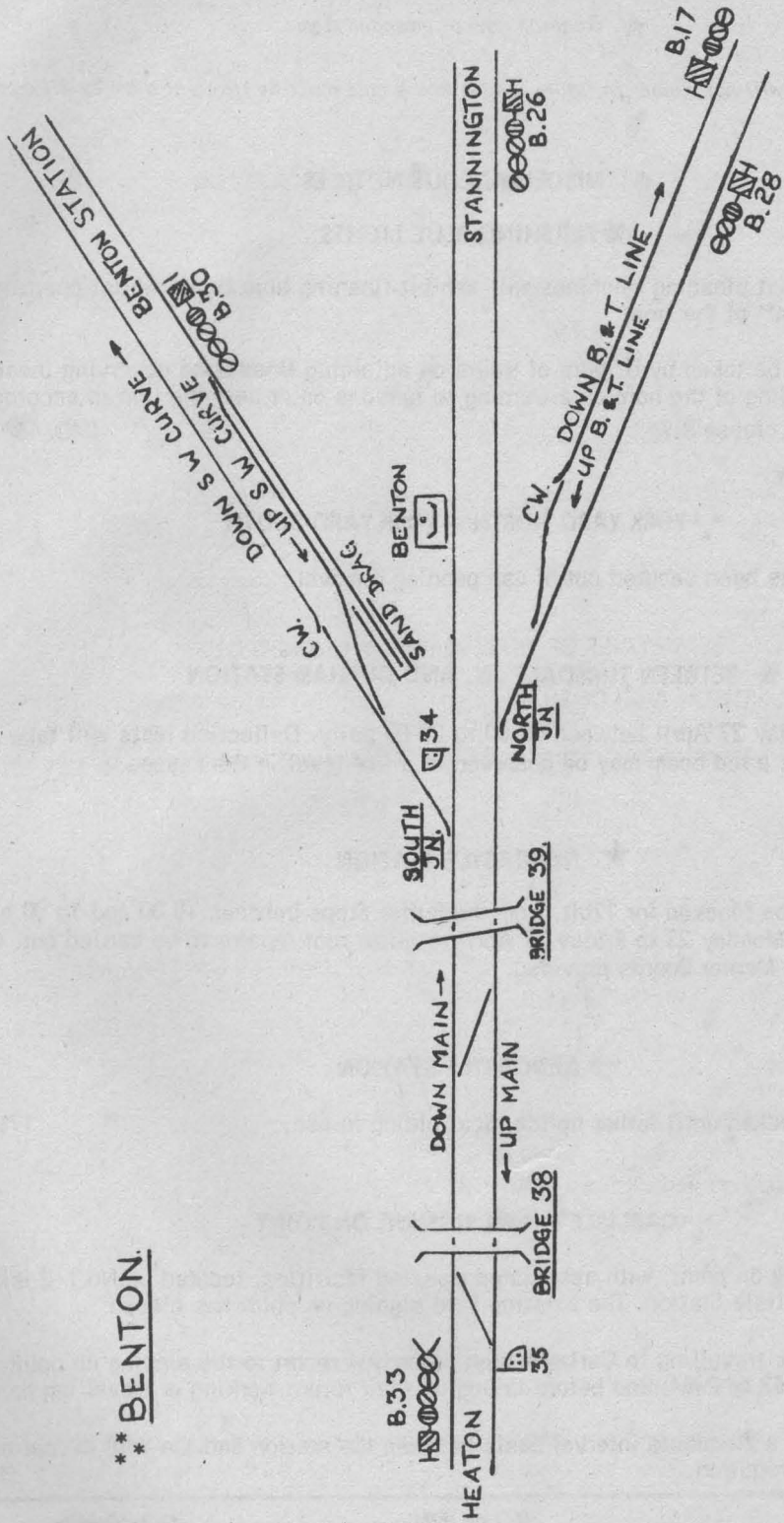
**** BENTON**

The Down and Up B. & T. Jn. lines have been brought back into use as shown on the diagram included within this notice; (B. & T. lines remain out of use).

Up B. & T. 4-aspect colour light signal B.28 has been replaced by a 3-aspect colour light signal (plated B.28) 400 yds before reaching the junction points (200 yds further from the box).

Up Main ground position light signal (35) applying set-back from Up Main towards Down S.W. Curve or Down Main now also applies towards the Down B. & T. line. (15)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



** BENTON.

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

★ FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book, Section H, clause 3.7. (MO/45/1464)(22D)

** YORK YARD NORTH – YORK YARD SOUTH

The No.1 Down Yard has been secured out of use pending removal. (16)

★ BETWEEN TURSDALE JN. AND DURHAM STATION

From Monday 23 to Friday 27 April between 08 00 to 20 00 daily. Deflection tests will take place and drivers are to note that a red beam may be observed at a low level in the cesses.

★ NEWCASTLE STATION

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hrs Tuesday 17 to Thursday 20 and Monday 23 to Friday 27 April to allow roof repairs to be carried out. Drivers to stop their trains at the Marker Boards provided.

** NEWCASTLE STATION

No.5 A.B. Siding is blocked until further notice. Scaffolding in use. (79/10) (16)

** CARLISLE – NEW SIGNING ON POINT

A new train crew signing on point, with associated messing facilities, located on No.1/3 island platform has been opened at Carlisle Station. The existing Yard signing on point has closed.

All trainmen working or travelling to Carlisle must on arrival report to the signing on point in person or by telephone (extn. 2363 or 2364) and before taking up their return working or travelling home passenger.

Service cars operate on a 20 minute interval basis between the station and the yard except on Sundays when the service is as required. (16) (LMR)

MO.45/NN

G.T. Dodds
Chief Operating Manager

York

6 APRIL, 1979

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

17

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

SATURDAY 28 APRIL

TO

FRIDAY 4 MAY 1979

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 ALREADY CARRIED OUT**BETWEEN TURSDALE JUNCTION AND DURHAM**

The Down and Up lines between 64m. 75chs. and 65m. 20chs. have been slewed to a new alignment. (18)

BENTON

The Up S.W. Curve 4-aspect colour light signal B.30 has been replaced by a 3-aspect colour light signal (plated B.30) 8 yards nearer to the signal box. (18)

NORTH ORMESBY

The Down Main Outer Home signal has been abolished and the Down Main Inner Home signal has been renamed the Down Main Home signal. (18)

GUISBOROUGH JUNCTION

The Up Branch Home signal has been renewed as a straight post signal with the arm at a reduced height of 20 feet above rail level. (18)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

Page 216

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

★ Add:– (After Clause 6)

Clause 7

Inter-Regional D.M.U. Trains : Eastern and L.M. Regions.

Notation "D1, D1(T), D2, D3, D4 or D5" shown in Working Timetables.

Diesel multiple-unit trains are timed in accordance with the following combinations and the appropriate D1, D1(T), D2, D3, D4 or D5 indication is included at the head of the columns of the Working Timetable of Mandatory Train Services:–

D1. Trains composed of the following formations :

D1(T). Trains composed of the following formations but authorised to convey tail traffic.

Motor Coach				Trailer				Total No. of Vehicles
1	..	..	..	1	..	..	..	2
2	..	..	..	2	..	..	..	4
3	..	..	..	2	..	..	..	5
3	..	..	..	3	..	..	..	6
4	..	..	..	3	..	..	..	7
4	..	..	..	4	..	..	..	8
5	..	..	..	3	..	..	..	8)
5	..	..	..	4	..	..	..	9)
5	..	..	..	5	..	..	..	10) *
6	..	..	..	4	..	..	..	10)
6	..	..	..	5	..	..	..	11)
6	..	..	..	6	..	..	..	12)

also Diesel Parcels Trains

D.2 Trains composed of the following formations :

Motor Coach				Trailer				Total No. of Vehicles
2	..	..	..	1	..	..	..	3
3	..	..	..	1	..	..	..	4
4	..	..	..	1	..	..	..	5
4	..	..	..	2	..	..	..	6
5	..	..	..	1	..	..	..	6)
5	..	..	..	2	..	..	..	7)
6	..	..	..	1	..	..	..	7) *
6	..	..	..	2	..	..	..	8)
6	..	..	..	3	..	..	..	9)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued

★ Page 216 – Add – continued

D.3 Trains composed of the following formations :

Motor Coach					Trailer				Total No. of Vehicles
1	—	1
2	—	2
3	—	3
4	—	4
5	—	5) *
6	—	6)

D.4 High Density Suburban Trains composed of the following formations :

Motor Coach					Trailer				Total No. of Vehicles
2	..	..	..	..	2	..	..	..	4
4	..	..	..	..	4	..	..	..	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4 timings.

D.5 Trans-Pennine sets composed of :

Motor Coach					Trailer				Total No. of Vehicles
4	..	..	..	..	2	..	..	..	6

*Note – These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS.312) (22D)

MISCELLANEOUS NOTICES

FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book. Section H. clause 3.7. (MO/45/1464)(22D)

★ NEWCASTLE STATION

Platforms 6 and 7 will be blocked for 175 ft. from the Buffer Stops between 10 00 and 15 00 hrs. Monday 30 April to Friday 4 May to allow roof repairs to be carried out. Drivers to stop their trains at the Marker Boards provided.

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

20 APRIL, 1979

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

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued

★ Page 216 – Add – continued

D.3 Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
1	—	1
2	—	2
3	—	3
4	—	4
5	—	5) *
6	—	6)

D.4 High Density Suburban Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
2	2	4
4	4	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4 timings.

D.5 Trans-Pennine sets composed of :

Motor Coach	Trailer	Total No. of Vehicles
4	2	6

*Note – These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS.312) (22D)

MISCELLANEOUS NOTICES

FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book. Section H. clause 3.7. (MO/45/1464)(22D)

★ NEWCASTLE STATION

Platforms 6 and 7 will be blocked for 175 ft. from the Buffer Stops between 10 00 and 15 00 hrs. Monday 30 April to Friday 4 May to allow roof repairs to be carried out. Drivers to stop their trains at the Marker Boards provided.

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

20 APRIL, 1979

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



tion
h. Remarks

NN 18

EASTERN REGION

Condition of
track.(78/18)

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

**SATURDAY 5 MAY
TO
FRIDAY 11 MAY 1979
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 TO SUNDAY 6 MAY – BETWEEN GATESHEAD HIGH STREET JUNCTION AND ST. JAMES BRIDGE JUNCTION**

The existing Up Siding at Gateshead (Park Lane) will be connected through to the Oakwellgate Siding with hand-operated connections to Hawk's Yard and the P. Way Yard. All connections leading to and from the Hawk's and P. Way Yards from the Down and Up Pelaw Goods lines will be secured out of use pending removal and all signals/signal routes applying to these yards will be abolished.

The trailing crossover Down Pelaw Goods to Up Pelaw Main will be secured out of use pending removal and the associated ground position light signals will be abolished.

The slip connection leading to the Up Pelaw Goods line from the facing Down Pelaw Goods to Up Pelaw Main crossover will be secured out of use pending removal and the associated Up Pelaw Goods line ground position light signal will be abolished. (21)

TUESDAY 8 MAY – WINNING (AND FREEMANS)

A new Down Main Starting signal will be provided mounted above Freemans Down Main Distant signal. The new signal arm will be 25 feet above rail level. (21)

DETAILS OF WORK ALREADY CARRIED OUT******
***** **BETWEEN TURSDALE JUNCTION AND DURHAM**

The Down and Up lines between 64m. 75chs. and 65m. 20chs. have been slewed to a new alignment. (18)

***** **BENTON**

The Up S.W. Curve 4-aspect colour light signal B.30 has been replaced by a 3-aspect colour light signal (plated B.30) 8 yards nearer to the signal box. (18)

***** **NORTH ORMESBY**

The Down Main Outer Home signal has been abolished and the Down Main Inner Home signal has been renamed the Down Main Home signal. (18)

***** **GUISBOROUGH JUNCTION**

The Up Branch Home signal has been renewed as a straight post signal with the arm at a reduced height of 20 feet above rail level. (18)

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 216

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA
 INSTRUCTIONS RELATING TO THE GENERAL APPENDIX
 WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Add:– (After Clause 6)

Clause 7

Inter-Regional D.M.U. Trains : Eastern and L.M. Regions.

Notation "D1, D1(T), D2, D3, D4 or D5" shown in Working Timetables.

Diesel multiple-unit trains are timed in accordance with the following combinations and the appropriate D1, D1(T), D2, D3, D4 or D5 indication is included at the head of the columns of the Working Timetable of Mandatory Train Services:–

D1. Trains composed of the following formations :

D1(T). Trains composed of the following formations but authorised to convey tail traffic.

Motor Coach				Trailer				Total No. of Vehicles
1	..	..	..	1	..	..	..	2
2	..	..	..	2	..	..	..	4
3	..	..	..	2	..	..	..	5
3	..	..	..	3	..	..	..	6
4	..	..	..	3	..	..	..	7
4	..	..	..	4	..	..	..	8
5	..	..	..	3	..	..	..	8)
5	..	..	..	4	..	..	..	9)
5	..	..	..	5	..	..	..	10) *
6	..	..	..	4	..	..	..	10)
6	..	..	..	5	..	..	..	11)
6	..	..	..	6	..	..	..	12)

also Diesel Parcels Trains

D.2 Trains composed of the following formations :

Motor Coach				Trailer				Total No. of Vehicles
2	..	..	..	1	..	..	..	3
3	..	..	..	1	..	..	..	4
4	..	..	..	1	..	..	..	5
4	..	..	..	2	..	..	..	6
5	..	..	..	1	..	..	..	6)
5	..	..	..	2	..	..	..	7)
6	..	..	..	1	..	..	..	7) *
6	..	..	..	2	..	..	..	8)
6	..	..	..	3	..	..	..	9)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued

Page 216 – Add – continued

D.3 Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
1	— .. .	1
2	— .. .	2
3	— .. .	3
4	— .. .	4
5	— .. .	5) *
6	— .. .	6)

D.4 High Density Suburban Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
2	2 .. .	4
4	4 .. .	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4 timings.

D.5 Trans-Pennine sets composed of :

Motor Coach	Trailer	Total No. of Vehicles
4	2 .. .	6

*Note – These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS.312) (22D)

MISCELLANEOUS NOTICE

FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book, Section H, clause 3.7. (MO/45/1464)(22D)

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

27 APRIL, 1979

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 12 MAY

TO

FRIDAY 18 MAY 1979

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 ALREADY CARRIED OUT**SEGHILL**

The Down Distant Signal (bracketed to right-hand side of track) has been replaced on a straight post, with the arm at a reduced height of 12 feet above rail level, at the left-hand side of the track, at the same distance from the signal box. (New Item) (22)

BETWEEN GATESHEAD HIGH STREET JUNCTION AND ST. JAMES BRIDGE JUNCTION

The existing Up Siding at Gateshead (Park Lane) has been connected through to the Oakwellgate Siding with hand-operated connections to Hawk's Yard and the P. Way Yard. All connections leading to and from the Hawk's and P. Way Yards from the Down and Up Pelaw Goods lines have been secured out of use pending removal and all signals/signal routes applying to these yards have been abolished.

The trailing crossover Down Pelaw Goods to Up Pelaw Main has been secured out of use pending removal and the associated ground position light signals have been abolished.

The slip connection leading to the Up Pelaw Goods line from the facing Down Pelaw Goods to Up Pelaw Main crossover has been secured out of use pending removal and the associated Up Pelaw Goods line ground position light signal has been abolished. (21)

WINNING (AND FREEMANS)

A new Down Main Starting signal has been provided mounted above Freemans Down Main Distant signal. The new signal arm is 25 feet above rail level. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 24						
DONCASTER BLACK CARR JN. TO BERWICK						
★ Amend:—						
PEGSWOOD (SOUTH OF)	18m. 16ch. AND		100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	(w.e.f. Monday 14 May)
ALNMOUTH (NORTH OF)	37m. 0ch.					
ALNMOUTH (NORTH OF)	37m. 0ch. AND		125	125	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	(w.e.f. Monday 14 May)
BEAL (SOUTH OF)	56m. 40ch.					
Page 51						
★ Add between Alnmouth and Little Mill:—			110		37m. 0ch. and 38m. 34ch.	(w.e.f. Monday 14 May)
				100	38m. 34ch. and 37m. 20ch.	(w.e.f. Monday 14 May)
★ Add between Stamford L.C. and Christon Bank L.C.:—			115	115	41m. 0ch. and 42m. 35ch.	(w.e.f. Monday 14 May)
			100	100	42m. 35ch. and 43m. 45ch.	(w.e.f. Monday 14 May)
★ Add between Chathill L.C. and Newsham L.C.:—				100	46m. 20ch. and 44m. 75ch.	(w.e.f. Monday 14 May)
Page 193						
DARLINGTON SOUTH JN. TO SALTBURN						
★ Add between Tees and Newport East Jn.:—			15	15	Main lines 13m. 65ch. and 13m. 76ch.	
			10		No.1 Down Goods 13m. 60ch. and 13m. 73ch.	
				10	No.1 Up Goods 13m. 73ch. and 12m. 2ch.	
★ Delete:—			20	20	To and from Goods lines at 13m. 71ch.	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued

Page 216

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Add:– (After Clause 6)

Clause 7

Inter-Regional D.M.U. Trains : Eastern and L.M. Regions.

Notation "D1, D1(T), D2, D3, D4 or D5" shown in Working Timetables.

Diesel multiple-unit trains are timed in accordance with the following combinations and the appropriate D1, D1(T), D2, D3, D4 or D5 indication is included at the head of the columns of the Working Timetable of Mandatory Train Services:–

D1. Trains composed of the following formations :

D1(T). Trains composed of the following formations but authorised to convey tail traffic.

Motor Coach	Trailer	Total No. of Vehicles
1	1	2
2	2	4
3	2	5
3	3	6
4	3	7
4	4	8
5	3	8)
5	4	9)
6	5	10) *
6	4	10)
6	5	11)
6	6	12)

also Diesel Parcels Trains

D.2 Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
2	1	3
3	1	4
4	1	5
4	2	6
5	1	6)
5	2	7)
6	1	7) *
6	2	8)
6	3	9)

D.3 Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
1	—	1
2	—	2
3	—	3
4	—	4
5	—	5) *
6	—	6)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX - NORTHERN AREA - continued

Page 216 - Add - continued

D.4 High Density Suburban Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
2	2	4
4	4	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4 timings.

D.5 Trans-Pennine sets composed of :

Motor Coach	Trailer	Total No. of Vehicles
4	2	6

*Note - These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS.312) (22D)

MISCELLANEOUS NOTICES

FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book, Section H, clause 3.7. (MO/45/1464)(22D)

★ NEWCASTLE STATION

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 14 May to Friday 18 May to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker Boards.

York

MO.45/NN

G.T. Dodds
Chief Operating Manager

3 MAY, 1979

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 19 MAY

TO

FRIDAY 25 MAY 1979

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'**SUNDAY 20 MAY – BRAMPTON FELL**

A trailing Main to Main crossover situated east of the level crossing, operated by a new 2-lever ground frame will be brought into use. The ground frame will be released by the Annetts key which will normally be kept in the signal box.

The right-hand bracket signal (situated east of the level crossing) carrying the semaphore Down Main Home and Down Main to Relief Siding signals will be replaced by a 2-aspect colour light Down Main Home signal (capable of displaying a red or green aspect) and plated BF.4 with a left-hand offset elevated position light subsidiary applying Down Main to Down Relief Siding, 92 yards from the Signal Box (62 yards further).

The semaphore Down Main Distant signal will be replaced by a 2-aspect colour light Distant signal 1706 yards from the Down Home signal (919 yards further) with the yellow aspect 11 feet above rail level. (23)

SUNDAY 20 MAY – HOW MILL

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

MONDAY 21 MAY – HAVERTON SOUTH BRANCH

A temporary level crossing will be brought into use over the single and run-round line at 0m. 42chs.

An advance warning board, consisting of a black St. George's cross on a white background will be provided on each rail approach 220 yards before reaching the level crossing, applicable to both lines.

Notice Boards worded "STOP, ENSURE GATES CLOSED TO ROAD BEFORE PROCEEDING", will be provided on each rail approach approximately 25 yards before reaching the level crossing applicable to both lines. A crossing keeper will be in attendance during the time the crossing is in use. (23)

DETAILS OF WORK ALREADY CARRIED OUT**SEGHILL**

The Down Distant Signal (bracketed to right-hand side of track) has been replaced on a straight post, with the arm at a reduced height of 12 feet above rail level, at the left-hand side of the track, at the same distance from the signal box. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN GATESHEAD HIGH STREET JUNCTION AND ST. JAMES BRIDGE JUNCTION**

The existing Up Siding at Gateshead (Park Lane) has been connected through to the Oakwellgate Siding with hand-operated connections to Hawk's Yard and the P. Way Yard. All connections leading to and from the Hawk's and P. Way Yards from the Down and Up Pelaw Goods lines have been secured out of use pending removal and all signals/signal routes applying to these yards have been abolished.

The trailing crossover Down Pelaw Goods to Up Pelaw Main has been secured out of use pending removal and the associated ground position light signals have been abolished.

The slip connection leading to the Up Pelaw Goods line from the facing Down Pelaw Goods to Up Pelaw Main crossover has been secured out of use pending removal and the associated Up Pelaw Goods line ground position light signal has been abolished. (21)

WINNING (AND FREEMANS)

A new Down Main Starting signal has been provided mounted above Freemans Down Main Distant signal. The new signal arm is 25 feet above rail level. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 24						
DONCASTER BLACK CARR JN. TO BERWICK						
Amend:—						
	PEGSWOOD (SOUTH OF) 18m. 16ch. AND ALNMOUTH (NORTH OF) 37m. 0ch.			100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.
	ALNMOUTH (NORTH OF) 37m. 0ch. AND BEAL (SOUTH OF) 56m. 40ch.			125	125	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.
Page 51						
	Add between Alnmouth and Little Mill:—			110		37m. 0ch. and 38m. 34ch.
				100		38m. 34ch. and 37m. 20ch.
	Add between Stamford L.C. and Christon Bank L.C.:—			115	115	41m. 0ch. and 42m. 35ch.
				100	100	42m. 35ch. and 43m. 45ch.
	Add between Chathill L.C. and Newsham L.C.:—			100		46m. 20ch. and 44m. 75ch.
Page 193						
DARLINGTON SOUTH JN. TO SALTBURN						
	Add between Tees and Newport East Jn.:—			15	15	Main lines 13m. 65ch. and 13m. 76ch.
				10		No.1 Down Goods 13m. 60ch. and 13m. 73ch.
				10		No.1 Up Goods 13m. 73ch. and 12m. 2ch.
	Delete:—			20	20	To and from Goods lines at 13m. 71ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued

Page 216

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Add:– (After Clause 6)

Clause 7

Inter-Regional D.M.U. Trains : Eastern and L.M. Regions.

Notation "D1, D1(T), D2, D3, D4 or D5" shown in Working Timetables.

Diesel multiple-unit trains are timed in accordance with the following combinations and the appropriate D1, D1(T), D2, D3, D4 or D5 indication is included at the head of the columns of the Working Timetable of Mandatory Train Services:–

D1. Trains composed of the following formations :

D1(T). Trains composed of the following formations but authorised to convey tail traffic:

Motor Coach	Trailer	Total No. of Vehicles
1	1	2
2	2	4
3	2	5
3	3	6
4	3	7
4	4	8
5	3	8)
5	4	9)
5	5	10) *
6	4	10)
6	5	11)
6	6	12)

also Diesel Parcels Trains

D.2 Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
2	1	3
3	1	4
4	1	5
4	2	6
5	1	6)
5	2	7)
6	1	7) *
6	2	8)
6	3	9)

D.3 Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
1	—	1
2	—	2
3	—	3
4	—	4
5	—	5) *
6	—	6)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued

Page 216 – Add – continued

D.4 High Density Suburban Trains composed of the following formations :

Motor Coach				Trailer				Total No. of Vehicles
2	..	..	..	2	..	..	..	4
4	..	..	..	4	..	..	..	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4 timings.

D.5 Trans-Pennine sets composed of :

Motor Coach				Trailer				Total No. of Vehicles
4	..	..	..	2	..	..	..	6

*Note – These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS.312) (22D)

MISCELLANEOUS NOTICES

★ STOPPING OF HIGH SPEED TRAINS

Stations at which High Speed Trains are regularly booked to stop have been equipped with marker boards worded 'H-CAR STOP' on the platforms concerned. Drivers of High Speed Trains must stop with the leading power car opposite the marker boards, so that the train is correctly aligned with the platform markings.

Station staff should direct passengers with reservations to the appropriate coach marking on the platform. (22D)

FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book, Section H, clause 3.7. (MO/45/1464)(22D)

★ NEWCASTLE STATION

Platforms 6 and 7 will be blocked for 175ft. from the Buffer Stops between 10 00 and 15 00 hours Monday 21 May to Friday 25 May to allow roof repairs to be carried out. Drivers to bring their trains to a stand at the Marker Boards.

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

Location	Nature of Work	Duration	Commencing Date
★ Gateshead M.P.D. ** Wash Road	Trackwork at 0m. 12chs.	Saturday 19 May 07 00 to 15 00	—

MO.45/NN

G.T. Dodds
Chief Operating Manager

York

11 MAY, 1979

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

21/22

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 26 MAY

TO

FRIDAY 8 JUNE 1979

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'

TUESDAY 29 MAY – AINDERBY LEVEL CROSSING

The gate targets will be abolished and replaced with red lamps and targets fitted to the gates.

SUNDAY 3 JUNE – BETWEEN WEARMOUTH AND EAST BOLDON

Wearmouth

A new 4-aspect colour light Intermediate Block Home signal plated W.36 (only capable of displaying a red, yellow or green aspect at this stage) will be brought into use on the Down line at approximately 92m. 13chs. This signal will also act as East Boldon Down Distant signal and will be 1918 yards from East Boldon Down Home signal.

A new 4-aspect colour light Intermediate Block Distant signal plated W.36R (only capable of displaying a yellow or green aspect at this stage) will be brought into use on the Down line at approximately 91m. 21chs. and will be 1592 yards from the new Intermediate Block Home signal.

Signal post telephones will be provided at each of the two new above mentioned signals.

The Up Main semaphore Distant signal will be abolished.

East Boldon

The semaphore Up Main Second Home and Up Main Starting signals will be abolished and a new 4-aspect colour light Starting signal plated EB.25 (only capable of displaying a red, yellow or green aspect at this stage) will be brought into use on the Up line at approximately 92m. 55chs. This signal will also act as the Up Intermediate Block Distant signal. A new 4-aspect colour light Intermediate Block Home signal plated EB.24 (only capable of displaying a red, yellow or green aspect at this stage) will be brought into use at 91m. 48chs., 1923 yards from EB.25 signal. This signal will also act as Wearmouth Up Distant signal and will be 1287 yards from Wearmouth Up Home signal.

Signal post telephones will be provided at each of the two new above mentioned signals.

The Down Main semaphore Distant signal will be abolished.

(25)

MONDAY 4 JUNE – CLIFFE HOUSE BRANCH

A temporary level crossing will be brought into use over the single line at 0m 4chs.

The temporary level crossing will be protected by a Stop signal for trains travelling up the Branch (from Cliffe House) and for trains leaving the Branch by a 'Stop for Orders Board' and advance St. George Cross Board on the approach to the crossing.

A crossing keeper will be in attendance during the hours the Branch is open to rail traffic.

(25)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GATESHEAD HIGH STREET JUNCTION AND ST. JAMES BRIDGE JUNCTION

The existing Up Siding at Gateshead (Park Lane) has been connected through to the Oakwellgate Siding with hand-operated connections to Hawk's Yard and the P. Way Yard. All connections leading to and from the Hawk's and P. Way Yards from the Down and Up Pelaw Goods lines have been secured out of use pending removal and all signals/signal routes applying to these yards have been abolished.

The trailing crossover Down Pelaw Goods to Up Pelaw Main has been secured out of use pending removal and the associated ground position light signals have been abolished.

The slip connection leading to the Up Pelaw Goods line from the facing Down Pelaw Goods to Up Pelaw Main crossover has been secured out of use pending removal and the associated Up Pelaw Goods line ground position light signal has been abolished. (21)

HAVERTON SOUTH BRANCH

A temporary level crossing has been brought into use over the single and run-round line at 0m. 42chs.

An advance warning board, consisting of a black St. George's cross on a white background has been provided on each rail approach 220 yards before reaching the level crossing, applicable to both lines.

Notice Boards worded "STOP, ENSURE GATES CLOSED TO ROAD BEFORE PROCEEDING," has been provided on each rail approach approximately 25 yards before reaching the level crossing applicable to both lines. A crossing keeper is in attendance during the time the crossing is in use. (23)

BRAMPTON FELL

A trailing Main to Main crossover situated east of the level crossing, operated by a new 2-lever ground frame has been brought into use. The ground frame is released by the Annetts key which is normally kept in the signal box.

The right-hand bracket signal (situated east of the level crossing) carrying the semaphore Down Main Home and Down Main to Relief Siding signals has been replaced by a 2-aspect colour light Down Main Home signal (capable of displaying a red or green aspect) and plated BF.4 with a left-hand offset elevated position light subsidiary applying Down Main to Down Relief Siding, 92 yards from the Signal Box (62 yards further).

The semaphore Down Main Distant signal has been replaced by a 2-aspect colour light Distant signal 1706 yards from the Down Home signal (919 yards further) with the yellow aspect 11 feet above rail level. (23)

HOW MILL

The trailing Main to Main crossover has been secured out of use pending removal and the associated signals abolished. (23)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SEGHILL

The Down Distant Signal (bracketed to right-hand side of track) has been replaced on a straight post, with the arm at a reduced height of 12 feet above rail level; at the left-hand side of the track, at the same distance from the signal box. (22)

WINNING (AND FREEMANS)

A new Down Main Starting signal has been provided mounted above Freemans Down Main Distant signal. The new signal arm is 25 feet above rail level. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 24						
DONCASTER BLACK CARR JN. TO BERWICK						
Amend:—						
	PEGSWOOD (SOUTH OF) 18m. 16ch. AND ALNMOUTH (NORTH OF) 37m. 0ch.			100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.
	ALNMOUTH (NORTH OF) 37m. 0ch. AND BEAL (SOUTH OF) 56m. 40ch.			125	125	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.
Page 51						
	Add between Alnmouth and Little Mill:—			110		37m. 0ch. and 38m. 34ch.
					100	38m. 34ch. and 37m. 20ch.
	Add between Stamford L.C. and Christon Bank L.C.:—			115	115	41m. 0ch. and 42m. 35ch.
				100	100	42m. 35ch. and 43m. 45ch.
	Add between Chathill L.C. and Newham L.C.:—				100	46m. 20ch. and 44m. 75ch.
Page 192						
DARLINGTON SOUTH JN. TO SALTBURN						
★ Amend:—						
				45	45	Main lines 13m. 55chs. and 13m. 65chs.
Page 193						
	Add between Tees and Newport East Jn.:—			15	15	Main lines 13m. 65ch. and 13m. 76ch.
				10		No.1 Down Goods 13m. 60ch. and 13m. 73ch.
					10	No.1 Up Goods 13m. 73ch. and 12m. 2ch.
	Delete:—			20	20	To and from Goods lines at 13m. 71ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued

Page 277

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX
WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Add:– (After Clause 6)

Clause 7

Inter-Regional D.M.U. Trains : Eastern and L.M. Regions.

Notation "D1, D1(T), D2, D3, D4 or D5" shown in Working Timetables.

Diesel multiple-unit trains are timed in accordance with the following combinations and the appropriate D1, D1(T), D2, D3, D4 or D5 indication is included at the head of the columns of the Working Timetable of Mandatory Train Services:–

D1. Trains composed of the following formations :

D1(T). Trains composed of the following formations but authorised to convey tail traffic.

Motor Coach	Trailer	Total No. of Vehicles
1	1	2
2	2	4
3	3	5
3	3	6
4	4	7
4	4	8
5	3	8)
5	4	9)
6	5	10) *
6	4	10)
6	5	11)
6	6	12)

also Diesel Parcels Trains

D.2 Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
2	1	3
3	1	4
4	1	5
4	2	6
5	1	6)
5	2	7)
6	1	7) *
6	2	8)
6	3	9)

D.3 Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
1	–	1
2	–	2
3	–	3
4	–	4
5	–	5) *
6	–	6)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued

Page 277 – Add – continued

D.4 High Density Suburban Trains composed of the following formations :

Motor Coach	Trailer	Total No. of Vehicles
2	2	4
4	4	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4 timings.

D.5 Trans-Pennine sets composed of :

Motor Coach	Trailer	Total No. of Vehicles
4	2	6

*Note – These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS.312) (22D)

MISCELLANEOUS NOTICES

STOPPING OF HIGH SPEED TRAINS

Stations at which High Speed Trains are regularly booked to stop have been equipped with marker boards worded 'H-CAR STOP' on the platforms concerned. Drivers of High Speed Trains must stop with the leading power car opposite the marker boards, so that the train is correctly aligned with the platform markings.

Station staff should direct passengers with reservations to the appropriate coach marking on the platform. (22D)

FLASHING BLUE LIGHTS

Certain on track ballast cleaning machines will exhibit flashing blue lights whilst operating within an "Absolute Possession" of the line.

No action requires to be taken by Drivers of trains on adjoining lines upon observing these lights other than the normal sounding of the horn as a warning to persons on or near the line in accordance with the Rule Book, Section H, clause 3.7. (MO/45/1464)(22D)

★ NEWCASTLE

Platforms 6 and 7 will be blocked for 175ft. from the buffer stops between 10 00 and 15 00 hours Tuesday 29 May to Friday 1 June, to allow roof repairs to be carried out. Drivers to stop their trains 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 hours Monday 4 to Friday 8 June, to allow roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

MO.45/NN

York

Chief Operating Manager

18 MAY, 1979

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 9 JUNE

TO

FRIDAY 15 JUNE 1979

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 10 JUNE – FERRYHILL**

Down Main line automatic signal D.47 will become a controlled signal, controlled by Ferryhill signal box, and will be replated F.473. (26)

SUNDAY 10 JUNE – BETWEEN BROUGHBRIDGE ROAD AND LOW GATES**Boroughbridge Road**

The signal box will be abolished and in future the Level Crossing will be supervised from Low Gates signal box with the aid of Closed Circuit Television.

Telephones giving communication with Low Gates signal box will be provided at the crossing.

Down Main line signal BR.2 will be replated LB.2 and Up Main line signal BR.1 will be replated LB.1 and the control of these signals and the signal-post telephones will be transferred to Low Gates signal box.

Romanby Road Level Crossing

The supervision of the level crossing by Closed Circuit Television will be transferred from Boroughbridge Road to Low Gates signal box. The telephones at the crossing will now communicate with Low Gates signal box. (26)

DETAILS OF WORK ALREADY CARRIED OUT**AINDERBY LEVEL CROSSING**

The gate targets have been abolished and replaced with red lamps and targets fitted to the gates. (25)

BETWEEN WEARMOUTH AND EAST BOLDON**Wearmouth**

A new 4-aspect colour light intermediate Block Home signal plated W.36 (only capable of displaying a red, yellow or green aspect at this stage) has been brought into use on the Down line at approximately 92m. 13chs. This signal also acts as East Boldon Down Distant signal and is 1918 yards from East Boldon Down Home signal, signal post telephones have been provided.

A new 4-aspect colour light intermediate Block Distant signal plated W.36R (only capable of displaying a yellow or green aspect at this stage) has been brought into use on the Down line at approximately 91m. 21 chs. and is 1592 yards from the new intermediate Block Home signal.

The Up Main semaphore Distant signal has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN WEARMOUTH AND EAST BOLDON – continued

East Boldon

The semaphore Up Main Second Home and Up Main Starting signals have been abolished and a new 4-aspect colour light Starting signal plated EB.25 (only capable of displaying a red, yellow or green aspect at this stage) has been brought into use on the Up line at approximately 92m. 55chs. This signal also acts as the Up Intermediate Block Distant signal. A new 4-aspect colour light Intermediate Block Home signal plated EB.24 (only capable of displaying a red, yellow or green aspect at this stage) has been brought into use at 91m. 48chs., 1923 yards from EB.25 signal. This signal also acts as Wearmouth Up Distant signal and is 1287 yards from Wearmouth Up Home signal.

Signal post telephones have been provided at each of the two new above mentioned signals.

The Down Main semaphore Distant signal has been abolished.

(25)

**

*** BETWEEN GATESHEAD HIGH STREET JUNCTION AND ST. JAMES BRIDGE JUNCTION**

The existing Up Siding at Gateshead (Park Lane) has been connected through to the Oakwellgate Siding with hand-operated connections to Hawk's Yard and the P. Way Yard. All connections leading to and from the Hawk's and P. Way Yards from the Down and Up Pelaw Goods lines have been secured out of use pending removal and all signals/signal routes applying to these yards have been abolished.

The trailing crossover Down Pelaw Goods to Up Pelaw Main has been secured out of use pending removal and the associated ground position light signals have been abolished.

The slip connection leading to the Up Pelaw Goods line from the facing Down Pelaw Goods to Up Pelaw Main crossover has been secured out of use pending removal and the associated Up Pelaw Goods line ground position light signal has been abolished.

(23)

**

*** HAVERTON SOUTH BRANCH**

A temporary level crossing has been brought into use over the single and run-round line at 0m. 42chs.

An advance warning board, consisting of a black St. George's cross on a white background has been provided on each rail approach 220 yards before reaching the level crossing, applicable to both lines.

Notice Boards worded "STOP, ENSURE GATES CLOSED TO ROAD BEFORE PROCEEDING," has been provided on each rail approach approximately 25 yards before reaching the level crossing applicable to both lines. A crossing keeper is in attendance during the time the crossing is in use.

(23)

CLIFFE HOUSE BRANCH

A temporary level crossing has been brought into use over the single line at 0m. 4chs.

The temporary level crossing is protected by a Stop signal for trains travelling up the Branch (from Cliffe House) and for trains leaving the Branch by a 'Stop for Orders Board' and advance St. George Cross Board on the approach to the crossing.

A crossing keeper is in attendance during the hours the Branch is open to rail traffic.

(25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BRAMPTON FELL**

A trailing Main to Main crossover situated east of the level crossing, operated by a new 2-lever ground frame has been brought into use. The ground frame is released by the Annetts key which is normally kept in the signal box.

The right-hand bracket signal (situated east of the level crossing) carrying the semaphore Down Main Home and Down Main to Relief Siding signals has been replaced by a 2-aspect colour light Down Main Home signal (capable of displaying a red or green aspect) and plated BF.4 with a left-hand offset elevated position light subsidiary applying Down Main to Down Relief Siding, 92 yards from the Signal Box (62 yards further).

The semaphore Down Main Distant signal has been replaced by a 2-aspect colour light Distant signal 1706 yards from the Down Home signal (919 yards further) with the yellow aspect 11 feet above rail level. (23)

**** HOW MILL**

The trailing Main to Main crossover has been secured out of use pending removal and the associated signals abolished. (23)

**** SEGHILL**

The Down Distant Signal (bracketed to right-hand side of track) has been replaced on a straight post, with the arm at a reduced height of 12 feet above rail level, at the left-hand side of the track, at the same distance from the signal box. (23)

**** WINNING (AND FREEMANS)**

A new Down Main Starting signal has been provided mounted above Freemans Down Main Distant signal. The new signal arm is 25 feet above rail level. (23)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 173– NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Between Easington and Dawdon Jn.						
★	Add:–			30	– 81m. 0ch. and 81m. 40ch.	(31D)

LOCAL INSTRUCTIONS

★ Page 351

Add :–

HEATON SOUTH JN. TO WEST MONKSEATON
RESTRICTED CLEARANCES – NORTH TYNESIDE LINES

Due to restricted clearances between Percy Main and West Monkseaton via Tynemouth, trains conveying passengers must not be allowed to operate between these two points unless all drop lights are fitted with safety bars and all sliding windows with ventilation stops. (31)

York

MO.45/NN

Chief Operating Manager

1 JUNE, 1979

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 16 JUNE
TO
FRIDAY 22 JUNE 1979
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'

SUNDAY 17 JUNE - TEES (THORNABY EAST JUNCTION)

Up Main line signal T.183 will become an automatic signal and plated accordingly.

The slip connection to the Down Main line associated with the Down Goods /Up Goods facing crossover at the East End of Thornaby Station will be abolished.

The facing connection Down Main to Thornaby Motive Power Depot Arrival line will be abolished and replaced by a new trailing connection Up Goods No.1 line to Motive Power Depot Arrival line.

Down Main line signal T.205 will no longer apply towards the Motive Power Depot and the indication "L" will be abolished.

Down Goods line signal T.208 will no longer apply towards the Down Main line and the indication "M" will be abolished, but the signal will apply towards the Motive Power Depot with indication "L" via the Up Goods No.1 line and the new connection. (27)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL

Down Main line automatic signal D.47 has become a controlled signal, controlled by Ferryhill signal box, and has been replated F.473. (26)

AINDERBY LEVEL CROSSING

The gate targets have been abolished and replaced with red lamps and targets fitted to the gates. (25)

BETWEEN BROUGHBRIDGE ROAD AND LOW GATES

Broughbridge Road

The signal box has been abolished and in future the Level Crossing is supervised from Low Gates signal box with the aid of Closed Circuit Television.

Telephones giving communication with Low Gates signal box have been provided at the crossing.

Down Main line signal BR.2 has been replated LB.2 and Up Main line signal BR.1 has been replated LB.1 and the control of these signals and the signal-post telephones has been transferred to Low Gates signal box.

Romanby Road Level Crossing

The supervision of the level crossing by Closed Circuit Television has been transferred from Broughbridge Road to Low Gates signal box. The telephones at the crossing now communicate with Low Gates signal box. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CLIFFE HOUSE BRANCH

A temporary level crossing has been brought into use over the single line at 0m. 4chs.

The temporary level crossing is protected by a Stop signal for trains travelling up the Branch (from Cliffe House) and for trains leaving the Branch by a 'Stop for Orders Board' and advance St. George Cross Board on the approach to the crossing.

A crossing keeper is in attendance during the hours the Branch is open to rail traffic. (25)

BETWEEN WEARMOUTH AND EAST BOLDON

Wearmouth

A new 4-aspect colour light intermediate Block Home signal plated W.36 (only capable of displaying a red, yellow or green aspect at this stage) has been brought into use on the Down line at approximately 92m. 13chs. This signal also acts as East Boldon Down Distant signal and is 1918 yards from East Boldon Down Home signal, signal post telephones have been provided.

A new 4-aspect colour light intermediate Block Distant signal plated W.36R (only capable of displaying a yellow or green aspect at this stage) has been brought into use on the Down line at approximately 91m. 21 chs. and is 1592 yards from the new intermediate Block Home signal.

The Up Main semaphore Distant signal has been abolished.

East Boldon

The semaphore Up Main Second Home and Up Main Starting signals have been abolished and a new 4-aspect colour light Starting signal plated EB.25 (only capable of displaying a red, yellow or green aspect at this stage) has been brought into use on the Up line at approximately 92m. 55chs. This signal also acts as the Up Intermediate Block Distant signal. A new 4-aspect colour light Intermediate Block Home signal plated EB.24 (only capable of displaying a red, yellow or green aspect at this stage) has been brought into use at 91m. 48chs., 1923 yards from EB.25 signal. This signal also acts as Wearmouth Up Distant signal and is 1287 yards from Wearmouth Up Home signal.

Signal post telephones have been provided at each of the two new above mentioned signals.

The Down Main semaphore Distant signal has been abolished. (25)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**
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MISCELLANEOUS NOTICE

★ RULE BOOK AMENDMENTS – ND22D, 2-6-79 – 3-8-79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 173– NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
		Between Easington and Dawdon Jn.		30	–	81m. 0ch. and 81m. 40ch.
	Add:--					(31D)
Page 198 -- MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
★	Add:-	between North Ormesby LC and Ormesby		20	20	1m 50ch and 2m 60ch.
						(31D)

LOCAL INSTRUCTIONS

Page 351

Add :-

HEATON SOUTH JN. TO WEST MONKSEATON
RESTRICTED CLEARANCES – NORTH TYNESIDE LINES

Due to restricted clearances between Percy Main and West Monkseaton via Tynemouth, trains conveying passengers must not be allowed to operate between these two points unless all drop lights are fitted with safety bars and all sliding windows with ventilation stops. (31)

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

8 JUNE, 1979

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

WHITWELL
WHITWELL



NN

EASTERN REGION

25

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

SATURDAY 23 JUNE

TO

FRIDAY 29 JUNE 1979

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'

SATURDAY 23 to SUNDAY 24 JUNE – TILE SHED

The semaphore Up Main Home signal and the semaphore Up Main Starter (with left-hand offset miniature arm applying Up Main to Up Goods) will be abolished and replaced by a new 4-aspect colour light Up Home signal (only capable of displaying a red, yellow or green aspect at this stage) plated S.7, 505 yards from the signal box and 1,236 yards from East Boldon Up Main Home signal (EB.25). The new signal will have a position '1' Junction Indicator which will apply Up Main to Up Goods and will act also as East Boldon Up Distant signal.

In future the Up Goods line will be worked under Absolute Block Regulations. (28)

THURSDAY 28 JUNE – BETWEEN GATESHEAD AND PELAW

Up Pelaw Goods line 3-aspect colour light signal G32 (with subsidiary) will be renewed as a straight post signal 3 yards nearer to the signal box, with the red aspect 11 feet above rail level. (28)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL

THIS WORK HAS NOT BEEN CARRIED OUT.

****** AINDERBY LEVEL CROSSING

The gate targets have been abolished and replaced with red lamps and targets fitted to the gates. (25)

BETWEEN BROUGHBRIDGE ROAD AND LOW GATES

Boroughbridge Road

The signal box has been abolished and in future the Level Crossing is supervised from Low Gates signal box with the aid of Closed Circuit Television.

Telephones giving communication with Low Gates signal box have been provided at the crossing.

Down Main line signal BR.2 has been replated LB.2 and Up Main line signal BR.1 has been replated LB.1 and the control of these signals and the signal-post telephones has been transferred to Low Gates signal box.

Romanby Road Level Crossing

The supervision of the level crossing by Closed Circuit Television has been transferred from Boroughbridge Road to Low Gates signal box. The telephones at the crossing now communicate with Low Gates signal box. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**
* CLIFFE HOUSE BRANCH

A temporary level crossing has been brought into use over the single line at 0m. 4chs.

The temporary level crossing is protected by a Stop signal for trains travelling up the Branch (from Cliffe House) and for trains leaving the Branch by a 'Stop for Orders Board' and advance St. George Cross Board on the approach to the crossing.

A crossing keeper is in attendance during the hours the Branch is open to rail traffic. (25)

**
* BETWEEN WEARMOUTH AND EAST BOLDON

Wearmouth

A new 4-aspect colour light intermediate Block Home signal plated W.36 (only capable of displaying a red, yellow or green aspect at this stage) has been brought into use on the Down line at approximately 92m. 13chs. This signal also acts as East Boldon Down Distant signal and is 1918 yards from East Boldon Down Home signal, signal post telephones have been provided.

A new 4-aspect colour light intermediate Block Distant signal plated W.36R (only capable of displaying a yellow or green aspect at this stage) has been brought into use on the Down line at approximately 91m. 21 chs. and is 1592 yards from the new intermediate Block Home signal.

The Up Main semaphore Distant signal has been abolished.

East Boldon

The semaphore Up Main Second Home and Up Main Starting signals have been abolished and a new 4-aspect colour light Starting signal plated EB.25 (only capable of displaying a red, yellow or green aspect at this stage) has been brought into use on the Up line at approximately 92m. 55chs. This signal also acts as the Up Intermediate Block Distant signal. A new 4-aspect colour light Intermediate Block Home signal plated EB.24 (only capable of displaying a red, yellow or green aspect at this stage) has been brought into use at 91m. 48chs., 1923 yards from EB.25 signal. This signal also acts as Wearmouth Up Distant signal and is 1287 yards from Wearmouth Up Home signal.

Signal post telephones have been provided at each of the two new above mentioned signals.

The Down Main semaphore Distant signal has been abolished. (25)

TEES (THORNABY EAST JUNCTION)

Up Main line signal T.183 has become an automatic signal and plated accordingly.

The Slip connection to the Down Main line associated with the Down Goods/Up Goods facing crossover at the East End of Thornaby Station has been abolished.

The facing connection Down Main to Thornaby Motive Power Depot Arrival line has been abolished and replaced by a new trailing connection Up Goods No.1 line to Motive Power Depot Arrival line.

Down Main line signal T.205 no longer applies towards the Motive Power Depot and the indication "L" has been abolished.

Down Goods line signal T.208 no longer applies towards the Down Main line and the indication "M" has been abolished, but the signal applies towards the Motive Power Depot with indication "L" via the Up Goods No.1 line and the new connection. (27)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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MISCELLANEOUS NOTICE

RULE BOOK AMENDMENTS – ND22D, 2-6-79 – 3-8-79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

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				Down m.p.h.	Up At or Between	
Page 173 – NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
		Between Easington and Dawdon Jn.		30	–	81m. 0ch. and 81m. 40ch. (31D)
Page 198 – MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
		Add:- between North Ormesby LC and Ormesby		20	20	1m 50ch and 2m 60ch. (31D)

LOCAL INSTRUCTIONS

Page 351

Add :-

HEATON SOUTH JN. TO WEST MONKTON
RESTRICTED CLEARANCES – NO

Due to restricted clearances
passengers must not
with safety bars an

WHITWELL



NN

EASTERN REGION

26

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

SATURDAY 30 JUNE

TO

FRIDAY 6 JULY 1979

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'**SATURDAY 30 JUNE to SUNDAY 1 JULY – SEABANKS**

3 new Ground Position light signals will be provided 62 yards north of the signal box which will apply from their respective lines towards the Colliery outlet signal:—

- (A1) to the left of the Western Colliery Yard line.
- (A2) to the right of the Eastern Colliery Yard line.
- (B) to the left of the Colliery line.

Signals A1 and A2 will be co-acting.

(29)

DETAILS OF WORK ALREADY CARRIED OUT**TYNESIDE CENTRAL FREIGHT DEPOT**

The No.1 Reception Siding has been secured out of use pending removal.

(New Item) (29)

BETWEEN PENSRAW NORTH AND WASHINGTON

The line has been singled using the former Down Line at 14m. 74chs. (See sketch included in this notice).

The former Up line has been abandoned.

The section Pensraw North – Washington is worked by Direction Level in accordance with the T.C.B. (Single line) regulations.

Pensraw North

The Mains Crossover has been abandoned.

The Arrival Line between the former Up Main and the crossover between the arrival and departure lines has 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 signal 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.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PENSRAW NORTH AND WASHINGTON – continued

Penshaw North – continued

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.

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.
(Reprinted Item). (29)

**** BETWEEN BOROUGHBIDGE ROAD AND LOW GATES**

Boroughbridge Road

The signal box has been abolished and in future the Level Crossing is supervised from Low Gates signal box with the aid of Closed Circuit Television.

Telephones giving communication with Low Gates signal box have been provided at the crossing.

Down Main line signal BR.2 has been replaced LB.2 and Up Main line signal BR.1 has been replaced LB.1 and the control of these signals and the signal-post telephones has been transferred to Low Gates signal box.

Romanby Road Level Crossing

The supervision of the level crossing by Closed Circuit Television has been transferred from Boroughbridge Road to Low Gates signal box. The telephones at the crossing now communicate with Low Gates signal box.
(26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TILE SHED

The semaphore Up Main Home signal and the semaphore Up Main Starter (with left-hand offset miniature arm applying Up Main to Up Goods) has been abolished and replaced by a new 4-aspect colour light Up Home signal (only capable of displaying a red, yellow or green aspect at this stage) plated S.7 505 yards from the signal box and 1,236 yards from East Boldon Up Main Home signal (EB.25). The new signal has a position '1' Junction Indicator which applies Up Main to Up Goods and acts as East Boldon Up Distant signal.

In future the Up Goods line is worked under Absolute Block Regulations. (28)

BETWEEN GATESHEAD AND PELAW

Up Pelaw Goods line 3-aspect colour light signal G32 (with subsidiary) has been renewed as a straight post signal 3 yards nearer to the signal box, with the red aspect 11 feet above rail level. (28)

TEES (THORNABY EAST JUNCTION)

Up Main line signal T.183 has become an automatic signal and plated accordingly.

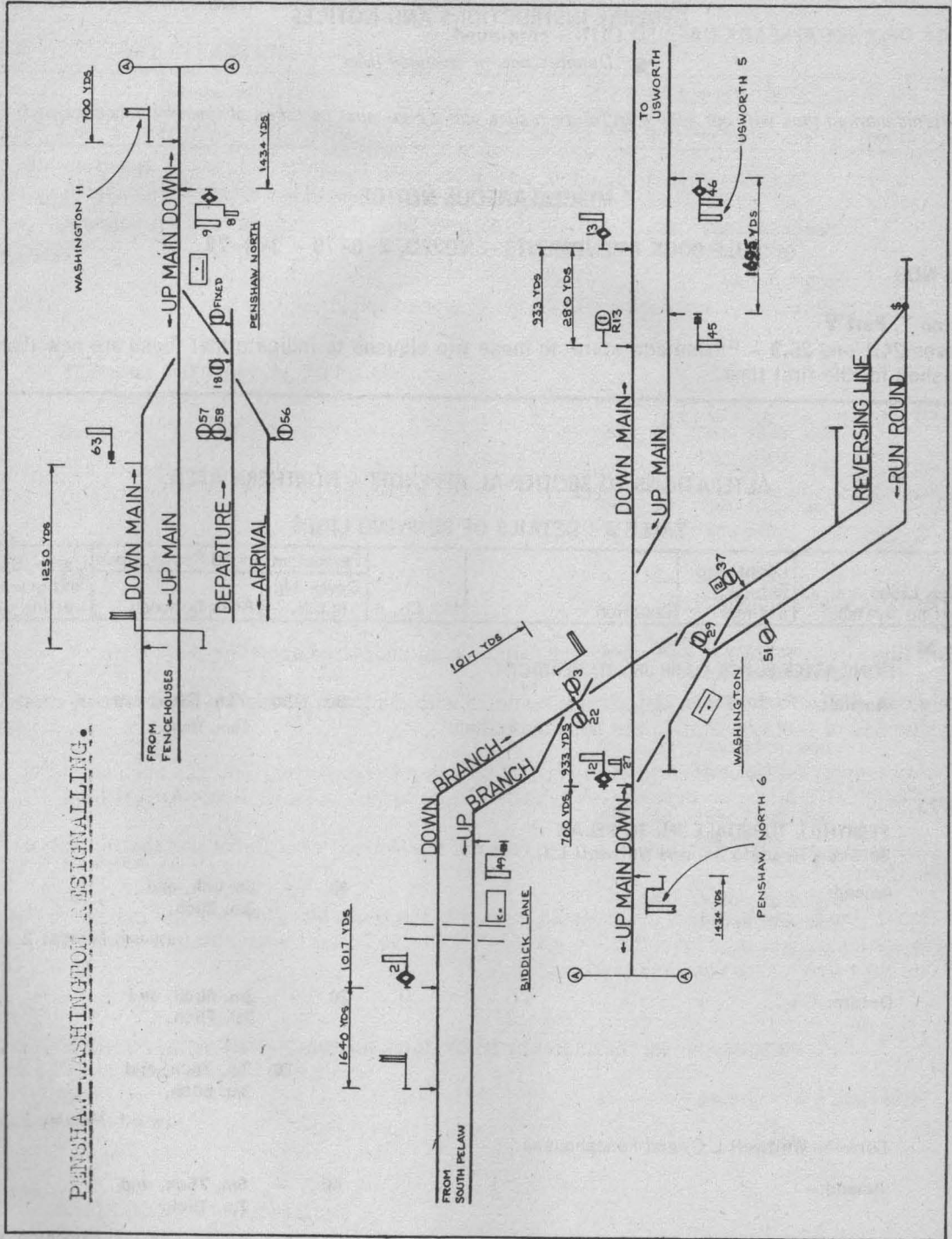
The Slip connection to the Down Main line associated with the Down Goods/Up Goods facing crossover at the East End of Thornaby Station has been abolished.

The facing connection Down Main to Thornaby Motive Power Depot Arrival line has been abolished and replaced by a new trailing connection Up Goods No.1 line to Motive Power Depot Arrival line.

Down Main line signal T.205 no longer applies towards the Motive Power Depot and the indication "L" has been abolished.

Down Goods line signal T.208 no longer applies towards the Down Main line and the indication "M" has been abolished, but the signal applies towards the Motive Power Depot with indication "L" via the Up Goods No.1 line and the new connection. (27)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



GENERAL INSTRUCTIONS AND NOTICES

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MISCELLANEOUS NOTICE

RULE BOOK AMENDMENTS – ND22D, 2-6-79 – 3-8-79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

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TABLE A : DETAILS OF RUNNING LINES

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				Down m.p.h.	Up m.p.h.	
Page 38						
★ DONCASTER BLACK CARR JN. TO BERWICK						
	Amend:—			90	90	43m. 55ch. and 45m. 0ch. (31D)
Page 73						
★ FERRYHILL TURSDALE JN. TO PELAW Between TurSDale Jn. and Whitwell L.C.						
	Amend:—		40	—	3m. 0ch. and 3m. 30ch. (w.e.f. Monday 2 July)	
	Delete:—		20	—	3m. 60ch. and 3m. 75ch. (w.e.f. Monday 2 July)	
		Between Whitwell L.C. and Fencehouses		—	20	3m. 70ch. and 3m. 60ch. (w.e.f. Monday 2 July)
	Amend:—		40	—	6m. 75ch. and 7m. 15ch. (w.e.f. Monday 2 July)	
	Delete:—		—	20	9m. 40ch. and 9m. 20ch. (w.e.f. Monday 2 July)	
	Add:—		—	40	7m. 5ch. and 6m. 75ch. 30 — 9m. 76ch. and 10m. 40ch. (w.e.f. Monday 2 July)	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued.

TABLE A : DETAILS OF RUNNING LINES – continued.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 73 – continued						
Between Fencehouses and Penshaw North						
★	Amend:–			–	30	13m. 45ch. and 12m. 40ch. (w.e.f. Monday 2 July) (31D)
Page 74						
FERRYHILL TURSDALE JN. TO PELAW						
Penshaw North						
★	Delete:–			30	30	14m. 76ch. and 15m. 40ch.
				40	40	15m. 40ch. and 16m. 0ch.
★	Add:–			–	30	Single to Double line at 14m. 75ch.
				15	15	To and from Lambton Colliery lines at 14m. 76ch.
				30	30	14m. 75ch. and 15m. 24ch.
				40	40	15m. 24ch. and 16m. 0ch.
	Washington					
★	Add:–			–	40	Double to Single line at 16m. 5ch. (w.e.f. Monday 2 July) (31D)
Page 173						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Easington and Dawdon Jn.						
	Add:–			30	–	81m. 0ch. and 81m. 40ch. (31D)
Page 189						
SOUTH PELAW TO WASHINGTON						
★	Delete:–			15	–	To Ferryhill and Pelaw lines via North West Curve 8m. 30ch. and 7m. 59ch.
★	Add:–			–	15	Single to Double line at 8m. 0ch.
★	Amend:–			–	5	Reversing line to Ferryhill and Pelaw line. (w.e.f. Monday 2 July) (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX - NORTHERN AREA - continued

TABLE A : DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 197						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
★	Delete:-			50	50	MAXIMUM PERMISSIBLE SPEED
	GUISBOROUGH JN. AND BATTERSBY					
★	Add:-			40	40	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES.
	GUISBOROUGH JN. AND BATTERSBY					
				20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES. (31D)
Page 198						
★	Delete:-			45	45	8m. 23ch. and 8m. 33ch. (31D)
Page 198						
	MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY			20	20	1m 50ch and 2m 60ch. (31D)
	Add:- between North Ormesby LC and Ormesby					

LOCAL INSTRUCTIONS

Page 351

Add :-

HEATON SOUTH JN. TO WEST MONKSEATON
RESTRICTED CLEARANCES - NORTH TYNESIDE LINES

Due to restricted clearances between Percy Main and West Monkseaton via Tynemouth, trains conveying passengers must not be allowed to operate between these two points unless all drop lights are fitted with safety bars and all sliding windows with ventilation stops. (31D)

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

29 JUNE, 1979

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

27

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

SATURDAY 7 JULY

TO

FRIDAY 13 JULY 1979

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'

SUNDAY 8 JULY – FERRYHILL

Down Main line automatic signal D.47 will become a controlled signal controlled by Ferryhill signal box, and will be replated F.473. (30)

TUESDAY 10 JULY – BOULBY MINE

The Key Token Machine will be relocated in a hut near to the Mine Entrance Gate. A telephone will be provided giving communication with Crag Hall signal box or the Bunker. A notice board will be provided 100 yards on the Bunker side of the Mine Entrance Gate worded:—

'STOP AND OBTAIN TOKEN BEFORE LEAVING YARD'

A double sided notice board will be provided 100 yards on the Crag Hall side of the Mine Entrance Gate worded:—

'START OF TOKEN WORKING'. (facing movements towards Crag Hall). and on the reverse side:—

'END OF TOKEN WORKING. STOP AND CONTACT BUNKER BEFORE PROCEEDING. 5M.P.H. SPEED LIMIT.' (facing movements towards the Mine).

A telephone will be provided situated near to the notice board giving communication with Crag Hall signal box or the Bunker. (30)

MONDAY 9 JULY – SOUTH GOSFORTH DEPOT : NORTH AVOIDING LINE

Single aspect signals displaying a red aspect will be positioned as follows:—

At clearance 50 yards from Depot line, North Avoiding line, Down/Up at a height of 7 feet.

At clearance 60 yards from Depot line, North Avoiding line, Down/Up at height of 7 feet. (30)

DETAILS OF WORK ALREADY CARRIED OUT

WHITWELL

The Down Home signal WL.1 has been renewed 120 yards nearer the signal box. (New Item) (30)

TYNESIDE CENTRAL FREIGHT DEPOT

The No.1 Reception Siding has been secured out of use pending removal. (29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN PENSRAW NORTH AND WASHINGTON**

The line has been singled using the former Down Line at 14m. 74chs. (See sketch included in this notice).

The former Up line has been abandoned.

The section Pensraw North – Washington is worked by Direction Level in accordance with the T.C.B. (Single line) regulations.

Pensraw North

The Mains Crossover has been abandoned.

The Arrival Line between the former Up Main and the crossover between the arrival and departure lines has 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 signal 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.

The Down Main Second Home has been abolished.

All Up Main signals have been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PENSRAW NORTH AND WASHINGTON – continued

Washington – continued

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. (29)

TILE SHED

The semaphore Up Main Home signal and the semaphore Up Main Starter (with left-hand offset miniature arm applying Up Main to Up Goods) has been abolished and replaced by a new 4-aspect colour light Up Home signal (only capable of displaying a red, yellow or green aspect at this stage) plated S.7 505 yards from the signal box and 1,236 yards from East Boldon Up Main Home signal (EB.25). The new signal has a position '1' Junction Indicator which applies Up Main to Up Goods and acts as East Boldon Up Distant signal.

In future the Up Goods line is worked under Absolute Block Regulations. (28)

BETWEEN GATESHEAD AND PELAW

Up Pelaw Goods line 3-aspect colour light signal G32 (with subsidiary) has been renewed as a straight post signal 3 yards nearer to the signal box, with the red aspect 11 feet above rail level. (28)

TEES (THORNABY EAST JUNCTION)

Up Main line signal T.183 has become an automatic signal and plated accordingly.

The Slip connection to the Down Main line associated with the Down Goods/Up Goods facing crossover at the East End of Thornaby Station has been abolished.

The facing connection Down Main to Thornaby Motive Power Depot Arrival line has been abolished and replaced by a new trailing connection Up Goods No.1 line to Motive Power Depot Arrival line.

Down Main line signal T.205 no longer applies towards the Motive Power Depot and the indication "L" has been abolished.

Down Goods line signal T.208 no longer applies towards the Down Main line and the indication "M" has been abolished, but the signal applies towards the Motive Power Depot with indication "L" via the Up Goods No.1 line and the new connection. (27)

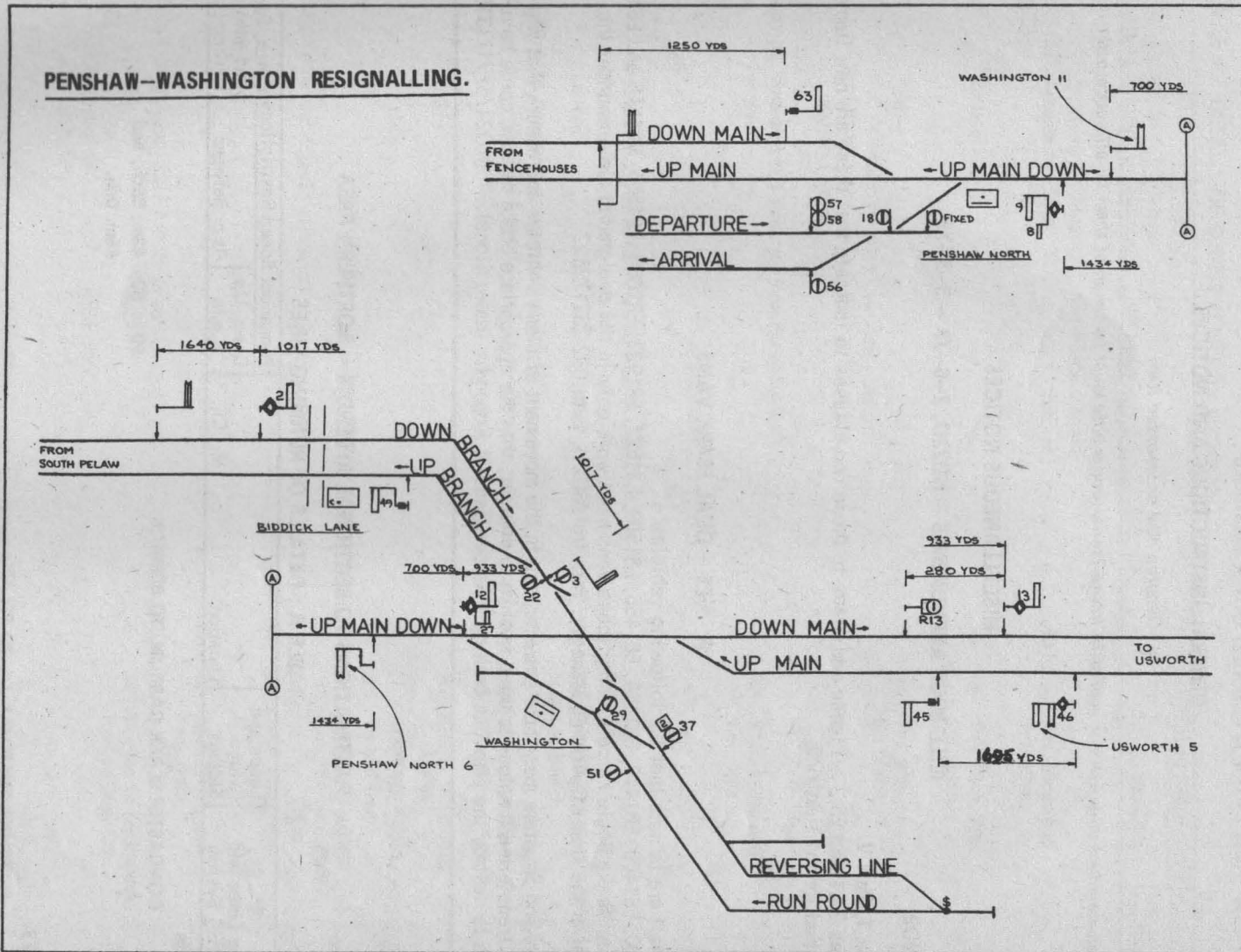
SEABANKS

3 new Ground Position light signals have been provided 62 yards north of the signal box which applies from their respective lines towards the Colliery outlet signal:—

- (A1) to the left of the Western Colliery Yard line.
- (A2) to the right of the Eastern Colliery Yard line.
- (B) to the left of the Colliery line.

Signals A1 and A2 are co-acting.

PENSHAW-WASHINGTON RESIGNALLING.



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

RULE BOOK AMENDMENTS – ND22D, 2-6-79 – 3-8-79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

★ NEX – DUAL BRAKE VANS

All staff are to note that the following vehicles:-
E81400, E81409, E81440, E81454, E81455, E81509, E81522, E81537, E81560, E81565, M81615 and E81624.
are Dual Brake Bogie Parcels Vans; these vans must work only in the designated circuits under the control of the Chief Operating Manager, York (ref.MO24), Extn.032 2821/2822.

Guards and Shunters must take extreme care in the movement of these vehicles and ensure that when being transferred from one braking system to another, that the appropriate brake release cords have been pulled to destroy the previous braking. (As per General Appendix Instructions). (MO24/5/71) (31D)

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 38						
		DONCASTER BLACK CARR JN. TO BERWICK				
		Amend:-		90	90	43m. 55ch. and 45m. 0ch. (31D)
Page 73						
		FERRYHILL TURSDALE JN. TO PELAW				
		Between TurSDale Jn. and Whitwell L.C.				
		Amend:-		40	-	3m 0ch. and 3m. 30ch.
		Delete:-		20	-	3m. 60ch. and 3m. 75ch.
				-	20	3m. 70ch. and 3m. 60ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued.

TABLE A : DETAILS OF RUNNING LINES – continued.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 73 – continued						
		Between Whitwell L.C. and Fencehouses				
	Amend:–			40	– 6m. 75ch. and 7m. 15ch.	
	Delete:–			– 20	9m. 40ch. and 9m. 20ch.	
	Add:–			– 40	7m. 5ch. and 6m. 75ch.	
				30	– 9m. 76ch. and 10m. 40ch.	
		Between Fencehouses and Penshaw North				
	Amend:–			– 30	13m. 45ch. and 12m. 40ch.	
Page 74						
		FERRYHILL TURSDALE JN. TO PELAW				
		Penshaw North				
	Delete:–			30	30 14m. 76ch. and 15m. 40ch.	
				40	40 15m. 40ch. and 16m. 0ch.	
	Add:–			– 30	Single to Double line at 14m. 75ch.	
				15	15 To and from Lambton Colliery lines at 14m. 76ch.	
				30	30 14m. 75ch. and 15m. 24ch.	
				40	40 15m. 24ch. and 16m. 0ch.	
		Washington				
	Add:–			– 40	Double to Single line at 16m. 5ch.	
Page 173						
		NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
		Between Easington and Dawdon Jn.				
	Add:–			30	– 81m. 0ch. and 81m. 40ch.	
(31D)						
Page 189						
		SOUTH PELAW TO WASHINGTON				
	Delete:–			15	– To Ferryhill and Pelaw lines via North West Curve 8m. 30ch. and 7m. 59ch.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX - NORTHERN AREA - continued

TABLE A : DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 189 - continued						
Add:-				-	15	Single to Double line at 8m. 0ch.
Amend:-				-	5	Reversing line to Ferryhill and Pelaw line.
Page 197						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
Delete:-						
GUISBOROUGH JN. AND BATTERSBY				50	50	MAXIMUM PERMISSIBLE SPEED
Add:-						
GUISBOROUGH JN. AND BATTERSBY				40	40	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES.
				20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES. (31D)
Page 198						
Delete:-				45	45	8m. 23ch. and 8m. 33ch. (31D)
Page 198						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
Add:- between North Ormesby LC and Ormesby				20	20	1m 50ch and 2m 60ch. (31D)

LOCAL INSTRUCTIONS

Page 351

Add :-

HEATON SOUTH JN. TO WEST MONKSEATON
RESTRICTED CLEARANCES - NORTH TYNESIDE LINES

Due to restricted clearances between Percy Main and West Monkseaton via Tynemouth, trains conveying passengers must not be allowed to operate between these two points unless all drop lights are fitted with safety bars and all sliding windows with ventilation stops. (31D)

MO.45/NN

G. GRAHAM
Chief Operating Manager

York

29 JUNE, 1979

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

28

GK56

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

SATURDAY 14 JULY

TO

FRIDAY 20 JULY 1979

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'**TUESDAY 17 JULY : BLUEBELL**

The Up Home signal will be renewed on a straight post, at a reduced height, and will be positioned 55 yards before reaching the signal box. (31)

DETAILS OF WORK ALREADY CARRIED OUT**JARROW GOODS YARD**

A swing chock has been installed on the Inwards Line at Jarrow Goods Yard, East of the pedestrian sleeper crossing and will normally be secured across the rail to prevent vehicles running out of the Goods yard.

Before any movements are made into or out of the Goods Yard, the Person-in-charge will move the chock clear of the rail. (New Item) (31)

FERRYHILL

Down Main line automatic signal D.47 has become a controlled signal controlled by Ferryhill signal box, and has been replated F.473. (30)

BOULBY MINE

The Key Token Machine has been relocated in a hut near to the Mine Entrance Gate. A telephone has been provided giving communication with Crag Hall signal box or the Bunker. A notice board has been provided 100 yards on the Bunker side of the Mine Entrance Gate worded :-

'STOP AND OBTAIN TOKEN BEFORE LEAVING YARD'.

A double sided notice board has been provided 100 yards on the Crag Hall side of the Mine Entrance Gate worded :-

'START OF TOKEN WORKING'. (facing movements towards Crag Hall). and on the reverse side:-

'END OF TOKEN WORKING. STOP AND CONTACT BUNKER BEFORE PROCEEDING. 5M.P.H. SPEED LIMIT.' (facing movements towards the Mine).

A telephone has been provided situated near to the notice board giving communication with Crag Hall signal box or the Bunker. (30)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SOUTH GOSFORTH DEPOT : NORTH AVOIDING LINE

Single aspect signals displaying a red aspect have been positioned as follows :—

At clearance 50 yards from Depot line, North Avoiding line, Down/Up at a height of 7 feet.

At clearance 60 yards from Depot line, North Avoiding line, Down/Up at height of 7 feet. (30)

WHITWELL

The Down Home signal WL.1 has been renewed 120 yards nearer the signal box. (30)

TYNESIDE CENTRAL FREIGHT DEPOT

The No.1 Reception Siding has been secured out of use pending removal. (29)

BETWEEN PENSRAW NORTH AND WASHINGTON

The line has been singled using the former Down Line at 14m. 74chs. (See sketch included in this notice).

The former Up line has been abandoned.

The section Pensraw North – Washington is worked by Direction Level in accordance with the T.C.B. (Single line) regulations.

Pensraw North

The Mains Crossover has been abandoned.

The Arrival Line between the former Up Main and the crossover between the arrival and departure lines has 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 signal 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.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PENSHAW NORTH AND WASHINGTON – continued

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.

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. (29)

**** TILE SHED**

The semaphore Up Main Home signal and the semaphore Up Main Starter (with left-hand offset miniature arm applying Up Main to Up Goods) has been abolished and replaced by a new 4-aspect colour light Up Home signal (only capable of displaying a red, yellow or green aspect at this stage) plated S.7 505 yards from the signal box and 1,236 yards from East Boldon Up Main Home signal (EB.25). The new signal has a position '1' Junction Indicator which applies Up Main to Up Goods and acts as East Boldon Up Distant signal.

In future the Up Goods line is worked under Absolute Block Regulations. (28)

**** BETWEEN GATESHEAD AND PELAW**

Up Pelaw Goods line 3-aspect colour light signal G32 (with subsidiary) has been renewed as a straight post signal 3 yards nearer to the signal box, with the red aspect 11 feet above rail level. (28)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.

DETAILS OF WORK ALREADY CARRIED OUT – continued

** TEES (THORNABY EAST JUNCTION)

Up Main line signal T.183 has become an automatic signal and plated accordingly.

The Slip connection to the Down Main line associated with the Down Goods/Up Goods facing crossover at the East End of Thornaby Station has been abolished.

The facing connection Down Main to Thornaby Motive Power Depot Arrival line has been abolished and replaced by a new trailing connection Up Goods No.1 line to Motive Power Depot Arrival line.

Down Main line signal T.205 no longer applies towards the Motive Power Depot and the indication "L" has been abolished.

Down Goods line signal T.208 no longer applies towards the Down Main line and the indication "M" has been abolished, but the signal applies towards the Motive Power Depot with indication "L" via the Up Goods No.1 line and the new connection. (28)

SEABANKS

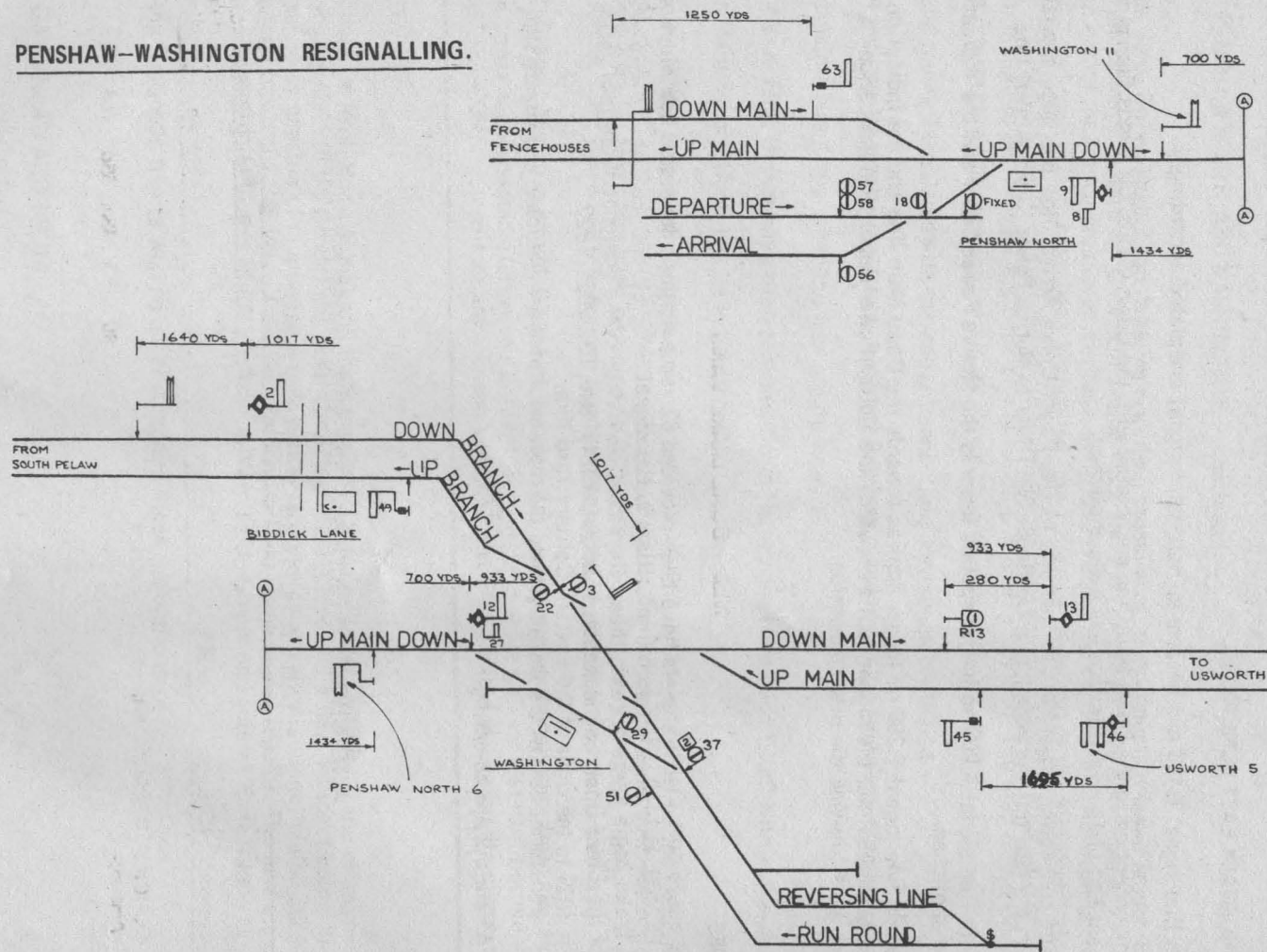
3 new Ground Position light signals have been provided 62 yards north of the signal box which applies from their respective lines towards the Colliery outlet signal:—

- (A1) to the left of the Western Colliery Yard line.
- (A2) to the right of the Eastern Colliery Yard line.
- (B) to the left of the Colliery line.

Signals A1 and A2 are co-acting.

(29)

PENSHAW-WASHINGTON RESIGNALLING.



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

RULE BOOK AMENDMENTS – ND22D, 2-6-79 – 3-8-79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

NEX – DUAL BRAKE VANS

All staff are to note that the following vehicles:-

E81400, E81409, E81440, E81454, E81455, E81509, E81522, E81537, E81560, E81565, M81615 and E81624. are Dual Brake Bogie Parcels Vans; these vans must work only in the designated circuits under the control of the Chief Operating Manager, York (ref.MO24), Extn.032 2821/2822.

Guards and Shunters must take extreme care in the movement of these vehicles and ensure that when being transferred from one braking system to another, that the appropriate brake release cords have been pulled to destroy the previous braking. (As per General Appendix Instructions). (MO24/5/71) (31D)

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 38						
		DONCASTER BLACK CARR JN. TO BERWICK				
		Amend:-		90	90	43m. 55ch. and 45m. 0ch. (31D)
Page 73						
		FERRYHILL TURSDALE JN. TO PELAW				
		Between Tursdale Jn. and Whitwell L.C.				
		Amend:-		40	-	3m 0ch. and 3m. 30ch.
		Delete:-		20	-	3m. 60ch. and 3m. 75ch.
				-	20	3m. 70ch. and 3m. 60ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued.

TABLE A : DETAILS OF RUNNING LINES – continued.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 73 – continued						
Between Whitwell L.C. and Fencehouses						
Amend:–				40	– 6m. 75ch. and 7m. 15ch.	
Delete:–				– 20	9m. 40ch. and 9m. 20ch.	
Add:–				– 40	7m. 5ch. and 6m. 75ch.	
				30	– 9m. 76ch. and 10m. 40ch.	
Between Fencehouses and Penshaw North						
Amend:–				– 30	13m. 45ch. and 12m. 40ch.	
Page 74						
FERRYHILL TURSDALE JN. TO PELAW						
Penshaw North						
Delete:–				30	30 14m. 76ch. and 15m. 40ch.	
				40	40 15m. 40ch. and 16m. 0ch.	
Add:–				– 30	Single to Double line at 14m. 75ch.	
				15	15 To and from Lambton Colliery lines at 14m. 76ch.	
				30	30 14m. 75ch. and 15m. 24ch.	
				40	40 15m. 24ch. and 16m. 0ch.	
Washington						
Add:–				– 40	Double to Single line at 16m. 5ch.	
Page 173						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Easington and Dawdon Jn.						
Add:–				30	– 81m. 0ch. and 81m. 40ch.	(31D)
Page 189						
SOUTH PELAW TO WASHINGTON						
Delete:–				15	– To Ferryhill and Pelaw lines via North West Curve 8m. 30ch. and 7m. 59ch.	

S. Gas Box



NN

EASTERN REGION

29

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

SATURDAY 21 JULY

TO

FRIDAY 27 JULY 1979

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'

SATURDAY 21 JULY - CHEVINGTON

The Up Goods Loop outlet signal CN.41 will be repositioned 200 yards further from the signal box and the facing trap points at the outlet from the Up Goods Loop will be secured in the running position.

The trap points at the Up Goods Loop end of the facing connection Up Main to Up Goods Loop will be secured in the running position.

The Up Goods Loop will be reclassified Up Passenger Loop. (32)

SUNDAY 22 JULY - WIDDRINGTON NORTH

The Departure line 3-aspect colour light signal WN.16 applying towards the Up Main line will be repositioned 54 yards further from the signal box with the red aspect 7 feet above rail level. (32)

DETAILS OF WORK ALREADY CARRIED OUT

BLUEBELL

The Up Home signal has been renewed on a straight post, at a reduced height, and has been positioned 55 yards before reaching the signal box. (31)

JARROW GOODS YARD

A swing chock has been installed on the Inwards Line at Jarrow Goods Yard, East of the pedestrian sleeper crossing and will normally be secured across the rail to prevent vehicles running out of the Goods yard.

Before any movements are made into or out of the Goods Yard, the Person-in-charge will move the chock clear of the rail. (31)

FERRYHILL

Down Main line automatic signal D.47 has become a controlled signal controlled by Ferryhill signal box and has been replated F.473. (30)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BOULBY MINE

The Key Token Machine has been relocated in a hut near to the Mine Entrance Gate. A telephone has been provided giving communication with Crag Hall signal box or the Bunker. A notice board has been provided 100 yards on the Bunker side of the Mine Entrance Gate worded :-

'STOP AND OBTAIN TOKEN BEFORE LEAVING YARD'

A double sided notice board has been provided 100 yards on the Crag Hall side of the Mine Entrance Gate worded :-

'START OF TOKEN WORKING'. (facing movements towards Crag Hall), and on the reverse side:-

'END OF TOKEN WORKING. STOP AND CONTACT BUNKER BEFORE PROCEEDING. 5M.P.H. SPEED LIMIT.' (facing movements towards the Mine).

A telephone has been provided situated near to the notice board giving communication with Crag Hall signal box or the Bunker. (30)

SOUTH GOSFORTH DEPOT : NORTH AVOIDING LINE

Single aspect signals displaying a red aspect have been positioned as follows :-

At clearance 50 yards from Depot line, North Avoiding line, Down/Up at a height of 7 feet.

At clearance 60 yards from Depot line, North Avoiding line, Down/Up at height of 7 feet. (30)

WHITWELL

The Down Home signal WL.1 has been renewed 120 yards nearer the signal box. (30)

TYNESIDE CENTRAL FREIGHT DEPOT

The No.1 Reception Siding has been secured out of use pending removal. (29)

**** BETWEEN PENSHAW NORTH AND WASHINGTON**

The line has been singled using the former Down Line at 14m. 74chs. (See sketch included in this notice).

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 has been abandoned.

The signals applying set-back on former Down Main have been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN PENSRAW NORTH AND WASHINGTON - continued

Penshaw North - continued.

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

The Down Main signals have been abolished.

The Up Main Home signal 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.

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. (29)

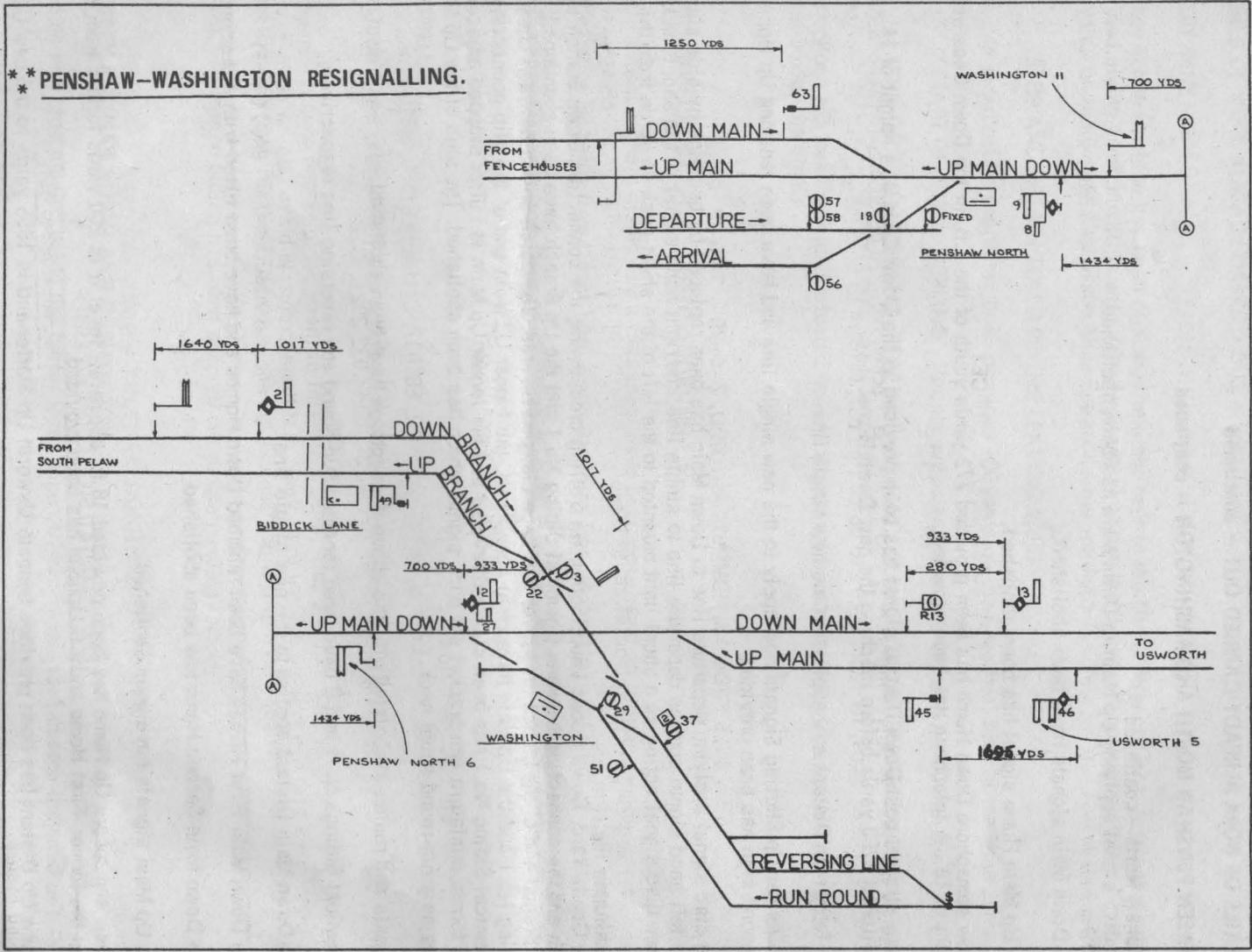
** SEABANKS

3 new Ground Position light signals have been provided 62 yards north of the signal box which applies from their respective lines towards the Colliery outlet signal:-

- (A1) to the left of the Western Colliery Yard line.
- (A2) to the right of the Eastern Colliery Yard line.
- (B) to the left of the Colliery line.

Signals A1 and A2 are co-acting.

**** PENSRAW-WASHINGTON RESIGNALLING.**



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ ** NEWCASTLE

Monday 23 to Friday 27 July. Platforms 11 and 12 will be blocked between 08 30 and 14 00 each day for 120 feet from Buffer Stops, for roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

RULE BOOK AMENDMENTS - ND22D, 2-6-79 - 3-8-79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 - Please add stars to these two clauses to indicate that these are new items published for the first time.

NEX - DUAL BRAKE VANS

All staff are to note that the following vehicles:-
E81400, E81409, E81440, E81454, E81455, E81509, E81522, E81537, E81560, E81565, M81615 and E81624. are Dual Brake Bogie Parcels Vans; these vans must work only in the designated circuits under the control of the Chief Operating Manager, York (ref.MO24), Extn.032 2821/2822.

Guards and Shunters must take extreme care in the movement of these vehicles and ensure that when being transferred from one braking system to another, that the appropriate brake release cords have been pulled to destroy the previous braking. (As per General Appendix Instructions). (MO24/5/71) (31D)

ALTERATIONS TO SECTIONAL APPENDIX - NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 38						
		DONCASTER BLACK CARR JN. TO BERWICK				
		Amend:-		90	90	43m. 55ch. and 45m. 0ch. (31D)
Page 39						
		DONCASTER BLACK CARR JN. TO BERWICK				
★		Add:-	Darlington	-	10	Goods line 44m. 22ch. and 43m. 68ch. (31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued.

TABLE A : DETAILS OF RUNNING LINES – continued.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 73						
FERRYHILL TURSDALE JN. TO PELAW						
Between TurSDale Jn. and Whitwell L.C.						
Amend:—			40	—	3m 0ch. and 3m. 30ch.	
Delete:—			20	—	3m. 60ch. and 3m. 75ch.	
			—	20	3m. 70ch. and 3m. 60ch.	
Between Whitwell L.C. and Fencehouses						
Amend:—			40	—	6m. 75ch. and 7m. 15ch.	
Delete:—			—	20	9m. 40ch. and 9m. 20ch.	
Add:—			—	40	7m. 5ch. and 6m. 75ch.	
			30	—	9m. 76ch. and 10m. 40ch.	
Between Fencehouses and Peshaw North						
Amend:—			—	30	13m. 45ch. and 12m. 40ch.	
Page 74						
FERRYHILL TURSDALE JN. TO PELAW						
Peshaw North						
Delete:—			30	30	14m. 76ch. and 15m. 40ch.	
			40	40	15m. 40ch. and 16m. 0ch.	
Add:—			—	30	Single to Double line at 14m. 75ch.	
			15	15	To and from Lambton Colliery lines at 14m. 76ch.	
			30	30	14m. 75ch. and 15m. 24ch.	
			40	40	15m. 24ch. and 16m. 0ch.	
Washington						
Add:—			—	40	Double to Single line at 16m. 5ch.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX - NORTHERN AREA - continued

TABLE A : DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 173						
NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Easington and Dawdon Jn.						
Add:-				30	- 81m. 0ch. and 81m. 40ch.	(31D)
Page 189						
SOUTH PELAW TO WASHINGTON						
Delete:-				15	- To Ferryhill and Pelaw lines via North West Curve 8m. 30ch. and 7m. 59ch.	
Add:-				-	15 Single to Double line at 8m. 0ch.	
Amend:-				-	5 Reversing line to Ferryhill and Pelaw line.	
Page 197						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
Delete:-				50	50 MAXIMUM PERMISSIBLE SPEED	
Add:-				40	40 MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES.	
				20	20 MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES. (31D)	
Page 198						
Delete:-				45	45 8m. 23ch. and 8m. 33ch.	(31D)
Page 198						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
Add:-				20	20 1m 50ch and 2m 60ch.	(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX - NORTHERN AREA - continued.

Page 276

★ INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

LINESIDE HOT AXLE BOX DETECTORS

The following modification and supplementary instructions apply in the Eastern Region.

Clause (b)

Class 254 trains may proceed forward at 50m.p.h. providing a member of the train crew travels in the vehicle affected.

If, when a Class 254 train is proceeding forward in accordance with clause (b), the same axle box causes a second detector to record an alarm, the train must again be stopped and then dealt with in accordance with the standard instructions.

If, in proceeding forward in accordance with clause (b), a Class 254 train passes over any other detector, the competent member of the technical staff at the examining place must be advised whether or not the train has caused such other detector/s to record a hot axle box. (31D)

LOCAL INSTRUCTIONS

Page 351

Add :-

**HEATON SOUTH JN. TO WEST MONKSEATON
RESTRICTED CLEARANCES - NORTH TYNESIDE LINES**

Due to restricted clearances between Percy Main and West Monkseaton via Tynemouth, trains conveying passengers must not be allowed to operate between these two points unless all drop lights are fitted with safety bars and all sliding windows with ventilation stops. (31D)

MO.45/NN

G. GRAHAM
Chief Operating Manager

York

12 JULY, 1979

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

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise stated)

Warning Boards and Indicators provided unless otherwise shown.

Portable Magnets provided for temporary speed restrictions on all sections of line equipped with Automatic Warning System as shown in Table Z of the Sectional Appendix.

In the case of items marked † The Warning Board(s) will be lit by propane gas.

In the case of items marked * the Warning Boards and Indicators will be moved as the work progresses and the restriction will not operate over more than ¼ mile at one time.

Where two speeds are shown for a restriction e.g. $\frac{20}{40}$ the Rule Book, Section T, Clause 21.2 applies.

Location	Lines affected		Mileage at or between		Restriction Chs. m.p.h.	Remarks
			M.	Chs. M.		
YORK CHALONERS WHIN JN. TO BERWICK						
†Northallerton and Darlington (South Jn.)	Down	—	32 17	32 77	20	Trackwork. (79/6)
†Parkgate Jn. and Ferryhill South Jn.	Down	Up	54 35	56 13	95	Condition of track. (79/17)
†Tursdale Jn. and Durham	Down	—	64 70	65 40	20	Condition of embankment. (79/12)
†Durham and Tursdale Jn.	—	Up	65 23	64 70	20	Condition of embankment. (79/12)
†Ouston Jn. and K.E.B. Jn.	Down Fast/Main	—	73 20	78 40	100	Condition of track. (78/18)
†Tyne and Low Fell Jn.	Down Slow	—	75 61	76 41	20	Condition of track. (78/32)
†Low Fell Jn. and Tyne	—	Up Slow	76 55	76 34	30	Condition of track. (79/27)
†K.E.B. Jn. and Ouston Jn.	—	Up Main/ Fast	78 62	73 20	100	Condition of track. (78/18)
Manors Jn. and Heaton South Jn.	Down Tynemouth	Up Tynemouth	0 55	0 60	15	Bridgework. (79/27)
†Benton (Killingworth L.C.) and Dudley L.C.	Down	—	6 10	7 40	60	Condition of track. (78/39)
†Dudley and Stannington	Down	—	8 67	9 35	20	Trackwork. (79/24)
†Dudley and Stannington	Down	—	9 35	9 55	40	Trackwork. (79/1)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'**SUNDAY 29 JULY - DUDLEY**

The following Up Main line 4-aspect colour light signals will be altered:-
U.10 will be abolished

U.10B will be repositioned 836 yards further north and will be 1250 yards after passing U.11 signal.

U.9 will be repositioned 594 yards further north and will be 1370 yards after passing U.10B.

DC.1 will be repositioned 308 yards further north and will be 1380 yards after passing U.9 signal and 1300 yards before reaching DC.3 signal. (33)


SUNDAY 29 JULY - BETWEEN PERCY MAIN NORTH AND EARSDON : BETTYS LONNEN LEVEL CROSSING AT 1m 57chs.

The level crossing will be converted to an OPEN type crossing (without gates or barriers) equipped with steady amber/twin flashing red road lights activated by approaching trains.

White flashing lights will be provided adjacent to the crossing facing rail movements, which will indicate that the road traffic signals are operating.


Down Direction

Advance warning in the form of a St. George's cross will be provided 330 yards before reaching the crossing.

A combined 15 m.p.h./Whistle Board  will be provided 150 yards before reaching the crossing.

Up Direction

Advance warning in the form of a St. George's cross will be provided 580 yards before reaching the crossing.

A combined 10 m.p.h./Whistle Board  will be provided 150 yards before reaching the crossing. (33)

SUNDAY 29 JULY - EARSDON

The Up Starting signal will be abolished and Blue Bell Up Home signal will now incorporate Earsdon Up Starter. (33)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

CHEVINGTON

The Up Goods Loop outlet signal CN.41 has been repositioned 200 yards further from the signal box and the facing trap points at the outlet from the Up Goods Loop has been secured in the running position.

The trap points at the Up Goods Loop end of the facing connection Up Main to Up Goods Loop have been secured in the running position.

The Up Goods Loop has been reclassified Up Passenger Loop.

WIDDRINGTON NORTH

The Departure line 3 -aspect colour light signal WN.16 applying towards the Up Main line has been repositioned 54 yards further from the signal box with the red aspect 7 feet above rail level. (32)

BLUEBELL

The Up Home signal has been renewed on a straight post, at a reduced height, and has been positioned 55 yards before reaching the signal box. (31)

JARROW GOODS YARD

A swing chock has been installed on the Inwards Line at Jarrow Goods Yard, East of the pedestrian sleeper crossing and will normally be secured across the rail to prevent vehicles running out of the Goods yard.

Before any movements are made into or out of the Goods Yard, the Person-in-charge will move the chock clear of the rail. (31)

**** FERRYHILL**

Down Main line automatic signal D.47 has become a controlled signal controlled by Ferryhill signal box, and has been replated F.473. (30)

**** BOULBY MINE**

The Key Token Machine has been relocated in a hut near to the Mine Entrance Gate. A telephone has been provided giving communication with Crag Hall signal box or the Bunker. A notice board has been provided 100 yards on the Bunker side of the Mine Entrance Gate worded :-

'STOP AND OBTAIN TOKEN BEFORE LEAVING YARD'

A double sided notice board has been provided 100 yards on the Crag Hall side of the Mine Entrance Gate worded :-

'START OF TOKEN WORKING'. (facing movements towards Crag Hall), and on the reverse side:-

'END OF TOKEN WORKING. STOP AND CONTACT BUNKER BEFORE PROCEEDING. 5M.P.H. SPEED LIMIT.' (facing movements towards the Mine).

A telephone has been provided situated near to the notice board giving communication with Crag Hall signal box or the Bunker. (30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** SOUTH GOSFORTH DEPOT : NORTH AVOIDING LINE**

Single aspect signals displaying a red aspect have been positioned as follows :-

At clearance 50 yards from Depot line, North Avoiding line, Down/Up at a height of 7 feet.

At clearance 60 yards from Depot line, North Avoiding line, Down/Up at height of 7 feet. (30)

**** WHITWELL**

The Down Home signal WL.1 has been renewed 120 yards nearer the signal box. (30)

**** TYNESIDE CENTRAL FREIGHT DEPOT**

The No.1 Reception Siding has been secured out of use pending removal. (30)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ ** NEWCASTLE

Monday 30 July to Friday 3 August. Platforms 11 and 12 will be blocked between 08 30 and 14 00 each day for 120 feet from Buffer Stops, for roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

RULE BOOK AMENDMENTS – ND22D, 2-6-79 – 3-8-79

Page ND9

Section T, Part V

Clauses 24.1 and 25.3 – Please add stars to these two clauses to indicate that these are new items published for the first time.

NEX – DUAL BRAKE VANS

All staff are to note that the following vehicles:-

E81400, E81409, E81440, E81454, E81455, E81509, E81522, E81537, E81560, E81565, M81615 and E81624. are Dual Brake Bogie Parcels Vans; these vans must work only in the designated circuits under the control of the Chief Operating Manager, York (ref.MO24), Extn.032 2821/2822.

Guards and Shunters must take extreme care in the movement of these vehicles and ensure that when being transferred from one braking system to another, that the appropriate brake release cords have been pulled to destroy the previous braking. (As per General Appendix Instructions). (MO24/5/71) (31D)

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 38						
DONCASTER BLACK CARR JN. TO BERWICK				90	90	43m. 55ch. and
Amend:-						45m. 0ch. (31D)
Page 39						
DONCASTER BLACK CARR JN. TO BERWICK					10	Goods line 44m. 22ch. and
Add:- Darlington						43m. 68ch. (31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued.

TABLE A : DETAILS OF RUNNING LINES – continued.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 73						
FERRYHILL TURSDALE JN. TO PELAW						
Between Tursdale Jn. and Whitwell L.C.						
Amend:—				40	— 3m 0ch. and 3m. 30ch.	
Delete:—				20	— 3m. 60ch. and 3m. 75ch.	
				— 20	3m. 70ch. and 3m. 60ch.	
Between Whitwell L.C. and Fencehouses						
Amend:—				40	— 6m. 75ch. and 7m. 15ch.	
Delete:—				— 20	9m. 40ch. and 9m. 20ch.	
Add:—				— 40	7m. 5ch. and 6m. 75ch.	
				30	— 9m. 76ch. and 10m. 40ch.	
Between Fencehouses and Penshaw North						
Amend:—				— 30	13m. 45ch. and 12m. 40ch.	
Page 74						
FERRYHILL TURSDALE JN. TO PELAW						
Penshaw North						
Delete:—				30	30 14m. 76ch. and 15m. 40ch.	
				40	40 15m. 40ch. and 16m. 0ch.	
Add:—				— 30	Single to Double line at 14m. 75ch.	
				15	15 To and from Lambton Colliery lines at 14m. 76ch.	
				30	30 14m. 75ch. and 15m. 24ch.	
				40	40 15m. 24ch. and 16m. 0ch.	
Washington						
Add:—				— 40	Double to Single line at 16m. 5ch.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX - NORTHERN AREA - continued

TABLE A : DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 173						
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Easington and Dawdon Jn.						
Add:-			30	-	81m. 0ch. and 81m. 40ch.	(31D)
Page 189						
SOUTH PELAW TO WASHINGTON						
Delete:-			15	-	To Ferryhill and Pelaw lines via North West Curve 8m. 30ch. and 7m. 59ch.	
Add:-			-	15	Single to Double line at 8m. 0ch.	
Amend:-			-	5	Reversing line to Ferryhill and Pelaw line.	
Page 197						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
Delete:-			50	50	MAXIMUM PERMISSIBLE SPEED	
Add:-			40	40	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES.	
			20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES. (31D)	
Page 198						
Delete:-			45	45	8m. 23ch. and 8m. 33ch.	(31D)
Page 198						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
Add:-		between North Ormesby LC and Ormesby	20	20	1m 50ch and 2m 60ch.	(31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued.

TABLE J – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Class of train	Condi-tions	Remarks
Page 252				
★ Add				
PERCY MAIN NORTH TO ESSO SIDINGS GROUND FRAME				
Esso Sidings G.F.	Percy Main North	F	R	—
Percy Main North	Esso Sidings G.F.	F	R	—

Page 276

**INSTRUCTIONS RELATING TO THE GENERAL APPENDIX
LINESIDE HOT AXLE BOX DETECTORS**

The following modification and supplementary instructions apply in the Eastern Region.

Clause (b)

Class 254 trains may proceed forward at 50m.p.h. providing a member of the train crew travels in the vehicle affected.

If, when a Class 254 train is proceeding forward in accordance with clause (b), the same axle box causes a second detector to record an alarm, the train must again be stopped and then dealt with in accordance with the standard instructions.

If, in proceeding forward in accordance with clause (b), a Class 254 train passes over any other detector, the competent member of the technical staff at the examining place must be advised whether or not the train has caused such other detector/s to record a hot axle box. (31D)

LOCAL INSTRUCTIONS

Page 351

Add :-

**HEATON SOUTH JN. TO WEST MONKSEATON
RESTRICTED CLEARANCES – NORTH TYNESIDE LINES**

Due to restricted clearances between Percy Main and West Monkseaton via Tynemouth, trains conveying passengers must not be allowed to operate between these two points unless all drop lights are fitted with safety bars and all sliding windows with ventilation stops. (31D)

MO.45/NN

G. GRAHAM
Chief Operating Manager

York

20 JULY, 1979

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

31

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

**SATURDAY 4 AUGUST
TO
FRIDAY 10 AUGUST 1979
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'

NIL

DETAILS OF WORK ALREADY CARRIED OUT

DUDLEY

The following Up Main line 4-aspect colour light signals have been altered:-

U.10 has been abolished.

U.10B has been repositioned 836 yards further north and is 1250 yards after passing U.11 signal.

U.9 has been repositioned 594 yards further north and is 1370 yards after passing U.10B.

DC.1 has been repositioned 308 yards further north and is 1380 yards after passing U.9 signal and 1300 yards before reaching DC.3 signal. (33)

CHEVINGTON

The Up Goods Loop outlet signal CN.41 has been repositioned 200 yards further from the signal box and the facing trap points at the outlet from the Up Goods Loop has been secured in the running position.

The trap points at the Up Goods Loop end of the facing connection Up Main to Up Goods Loop have been secured in the running position.

The Up Goods Loop has been reclassified Up Passenger Loop. (32)

WIDDRINGTON NORTH

The Departure line 3 aspect colour light signal WN.16 applying towards the Up Main line has been repositioned 54 yards further from the signal box with the red aspect 7 feet above rail level. (32)

** BLUEBELL

The Up Home signal has been renewed on a straight post, at a reduced height, and has been positioned 55 yards before reaching the signal box. (31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN PERCY MAIN NORTH AND EARSDON: BETTYS LONNEN LEVEL CROSSING AT 1m. 57chs.

The level crossing has been converted to an OPEN type crossing (without gates or barriers) equipped with steady amber/twin flashing red road lights activated by approaching trains.

White flashing lights have been provided adjacent to the crossing facing rail movements, which indicates that the road traffic signals are operating.

Down Direction

Advance warning in the form of a St. George's cross has been provided 330 yards before reaching the crossing.

A combined 15m.p.h./Whistle Board

15
W

 has been provided 150 yards before reaching the crossing.

Up Direction

Advance warning in the form of a St. George's cross has been provided 580 yards before reaching the crossing.

A combined 10m.p.h./Whistle Board

10
W

 has been provided 150 yards before reaching the crossing. (33)

EARSDON

The Up Starting signal has been abolished and Blue Bell Up Home signal now incorporates Earsdon Up Starter. (33)

**** JARROW GOODS YARD**

A swing chock has been installed on the Inwards Line at Jarrow Goods Yard, East of the pedestrian sleeper crossing and will normally be secured across the rail to prevent vehicles running out of the Goods yard.

Before any movements are made into or out of the Goods Yard, the Person-in-charge will move the chock clear of the rail. (31)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ ** NEWCASTLE

Monday 6 to Friday 10 August. Platforms 11 and 12 will be blocked between 08 30 and 14 00 each day for 120 feet from Buffer Stops, for roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 69

DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.

★ Delete:-		Broadway Quarry Sidings	9 64			
★ Add:-		Broadwood L.C. OPEN (Type B.1)	10 77			

Page 211

PERCY MAIN JN. TO MORPETH

★ Amend:-		Betty's Lonnen L.C. OPEN (Type B.1)	1 57			
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York

MO.45/NN

G. GRAHAM
Chief Operating Manager

27 JULY, 1979

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

7m
SR SL.



NN

EASTERN REGION

32

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

SATURDAY 11 AUGUST

TO

FRIDAY 17 AUGUST 1979

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'

NIL

DETAILS OF WORK ALREADY CARRIED OUT

DUDLEY

The following Up Main line 4-aspect colour light signals have been altered:—

U.10 has been abolished.

U.10B has been repositioned 836 yards further north and is 1250 yards after passing U.11 signal.

U.9 has been repositioned 594 yards further north and is 1370 yards after passing U.10B.

DC.1 has been repositioned 308 yards further north and is 1380 yards after passing U.9 signal and 1300 yards before reaching DC.3 signal. (33)

****CHEVINGTON**

The Up Goods Loop outlet signal CN.41 has been repositioned 200 yards further from the signal box and the facing trap points at the outlet from the Up Goods Loop has been secured in the running position.

The trap points at the Up Goods Loop end of the facing connection Up Main to Up Goods Loop have been secured in the running position.

The Up Goods Loop has been reclassified Up Passenger Loop. (32)

****WIDDRINGTON NORTH**

The Departure line 3 aspect colour light signal WN.16 applying towards the Up Main line has been repositioned 54 yards further from the signal box with the red aspect 7 feet above rail level. (32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN PERCY MAIN NORTH AND EARSDON: BETTYS LONNEN LEVEL CROSSING AT 1m. 57chs.**

The level crossing has been converted to an OPEN type crossing (without gates or barriers) equipped with steady amber/twin flashing red road lights activated by approaching trains.

White flashing lights have been provided adjacent to the crossing facing rail movements, which indicates that the road traffic signals are operating.

Down Direction

Advance warning in the form of a St. George's cross has been provided 330 yards before reaching the crossing.

A combined 15m.p.h./Whistle Board

15
W

 has been provided 150 yards before reaching the crossing.

Up Direction

Advance warning in the form of a St. George's cross has been provided 580 yards before reaching the crossing.

A combined 10m.p.h./Whistle Board

10
W

 has been provided 150 yards before reaching the crossing. (33)

EARSDON

The Up Starting signal has been abolished and Blue Bell Up Home signal now incorporates Earsdon Up Starter. (33)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ ** NEWCASTLE

Monday 12 to Friday 17 August, Platforms 11 and 12 will be blocked between 08 30 and 14 00 each day for 120 feet from Buffer Stops, for roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

★ SEATON-ON-TEES BRANCH : TEMPORARY LEVEL CROSSING

The temporary level crossing over the Single line at 0m. 70chs. has now been taken out of use.

★ SOUTH GOSFORTH CAR SHEDS

The Tyne & Wear Metro have allocated numbers to all the lines at this Depot, commencing with the Avoiding line and progressively to the southernmost line. Numbered boards have been provided against each of the lines. (Since this nomenclature was agreed, number 5 road has been removed so that the numbering will go from 4 to 6). (36)

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69						
DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.						
Delete:-		Broadway Quarry Sidings	9 64			
Add:-		Broadwood L.C. OPEN (Type B.1)	10 77			
Page 174						
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
		Sunderland South Tunnels				
★ Add:-				30	-	89m. 5ch. and 89m. 45ch.
Page 211						
PERCY MAIN JN. TO MORPETH						
Amend:-		Betty's Lonnen L.C. OPEN (Type B.1)	1 57			

(40D)

MO.45/NN

G. GRAHAM
Chief Operating Manager

York

3 AUGUST, 1979

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 18 AUGUST
TO
FRIDAY 24 AUGUST 1979
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION 'B'

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN TURSDALE JUNCTION AND WHITWELL

Catch points have been brought into use in the Down Leamside line at 3m. 50chs., 800 yards before reaching WL.417 signal. (New item) (36)

WIDDRINGTON NORTH

The spring points in the Up line at 24m. 47chs., 1050 yards before reaching W.15 signal which forms the Up Main end of the trailing connection Departure line to Up Main line are now motor operated from the Signal Box. (New item) (36)

**** DUDLEY**

The following Up Main line 4-aspect colour light signals have been altered:-

U.10 has been abolished.

U.10B has been repositioned 836 yards further north and is 1250 yards after passing U.11 signal.

U.9 has been repositioned 594 yards further north and is 1370 yards after passing U.10B.

DC.1 has been repositioned 308 yards further north and is 1380 yards after passing U.9 signal and 1300 yards before reaching DC.3 signal. (33)

**** BETWEEN PERCY MAIN NORTH AND EARSDON: BETTY LONNEN LEVEL CROSSING AT 1m. 57chs.**

The level crossing has been converted to an OPEN type crossing (without gates or barriers) equipped with steady amber/twin flashing red road lights activated by approaching trains.

White flashing lights have been provided adjacent to the crossing facing rail movements, which indicates that the road traffic signals are operating.

Down Direction

Advance warning in the form of a St. George's cross has been provided 330 yards before reaching the crossing.

A combined 15m.p.h./Whistle Board

15
W

 has been provided 150 yards before reaching the crossing.

Up Direction

Advance warning in the form of a St. George's cross has been provided 580 yards before reaching the crossing.

A combined 10m.p.h./Whistle Board

10
W

 has been provided 150 yards before reaching the crossing. (33)

**** EARSDON**

The Up Starting signal has been abolished and Blue Bell Up Home signal now incorporates Earsdon Up Starter. (33)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ ** NEWCASTLE

Monday 20 to Friday 24 August, Platforms 11 and 12 will be blocked between 08 30 and 14 00 each day for 120 feet from Buffer Stops, for roof repairs to be carried out. Drivers to stop their trains at the marker boards provided.

SEATON-ON-TEES BRANCH : TEMPORARY LEVEL CROSSING

The temporary level crossing over the Single line at 0m. 70chs. has now been taken out of use. (36)

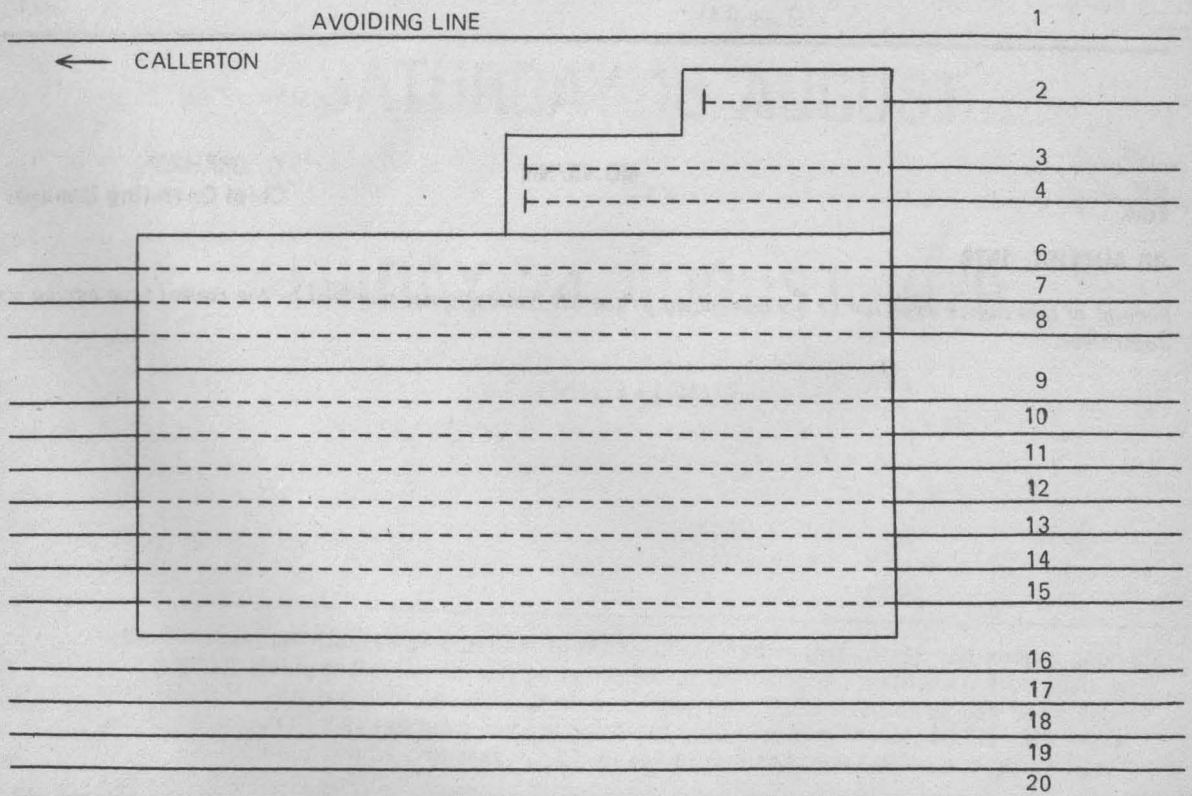
★ PLESSEY LEVEL CROSSING

This level crossing situated between Dudley and Stannington at 11m. 38chs. has been reduced to a pedestrian crossing.

★ SOUTH GOSFORTH CAR SHEDS

The Tyne and Wear Metro have allocated numbers to all the lines at this Depot, commencing with the Avoiding Line and progressively to the southernmost line, as shown below. Numbered boards have been provided against each of the lines.

(Since this numbering was agreed, No.5 Road has been removed so that the numbering will go from 4 to 6)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69						
DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.						
Delete:—		Broadway Quarry Sidings	9 64			
Add:—		Broadwood L.C. OPEN (Type B.1)	10 77			
Page 74 (Page 34 Supp. Optg. Insts.)						
FERRYHILL TURSDALE JN. TO PELAW						
★ Delete:—		'OT' from first column between Penshaw North and Washington. (Line now worked by 'Regulations for Train Signalling on Single Lines by Track Circuit Block System').				
Page 174						
NORTHALLERTON BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
		Sunderland South Tunnels				
Add:—			30	—	89m. 5ch. and 89m. 45ch.	
Page 211						
PERCY MAIN JN. TO MORPETH						
Amend:—		Betty's Lonnen L.C. OPEN (Type B.1)	1 57			(40D)

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

10 AUGUST, 1979

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



W Bay
Box

NN

EASTERN REGION

34/35

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

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 25 AUGUST
TO
FRIDAY 7 SEPTEMBER 1979
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 ALREADY CARRIED OUT

BETWEEN TURSDALE JUNCTION AND WHITWELL

Catch points have been brought into use in the Down Leamside line at 3m. 50chs., 800 yards before reaching WL.417 signal. (36)

WIDDRINGTON NORTH

The spring points in the Up line at 24m. 47chs., 1050 yards before reaching W.15 signal which forms the Up Main end of the trailing connection Departure line to Up Main line are now motor operated from the Signal Box. (36)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69						
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Add:—		Broadwood L.C. OPEN (Type B.1)	10 77			(40D)
Page 74 (Page 34 Supp. Optg. Insts.)						
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Delete:—		'OT' from first column between Penshaw North and Washington. (Line now worked by 'Regulations for Train Signalling on Single Lines by Track Circuit Block System').				(40D)
Page 174						
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
		Sunderland South Tunnels				
Add:—			30	—	89m. 5ch. and 89m. 45ch.	(40D)
Page 211						
PERCY MAIN JN. TO MORPETH						
Amend:—		Betty's Lonnen L.C. OPEN (Type B.1)	1 57			(40D)

MISCELLANEOUS NOTICES

★ 46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these Vehicles are to be worked on the Single Pipe System (See General Appendix pages 5 and 6, paragraph 2.5.). (40D)

★ ** NEWCASTLE

From Tuesday 28 to Friday 31 August also from Monday 3 to Friday 7 September, Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for buildingwork to be carried out. Drivers to stop their trains at the marker boards provided.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

SEATON-ON-TEES BRANCH : TEMPORARY LEVEL CROSSING

The temporary level crossing over the Single line at 0m. 70chs. has now been taken out of use. (36)

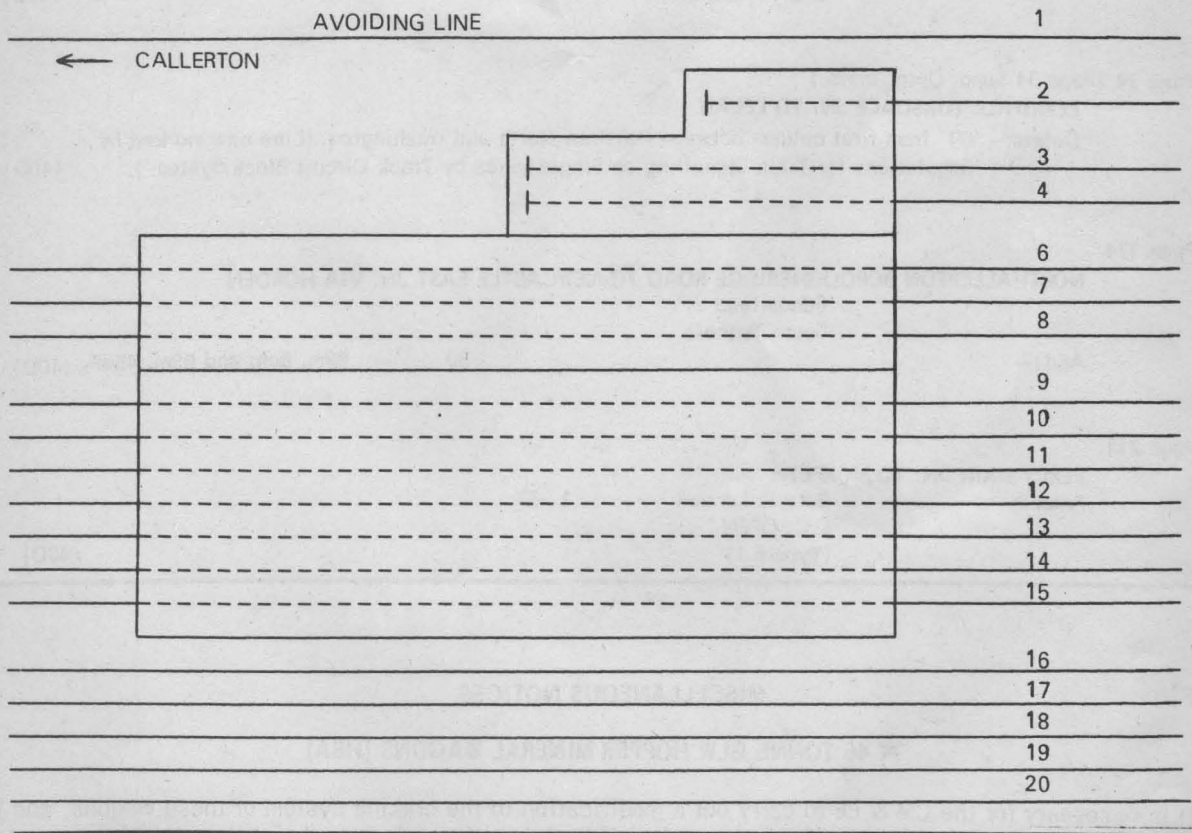
PLESSEY LEVEL CROSSING

This level crossing situated between Dudley and Stannington at 11m. 38chs. has been reduced to a pedestrian crossing. (36)

SOUTH GOSFORTH CAR SHEDS

The Tyne and Wear Metro have allocated numbers to all the lines at this Depot, commencing with the Avoiding Line and progressively to the southernmost line, as shown below. Numbered boards have been provided against each of the lines. (36)

(Since this numbering was agreed, No.5 Road has been removed so that the numbering goes from 4 to 6)



York

17 AUGUST, 1979

MO.45/NN

G. GRAHAM
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

36

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

SATURDAY 8 SEPTEMBER

TO

FRIDAY 14 SEPTEMBER 1979

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 9 SEPTEMBER—SOUTH PELAW**

The Up Siding and the Ore Siding will be secured out of use pending removal and the associated signals abolished.

The trailing crossover between the Down and Up Branch lines will be secured out of use pending removal and the associated signals abolished.

The connection from the Goods Sidings and the facing connection from the Up Main line leading to the Up Siding or Up Branch line will be secured out of use pending removal and the associated signals abolished.

The left hand off set subsidiary signal on Up Main line signal SP.13 will be removed. (39)

SUNDAY 9 to MONDAY 10 SEPTEMBER – WHITEHOUSE

The Level Crossing gates will be replaced by lifting barriers controlled from the Signal Box.

The facing connection from the Down Goods line to North Sidings will be re-positioned 10 yards further East (to the other side of the Level Crossing).

Signalling Alterations

The disc signal applying set-back Down Goods to Up Goods will be re-positioned 40 yards East of the Signal Box and will apply as hitherto.

The disc signal applying from North Sidings to Down Goods or Tees Works Sidings will be abolished.

The two miniature arm semaphore signals applying from Tees Works Sidings to North Sidings will be abolished and replaced by a ground position light signal (No.9) situated adjacent to and West of the Level Crossing and will apply Tees Works Sidings towards North Sidings. A telephone connected to the Signal Box will be provided adjacent to the signal.

The miniature arm semaphore signal applying from North Sidings towards Tees Works Sidings will be abolished.

A new ground position light signal (No.11) will be provided 50 yards East of the Signal Box and will apply from the North Sidings towards the Down Goods line. A telephone connected to the Signal Box will be provided adjacent to the signal.

The miniature arm semaphore signal applying set-back Up Main line towards South Sidings will be replaced by a ground position light signal (No.32) situated in the Up Main cess, 50 yards West of the Signal Box (to the other side of the Level Crossing) and will apply as hitherto.

The two miniature arm semaphore signals mounted on the same post applying from the South Sidings towards the Up Main line or Up Goods line will be replaced by a ground position light signal (No.34) with a 3-way stencil type route indicator and will apply from the South Sidings towards Whitehouse Siding with indication "S", Up Main with indication "M" or Up Goods with indication "G". (39)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

MONDAY 10 SEPTEMBER – TYNEMOUTH SOUTH

The trailing connection from the Up Main line to No.4 Bay Platform will be secured in that position, and the Up Main line between this connection and Tynemouth North Signal Box will be taken out of use.

The trailing connection from the Up Main line to the Up Platform line will be secured out of use in the normal position, and stop blocks erected on the Up Platform line on the Monkseaton side of the connection (facing Monkseaton).

Up Platform line Starting signal T.45 will be abolished.

The Up Main line shunt signal (top one of two) applying set-back Up Main to Down Platform line will be abolished.

The Up Main line shunt signal (bottom one of two) will only apply towards the No.5 Dock line or Dock Sidings.

Down Main line signal T.68 will apply towards:—

Line	Indication	
No.4 Bay Platform	Main aspect indication '4'	
Up Main	Subsidiary (no indication)	
No.5 Dock	Subsidiary indication '5'	
Dock Siding	Subsidiary indication '1'	
Goods Yard	Subsidiary indication 'G'	(39)

MONDAY 10 SEPTEMBER – BETWEEN TYNEMOUTH NORTH AND MONKSEATON

Tynemouth North, Whitley Bay and Monkseaton Signal Boxes will be closed and all associated signalling dispensed with except at Tynemouth North where the trailing crossover and the Up Main to Up Platform connection will remain connected to the lever frame and worked without interlocking. (39)

DETAILS OF WORK ALREADY CARRIED OUT

**** BETWEEN TURSDALE JUNCTION AND WHITWELL**

Catch points have been brought into use in the Down Leamside line at 3m. 50chs., 800 yards before reaching WL.417 signal. (36)

**** WIDDRINGTON NORTH**

The spring points in the Up line at 24m. 47chs., 1050 yards before reaching W.15 signal which forms the Up Main end of the trailing connection Departure line to Up Main line are now motor operated from the Signal Box. (36)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 69						
DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.						
Delete:—		Broadway Quarry Sidings	9 64			(40D)
★ Delete:—		Broadwood L.C. OPEN (Type B.1)	10 77			
Page 74 (Page 34 Supp. Optg. Insts.)						
FERRYHILL TURSDALE JN. TO PELAW						
Delete:—		'OT' from first column between Penshaw North and Washington. (Line now worked by 'Regulations for Train Signalling on Single Lines by Track Circuit Block System').				(40D)
Page 174						
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
		Sunderland South Tunnels				
Add:—			30	—	89m. 5ch. and 89m. 45ch.	(40D)
Page 211						
PERCY MAIN JN. TO MORPETH						
Amend:—		Betty's Lonnen L.C. OPEN (Type B.1)	1 57			(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

★ **BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK**

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:—

- 2 (a) Outer pane of double glazing scored three inches or more or broken) – The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100m.p.h. to the next place where C & W staff are available.
 -) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly.
- (b) Inner pane or both panes, or) – Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use." If access through coach is required the Guard or other competent member of the staff must be in attendance.
- (c) Single glazed pane scored three inches or more or broken)
- 6 (i) Door drop lights) – Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

If either the inner or outer pane of a HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced.

46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these Vehicles are to be worked on the Single Pipe System (See General Appendix pages 5 and 6, paragraph 2.5.). (40D)

★ ** NEWCASTLE

Monday 10 to Friday 14 September. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for buildingwork to be carried out. Drivers to stop their trains at the marker boards provided.

** SEATON-ON-TEES BRANCH : TEMPORARY LEVEL CROSSING

The temporary level crossing over the Single line at 0m. 70chs. has now been taken out of use. (36)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

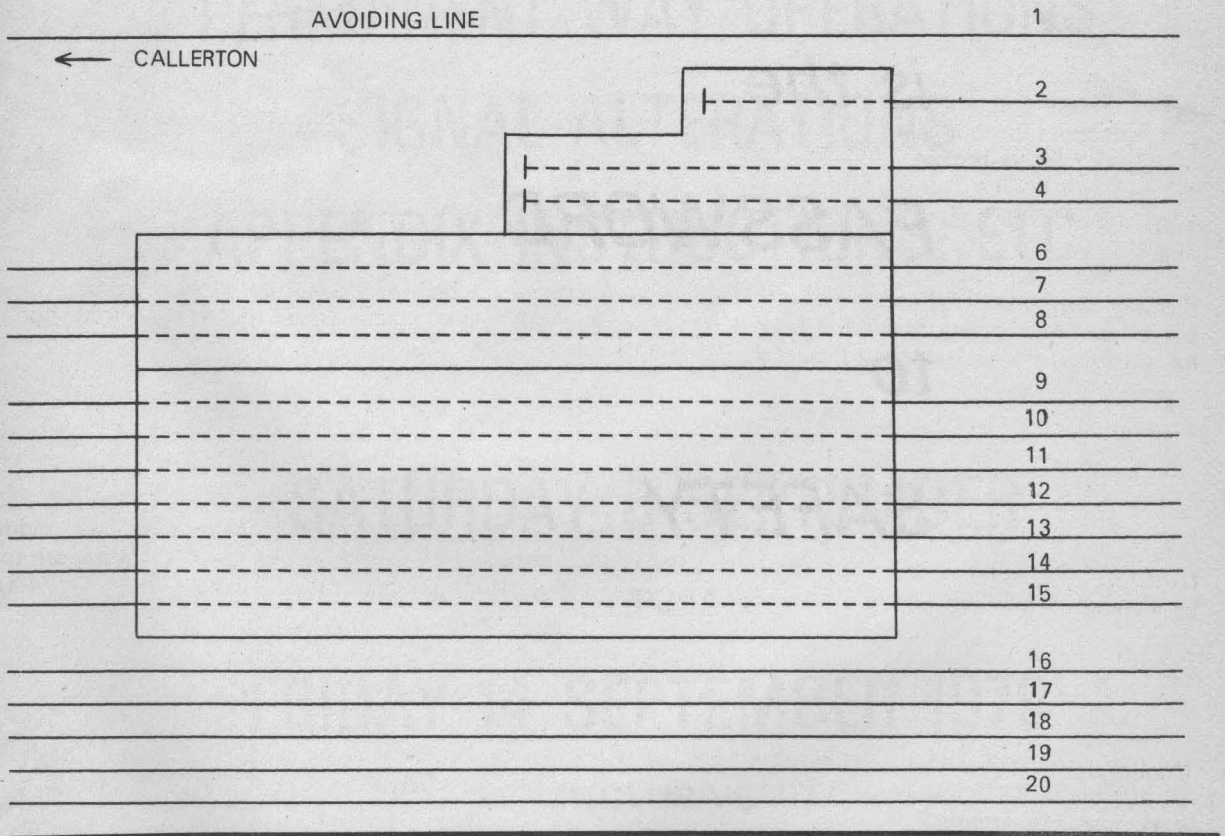
**** PLESSEY LEVEL CROSSING**

This level crossing situated between Dudley and Stanington at 11m. 38chs. has been reduced to a pedestrian crossing. (36)

**** SOUTH GOSFORTH CAR SHEDS**

The Tyne and Wear Metro have allocated numbers to all the lines at this Depot, commencing with the Avoiding Line and progressively to the southernmost line, as shown below. Numbered boards have been provided against each of the lines. (36)

(Since this numbering was agreed, No.5 Road has been removed so that the numbering goes from 4 to 6)



York

MO.45/NN

G. GRAHAM
Chief Operating Manager

24 AUGUST, 1979

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 15 SEPTEMBER

TO

FRIDAY 21 SEPTEMBER 1979

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH PELAW

The Up Siding and the Ore Siding have been secured out of use pending removal and the associated signals abolished.

The trailing crossover between the Down and Up Branch lines has been secured out of use pending removal and the associated signals abolished.

The connection from the Goods Sidings and the facing connection from the Up Main line leading to the Up Siding or Up Branch line have been secured out of use pending removal and the associated signals abolished.

The left hand off set subsidiary signal on Up Main line signal SP.13 has been removed. (39)

BETWEEN TYNEMOUTH NORTH AND MONKSEATON

Tynemouth North, Whitley Bay and Monkseaton Signal Boxes have been closed and all associated signalling dispensed with except at Tynemouth North where the trailing crossover and the Up Main to Up Platform connection remains connected to the lever frame and worked without interlocking. (39)

TYNEMOUTH SOUTH

The Up Main line between Tynemouth North and the connection Up Main line to No.4 Bay (Former Dock) platform has been taken out of use.

The Up Platform line has been taken out of use and the trailing connection from the Up main line to the Up Platform line has been secured out of use in the normal position. Stop blocks, facing Monkseaton, have been erected at the Tynemouth South box end of the Up Platform line.

Up Platform line Starting signal T.45 has been abolished.

The Up Main line shunt signal (top one of two) applying set-back Up Main to Down Platform line has been abolished.

The Up Main line shunt signal (bottom one of two) will apply towards No.4 Platform, No.5 Dock line or Dock Sidings.

Down Main line signal T.68/67 will apply towards:-

Line	Indication
No.4 Bay Platform	Main aspect indication '4'
Up Main	Subsidiary (no indication)
No.5 Dock	Subsidiary indication '5'
Dock Siding	Subsidiary indication '1'
Goods Yard	Subsidiary indication 'G'

(39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WHITEHOUSE

The Level Crossing gates have been replaced by lifting barriers controlled from the Signal Box.

The facing connection from the Down Goods line to North Sidings has been re-positioned 10 yards further East (to the other side of the Level Crossing).

Signalling Alterations

The disc signal applying set-back Down Goods to Up Goods has been re-positioned 40 yards East of the Signal box and applies as hitherto.

The disc signal applying from North Sidings to Down Goods or Tees Works Sidings has been abolished.

The two miniature arm semaphore signals applying from Tees Works Sidings to North Sidings have been abolished and replaced by a ground position light signal (No.9) situated adjacent to and West of the Level Crossing and applies Tees Works Sidings towards North Sidings. A telephone connected to the Signal Box is provided adjacent to the signal.

The miniature arm semaphore signal applying from North Sidings towards Tees Works Sidings has been abolished.

A new ground position light signal (No.11) has been provided 50 yards East of the Signal Box and applies from the North Sidings towards the Down Goods line. A telephone connected to the Signal Box is provided adjacent to the signal.

The miniature arm semaphore signal applying set-back Up Main line towards South Sidings has been replaced by a ground position light signal (No.32) situated in the Up Main cess, 50 yards West of the Signal Box (to the other side of the Level Crossing) and applies as hitherto.

The two miniature arm semaphore signals mounted on the same post applying from the South Sidings towards the Up Main line or Up Goods line have been replaced by a ground position light signal (No.34) with a 3-way stencil type route indicator and applies from the South Sidings towards Whitehouse Siding with indication "S", Up Main with indication "M" or Up Goods with indication "G". (39)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69						
DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.						
Delete:—		Broadway Quarry Sidings	9 64			(40D)
Delete:—		Broadwood L.C. OPEN (Type B.1)	10 77			
Page 74. (Page 34 Supp. Optg. Insts.)						
FERRYHILL TURSDALE JN. TO PELAW						
Delete:—		'OT' from first column between Peshaw North and Washington. (Line now worked by 'Regulations for Train Signalling on Single Lines by Track Circuit Block System').				(40D)
Page 174						
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
		Sunderland South Tunnels				
Add:—			30	—	89m. 5ch. and 89m. 45ch.	(40D)
Page 211						
PERCY MAIN JN. TO MORPETH						
Amend:—		Betty's Lonnen L.C. OPEN (Type B.1)	1 57			(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:—

- 2 (a) Outer pane of double glazing scored three inches or more or broken) – The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100m.p.h. to the next place where C & W staff are available.
 -) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly.
- (b) Inner pane or both panes, or) – Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use." If access through coach is required the Guard or other competent member of the staff must be in attendance.
- (c) Single glazed pane scored three inches or more or broken)
- 6 (i) Door drop lights) – Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

If either the inner or outer pane of a HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced.

46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these Vehicles are to be worked on the Single Pipe System (See General Appendix pages 5 and 6, paragraph 2.5.). (40D)

★ ** NEWCASTLE

Monday 17 to Friday 21 September. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for buildingwork to be carried out. Drivers to stop their trains at the marker boards provided.

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

6 SEPTEMBER, 1979

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

38

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

SATURDAY 22 SEPTEMBER

TO

FRIDAY 28 SEPTEMBER 1979

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.



WARNING



★ TYNE AND WEAR METRO ELECTRIFICATION

ENERGISATION OF TRACKSIDE CABLES

THE 11,000 VOLTS CABLES housed in trackside troughing between Gosforth Metro Sub-Station, the Control Centre and Jesmond Metro Station will be energised with effect from 06 00 hours Monday 24 September, 1979, and must be regarded as being ALIVE at all times.

(40D)

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

SOUTH PELAW

The Up Siding and the Ore Siding have been secured out of use pending removal and the associated signals abolished.

The trailing crossover between the Down and Up Branch lines has been secured out of use pending removal and the associated signals abolished.

The connection from the Goods Sidings and the facing connection from the Up Main line leading to the Up Siding or Up Branch line have been secured out of use pending removal and the associated signals abolished.

The left hand off set subsidiary signal on Up Main line signal SP.13 has been removed. (39)

BETWEEN TYNEMOUTH NORTH AND MONKSEATON

Tynemouth North, Whitley Bay and Monkseaton Signal Boxes have been closed and all associated signalling dispensed with except at Tynemouth North where the trailing crossover and the Up Main to Up Platform connection remains connected to the lever frame and worked without interlocking. (39)

TYNEMOUTH SOUTH

The Up Main line between Tynemouth North and the connection Up Main line to No.4 Bay (Former Dock) platform has been taken out of use (except for Engineer's Trains).

The Up Platform line has been taken out of use and the trailing connection from the Up main line to the Up Platform line has been secured out of use in the normal position. Stop blocks, facing Monkseaton, have been erected at the Tynemouth South box end of the Up Platform line.

Up Platform line Starting signal T.45 has been abolished.

The Up Main line shunt signal (top one of two) applying set-back Up Main to Down Platform line has been abolished.

The Up Main line shunt signal (bottom one of two) will apply towards No.4 Platform, No.5 Dock line or Dock Sidings.

Down Main line signal T.68/67 will apply towards:-

Line	Indication
No.4 Bay Platform	Main aspect indication '4'
Up Main	Subsidiary (no indication)
No.5 Dock	Subsidiary indication '5'
Dock Siding	Subsidiary indication '1'
Goods Yard	Subsidiary indication 'G'

(39)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WHITEHOUSE

The Level Crossing gates have been replaced by lifting barriers controlled from the Signal Box.

The facing connection from the Down Goods line to North Sidings has been re-positioned 10 yards further East (to the other side of the Level Crossing).

Signalling Alterations

The disc signal applying set-back Down Goods to Up Goods has been re-positioned 40 yards East of the Signal box and applies as hitherto.

The disc signal applying from North Sidings to Down Goods or Tees Works Sidings has been abolished.

The two miniature arm semaphore signals applying from Tees Works Sidings to North Sidings have been abolished and replaced by a ground position light signal (No.9) situated adjacent to and West of the Level Crossing and applies Tees Works Sidings towards North Sidings. A telephone connected to the Signal Box is provided adjacent to the signal.

The miniature arm semaphore signal applying from North Sidings towards Tees Works Sidings has been abolished.

A new ground position light signal (No.11) has been provided 50 yards East of the Signal Box and applies from the North Sidings towards the Down Goods line. A telephone connected to the Signal Box is provided adjacent to the signal.

The miniature arm semaphore signal applying set-back Up Main line towards South Sidings has been replaced by a ground position light signal (No.32) situated in the Up Main cess, 50 yards West of the Signal Box (to the other side of the Level Crossing) and applies as hitherto.

The two miniature arm semaphore signals mounted on the same post applying from the South Sidings towards the Up Main line or Up Goods line have been replaced by a ground position light signal (No.34) with a 3-way stencil type route indicator and applies from the South Sidings towards Whitehouse Siding with indication "S", Up Main with indication "M" or Up Goods with indication "G". (39)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69						
DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.						
Delete:—		Broadway Quarry Sidings	9 64			(40D)
Delete:—		Broadwood L.C. OPEN (Type B.1)	10 77			
Page 74 (Page 34 Supp. Optg. Insts.)						
FERRYHILL TURSDALE JN. TO PELAW						
Delete:—		'OT' from first column between Penshaw North and Washington. (Line now worked by 'Regulations for Train Signalling on Single Lines by Track Circuit Block System').				(40D)
Page 174						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
		Sunderland South Tunnels				
Add:—			30	—	89m. 5ch. and 89m. 45ch.	(40D)
Page 211						
PERCY MAIN JN. TO MORPETH						
Amend:—		Betty's Lonnen L.C. OPEN (Type B.1)	1 57			(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:—

- 2 (a) Outer pane of double glazing scored three inches or more or broken) – The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100m.p.h. to the next place where C & W staff are available.
)
) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly.
)
- (b) Inner pane or both panes, or) – Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use." If access through coach is required the Guard or other competent member of the staff must be in attendance.
)
- (c) Single glazed pane scored three inches or more or broken)
- 6 (i) Door drop lights) – Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.
)

If either the inner or outer pane of a HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced.

46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these Vehicles are to be worked on the Single Pipe System (See General Appendix pages 5 and 6, paragraph 2.5). (40D)

★ ** NEWCASTLE

Monday 24 to Friday 28 September. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for buildingwork to be carried out. Drivers to stop their trains at the marker boards provided.

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

13 SEPTEMBER, 1979

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

39

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

SATURDAY 29 SEPTEMBER

TO

FRIDAY 5 OCTOBER 1979

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.



WARNING



TYNE AND WEAR METRO ELECTRIFICATION

ENERGISATION OF TRACKSIDE CABLES

THE 11,000 VOLTS CABLES housed in trackside troughing between Gosforth Metro Sub-Station, the Control Centre and Jesmond Metro Station has been energised and must be regarded as being ALIVE at all times.

(40D)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 1 OCTOBER – BETWEEN WOLSINGHAM AND EASTGATE A.P.C.M. SIDINGS: BROADWOOD OPEN LEVEL CROSSING AT 10m. 77chs.

The Level Crossing will be provided with Steady Amber/Flashing Red Road signals which will be activated automatically by trains.

Flashing White signals will be provided adjacent to the crossing on each Rail approach to the crossing to indicate that the Road lights are flashing.

Combined 10m.p.h. Speed Restriction/Whistle boards

10
W

 will be provided on each Rail approach to the crossing approximately 100 yards before reaching the crossing in the Down direction and 140 yards in the Up direction.

Reflectorised 'St. George's Cross' Advance Warning boards will be provided on each Rail approach to the crossing 357 yards before reaching the crossing in the Down direction and 840 yards in the Up direction. (42)

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE

The trailing crossover between the 'X' and 'Y' Goods lines together with the associated slip connection to 'Z' Goods line have been secured out of use pending removal and the associated signal abolished. (New Item) (26)

BETWEEN BEAMISH AND SOUTH PELAW

The catch points in the Up line at 2m. 10chs. (1m. 1126 yards before reaching Beamish Home signal) have been repositioned at 2m. 5chs. (1m. 1236 yards before reaching Beamish Home signal). (New Item) (42)

**** SOUTH PELAW**

The Up Siding and the Ore Siding have been secured out of use pending removal and the associated signals abolished.

The trailing crossover between the Down and Up Branch lines has been secured out of use pending removal and the associated signals abolished.

The connection from the Goods Sidings and the facing connection from the Up Main line leading to the Up Siding or Up Branch line have been secured out of use pending removal and the associated signals abolished.

The left hand off set subsidiary signal on Up Main line signal SP.13 has been removed. (39)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN TYNEMOUTH NORTH AND MONKSEATON

Tynemouth North, Whitley Bay and Monkseaton Signal Boxes have been closed and all associated signalling dispensed with except at Tynemouth North where the trailing crossover and the Up Main to Up Platform connection remains connected to the lever frame and worked without interlocking. (39)

**** TYNEMOUTH SOUTH**

The Up Main line between Tynemouth North and the connection Up Main line to No.4 Bay (Former Dock) platform has been taken out of use (except for Engineer's Trains).

The Up Platform line has been taken out of use and the trailing connection from the Up main line to the Up Platform line has been secured out of use in the normal position. Stop blocks, facing Monkseaton, have been erected at the Tynemouth South box end of the Up Platform line.

Up Platform line Starting signal T.45 has been abolished.

The Up Main line shunt signal (top one of two) applying set-back Up Main to Down Platform line has been abolished.

The Up Main line shunt signal (bottom one of two) will apply towards No.4 Platform, No.5 Dock line or Dock Sidings.

Down Main line signal T.68/67 will apply towards:—

Line	Indication	
No.4 Bay Platform	Main aspect indication '4'	
Up Main	Subsidiary (no indication)	
No.5 Dock	Subsidiary indication '5'	
Dock Siding	Subsidiary indication '1'	
Goods Yard	Subsidiary indication 'G'	(39)

HALL DENE

The Down Home signal has been repositioned 66 yards further from the signal box. (New Item) (42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** WHITEHOUSE

The Level Crossing gates have been replaced by lifting barriers controlled from the Signal Box.

The facing connection from the Down Goods line to North Sidings has been re-positioned 10 yards further East (to the other side of the Level Crossing).

Signalling Alterations

The disc signal applying set-back Down Goods to Up Goods has been re-positioned 40 yards East of the Signal box and applies as hitherto.

The disc signal applying from North Sidings to Down Goods or Tees Works Sidings has been abolished.

The two miniature arm semaphore signals applying from Tees Works Sidings to North Sidings have been abolished and replaced by a ground position light signal (No.9) situated adjacent to and West of the Level Crossing and applies Tees Works Sidings towards North Sidings. A telephone connected to the Signal Box is provided adjacent to the signal.

The miniature arm semaphore signal applying from North Sidings towards Tees Works Sidings has been abolished.

A new ground position light signal (No.11) has been provided 50 yards East of the Signal Box and applies from the North Sidings towards the Down Goods line. A telephone connected to the Signal Box is provided adjacent to the signal.

The miniature arm semaphore signal applying set-back Up Main line towards South Sidings has been replaced by a ground position light signal (No.32) situated in the Up Main cess, 50 yards West of the Signal Box (to the other side of the Level Crossing) and applies as hitherto.

The two miniature arm semaphore signals mounted on the same post applying from the South Sidings towards the Up Main line or Up Goods line have been replaced by a ground position light signal (No.34) with a 3-way stencil type route indicator and applies from the South Sidings towards Whitehouse Siding with indication "S", Up Main with indication "M" or Up Goods with indication "G".

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

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FERRYHILL TURSDALE JN. TO PELAW						
Delete:—		'OT' from first column between Penshaw North and Washington. (Line now worked by 'Regulations for Train Signalling on Single Lines by Track Circuit Block System').				(40D)
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Add:—			30	—	89m. 5ch. and 89m. 45ch.	(40D)
Page 211						
PERCY MAIN JN. TO MORPETH						
Amend:—		Betty's Lonnen L.C. OPEN (Type B.1)	1 57			(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:-

- 2 (a) Outer pane of double glazing scored three inches or more or broken) - The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100m.p.h. to the next place where C & W staff are available.
 -) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly.
- (b) Inner pane or both panes, or) - Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use." If access through coach is required the Guard or other competent member of the staff must be in attendance.
- (c) Single glazed pane scored three inches or more or broken)
- 6 (i) Door drop lights) - Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

If either the inner or outer pane of a HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced. (40D)

★ MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

Page 4 has been re-issued under separate cover. Staff concerned must advise their Supervisors if a copy is not received.

46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these Vehicles are to be worked on the Single Pipe System (See General Appendix pages 5 and 6, paragraph 2.5.). (40D)

★ ** NEWCASTLE

Monday 1 to Friday 5 October. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

20 SEPTEMBER, 1979

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

40

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

**SATURDAY 6 OCTOBER
TO
FRIDAY 12 OCTOBER 1979
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

NEWCASTLE

The trailing crossover between the 'X' and 'Y' Goods lines together with the associated slip connection to 'Z' Goods line have been secured out of use pending removal and the associated signal abolished. (42)

BETWEEN WOLSINGHAM AND EASTGATE A.P.C.M. SIDINGS : BROADWOOD OPEN LEVEL CROSSING AT

9m ~~10m~~. 77chs.

The Level Crossing has been provided with Steady Amber/Flashing Red Road signals which are activated automatically by trains.

Flashing White signals have been provided adjacent to the crossing on each Rail approach to the crossing to indicate that the Road lights are flashing.

Combined 10m.p.h. Speed Restriction/Whistle boards

10
W

 have been provided on each Rail approach to the crossing approximately 100 yards before reaching the crossing in the Down direction and 140 yards in the Up direction.

Reflectorised 'St. George's Cross' Advance Warning boards have been provided on each Rail approach to the crossing 357 yards before reaching the crossing in the Down direction and 840 yards in the Up direction. (42)

BETWEEN BEAMISH AND SOUTH PELAW

The catch points in the Up line at 2m. 10chs. (1m. 1126 yards before reaching Beamish Home signal) have been repositioned at 2m. 5chs. (1m. 1236 yards before reaching Beamish Home signal). (42)

HALL DENE

The Down Home signal has been repositioned 66 yards further from the signal box.

The trailing Main to Main crossover and the facing connection from the Up Main to the Independent line have been repositioned 66 yards further south. (Altered item) (42)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69						
** DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.						
*	Delete:—	Broadway Quarry Sidings	9 64			(40D)
*	Delete:—	Broadwood L.C. OPEN (Type B.1)	10 77			
★	Add:—	Broadwood L.C. Open (Type B.1)	10 77			(48D)
Page 73 FERRYHILL TURSDALE JN. TO PELAW						
★	Add:—	Tursdale Jn.				C. Down line at 3m. 50ch. 800 yards before reaching signal WL.417. (48D)
** Page 74 (Page 34 Supp. Optg. Insts.)						
FERRYHILL TURSDALE JN. TO PELAW						
*	Delete:—	'OT' from first column between Penshaw North and Washington. (Line now worked by 'Regulations for Train Signalling on Single Lines by Track Circuit Block System').				(40D)
Page 77 (Page 44 Supp. Optg. Insts.)						
BLACK HILL STATION TO OUSTON JUNCTION						
		Beamish Station				
★	Amend:—					C. Up line at 2m. 5ch. (1 mile 1236 yards before reaching Beamish Home Signal)
** Page 174						
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
		Sunderland South Tunnels				
	Add:—		30	—	89m. 5ch. and 89m. 45ch.	(40D)
** Page 211						
PERCY MAIN JN. TO MORPETH						
	Amend:—	Betty's Lonnen L.C. OPEN (Type B.1)	1 57			(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

**** BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK**

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:-

- 2 (a) Outer pane of double glazing scored three inches or more or broken) - The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100m.p.h. to the next place where C & W staff are available.
 -) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly.
- (b) Inner pane or both panes, or) - Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use." If access through coach is required the Guard or other competent member of the staff must be in attendance.
- (c) Single glazed pane scored three inches or more or broken)
- 6 (i) Door drop lights) - Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

If either the inner or outer pane of a HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced. (40D)

MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

Page 4 has been re-issued under separate cover. Staff concerned must advise their Supervisors if a copy is not received. (42)

COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE CAPACITY WAGONS - WORKING INSTRUCTIONS

(Miscellaneous Notices - D Books No.40 commencing 6/10/79).

★ Delete item. (48D)

**** 46 TONNE GLW HOPPER MINERAL WAGONS (HBA)**

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these Vehicles are to be worked on the Single Pipe System (See General Appendix pages 5 and 6, paragraph 2.5.). (40D)

★ ** NEWCASTLE

Monday 8 to Friday 12 October. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

York MO.45/NN G. GRAHAM
Chief Operating Manager

27 SEPTEMBER, 1979

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 13 OCTOBER

TO

FRIDAY 19 OCTOBER 1979

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.



WARNING



**TYNE AND WEAR METRO ELECTRIFICATION
ENERGISATION OF OVERHEAD LINE
TRACTION EQUIPMENT
(Refer to page 2 of ND 40D)**



Amend paragraph 8.

FROM Overhead line structure numbered E 28 at the West end of Depot Sidings Nos.3 and 4 and that part of No.6 Sidings at the East end up to the limit signified by notice board TO the IN/OUT Loop Lines. (48D)

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 14 OCTOBER – GATESHEAD (ST. JAMES BRIDGE JUNCTION) AND HIGH STREET JUNCTION

The Permissive working on the Down and Up Pelaw Goods lines between St. James Bridge Junction (G.36/37 signals) and High Street Junction will be withdrawn, and all associated subsidiary routes on main line running signals will be disconnected pending resignalling. (44)

WEDNESDAY 17 OCTOBER – HOW MILL

The Up Home signal will be resited 65 yards before reaching the level crossing on a straight post and at a reduced height of 15 ft. above rail level. (44)

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE

The trailing crossover between the 'X' and 'Y' Goods lines together with the associated slip connection to 'Z' Goods line have been secured out of use pending removal and the associated signal abolished. (42)

BETWEEN WOLSINGHAM AND EASTGATE A.P.C.M. SIDINGS : BROADWOOD OPEN LEVEL CROSSING AT

9m. 10m. 77chs.

The Level Crossing has been provided with Steady Amber/Flashing Red Road signals which are activated automatically by trains.

Flashing White signals have been provided adjacent to the crossing on each Rail approach to the crossing to indicate that the Road lights are flashing.

Combined 10m.p.h. Speed Restriction/Whistle boards

10
W

 have been provided on each Rail approach to the crossing approximately 100 yards before reaching the crossing in the Down direction and 140 yards in the Up direction.

Reflectorised 'St. George's Cross' Advance Warning boards have been provided on each Rail approach to the crossing 357 yards before reaching the crossing in the Down direction and 840 yards in the Up direction. (42)

BETWEEN BEAMISH AND SOUTH PELAW

The catch points in the Up line at 2m. 10chs. (1m. 1126 yards before reaching Beamish Home signal) have been repositioned at 2m. 5chs. (1m. 1236 yards before reaching Beamish Home signal). (48D)

HALL DENE

The Down Home signal has been repositioned 66 yards further from the signal box.

The trailing Main to Main crossover and the facing connection from the Up Main to the Independent line have been repositioned 66 yards further south. (42)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 69						
DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.						
Add:—		Broadwood L.C. Open (Type B.1)	10 77			(48D)
Page 73						
FERRYHILL TURSDALE JN. TO PELAW						
Add:—		Tursdale Jn.				C. Down line at 3m. 50ch. 800 yards before reaching signal WL.417. (48D)
Page 77 (Page 44 Supp. Optg Insts)						
BLACK HILL STATION TO OUSTON JUNCTION						
Amend:—		Beamish Station				C. Up line at 2m. 5ch. (1 mile 1236 yards before reaching Beamish Home Signal) (48D)

MISCELLANEOUS NOTICES

MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

Page 4 has been re-issued under separate cover. Staff concerned must advise their Supervisors if a copy is not received. (42)

★ SUPPLEMENT NO.2 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/12

The above Supplement, which, although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, 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.2 by 27 October. (48D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

★ **SUPPLEMENT NO.2 – EXTRACTS FROM WORKING INSTRUCTIONS FOR
A.C. ELECTRIFIED LINES – BR29988/6**

The above Supplement, which although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Extract from Working Instructions for A.C. Electrified Lines must advise his Supervisor if he does not receive a copy of Supplement No.2 by 27 October. (48D)

★ **CHEVINGTON**

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running. (48D)

**COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE
CAPACITY WAGONS – WORKING INSTRUCTIONS**

(Miscellaneous Notices – D Books No.40 commencing 6/10/79).

Delete item.

(48D)

NEWCASTLE

Monday 15 to Friday 19 October. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

MO.45/NN

G. GRAHAM
Chief Operating Manager

York

4 OCTOBER, 1979

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 20 OCTOBER

TO

FRIDAY 26 OCTOBER 1979

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 OCTOBER – HOW MILL

The Down starting and up starting signals will be abolished.

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE

The trailing crossover, between the 'X' and 'Y' Goods lines together with the associated slip connection to 'Z' Goods line have been secured out of use pending removal and the associated signal abolished. (42)

BETWEEN WOLSINGHAM AND EASTGATE A.P.C.M. SIDINGS : BROADWOOD OPEN LEVEL CROSSING AT 9 10m. 77chs.

The Level Crossing has been provided with Steady Amber/Flashing Red Road signals which are activated automatically by trains.

Flashing White signals have been provided adjacent to the crossing on each Rail approach to the crossing to indicate that the Road lights are flashing.

Combined 10m.p.h. Speed Restriction/Whistle boards

10
W

 have been provided on each Rail approach to the crossing approximately 100 yards before reaching the crossing in the Down direction and 140 yards in the Up direction.

Reflectorised 'St. George's Cross' Advance Warning boards have been provided on each Rail approach to the crossing 357 yards before reaching the crossing in the Down direction and 840 yards in the Up direction. (42)

BETWEEN BEAMISH AND SOUTH PELAW

The catch points in the Up line at 2m. 10chs. (1m. 1126 yards before reaching Beamish Home signal) have been repositioned at 2m. 5chs. (1m. 1236 yards before reaching Beamish Home signal). (48D)

HALL DENE

The Down Home signal has been repositioned 66 yards further from the signal box.

The trailing Main to Main crossover and the facing connection from the Up Main to the Independent line have been repositioned 66 yards further south. (42)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****GATESHEAD (ST.JAMES BRIDGE JUNCTION) AND HIGH STREET JUNCTION**

The Permissive working on the Down and Up Pelaw Goods lines between St.James Bridge Junction (G.36/37 signals) and High Street Junction has been withdrawn, and all associated subsidiary routes on main line running signals have been disconnected pending resignalling. (44)

HOW MILL

The Up Home signal has been resited 65 yards before reaching the level crossing on a straight post and at a reduced height of 15 ft. above rail level. (44)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69						
		DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.				
	Add:—	Broadwood L.C. Open (Type B.1)	10 77			(48D)
Page 73		FERRYHILL TURSDALE JN. TO PELAW				
	Add:—	Tursdale Jn.				C. Down line at 3m. 50ch. 800 yards before reaching signal WL.417. (48D)
Page 77 (Page 44 Supp. Optg Insts)		BLACK HILL STATION TO OUSTON JUNCTION				
	Amend:—	Beamish Station				C. Up line at 2m. 5ch. (1 mile 1236 yards before reaching Beamish Home Signal) (48D)
Page 176		NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
★		Add in location column below existing entries:— Signals G36/37 (St. James Bridge Jn.)				
★		Add abbreviation "A" to both Goods lines between Signals G36/37 and High Street Jn.				

MISCELLANEOUS NOTICES

** MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

Page 4 has been re-issued under separate cover. Staff concerned must advise their Supervisors if a copy is not received. (42)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

SUPPLEMENT NO.2 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/12

The above Supplement, which, although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, 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.2 by 27 October. (48D)

**SUPPLEMENT NO.2 – EXTRACTS FROM WORKING INSTRUCTIONS FOR
A.C. ELECTRIFIED LINES – BR29988/6**

The above Supplement, which although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Extract from Working Instructions for A.C. Electrified Lines must advise his Supervisor if he does not receive a copy of Supplement No.2 by 27 October. (48D)

CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running. (48D)

**COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE
CAPACITY WAGONS – WORKING INSTRUCTIONS**

(Miscellaneous Notices – D Books No.40 commencing 6/10/79).
Delete item.

(48D)

NEWCASTLE

Monday 22 to Friday 26 October. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

MO.45/NN

G. GRAHAM
Chief Operating Manager

York

11 OCTOBER, 1979

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 27 OCTOBER

TO

FRIDAY 2 NOVEMBER 1979

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.

BRITISH SUMMER TIME

British Summer time ceases at 03 00 on Sunday 28 October and clocks and watches must be put back one hour at that time. At places which will be closed at the time the change operate, the clocks must be altered by Staff last on duty on the preceding day (Saturday 27 October). Clocks electrically controlled must be adjusted by the Staff who normally attend to them. See S.T.N. for details of altered train arrangements.

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 OCTOBER – GATESHEAD (HIGH STREET JN.)**

The catch points in the Up Pelaw Goods line and the adjacent trap points in the Down Pelaw Goods line will be secured in the reverse position pending replacement with plain line.

Down Pelaw Goods line signal G.100 will be abolished.

Down Pelaw Goods line signal G.91 with 5-way route indicator will now have only a 3-way route indicator and apply as follows :-

To or towards line	Aspect	Indication
Down Greensfield	Main	G
Down Greensfield	Subsidiary	G
Down Gateshead East	Main	E

Up Gateshead East line signal G.105 with a 2-way route indicator and subsidiary will have the subsidiary removed and will now apply with Main aspect towards the Up Pelaw Main (indication 'M') or Up Pelaw Goods (indication 'G'). (46)

DETAILS OF WORK ALREADY CARRIED OUT****NEWCASTLE**

The trailing crossover between the 'X' and 'Y' Goods lines together with the associated slip connection to 'Z' Goods line have been secured out of use pending removal and the associated signal abolished. (42)

**** BETWEEN WOLSINGHAM AND EASTGATE A.P.C.M. SIDINGS : BROADWOOD OPEN LEVEL CROSSING AT 10m. 77chs.**

The Level Crossing has been provided with Steady Amber/Flashing Red Road signals which are activated automatically by trains.

Flashing White signals have been provided adjacent to the crossing on each Rail approach to the crossing to indicate that the Road lights are flashing.

Combined 10m.p.h. Speed Restriction/Whistle boards

10
W

 have been provided on each Rail approach to the crossing approximately 100 yards before reaching the crossing in the Down direction and 140 yards in the Up direction.

Reflectorised 'St. George's Cross' Advance Warning boards have been provided on each Rail approach to the crossing 357 yards before reaching the crossing in the Down direction and 840 yards in the Up direction. (42)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN BEAMISH AND SOUTH PELAW**

The catch points in the Up line at 2m. 10chs. (1m. 1126 yards before reaching Beamish Home signal) have been repositioned at 2m. 5chs. (1m. 1236 yards before reaching Beamish Home signal).

(48D)

**** HALL DENE***
*

The Down Home signal has been repositioned 66 yards further from the signal box.

The trailing Main to Main crossover and the facing connection from the Up Main to the Independent line have been repositioned 66 yards further south.

(42)

GATESHEAD (ST. JAMES BRIDGE JUNCTION) AND HIGH STREET JUNCTION

The Permissive working on the Down and Up Pelaw Goods lines between St. James Bridge Junction (G.36/37 signals) and High Street Junction has been withdrawn, and all associated subsidiary routes on main line running signals have been disconnected pending resignalling.

(44)

HOW MILL

The Up Home signal has been resited 65 yards before reaching the level crossing on a straight post and at a reduced height of 15 ft. above rail level.

(44)

HOW MILL

The Down starting and Up starting signals have been abolished.

(45)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69	DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.					
Add:—	Broadwood L.C. Open (Type B.1)		10 77			(48D)
Page 73	FERRYHILL TURSDALE JN. TO PELAW	Tursdale Jn.				
Add:—						C. Down line at 3m. 50ch. 800 yards before reaching signal WL.417. (48D)
Page 77 (Page 44 Supp. Optg Insts)	BLACK HILL STATION TO OUSTON JUNCTION	Beamish Station				
Amend:—						C. Up line at 2m. 5ch. (1 mile 1236 yards before reaching Beamish Home Signal) (48D)
Page 176	NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN					
Add in location column below existing entries:—	Signals G36/37 (St. James Bridge Jn.)					(48D)
Add abbreviation "A" to both Goods lines between Signals G36/37 and High Street Jn.						(48D)

MISCELLANEOUS NOTICES

SUPPLEMENT NO.2 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/12

The above Supplement, which, although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, 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.2 by 27 October.

(48D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

**SUPPLEMENT NO.2 – EXTRACTS FROM WORKING INSTRUCTIONS FOR
A.C. ELECTRIFIED LINES – BR29988/6**

The above Supplement, which although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Extract from Working Instructions for A.C. Electrified Lines must advise his Supervisor if he does not receive a copy of Supplement No.2 by 27 October. | (48D)

**COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE
CAPACITY WAGONS – WORKING INSTRUCTIONS**

(Miscellaneous Notices – D Books No.40 commencing 6/10/79).

Delete item.

(48D)

CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running. | (48D)

★ STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

NEWCASTLE

Monday 29 October to Friday 2 November. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

18 OCTOBER, 1979

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

**British Rail****NN**

EASTERN REGION

45

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

**SATURDAY 10 NOVEMBER
TO
FRIDAY 16 NOVEMBER 1979
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

WEDNESDAY 14 NOVEMBER – NORTON-ON-TEES STATION

The trailing crossover between the Down and Up lines will be secured out of use pending removal and the associated signals will be abolished. (48)

DETAILS OF WORK ALREADY CARRIED OUT

YORK M.P.D. SIDINGS

No.1 Siding has been secured out of use pending removal. (47)

BETWEEN BEAMISH AND SOUTH PELAW

The catch points in the Up line at 2m. 10chs. (1m. 1126 yards before reaching Beamish Home signal) have been repositioned at 2m. 5chs. (1m. 1236 yards before reaching Beamish Home signal).

(48D)

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION

The Down and Up Pelaw Main lines between Pelaw Station and St. James Bridge Junction (101m. 20chs.) have been taken out of use. The former Up Pelaw Main being retained as the P.T.E. Access line.

The Down and Up Pelaw Goods lines between the West end of Pelaw Station and Gateshead High Street Junction, have been re-classified as Passenger lines and named Down and Up Pelaw lines.

The Down and Up Pelaw Goods lines between Pelaw Signal Box and the West end of Pelaw Station remain as Goods lines and are used by Passenger trains under Special Instructions until a further stage of the work in this area is completed. **The speed on these lines must not exceed 40 m.p.h.**

A new station named Heworth has been brought into use at 99m.p. Felling and Pelaw Stations have been closed.

The Down and Up Pelaw Main lines between St. James Bridge Junction (101m. 20chs.) and Gateshead High Street Junction have been renamed Down and Up Greensfield.

New trap points have been provided at the Gateshead end of the P.T.E. Access line together with a notice board worded "STOP TELEPHONE".

All connections at the West end of Pelaw Station have been secured for through running.

The two-way signalling over the Down and Up Pelaw lines (former Goods lines) has been commissioned as a further stage of this work.

Details of the work are shown on the facing diagrams included in this notice.

Signal applications is as follows:-

Gateshead

Signal	Line	Aspect M=Main S=Sub	Route or Jn. Indicator	Application to or Towards
G53	Down Pelaw	M	—	G57B auto
G57B	Down Pelaw	M	—	G63B auto
G63B	Down Pelaw	M	—	G36
G36	Down Pelaw	M	Position "1"	G52 (existing signal)
		M	—	G55 (existing signal)
		S	R	Reception Lines

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION – continued

Gateshead – continued

Signal	Line	Aspect M=Main S=Sub	Route or Jn. Indicator	Application to or Towards
		S	—	38GPL
G40	Up Pelaw	M	—	P76 auto
G39	Reception Lines	M S	— —	P76 auto Sidings
G51	Up Greensfield	M S	— Y	P76 auto P.T.E. Access line
Pelaw				
P49	Down Pelaw Main	M	—	Fixed at Danger
P45	Down Pelaw Goods	M	—	G53 Auto. (Subsidiary route temporarily out of use)
P76	Up Pelaw	M	—	P64 auto
P64	Up Pelaw	M	—	P58 auto
P58	Up Pelaw	M	—	P47
P47	Up Pelaw	M	—	Up Pelaw Goods P39 (existing signal)
P24	Up Shields	M)	Routes to Down Pelaw Main and Subsidiary routes temporarily out of use.	(UFN)
P19	Down Main	M)		
P12	Down Leamside	M)		

GATESHEAD (HIGH STREET JN.)

The catch points in the Up Pelaw Goods line and the adjacent trap points in the Down Pelaw Goods line have been secured in the reverse position pending replacement with plain line.

Down Pelaw Goods line signal G.100 has been abolished.

Down Pelaw Goods line signal G.91 with 5-way route indicator now has only a 3-way route indicator and applies as follows:—

To or towards line	Aspect	Indication
Down Greensfield	Main	G
Down Greensfield	Subsidiary	G
Down Gateshead East	Main	E

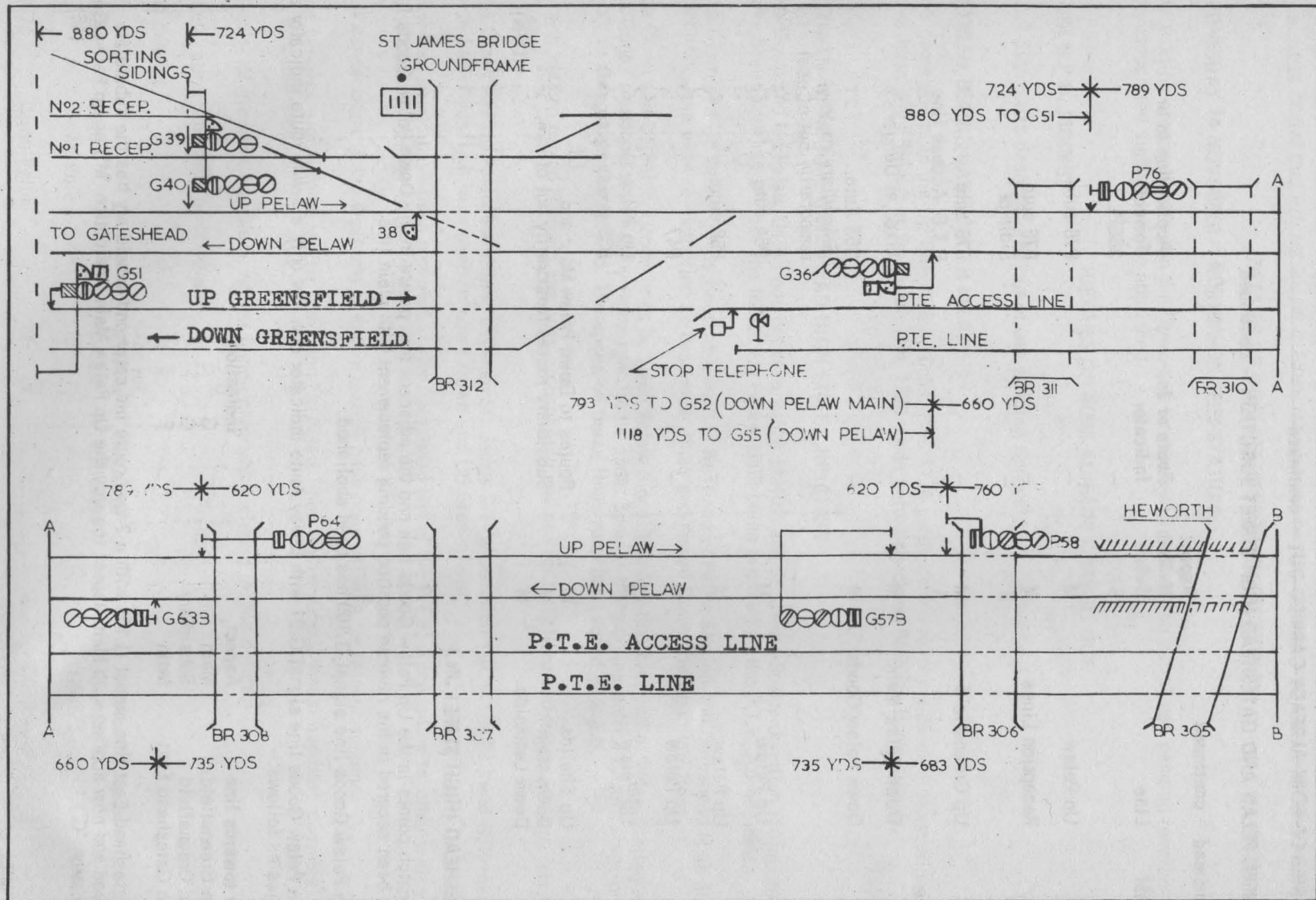
Up Gateshead East line signal G.105 with a 2-way route indicator and subsidiary has the subsidiary removed and now applies with Main aspect towards the Up Pelaw Main (indication 'M') or Up Pelaw Goods (indication 'G').

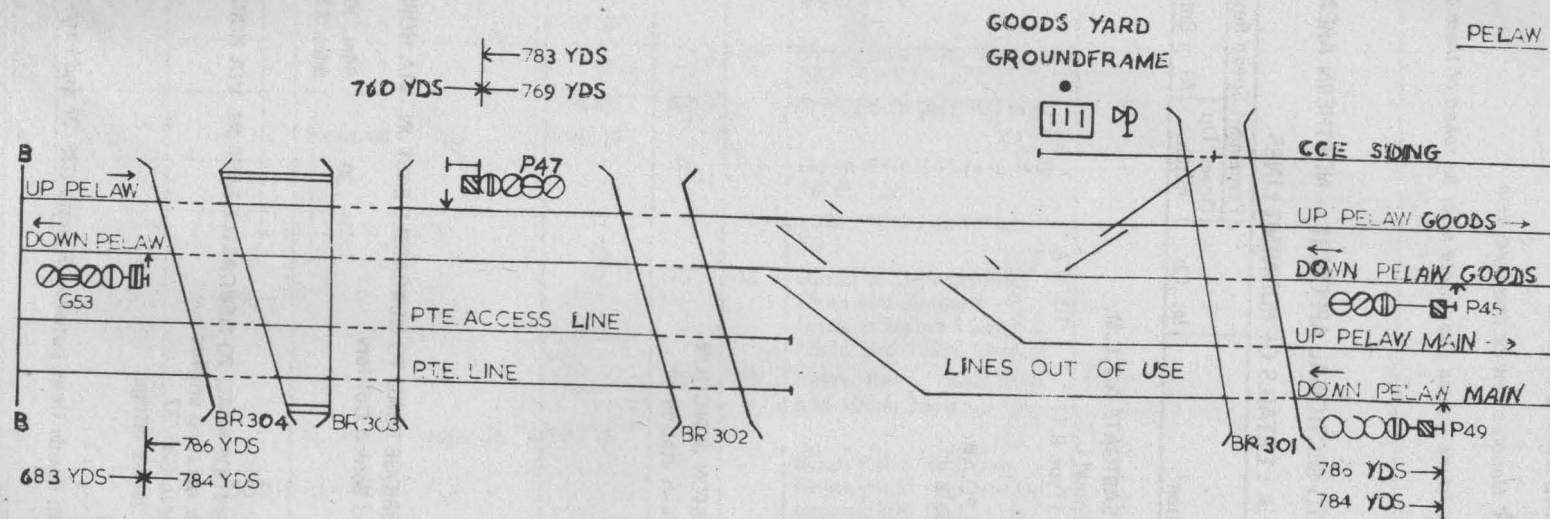
(46)

**
* HOW MILL

The Down starting and Up starting signals have been abolished.

(45)





GATESHEAD - PELAW RESIGNALLING

REMODELLING SUNDAY 4TH NOVEMBER

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69						
		DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.				
	Add:—	Broadwood L.C. Open (Type B.1)	10 77			(48D)
Page 73						
		FERRYHILL TURSDALE JN. TO PELAW				
	Add:—	Tursdale Jn.				C. Down line at 3m. 50ch. 800 yards before reaching signal WL.417. (48D)
Page 77 (Page 44 Supp. Optg Insts)						
		BLACK HILL STATION TO OUSTON JUNCTION				
	Amend:—	Beamish Station				C. Up line at 2m. 5ch. (1 mile 1236 yards before reaching Beamish Home Signal) (48D)
Page 175						
		NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
		Between Boldon LC (AHB) and Boldon Colliery				
	Add:—		30	94m. 30ch. and 94m. 43ch.		(48D)
Page 176						
		NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
	Add in location column below existing entries:—	Signals G36/37 (St. James Bridge Jn.)				(48D)
	Add abbreviation "A" to both Goods lines between Signals G36/37 and High Street Jn.					(48D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Chs.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<p>Page 176 NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</p> <p>Delete all details on this page and substitute:-</p>								
		Pelaw	98.32	20	20	To and from Goods lines at 98m. 19ch.		
				25		Main line 98m. 21ch. and 98m. 55ch.		
					25	Main lines 98m. 55ch. and 98m. 43ch.		
		Heworth	98.55	60		98m. 55ch. and 100 m.p.		
			99.00					
				45		Down Main 100 m.p. and 100m. 15ch.		
				60		100m. 15ch. and 98m. 55ch.		
				15	15	Mains to Greensfield lines and Greensfield lines to Mains 100m. 15ch. and 100m. 24ch.		
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.		
		St. James Bridge Jn.	100.18	10	10	Down Pelaw to Down Greensfield line and Up Greensfield line to Up Pelaw.		
				25		Greensfield line 100m. 75ch. and 101m. 13chs.		
				15	15	Pelaw lines 100m. 75ch. and 101m. 21ch.		
							w.e.f. Monday 5 November.	
<p>Page 177</p> <p>Amend the two dotted lines terminating at High St. to continuous lines.</p>								w.e.f. Monday 5 November.



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATION TO GENERAL INSTRUCTIONS AND NOTICES – SD40D and ND40D – Page 3 SD40D and Page 3 ND40D

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

Add after paragraphs 2(a), (b) and (c):—

“Note. A number of perspex replacement windows for H.S.T. Trailer Cars are allocated to principal intermediate and terminal stations on the East Coast Main Line. When C. and W. Staff have fitted one of these perspex windows to replace a broken double glazed window, the above restrictions no longer apply i.e. the H.S.T. set can revert to running a line speed with full use of the coach seating bays restored.”

(48D)

MISCELLANEOUS NOTICES

SUPPLEMENT NO.2 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/12

The above Supplement, which, although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, 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.2 by 27 October.

(48D)

SUPPLEMENT NO.2 – EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29988/6

The above Supplement, which although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Extract from Working Instructions for A.C. Electrified Lines must advise his Supervisor if he does not receive a copy of Supplement No.2 by 27 October.

(48D)

COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE CAPACITY WAGONS – WORKING INSTRUCTIONS

(Miscellaneous Notices – D Books No.40 commencing 6/10/79).

Delete item.

(48D)

CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running.

(48D)

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904.

(U.F.N.)

NN-29

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

★ ORMESBY STATION

Commencing 00 01 Sunday 11 November, both platforms at Ormesby Station will be shortened to 2 car lengths.

Drivers of trains to Middlesbrough must stop with the leading 2 cars next to the Up Platform. Drivers of trains from Middlesbrough must stop with the rear 2 cars next to the Down Platform. (48D)

NEWCASTLE

Monday 12 to Friday 16 November. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

3 NOVEMBER, 1979

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

**NN**

EASTERN REGION

46

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

SATURDAY 17 NOVEMBER

TO

FRIDAY 23 NOVEMBER 1979**INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

YORK M.P.D. SIDINGS

No.1 Siding has been secured out of use pending removal. (47)

NORTON-ON-TEES STATION

The trailing crossover between the Down and Up lines has been secured out of use pending removal and the associated signals have been abolished. (48)

BETWEEN BEAMISH AND SOUTH PELAW

The catch points in the Up line at 2m. 10chs. (1m. 1126 yards before reaching Beamish Home signal) have been repositioned at 2m. 5chs. (1m. 1236 yards before reaching Beamish Home signal). (47)

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION

The Down and Up Pelaw Main lines between Pelaw Station and St. James Bridge Junction (100m. 20chs.) have been taken out of use. The former Up Pelaw Main being retained as the P.T.E. Access line.

The Down and Up Pelaw Goods lines between the West end of Pelaw Station and Gateshead High Street Junction, have been re-classified as Passenger lines and named Down and Up Pelaw lines.

The Down and Up Pelaw Goods lines between Pelaw Signal Box and the West end of Pelaw Station remain as Goods lines and are used by Passenger trains under Special Instructions until a further stage of the work in this area is completed. **The speed on these lines must not exceed 40 m.p.h.**

A new station named Heworth has been brought into use at 99m.p. Felling and Pelaw Stations have been closed.

The Down and Up Pelaw Main lines between St. James Bridge Junction (100m. 20chs.) and Gateshead High Street Junction have been renamed Down and Up Greensfield.

New trap points have been provided at the Gateshead end of the P.T.E. Access line together with a notice board worded "STOP TELEPHONE".

All connections at the West end of Pelaw Station have been secured for through running.

The two-way signalling over the Down and Up Pelaw lines (former Goods lines) has been commissioned as a further stage of this work.

Details of the work are shown on the facing diagrams included in this notice.

Signal applications is as follows:-

Gateshead

Signal	Line	Aspect M=Main S=Sub	Route or Jn. Indicator	Application to or Towards
G53	Down Pelaw	M	—	G57B auto
G57B	Down Pelaw	M	—	G63B auto
G63B	Down Pelaw	M	—	G36
G36	Down Pelaw	M	Position "1"	G52 (existing signal)
		M	—	G55 (existing signal)
		S	R	Reception Lines
		S	—	38GPL
G40	Up Pelaw	M	—	P76 auto

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION – continued

Gateshead – continued

Signal	Line	Aspect M=Main S=Sub	Route or Jn. Indicator	Application to or Towards
G39	Reception Lines	M S	– –	P76 auto Sidings
G51	Up Greensfield	M S	– Y	P76 auto P.T.E. Access line
Pelaw				
P49	Down Pelaw Main	M	–	Fixed at Danger
P45	Down Pelaw Goods	M	–	G53 Auto. (Subsidiary route temporarily out of use)
P76	Up Pelaw	M	–	P64 auto
P64	Up Pelaw	M	–	P58 auto
P58	Up Pelaw	M	–	P47
P47	Up Pelaw	M	–	Up Pelaw Goods P39 (existing signal)
P24	Up Shields	M)	Routes to Down Pelaw Main and Subsidiary routes temporarily out of use.	(UFN)
P19	Down Main	M)		
P12	Down Leamside	M)		

GATESHEAD (HIGH STREET JN.)

The catch points in the Up Pelaw line and the adjacent trap points in the Down Pelaw line have been secured in the reverse position pending replacement with plain line.

Former Down Pelaw Goods line signal G.100 has been abolished.

Down Pelaw line signal G.91 with 5-way route indicator now has only a 3-way route indicator and applies as follows:–

To or towards line	Aspect	Indication
Down Greensfield	Main	G
Down Greensfield	Subsidiary	G
Down Gateshead East	Main	E

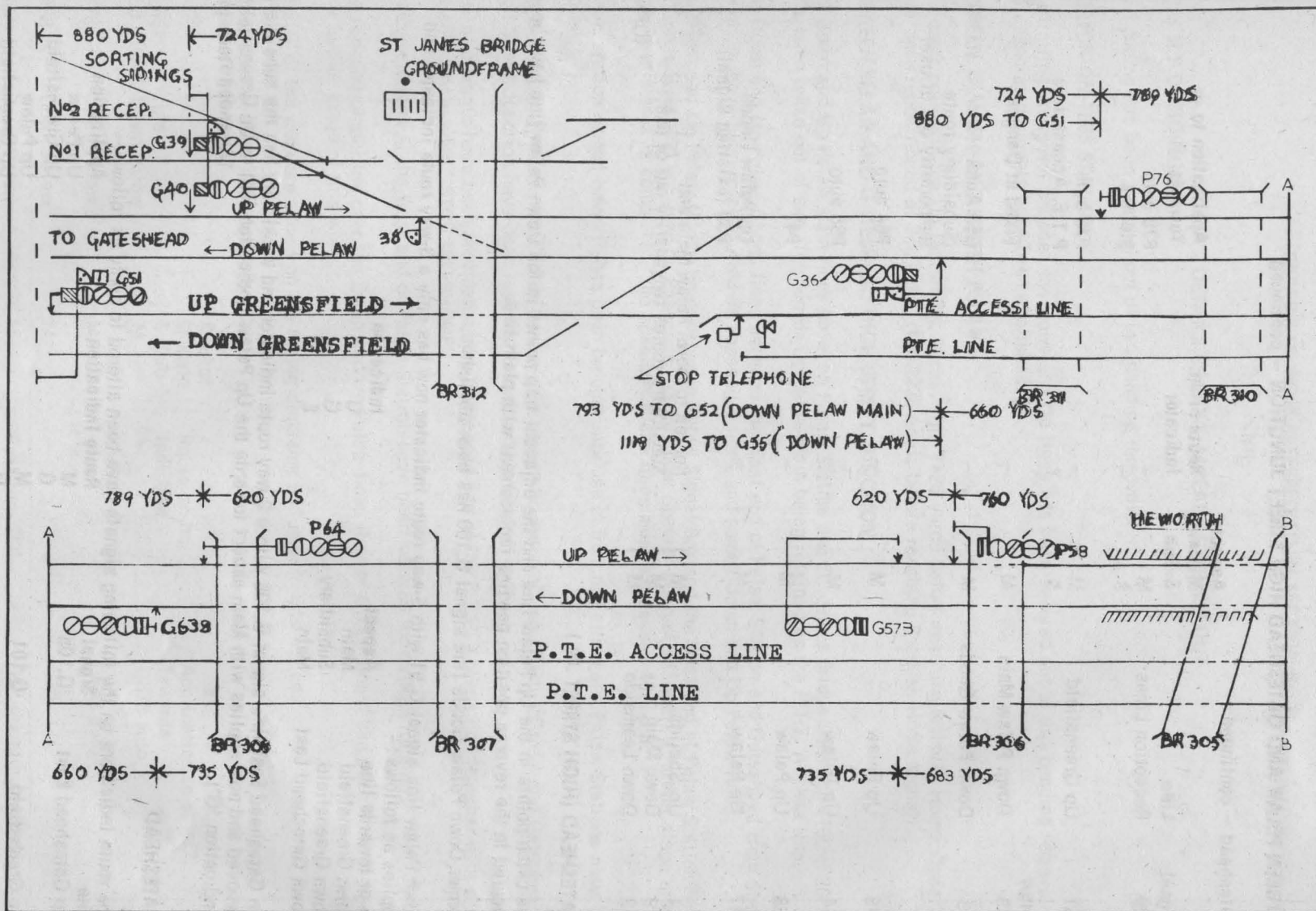
Up Gateshead East line signal G.105 with a 2-way route indicator and subsidiary has the subsidiary removed and now applies with Main aspect towards the Up Pelaw (indication 'M') or Up Greensfield (indication 'G'). (Amended item) (47)

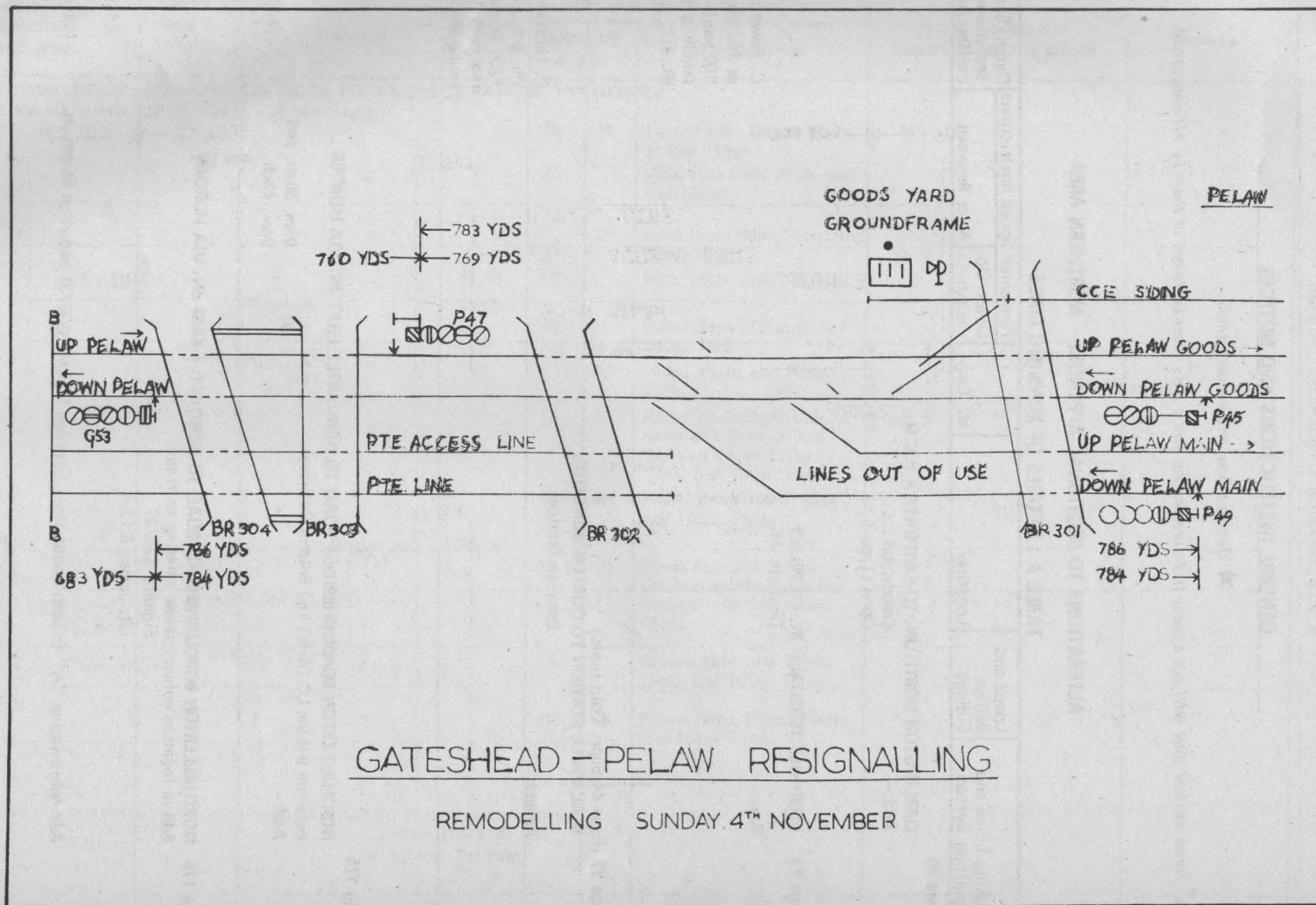
GATESHEAD

The route indicators on the following signals have been altered to apply as follows:–

Line	Signal	Route Indication	Application
Up Gateshead East	G.105	M	Up Pelaw
		G	Up Greensfield
Up Greensfield	G.101	M	Up Pelaw
		G	Up Greensfield
Up Greensfield	G.84	ABOLISHED	Up Greensfield
Down Pelaw	G.60	G	Down Greensfield
		M	Down Pelaw

(New Item) (49)





GATESHEAD - PELAW RESIGNALLING

REMODELLING SUNDAY 4TH NOVEMBER

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69	DARLINGTON NORTH JN. TO EASTGATE A.P.C.M. Add:—	Broadwood L.C. Open (Type B.1)	10 77			(48D)
Page 73	FERRYHILL TURSDALE JN. TO PELAW Add:—	Tursdale Jn.				C. Down line at 3m. 50ch. 800 yards before reaching signal WL.417. (48D)
Page 77 (Page 44 Supp. Optg Insts)	BLACK HILL STATION TO OUSTON JUNCTION Amend:—	Beamish Station				C. Up line at 2m. 5ch. (1 mile 1236 yards before reaching Beamish Home Signal) (48D)
Page 175	NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Between Boldon LC (AHB) and Boldon Colliery Add:—			30	94m. 30ch. and 94m. 43ch.	(48D)
Page 176	NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Add in location column below existing entries:—	Signals G36/37 (St. James Bridge Jn.)				(48D)
	Add abbreviation "A" to both Goods lines between Signals G36/37 and High Street Jn.					(48D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Chs.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up m.p.h.			
Page 176 NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Delete all details on this page and substitute:-								
		Heworth	98.55 99.00	20 25	20	To and from Goods lines at 98m. 19ch. Main line 98m. 21ch. and 98m. 55ch.		
				25		Main lines 98m. 55ch. and 98m. 43ch.		
				60		98m. 55ch. and 100 m.p.		
				45		Down Main 100 m.p. and 100m. 15ch.		
				60		100m. 15ch. and 98m. 55ch.		
				15	15	Mains to Greensfield lines and Greensfield lines to Mains 100m. 15ch. and 100m. 24ch.		
			St. James Bridge Jn.	100.18	40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.	
					10	10	Down Pelaw to Down Greensfield line and Up Greensfield line to Up Pelaw.	
					25		Greensfield line 100m. 75ch. and 101m. 13chs.	
					15	15	Pelaw lines 100m. 75ch. and 101m. 21ch.	
Page 177 Amend the two dotted lines terminating at High St. to continuous lines.								

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATION TO GENERAL INSTRUCTIONS AND NOTICES – SD40D and ND40D – Page 3 SD40D and Page 3 ND40D

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

Add after paragraphs 2(a), (b) and (c):—

“Note. A number of perspex replacement windows for H.S.T. Trailer Cars are allocated to principal intermediate and terminal stations on the East Coast Main Line. When C. and W. Staff have fitted one of these perspex windows to replace a broken double glazed window, the above restrictions no longer apply i.e. the H.S.T. set can revert to running a line speed with full use of the coach seating bays restored.” (48D)

MISCELLANEOUS NOTICES

★ SUPPLEMENT NO.4 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN’S GENERAL INSTRUCTIONS – BR.29960/25

The above mentioned Supplement is in the course of distribution, but will not operate until Saturday, 2 February, 1980.

Any member of the staff who is in possession of Booklet BR.29960 and who does not receive Supplement No.4 by 30 November must promptly advise his Supervisor. (49)

SUPPLEMENT NO.2 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/12

The above Supplement, which, although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, 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.2 by 27 October. (48D)

SUPPLEMENT NO.2 – EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29988/6

The above Supplement, which although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Extract from Working Instructions for A.C. Electrified Lines must advise his Supervisor if he does not receive a copy of Supplement No.2 by 27 October. (48D)

COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE CAPACITY WAGONS – WORKING INSTRUCTIONS

(Miscellaneous Notices – D Books No.40 commencing 6/10/79).

Delete item.

(48D)

NN-27

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running. (48D)

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

ORMESBY STATION

Both platforms at Ormesby Station have been shortened to 2 car lengths.

Drivers of trains to Middlesbrough must stop with the leading 2 cars next to the Up Platform. Drivers of trains from Middlesbrough must stop with the rear 2 cars next to the Down Platform. (48D)

NEWCASTLE

Monday 19 to Friday 23 November. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.


York

MO.45/NN

G. GRAHAM
Chief Operating Manager

10 NOVEMBER, 1979

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



**British Rail****NN**

EASTERN REGION

47

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

**SATURDAY 24 NOVEMBER
TO
FRIDAY 30 NOVEMBER 1979
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

**** YORK M.P.D. SIDINGS**

No.1 Siding has been secured out of use pending removal.

(47)

NORTON-ON-TEES STATION

The trailing crossover between the Down and Up lines has been secured out of use pending removal and the associated signals have been abolished. The Down line ground disc signal will be retained to act as a "Limit of Shunt" Indicator. **(Amended Item) (48)**

**** BETWEEN BEAMISH AND SOUTH PELAW**

The catch points in the Up line at 2m. 10chs. (1m. 1126 yards before reaching Beamish Home signal) have been repositioned at 2m. 5chs. (1m. 1236 yards before reaching Beamish Home signal). **(47)**

STOCKTON STATION

A temporary level crossing has been brought into use at 60m. 10chs. (at the north end of the station) over the Down and Up Main lines and the Station Siding.

A Crossing Keeper will be in attendance during the time the crossing is in use. **(New Item) (50)**

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION

The Down and Up Pelaw Main lines between Pelaw Station and St. James Bridge Junction (100m. 20chs.) have been taken out of use. The former Up Pelaw Main being retained as the P.T.E. Access line.

The Down and Up Pelaw Goods lines between the West end of Pelaw Station and Gateshead High Street Junction, have been re-classified as Passenger lines and named Down and Up Pelaw lines.

The Down and Up Pelaw Goods lines between Pelaw Signal Box and the West end of Pelaw Station remain as Goods lines and are used by Passenger trains under Special Instructions until a further stage of the work in this area is completed. **The speed on these lines must not exceed 40m.p.h.**

A new station named Heworth has been brought into use at 99m.p. Felling and Pelaw Stations have been closed.

The Down and Up Pelaw Main lines between St. James Bridge Junction (100m. 20chs.) and Gateshead High Street Junction have been renamed Down and Up Greensfield.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION – continued

New trap points have been provided at the Gateshead end of the P.T.E. Access line together with a notice board worded "STOP TELEPHONE".

All connections at the West end of Pelaw Station have been secured for through running.

The two-way signalling over the Down and Up Pelaw lines (former Goods lines) has been commissioned as a further stage of this work.

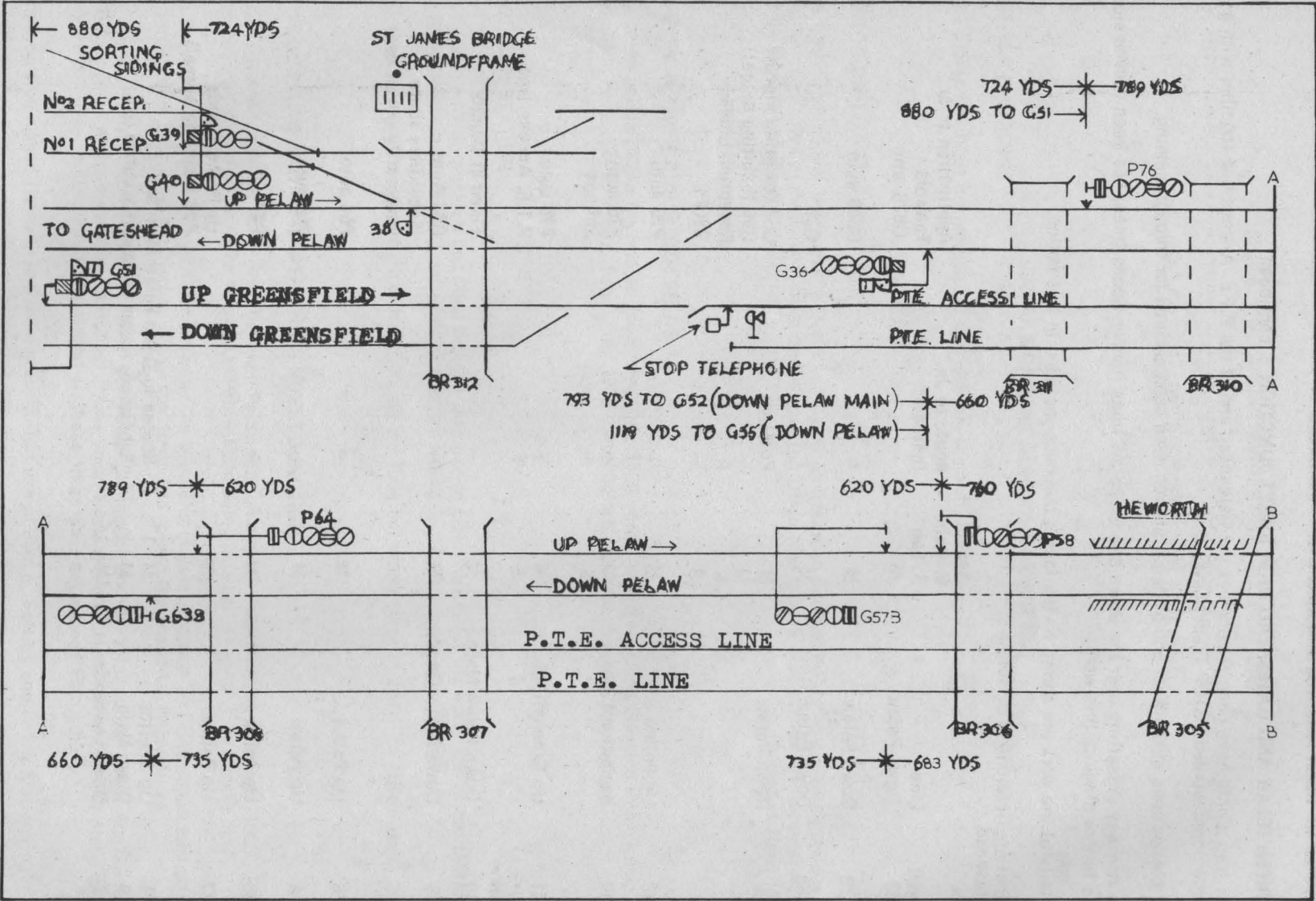
Details of the work are shown on the facing diagrams included in this notice.

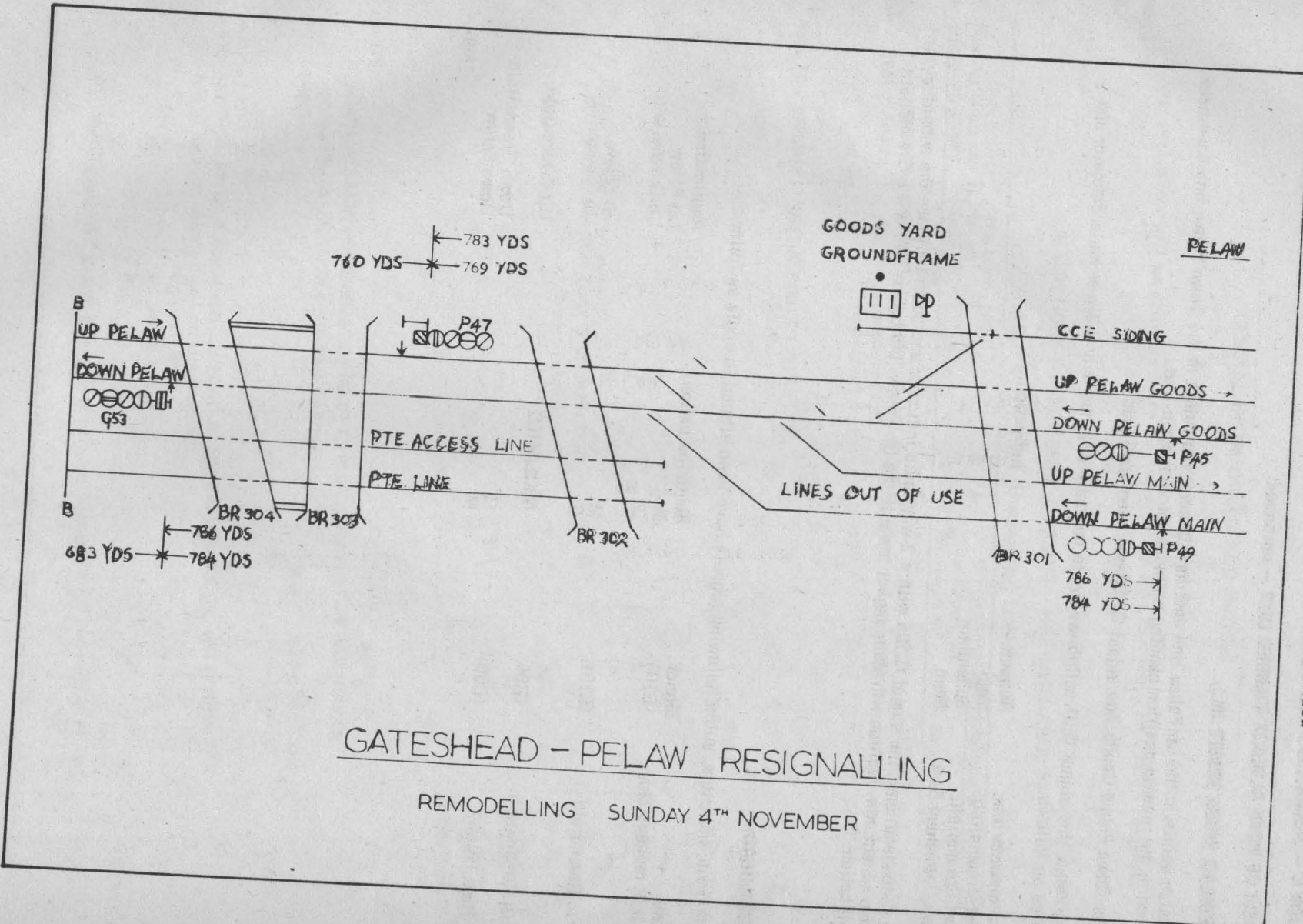
Signal applications is as follows:-

Gateshead

Signal	Line	Aspect M=Main S=Sub	Route or Jn. Indicator	Application to or Towards
G53	Down Pelaw	M	-	G57B auto
G57B	Down Pelaw	M	-	G63B auto
G63B	Down Pelaw	M	-	G36
G36	Down Pelaw	M	Position "1"	G52 (existing signal)
		M	-	G55 (existing signal)
		S	R	Reception Lines
		S	-	38GPL
G40	Up Pelaw	M	-	P76 auto
G39	Reception Lines	M	-	P76 auto
		S	-	Sidings
G51	Up Greensfield	M	-	P76 auto
		S	Y	P.T.E. Access line
Pelaw				
P49	Down Pelaw Main	M	-	Fixed at Danger
P45	Down Pelaw Goods	M	-	G53 Auto. (Subsidiary route temporarily out of use)
P76	Up Pelaw	M	-	P64 auto
P64	Up Pelaw	M	-	P58 auto
P58	Up Pelaw	M	-	P47
P47	Up Pelaw	M	-	Up Pelaw Goods P39 (existing signal)
P24	Up Shields	M)	Routes to Down Pelaw Main and	
P19	Down Main	M)	Subsidiary routes temporarily out of use.	
P12	Down Leamside	M)		

(UFN)





SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** GATESHEAD (HIGH STREET JN.)**

The catch points in the Up Pelaw line and the adjacent trap points in the Down Pelaw line have been secured in the reverse position pending replacement with plain line.

Former Down Pelaw Goods line signal G.100 has been abolished.

Down Pelaw line signal G.91 with 5-way route indicator now has only a 3-way route indicator and applies as follows :-

To or towards line	Aspect	Indication
Down Greensfield	Main	G
Down Greensfield	Subsidiary	G
Down Gateshead East	Main	E

Up Gateshead East line signal G.105 with a 2-way route indicator and subsidiary has the subsidiary removed and now applies with Main aspect towards the Up Pelaw (indication 'M') or Up Greensfield (indication 'G').

(47)

GATESHEAD

The route indicators on the following signals have been altered to apply as follows:-

Line	Signal	Route Indication	Application
Up Gateshead East	G.105	M G	Up Pelaw Up Greensfield
Up Greensfield	G.101	M G	Up Pelaw Up Greensfield
Up Greensfield	G.84	ABOLISHED	Up Greensfield
Down Pelaw	G.60	G M	Down Greensfield Down Pelaw

(49)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69		DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.				
	Add:—	Broadwood L.C. Open (Type B.1)	10 77			(48D)
Page 73		FERRYHILL TURSDALE JN. TO PELAW				
	Add:—	Tursdale Jn.				C. Down line at 3m. 50ch. 800 yards before reaching signal WL.417. (48D)
Page 77 (Page 44 Supp. Optg Insts)		BLACK HILL STATION TO OUSTON JUNCTION				
	Amend:—	Beamish Station				C. Up line at 2m. 5ch. (1 mile 1236 yards before reaching Beamish Home Signal) (48D)
Page 175		NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
	Add:—	Between Boldon LC (AHB) and Boldon Colliery	30	94m. 30ch. and 94m. 43ch.		(48D)
Page 176		NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
	Add in location column below existing entries:—	Signals G36/37 (St. James Bridge Jn.)				(48D)
	Add abbreviation "A" to both Goods lines between Signals G36/37 and High Street Jn.					(48D)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Chs.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks		
				Down m.p.h.	Up m.p.h.				
<p>Page 176 NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Delete all details on this page and substitute:-</p>									
<p>U. Pelaw D. Pelaw U. Greensfield D. Greensfield</p>		Heworth	98.55 99.00	20	20				
				25				To and from Goods lines at 98m. 19ch. Main line 98m. 21ch. and 98m. 55ch.	
					25			Main lines 98m. 55ch. and 98m. 43ch.	
					60			98m. 55ch. and 100 m.p.	
					45			Down Main 100 m.p. and 100m. 15ch.	
					60			100m. 15ch. and 98m. 55ch.	
					15			15	Mains to Greensfield lines and Greensfield lines to Mains 100m. 15ch. and 100m. 24ch.
					40			40	Pelaw lines 100m. 15ch. and 100m. 75ch.
					10			10	Down Pelaw to Down Greensfield line and Up Greensfield line to Up Pelaw.
					25				Greensfield line 100m. 75ch. and 101m. 13chs.
	15	15	Pelaw lines 100m. 75ch. and 101m. 21ch.						
<p>Page 177 Amend the two dotted lines terminating at High St. to continuous lines.</p>									

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATION TO GENERAL INSTRUCTIONS AND NOTICES – SD40D and ND40D – Page 3 SD40D and Page 3 ND40D

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

Add after paragraphs 2(a), (b) and (c):—

“**Note.** A number of perspex replacement windows for H.S.T. Trailer Cars are allocated to principal intermediate and terminal stations on the East Coast Main Line. When C. and W. Staff have fitted one of these perspex windows to replace a broken double glazed window, the above restrictions no longer apply i.e. the H.S.T. set can revert to running a line speed with full use of the coach seating bays restored.”

(48D)

MISCELLANEOUS NOTICES

★ RULE BOOK AMENDMENT PAGES – ISSUE NO.5

The above mentioned supplement is in the course of distribution, but will not operate until Saturday 2 February, 1980.

Any member of the staff who is in possession of the B.R. Rule Book, B.R.87109 and who does not receive Issue No.5 by 8 December must promptly advise his Supervisor. (49)

SUPPLEMENT NO.4 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS – BR.29960/25

The above mentioned Supplement is in the course of distribution, but will not operate until Saturday, 2 February, 1980.

Any member of the staff who is in possession of Booklet BR.29960 and who does not receive Supplement No.4 by 30 November must promptly advise his Supervisor. (49)

SUPPLEMENT NO.2 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29987/12

The above Supplement, which, although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, 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.2 by 27 October. (48D)

SUPPLEMENT NO.2 – EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR29988/6

The above Supplement, which although dated to operate on and from Saturday, 6 October, will operate from Saturday, 3 November, is now being distributed to all concerned.

Any member of the staff who has been issued with a copy of the Extract from Working Instructions for A.C. Electrified Lines must advise his Supervisor if he does not receive a copy of Supplement No.2 by 27 October. (48D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

**COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE
CAPACITY WAGONS - WORKING INSTRUCTIONS**

(Miscellaneous Notices - D Books No.40 commencing 6/10/79).

Delete item.

(48D)

CHEVINGTON

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running. | (48D)

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

ORMESBY STATION

Both platforms at Ormesby Station have been shortened to 2 car lengths.

Drivers of trains to Middlesbrough must stop with the leading 2 cars next to the Up Platform. Drivers of trains from Middlesbrough must stop with the rear 2 cars next to the Down Platform. (48D)

NEWCASTLE

Monday 26 to Friday 30 November. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

17 NOVEMBER, 1979

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

WOOLSTENHOLMES



NN

EASTERN REGION

48

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

SATURDAY 1 DECEMBER

TO

FRIDAY 7 DECEMBER 1979

INCLUSIVE

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

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
BUTTERWELL COLLIERY SOUTH BRANCH NCB		
SATURDAY 1 to SUNDAY 2 DECEMBER		
Ashington (No.1 Loop Signal Box) and Butterwell Bunker	All Between Trains	08 00 to 17 00 daily. S and T work. (See Section 'C').
CAMBOIS BRANCH		
UNTIL FURTHER NOTICE		
Freemans Crossing	Down and Up	08 00 to 16 00 daily. Overhead line work at 1m. 30chs. Scaffolding in use. (79/48) Commencing Monday 3 December.

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 to SUNDAY 2 DECEMBER – BUTTERWELL COLLIERY SOUTH BRANCH

The following Open Type level crossings will be commissioned and will be provided with Steady Amber/Flashing Red road signals which will be activated automatically by the passage of trains.

Flashing White lights will be provided on each rail approach as shown below to indicate to Drivers that the road lights are flashing.

Combined Whistle/10m.p.h. Speed Restriction boards

10
W

, together with Advance Warning boards in the form of a St. Georges Cross will be provided on each rail approach as shown below:—

Name of Crossing	Track Mileage	Flashing White Signals		Combined 10/W		St. Georges Cross	
		Down	Up	Down	Up	Down	Up
N.C.B.	0m. 66c.	yds. 25	yds. 79	yds. 150	yds. 152	yds. 306	yds. 277
New Moor	0m. 68c.	77	27	202	100	358	225
Potland	1m. 47c.	27½	27½	150	100	457	225
Linton Lane	2m. 47c.	55	76	100	216	225	336

N.C.B. and New Moor Level Crossings

Due to the close proximity of these crossings only one St. Georges Cross Advance Warning board and one Combined Whistle/10m.p.h. board in each direction will be provided to cater for both level crossings, and only one flashing white light in each direction to indicate that the road signals are flashing at **BOTH** level crossings.

Linton Lane Level Crossing

The flashing white light for the Down direction is mounted on the post of signal A32, and for the Up direction on the post of signal A33. (51)

SUNDAY 2 DECEMBER – BETWEEN BENTON AND STANNINGTON : DUDLEY COLLIERY

Dudley Colliery signal box will be abolished and the control of all signals and Dam Dykes Closed Circuit Television level crossing will be transferred to Benton signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 2 DECEMBER – BETWEEN BENTON AND STANNINGTON : DUDLEY COLLIERY – continued

The following signals will be replated:-

Down Main		Up Main	
Old No.	New No.	Old No.	New No.
DC59	B59	U11	B72
D7	B61	U10	B70
DC17	B63	U9	B68
DC16	B65	DC1	B66
		DC3	B64

The signal-post telephones will be connected to Benton signal box. (51)

SUNDAY 2 to MONDAY 3 DECEMBER – BETWEEN HARTBURN JUNCTION AND STOCKTON STATION

The Down Main line between 59m. 32chs. and 59m. 72chs. will be slued northwards. North Shore signal NS.905 will be repositioned accordingly. (51)

DETAILS OF WORK ALREADY CARRIED OUT

**** NORTON-ON-TEES STATION**

The trailing crossover between the Down and Up lines has been secured out of use pending removal and the associated signals have been abolished. The Down line ground disc signal will be retained to act as a "Limit of Shunt" Indicator. (48)

COSELODGE LEVEL CROSSING

The boom gates have been removed from this level crossing and Train Drivers must bring their trains to a stand on the approach side of the level crossing and must not move over the crossing until authorised to do so by the Handsignalman. (New item) (50)

STOCKTON STATION

A temporary level crossing has been brought into use at 60m. 10chs. (at the north end of the station) over the Down and Up Main lines and the Station Siding.

A Crossing Keeper will be in attendance during the time the crossing is in use. (50)

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION

The Down and Up Pelaw Main lines between Pelaw Station and St. James Bridge Junction (100m. 20chs.) have been taken out of use. The former Up Pelaw Main being retained as the P.T.E. Access line.

The Down and Up Pelaw Goods lines between the West end of Pelaw Station and Gateshead High Street Junction, have been re-classified as Passenger lines and named Down and Up Pelaw lines.

The Down and Up Pelaw Goods lines between Pelaw Signal Box and the West end of Pelaw Station remain as Goods lines and are used by Passenger trains under Special Instructions until a further stage of the work in this area is completed. **The speed on these lines must not exceed 40 m.p.h.**

A new station named Heworth has been brought into use at 99m.p. Felling and Pelaw Stations have been closed.

The Down and Up Pelaw Main lines between St. James Bridge Junction (100m. 20chs.) and Gateshead High Street Junction have been renamed Down and Up Greensfield.

New trap points have been provided at the Gateshead end of the P.T.E. Access line together with a notice board worded "STOP TELEPHONE".

All connections at the West end of Pelaw Station have been secured for through running.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION – continued

The two-way signalling over the Down and Up Pelaw Lines (former Goods lines) has been commissioned as a further stage of this work.

Details of the work are shown on the facing diagrams included in this notice.

Signal applications is as follows:-
Gateshead

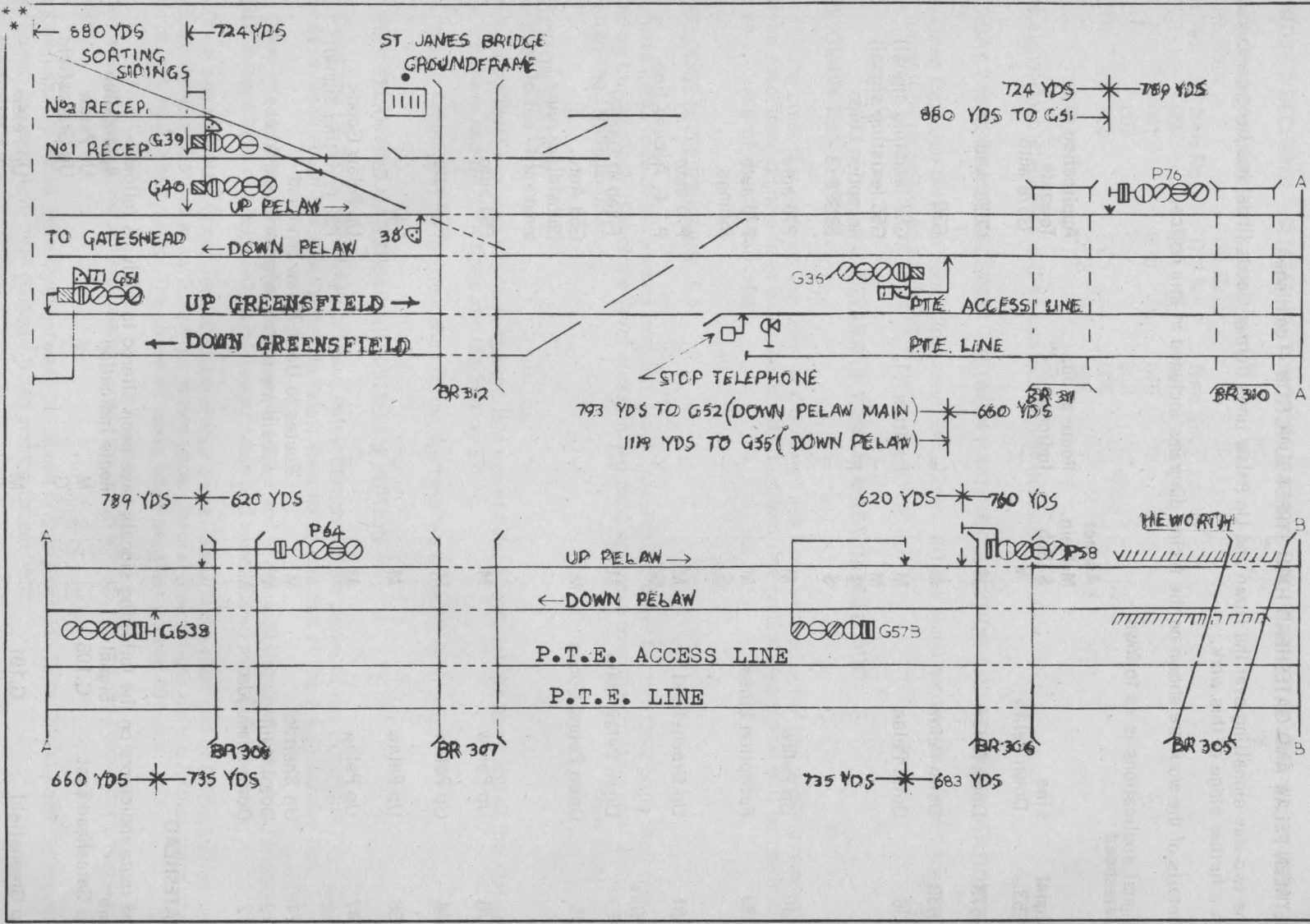
Signal	Line	Aspect M=Main S=Sub	Route or Jn. Indicator	Application to or Towards
G53	Down Pelaw	M	—	G57B auto
G57B	Down Pelaw	M	—	G63B auto
G63B	Down Pelaw	M	—	G36
G36	Down Pelaw	M	Position "1"	G52 (existing signal)
		M	—	G55 (existing signal)
		S	R	Reception Lines
		S	—	38GPL
G40	Up Pelaw	M	—	P76 auto
G39	Reception Lines	M	—	P76 auto
		S	—	Sidings
G51	Up Greensfield	M	—	P76 auto
		S	Y	P.T.E. Access line
Pelaw P49	Down Pelaw Main	M	—	Fixed at Danger
P45	Down Pelaw Goods	M	—	G53 Auto. (Subsidiary route temporarily out of use)
P76	Up Pelaw	M	—	P64 auto
P64	Up Pelaw	M	—	P58 auto
P58	Up Pelaw	M	—	P47
P47	Up Pelaw	M	—	Up Pelaw Goods P39 (existing signal)
P24	Up Shields	M)	Routes to Down Pelaw Main and Subsidiary routes temporarily out of use.	
P19	Down Main	M)		
P12	Down Leamside	M)		

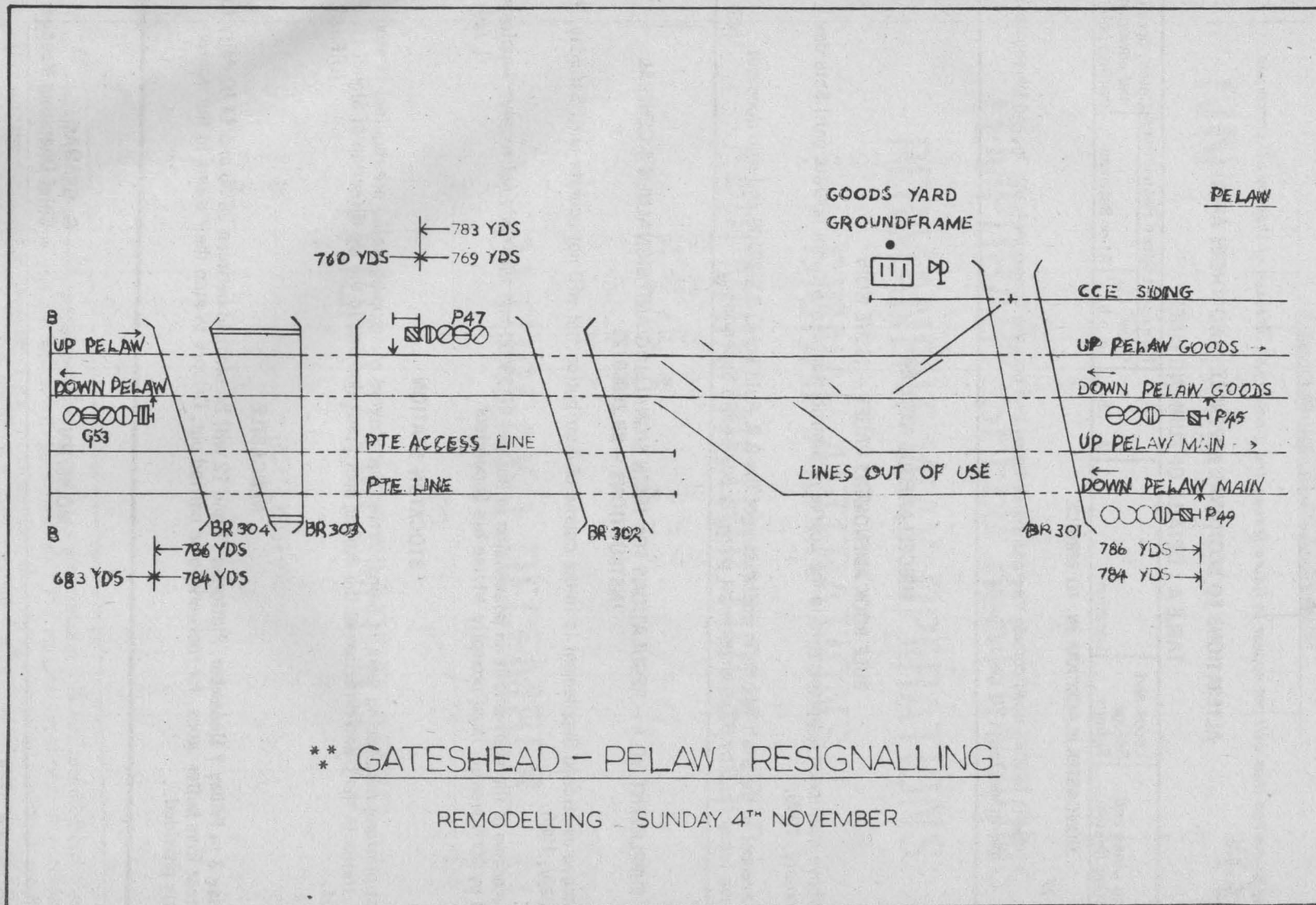
(UFN)

GATESHEAD

The route indicators on the following signals have been altered to apply as follows:-

Line	Signal	Route Indication	Application
Up Gateshead East	G.105	M G	Up Pelaw Up Greensfield
Up Greensfield	G.101	M G	Up Pelaw Up Greensfield
Up Greensfield	G.84	ABOLISHED	Up Greensfield
Down Pelaw	G.60	G M	Down Greensfield Down Pelaw





** GATESHEAD - PELAW RESIGNALLING

REMODELLING - SUNDAY 4TH NOVEMBER

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

DONCASTER BLACKCARR JN. TO BERWICK

Page 27



Add in running lines column : an additional dotted line between Doncaster North Jn. and Marshgate Jn. North and label "D Leeds Goods".

MISCELLANEOUS NOTICES

RULE BOOK AMENDMENT PAGES – ISSUE NO.5

The above mentioned supplement is in the course of distribution, but will not operate until Saturday 2 February, 1980.

Any member of the staff who is in possession of the B.R. Rule Book, B.R.87109 and who does not receive Issue No.5 by 8 December must promptly advise his Supervisor. (49)

SUPPLEMENT NO.4 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS – BR.29960/25

The above mentioned Supplement is in the course of distribution, but will not operate until Saturday, 2 February, 1980.

Any member of the staff who is in possession of Booklet BR.29960 and who does not receive Supplement No.4 by 30 November must promptly advise his Supervisor. (49)

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

NEWCASTLE

Monday 3 to Friday 7 December. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

24 NOVEMBER, 1979

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



NN

EASTERN REGION

49

7 50

10

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

SATURDAY 8 DECEMBER

TO

FRIDAY 14 DECEMBER 1979

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 DECEMBER – BETWEEN HARTBURN JUNCTION AND STOCKTON STATION.

The Up Main line between 59m 32chs and 59m 72chs will be slued northwards. (52)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BENTON AND STANNINGTON : DUDLEY COLLIERY

Dudley Colliery signal box has been abolished and the control of all signals and Dam Dykes Closed Circuit Television level crossing has been transferred to Benton signal box.

The following signals have been replated :-

Down Main		Up Main	
Old No.	New No.	Old No.	New No.
DC59	B59	U11	B72
D7	B61	U10	B70
DC17	B63	U9	B68
DC16	B65	DC1	B66
		DC3	B64

The signal-post telephones are connected to Benton signal box. (51)

COXLODGE LEVEL CROSSING

The boom gates have been removed from this level crossing and Train Drivers must bring their trains to a stand on the approach side of the level crossing and must not move over the crossing until authorised to do so by the Handsignalman. (50)

STOCKTON STATION

A temporary level crossing has been brought into use at 60m. 10chs. (at the north end of the station) over the Down and Up Main lines and the Station Siding.

A Crossing Keeper will be in attendance during the time the crossing is in use. (50)

BETWEEN HARTBURN JUNCTION AND STOCKTON STATION

The Down Main line between 59m. 32chs. and 59m. 72chs. has been slued northwards. North Shore signal NS.905 has been repositioned accordingly. (51)

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION

The Down and Up Pelaw Main lines between Pelaw Station and St. James Bridge Junction (100m. 20chs.) have been taken out of use. The former Up Pelaw Main being retained as the P.T.E. Access line.

The Down and Up Pelaw Goods lines between the West end of Pelaw Station and Gateshead High Street Junction, have been re-classified as Passenger lines and named Down and Up Pelaw lines.

The Down and Up Pelaw Goods lines between Pelaw Signal Box and the West end of Pelaw Station remain as Goods lines and are used by Passenger trains under Special Instructions until a further stage of the work in this area is completed. **The speed on these lines must not exceed 40 m.p.h.**

A new station named Heworth has been brought into use at 99m.p. Felling and Pelaw Stations have been closed.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION – continued

The Down and Up Pelaw Main lines between St. James Bridge Junction (100m. 20chs.) and Gateshead High Street Junction have been renamed Down and Up Greensfield.

New trap points have been provided at the Gateshead end of the P.T.E. Access line together with a notice board worded "STOP TELEPHONE".

All connections at the West end of Pelaw Station have been secured for through running.

The two-way signalling over the Down and Up Pelaw lines (former Goods lines) will be commissioned as a further stage of this work.

Details of the work are shown on the facing diagrams included in this notice.

Signal applications is as follows:-

Gateshead

Signal	Line	Aspect M=Main S=Sub	Route or Jn. Indicator	Application to or Towards
G53	Down Pelaw	M	—	G57B auto
G57B	Down Pelaw	M	—	G63B auto
G63B	Down Pelaw	M	—	G36
G36	Down Pelaw	M	Position "1"	G52 (existing signal)
		M	—	G55 (existing signal)
		S	R	Reception Lines
		S	—	38GPL
G40	Up Pelaw	M	—	P76 auto
G39	Reception Lines	M	—	P76 auto
		S	—	Sidings
G51	Up Greensfield	M	—	P76 auto
		S	Y	P.T.E. Access line
Pelaw				
P49	Down Pelaw Main	M	—	Fixed at Danger
P45	Down Pelaw Goods	M	—	G53 Auto. (Subsidiary route temporarily out of use)
P76	Up Pelaw	M	—	P64 auto
P64	Up Pelaw	M	—	P58 auto
P58	Up Pelaw	M	—	P47
P47	Up Pelaw	M	—	Up Pelaw Goods P39 (existing signal)
P24	Up Sheilds	M)	Routes to Down Pelaw Main and	
P19	Down Main	M)	Subsidiary routes temporarily out of use.	
P12	Down Leamside	M)		(Amended item) (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** GATESHEAD
* GATESHEAD

The route indicators on the following signals have been altered to apply as follows:-

Line	Signal	Route Indication	Application
Up Gateshead East	G.105	M G	Up Pelaw Up Greensfield
Up Greensfield	G.101	M G	Up Pelaw Up Greensfield
Up Greensfield	G.84	ABOLISHED	Up Greensfield
Down Pelaw	G.60	G M	Down Greensfield Down Pelaw

(49)

BUTTERWELL COLLIERY SOUTH BRANCH

The following Open Type level crossings have been commissioned and provided with Steady Amber/Flashing Red road signals which are activated automatically by the passage of trains.

Flashing White lights have been provided on each rail approach as shown below to indicate to Drivers that the road lights are flashing.

Combined Whistle/10m.p.h. Speed Restriction boards ^[10]W, together with Advance Warning boards in the form of a St. Georges Cross have been provided on each rail approach as shown below:-

Name of Crossing	Track Mileage	Flashing White Signals		Combined 10/W		St. Georges Cross	
		Down	Up	Down	Up	Down	Up
N.C.B.	0m. 66c.	yds. 25	yds. 79	yds. 150	yds. 152	yds. 306	yds. 277
New Moor	0m. 68c.	77	27	202	100	358	225
Potland	1m. 47c.	27½	27½	150	100	457	225
Linton Lane	2m. 47c.	55	76	100	216	225	336

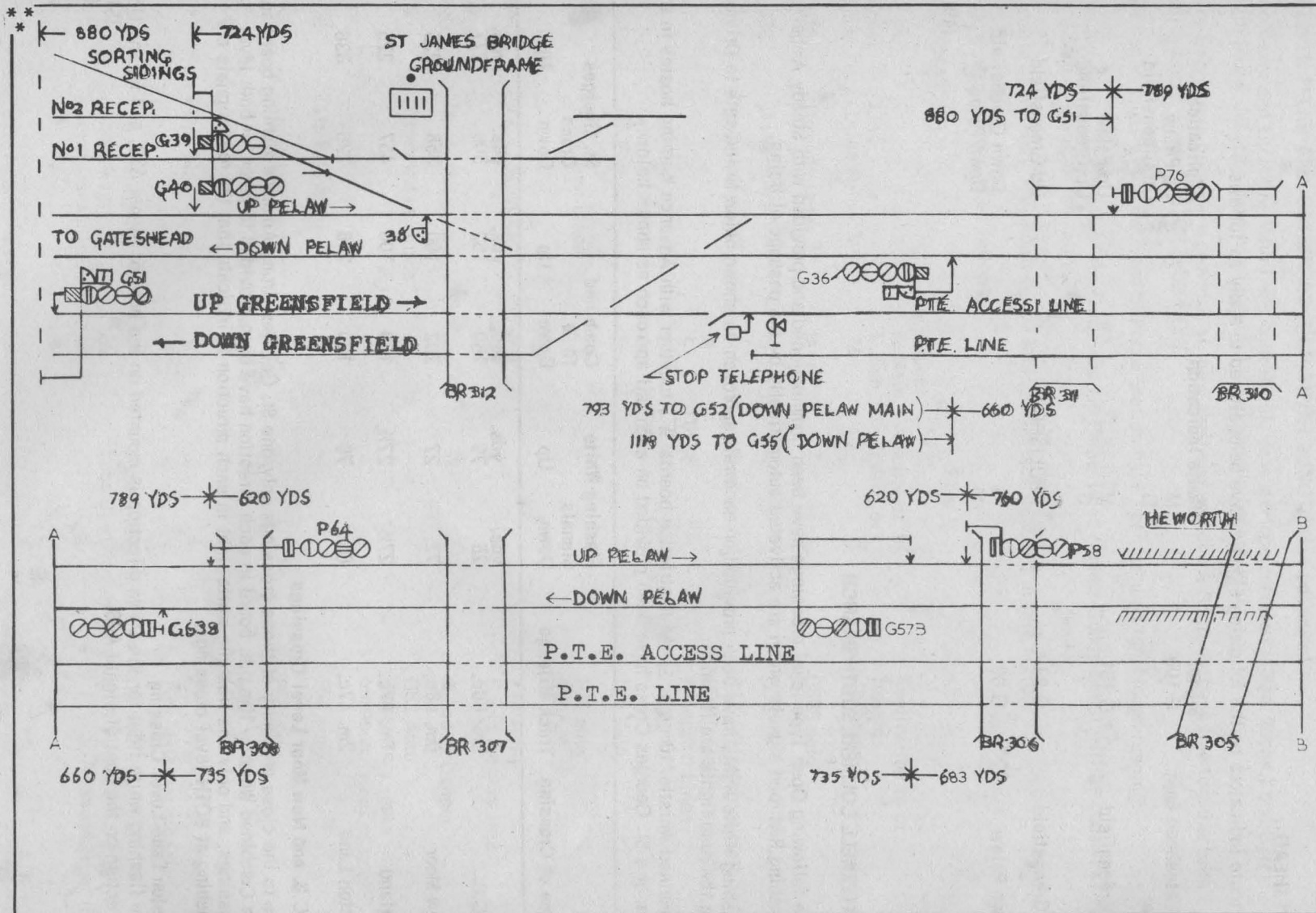
N.C.B. and New Moor Level Crossings

Due to the close proximity of these crossings only one St. Georges Cross Advance Warning board and one Combined Whistle/10m.p.h. board in each direction have been provided to cater for both level crossings, and only one flashing white light in each direction to indicate that the road signals are flashing at **BOTH** level crossings.

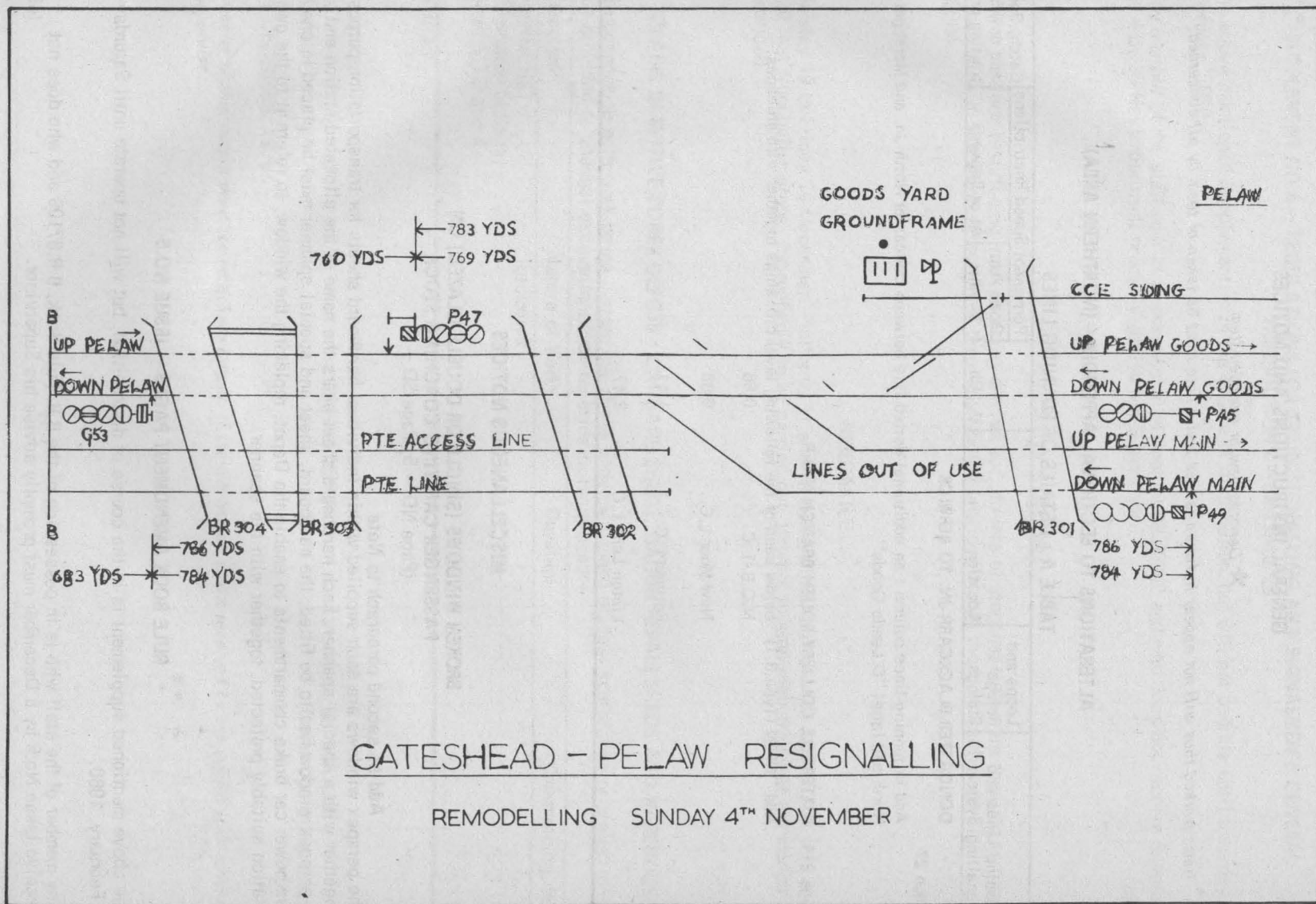
Linton Lane Level Crossing

The flashing white light for the Down direction is mounted on the post of signal A32, and for the Up direction on the post of signal A33.

(51)



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 SECTIONAL APPENDIX – (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
DONCASTER BLACKCARR JN. TO BERWICK						
Page 27						
Add in running lines column : an additional dotted line between Doncaster North Jn. and Marshgate Jn. North and label "D Leeds Goods".						
BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.						
Page 214						
★ Add "OPEN (Type B.1)" below each of the following level crossings together with mileages:-						
		N.C.B. L.C.	0.66			
		New Moor L.C.	0.68			
		Potland L.C.	1.47			
		Linton Lane L.C.	2.47			

MISCELLANEOUS NOTICES

**BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON
PASSENGER CARRYING COACHING STOCK**
(Page ND – 5, Page SD – 4)

★ Add as second paragraph to **Note**
The perspex windows are each supplied within individual hardboard sheets for transportation purposes, together with a special spanner. Each hardboard sheet bears the name of the allocated station and when a perspex window has to be fitted, the hardboard, sheet and special spanner must be placed in one of the power car brake compartments to enable the Depot, replacing the window, to return it to the owning station suitably protected, together with the spanner.

**
* **RULE BOOK AMENDMENT PAGES – ISSUE NO.5**

The above mentioned supplement is in the course of distribution, but will not operate until Saturday 2 February, 1980.

Any member of the staff who is in possession of the B.R. Rule Book, B.R.87109 and who does not receive Issue No.5 by 8 December must promptly advise his Supervisor. (49)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

**** SUPPLEMENT NO.4 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS – BR.29960/25**

The above mentioned Supplement is in the course of distribution, but will not operate until Saturday, 2 February, 1980.

Any member of the staff who is in possession of Booklet BR.29960 and who does not receive Supplement No.4 by 30 November must promptly advise his Supervisor. (49)

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

NEWCASTLE

Monday 10 to Friday 14 December. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

1 DECEMBER, 1979

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

**British Rail****NN**

EASTERN REGION

50

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

**SATURDAY 15 DECEMBER
TO
FRIDAY 21 DECEMBER 1979
INCLUSIVE**

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 16 DECEMBER – BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION

The Down and Up Pelaw Main lines through Pelaw Station will be restored to use and the track layout immediately West of Down Pelaw Main signal P49, (together with the signalling alterations as described below), will be as shown on the facing diagrams included in this notice.

The two-way signalling over the Down and Up Pelaw (former Goods lines) will be commissioned and worked in accordance with the T.C.B. double line Regulations in each direction. The speed on the Down and Up Pelaw lines in the reverse direction must not exceed 30m.p.h.

Description of New and Altered Signals

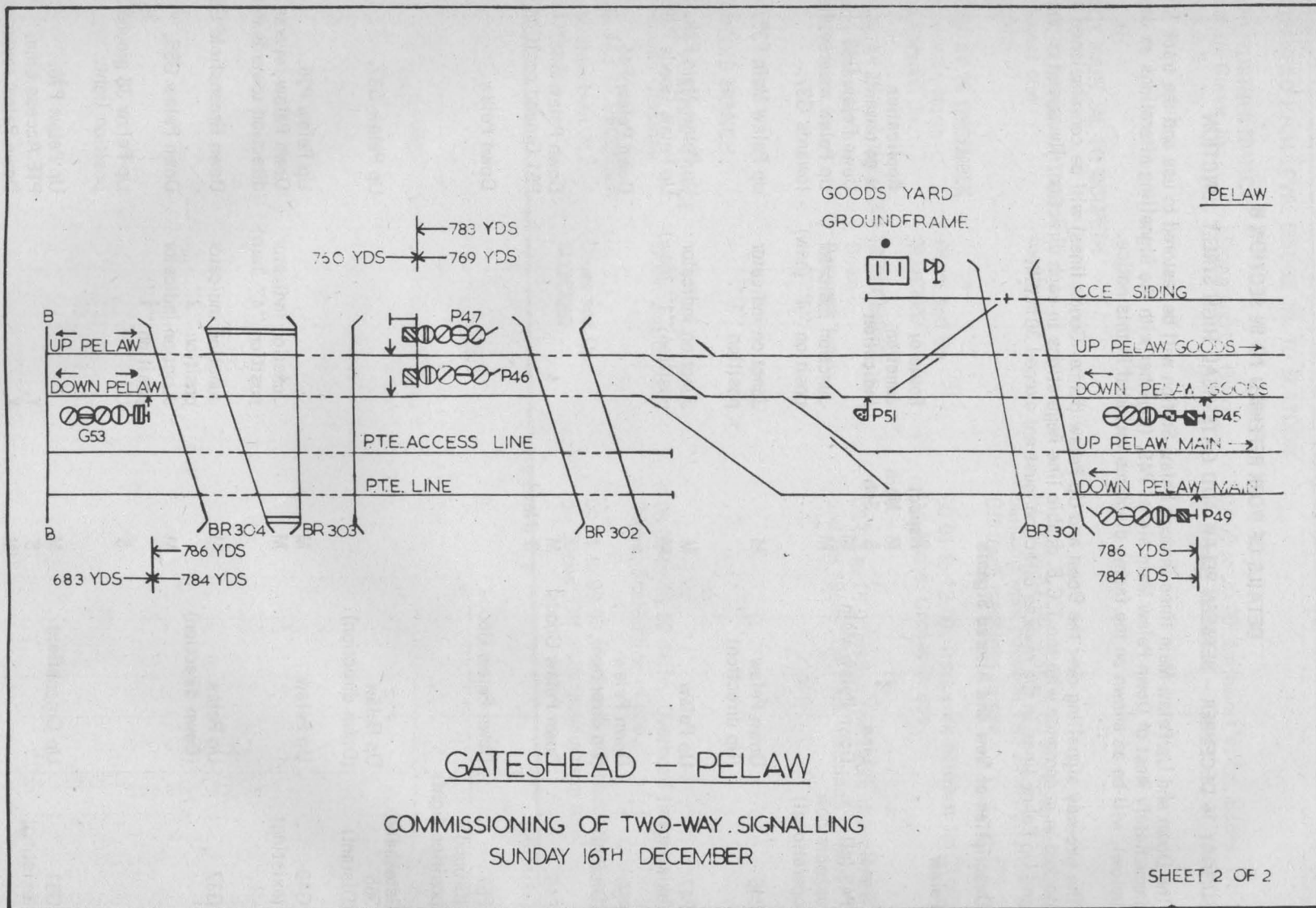
Pelaw

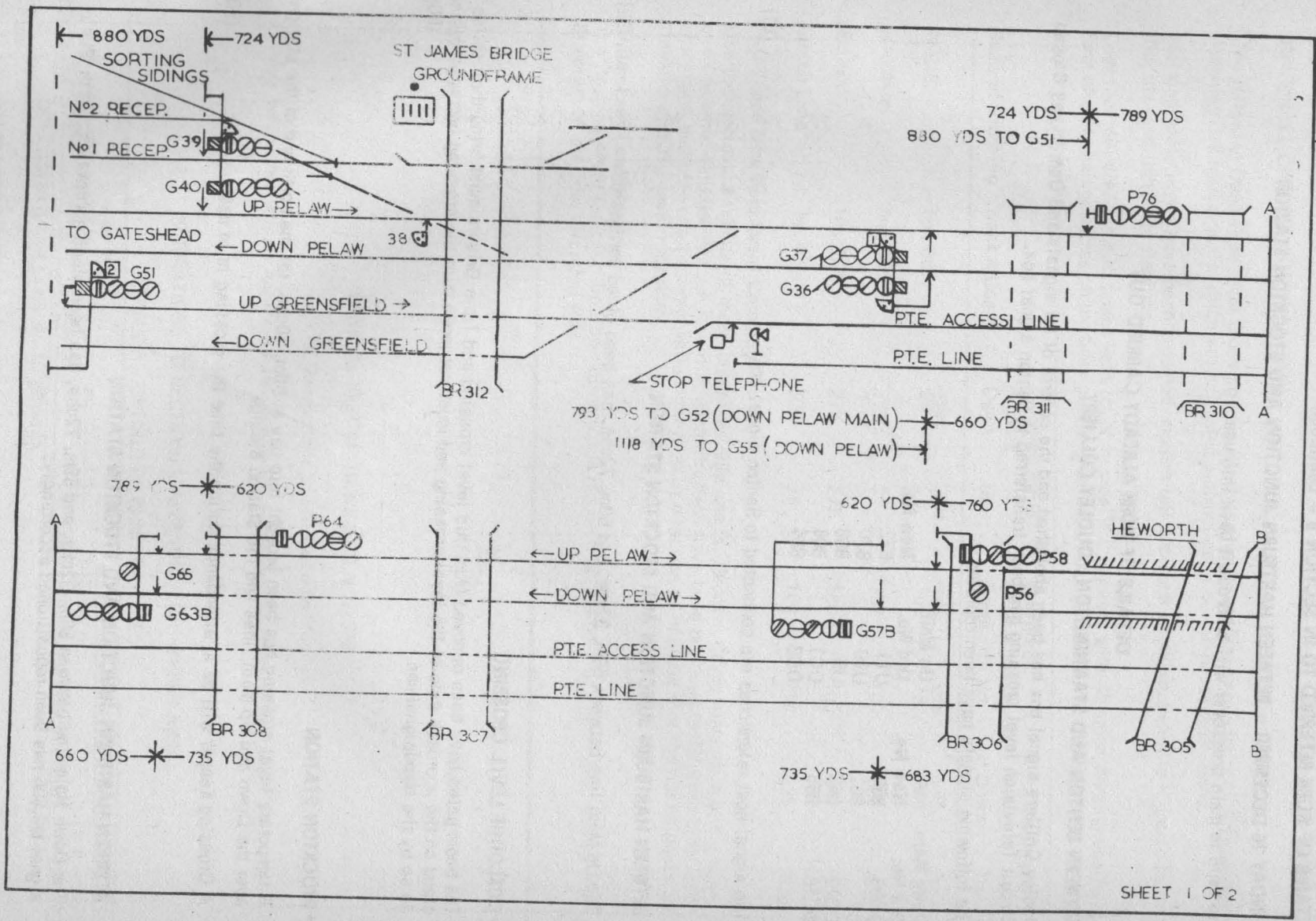
Signal	Line	Aspect M = Main S = Sub	Route or Junction Indication	Application to go towards
P49 (all aspects now operational)	Down Pelaw Main	M M	Junction indicator position "4" (new)	Down Pelaw G53 Up Pelaw reverse direction towards G37.
P46	Down Pelaw (Up direction)	M	Junction indicator position "1".	Up Pelaw Main P38.
P47 (existing)	Up Pelaw	M M	Junction indicator position "1" (new)	Up Pelaw Main P38. Up Pelaw Goods P39.
P56 (Distant)	Down Pelaw (Up direction)			Down Pelaw P46.
P45 (existing)	Down Pelaw Goods	M S (New)		Down Pelaw G53. P51 Ground position light.
P51 (Ground position light)	Down Pelaw Goods			Down Pelaw.

Gateshead

G65 (Distant)	Up Pelaw (Down direction)			Up Pelaw G37.
G40 (existing)	Up Pelaw	M M	Junction indicator position "4" (new)	Up Pelaw P76. Down Pelaw reverse direction towards P46.
G37	Up Pelaw (Down direction)	M M S	Junction indicator position "2" Junction indicator position "1" U.	Down Greensfield G52. Down Pelaw G55. Up Pelaw 38 ground position light.
G51 (existing)	Up Greensfield	M S M	Y. X.	Up Pelaw P76. PTE Access Line. Down Pelaw reverse direction towards P46.

The routes to Down Pelaw Main and subsidiary routes associated with P24 (Up Shields) ; P19 (Down Main) and P12 (Down Leamside) will be restored to use.





SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 16 DECEMBER – BETWEEN HARTBURN JUNCTION AND STOCKTON STATION

The main to main crossover will be brought back into use. :

(1)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BENTON AND STANNINGTON : DUDLEY COLLIERY

Dudley Colliery signal box has been abolished and the control of all signals and Dam Dykes Closed Circuit Television level crossing has been transferred to Benton signal box.

The following signals have been replated:—

Down Main		Up Main	
Old No.	New No.	Old No.	New No.
DC59	B59	U11	B72
D7	B61	U10	B70
DC17	B63	U9	B68
DC16	B65	DC1	B66
		DC3	B64

The signal-post telephones are connected to Benton signal box.

(51)

BETWEEN HARTBURN JUNCTION AND STOCKTON STATION.

The Up Main line between 59m. 32chs. and 59m. 72chs. has been slued northwards.

(52)

**** COXLIDGE LEVEL CROSSING**

*

The boom gates have been removed from this level crossing and Train Drivers must bring their trains to a stand on the approach side of the level crossing and must not move over the crossing until authorised to do so by the Handsignalman.

(50)

**** STOCKTON STATION**

*

A temporary level crossing has been brought into use at 60m. 10chs. (at the north end of the station) over the Down and Up Main lines and the Station Siding.

A Crossing Keeper will be in attendance during the time the crossing is in use.

(50)

BETWEEN HARTBURN JUNCTION AND STOCKTON STATION

The Down Main line between 59m. 32chs. and 59m. 72chs. has been slued northwards. North Shore signal NS.905 has been repositioned accordingly.

(51)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BUTTERWELL COLLIERY SOUTH BRANCH

The following Open Type level crossings have been commissioned and provided with Steady Amber/Flashing Red road signals which are activated automatically by the passage of trains.

Flashing White lights have been provided on each rail approach as shown below to indicate to Drivers that the road lights are flashing.

Combined Whistle/10m.p.h. Speed Restriction boards ^[10] _[W], together with Advance Warning boards in the form of a St. Georges Cross have been provided on each rail approach as shown below:–

Name of Crossing	Track Mileage	Flashing White Signals		Combined 10/W		St. Georges Cross	
		Down	Up	Down	Up	Down	Up
N.C.B.	0m. 66c.	yds. 25	yds. 79	yds. 150	yds. 152	yds. 306	yds. 277
New Moor	0m. 68c.	77	27	202	100	358	225
Potland	1m. 47c.	27½	27½	150	100	457	225
Linton Lane	2m. 47c.	55	76	100	216	225	336

N.C.B. and New Moor Level Crossings

Due to the close proximity of these crossings only one St. Georges Cross Advance Warning board and one Combined Whistle/10m.p.h. board in each direction have been provided to cater for both level crossings, and only one flashing white light in each direction to indicate that the road signals are flashing at BOTH level crossings.

Linton Lane Level Crossing

The flashing white light for the Down direction is mounted on the post of signal A32, and for the Up direction on the post of signal A33. (51)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

DONCASTER BLACK CARR JN. TO BERWICK

Add in running lines column : an additional dotted line between Doncaster North Jn. and Marshgate Jn. North and label "D Leeds Goods".

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>Page 176 (page 30 ND48) ★ NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Delete all details on this page and substitute:-</p>							
		Heworth	98.55	20	20	To and from Goods lines at 98m. 19ch.	
			99.00	25	25	Main line 98m. 21ch. and 98m. 55ch.	
				25	25	Main lines 98m. 55ch. and 98m. 43ch.	
				60	60	98m. 55ch. and 100m.p.	
				30	30	Over Up line in Down (Reverse) direction 98m. 55ch. and 100m. 15ch.	
				45	45	Down Main 100m.p. and 100m. 15ch.	
				60	60	100m. 15ch. and 98m. 55ch.	
				15	15	Mains to Greensfield lines and Greensfield lines to Mains 100m. 15ch. and 100m. 24ch.	
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.	
				30	30	Over Down line in Up (Reverse) direction 100m. 15ch. and 98m. 55ch.	
	10	10	Down Pelaw to Down Greensfield line and Up Greensfield line to Up Pelaw.	(w.e.f. 16.12.79)			
	25	25	Greensfield line 100m. 75ch. and 101m. 13ch.				
	15	15	Pelaw lines 100m. 75ch. and 101m. 21ch.				
		St. James Bridge Jn.	100.18				

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – (NORTHERN AREA) – continued

TABLE A – continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 214 BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.						
Add "OPEN (Type B.1)" below each of the following level crossings together with mileages:-						
		N.C.B. L.C.	0.66			
		New Moor L.C.	0.68			
		Potland L.C.	1.47			
		Linton Lane L.C.	2.47			

MISCELLANEOUS NOTICES

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK
(Page ND – 5, Page SD – 4)

Add as second paragraph to Note

The perspex windows are each supplied within individual hardboard sheets for transportation purposes, together with a special spanner. Each hardboard sheet bears the name of the allocated station and when a perspex window has to be fitted, the hardboard, sheet and special spanner must be placed in one of the power car brake compartments to enable the Depot, replacing the window, to return it to the owning station suitably protected, together with the spanner.

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

NEWCASTLE

Monday 17 to Friday 21 December. Platforms 11 and 12 will be blocked between 08 30 and 14 00 daily for 120 feet from buffer stops, for roofwork to be carried out. Drivers to stop their trains at the marker boards provided.

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

8 DECEMBER, 1979

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 22 DECEMBER 1979

TO

FRIDAY 4 JANUARY 1980

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 DECEMBER – LONGBECK

The Up Distant signal will be replaced by a 2-aspect colour light signal, situated 120 yards further from the signal box. (2)

DETAILS OF WORK ALREADY CARRIED OUT

**** BETWEEN BENTON AND STANNINGTON : DUDLEY COLLIERY**

Dudley Colliery signal box has been abolished and the control of all signals and Dam Dykes Closed Circuit Television level crossing has been transferred to Benton signal box.

The following signals have been replated:—

Down Main		Up Main	
Old No.	New No.	Old No.	New No.
DC59	B59	U11	B72
D7	B61	U10	B70
DC17	B63	U9	B68
DC16	B65	DC1	B66
		DC3	B64

The signal-post telephones are connected to Benton signal box. (51)

**** BETWEEN HARTBURN JUNCTION AND STOCKTON STATION.**

The Up Main line between 59m. 32chs. and 59m. 72chs. has been slued northwards. (52)

**** BETWEEN HARTBURN JUNCTION AND STOCKTON STATION**

The Down Main line between 59m. 32chs. and 59m. 72chs. has been slued northwards. North Shore signal NS.905 has been repositioned accordingly. (51)

BETWEEN HARTBURN JUNCTION AND STOCKTON STATION

The main to main crossover has been brought back into use. (1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PELHAM AND GATESHEAD HIGH STREET JUNCTION

The Down and Up Pelaw Main lines through Pelaw Station have been restored to use and the track layout immediately West of Down Pelaw Main signal P49, (together with the signalling alterations as described below), is as shown on the facing diagrams included in this notice.

The two-way signalling over the Down and Up Pelaw (former Goods lines) has been commissioned and worked in accordance with the T.C.B. double line Regulations in each direction. The speed on the Down and Up Pelaw lines in the reverse direction must not exceed 30 m.p.h.

Description of New and Altered Signals

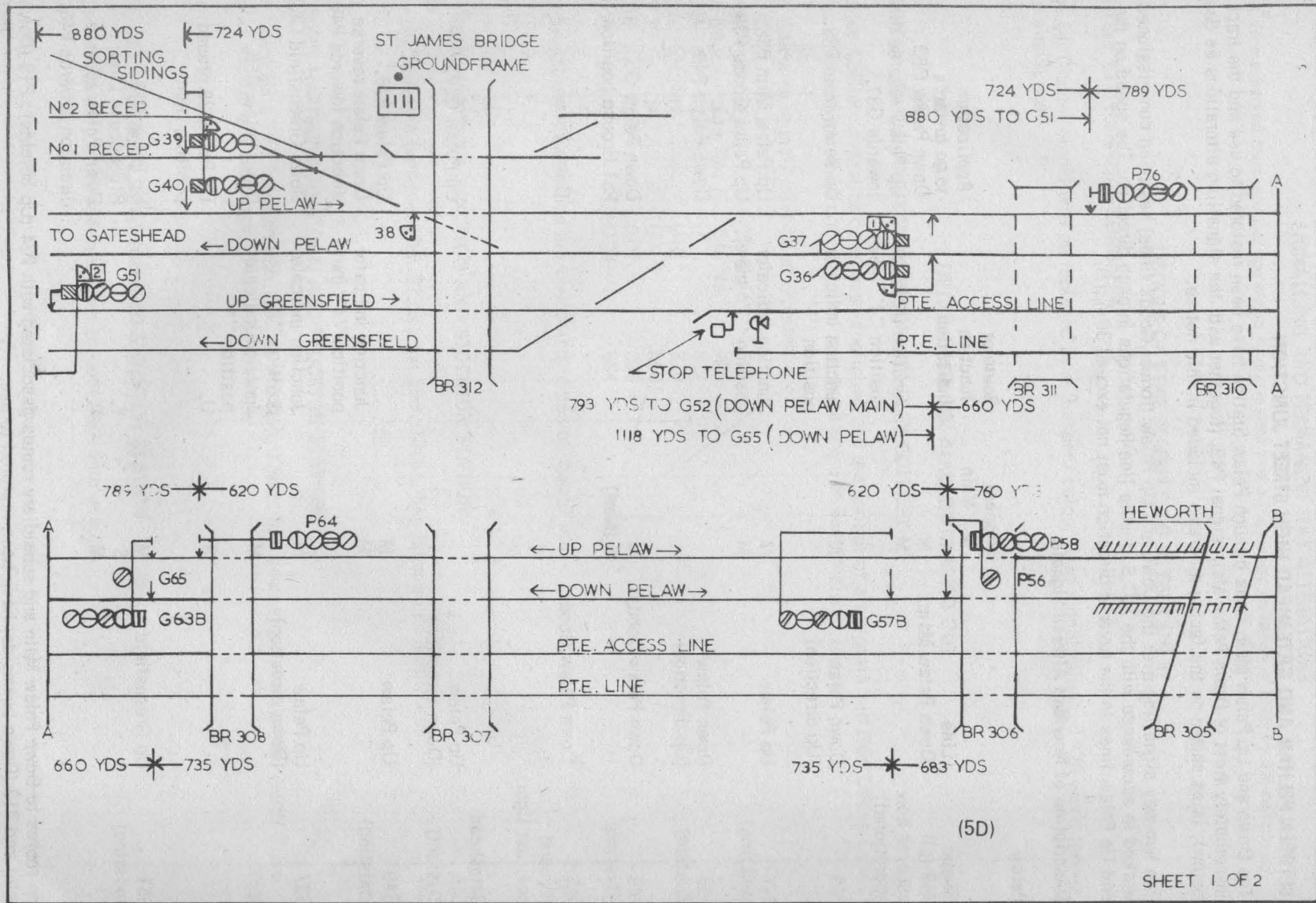
Pelaw

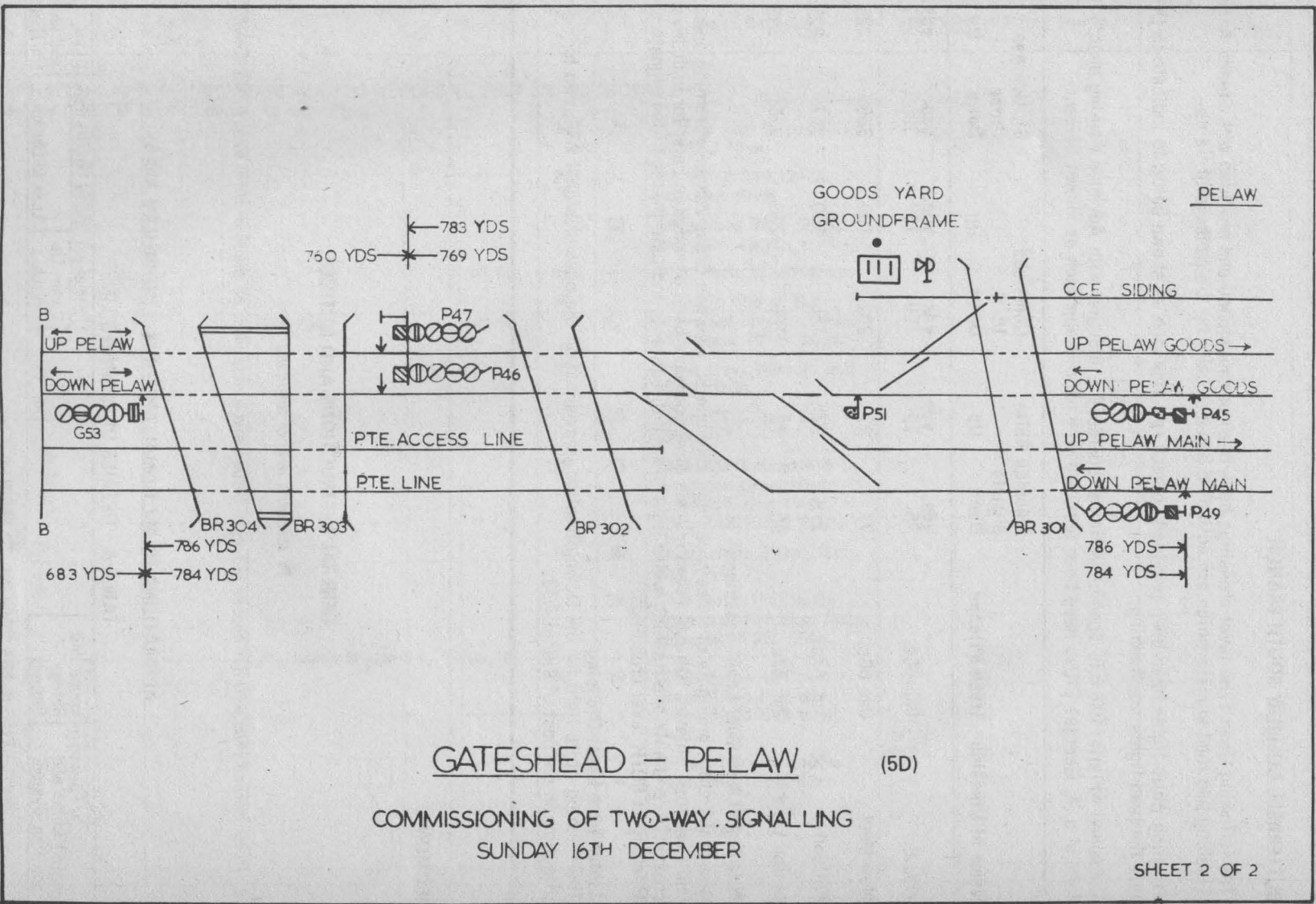
Signal	Line	Aspect M = Main S = Sub	Route or Junction Indication	Application to go towards
P49 (all aspects now operational)	Down Pelaw Main	M M	Junction indicator position "4" (new)	Down Pelaw G53 Up Pelaw reverse direction towards G37.
P46	Down Pelaw (Up direction)	M	Junction indicator position "1".	Up Pelaw Main P38.
P47 (existing)	Up Pelaw	M M	Junction indicator position "1" (new)	Up Pelaw Main P38. Up Pelaw Goods P39.
P56 (Distant)	Down Pelaw (Up direction)			Down Pelaw P46.
P45 (existing)	Down Pelaw Goods	M S (New)		Down Pelaw G53. P51 Ground position light.
P51 (Ground position light)	Down Pelaw Goods			Down Pelaw.

Gateshead

G65 (Distant)	Up Pelaw (Down direction)			Up Pelaw G37.
G40 (existing)	Up Pelaw	M M	Junction indicator position "4" (new)	Up Pelaw P76. Down Pelaw reverse direction towards P46.
G37	Up Pelaw (Down direction)	M	Junction indicator position "2"	Down Greensfield G52.
		M	Junction indicator position "1"	Down Pelaw G55.
		S	U.	Up Pelaw 38 ground position light.
G51 (existing)	Up Greensfield	M		Up Pelaw P76.
		S	Y.	PTE Access Line.
		M	X.	Down Pelaw reverse direction towards P46.

The routes to Down Pelaw Main and subsidiary routes associated with P24 (Up Shields); P19 (Down Main) and P12 (Down Leamside) have been restored to use. (5D)





GATESHEAD - PELAW (5D)

COMMISSIONING OF TWO-WAY SIGNALLING
SUNDAY 16TH DECEMBER

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BUTTERWELL COLLIERY SOUTH BRANCH**

The following Open Type level crossings have been commissioned and provided with Steady Amber/Flashing Red road signals which are activated automatically by the passage of trains.

Flashing White lights have been provided on each rail approach as shown below to indicate to Drivers that the road lights are flashing.

Combined Whistle/10m.p.h. Speed Restriction boards ^[10]W, together with Advance Warning boards in the form of a St. Georges Cross have been provided on each rail approach as shown below:—

Name of Crossing	Track Mileage	Flashing White Signals		Combined 10/W		St. Georges Cross	
		Down	Up	Down	Up	Down	Up
N.C.B.	0m. 66c.	yds. 25	yds. 79	yds. 150	yds. 152	yds. 306	yds. 277
New Moor	0m. 68c.	77	27	202	100	358	225
Potland	1m. 47c.	27½	27½	150	100	457	225
Linton Lane	2m. 47c.	55	76	100	216	225	336

N.C.B. and New Moor Level Crossings

Due to the close proximity of these crossings only one St. Georges Cross Advance Warning board and one Combined Whistle/10m.p.h. board in each direction have been provided to cater for both level crossings, and only one flashing white light in each direction to indicate that the road signals are flashing at **BOTH** level crossings.

Linton Lane Level Crossing

The flashing white light for the Down direction is mounted on the post of signal A32, and for the Up direction on the post of signal A33. (51)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down	Up	

DONCASTER BLACK CARR JN. TO BERWICK

Add in running lines column : an additional dotted line between Doncaster North Jn. and Marshgate Jn. North and label "D Leeds Goods". (5D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>Page 176 (page 30 ND48) NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Delete all details on this page and substitute:-</p>							
		Heworth	98.55	20	20	To and from Goods lines at 98m. 19ch.	
				25		Main line 98m. 21ch. and 98m. 55ch.	
				25		Main lines 98m. 55ch. and 98m. 43ch.	
				60		98m. 55ch. and 100m.p.	
				30		Over Up line in Down (Reverse) direction 98m. 55ch. and 100m. 15ch.	
				45		Down Main 100m.p. and 100m. 15ch.	
				60		100m. 15ch. and 98m. 55ch.	
				15	15	Mains to Greensfield lines and Greensfield lines to Mains 100m. 15ch. and 100m. 24ch.	
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.	
				30		Over Down line in Up (Reverse) direction 100m. 15ch. and 98m. 55ch.	
		St. James Bridge Jn.	100.18	10	10	Down Pelaw to Down Greensfield line and Up Greensfield line to Up Pelaw.	(5D)
				25		Greensfield line 100m. 75ch. and 101m. 13ch.	
				15	15	Pelaw lines 100m. 75ch. and 101m. 21ch.	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – (NORTHERN AREA) – continued

TABLE A – continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 214 BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.						
Add "OPEN (Type B.1)" below each of the following level crossings together with mileages:-						
		N.C.B. L.C.	0.66			
		New Moor L.C.	0.68			
		Potland L.C.	1.47			
		Linton Lane L.C.	2.47			(5D)

MISCELLANEOUS NOTICES

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK
(Page ND – 5, Page SD – 4)

Add as second paragraph to Note

The perspex windows are each supplied within individual hardboard sheets for transportation purposes, together with a special spanner. Each hardboard sheet bears the name of the allocated station and when a perspex window has to be fitted, the hardboard, sheet and special spanner must be placed in one of the power car brake compartments to enable the Depot, replacing the window, to return it to the owning station suitably protected, together with the spanner. (5D)

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MO.45/NN

G. GRAHAM
Chief Operating Manager

15 DECEMBER, 1979

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