

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

1

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 JANUARY

TO

FRIDAY 9 JANUARY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

PORT CLARENCE GOODS YARD

A connection has been installed at the bottom end of Siding No.4, forming a run-round facility between Goods Sidings Nos.3 and 4. (New item) (4)

DARLINGTON

Up Main searchlight-type signal (auto) U46 has been replaced by a 4-aspect standard colour light signal head. (2)

**** HAYDON BRIDGE**

The Up Main 2nd Home signal has been abolished. The Up Main 1st Home signal becomes the Up Main Home. (1)

**** STANNINGTON**

Colour light signals 55 (Down) and 56 (Up) have become automatic. (1)

**** HOLYWELL**

Eccles Colliery G.F. and associated signalling has been dispensed with. (1)

**** TYNE & WEAR METRO - REGENT CENTRE TO CALLERTON I.C.I.**

The new P.T.E. double line section "In" and "Out" Kenton lines between Regent Centre and Kenton Bank Foot has been installed, but B.R. trains for Callerton I.C.I. are to use only the "In" Kenton line between 188 signal (maintained at Red) and the Kenton Bank Foot "Start of One Train Working" notice board at this stage.

The "In" Kenton line beyond signal 188 up to the One Train Working Section is to be a siding area under the control of the B.R. Operating Supervisor at Coxlodge.

Reference should be made to the diagram included in this notice. (The heavy lines indicate the route available to B.R. Trainmen).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* * TYNE & WEAR METRO – REGENT CENTRE TO CALLERTON I.C.I. – continued

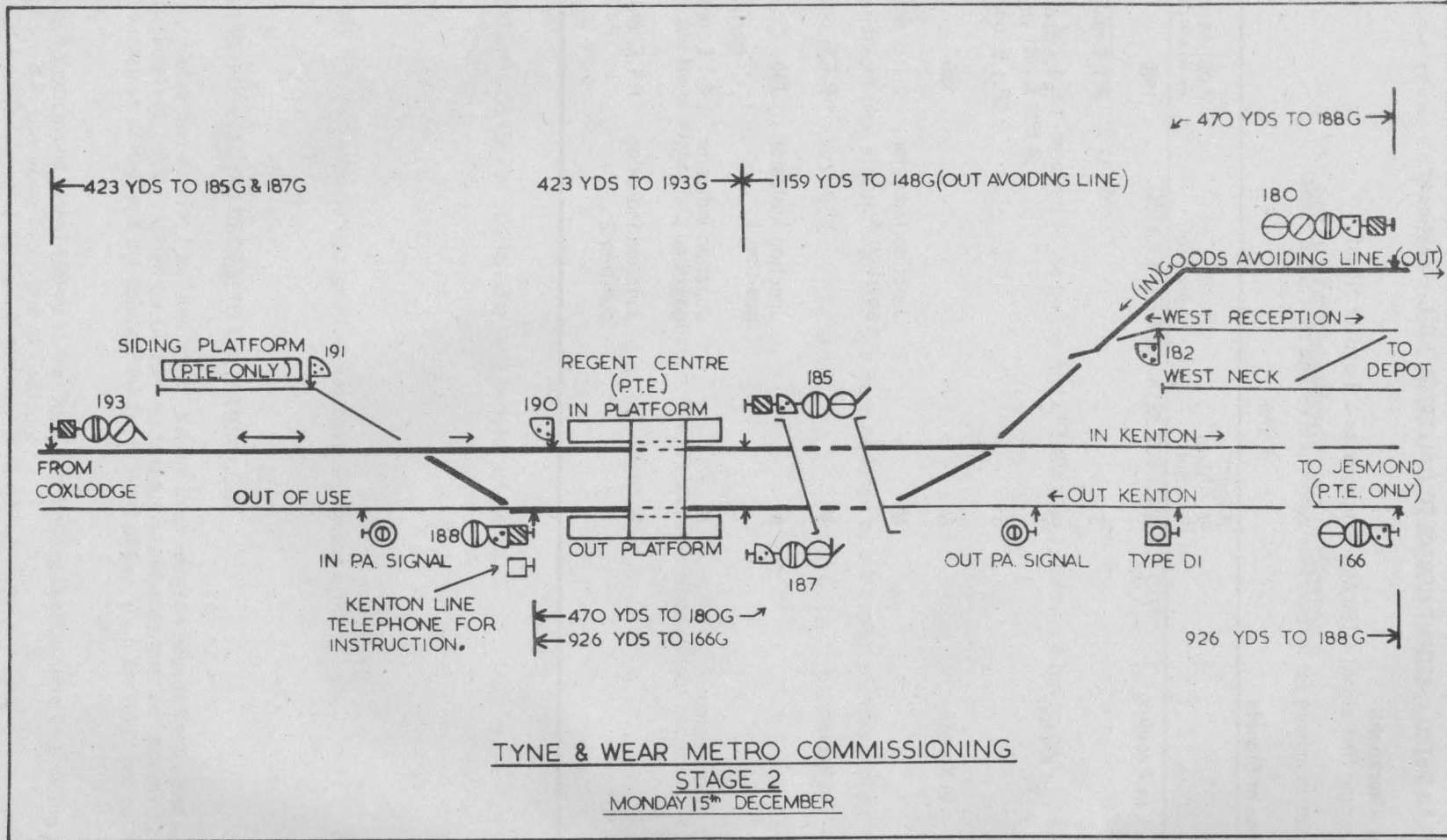
Signalling Alterations

Goods Avoiding line signal G180 now functions as a 3-aspect signal.

Drivers must telephone for instructions before proceeding past G188 signal.

Description of Signals

Signal	Line	Aspect M – Main S – Sub	Route Indication	Application to or towards
G180 (existing)	In Avoiding	M		188
		S		P.T.E. only
G188 (Red only)	Out Kenton	M		In Kenton
		S		P.T.E. only
193	In Kenton	M		185
		M	Junction Indicator position 4	P.T.E. only
185	In Kenton	M		P.T.E. only
		M	Junction Indicator position 1	146
187	Out Kenton	M	Junction Indicator position 1	P.T.E. only
		M	Junction Indicator position 2	P.T.E. only



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 E.R. 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 51

DONCASTER BLACK CARR JN. TO BERWICK

Between Newham L.C. and Lucker L.C.

Add:-

80 80 47m. 40ch. and
48m. 20ch.

Page 81 (Page 41 Supp. Optg. Insts.)

BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON

Add in "Running Lines and Signalling System" column 'AB' to Down and Up lines between Earsdon and Holywell LC and between Newsham South LC and Bedlington South LC.

Page 168

NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

Romanby Road L.C.

Amend:-

50 42m. 66ch. and
42m. 38ch.

(6D)

Page 171 (Page 66 Supp. Optg. Insts.)

Between Cowpen Lane LC and Greatham LC

Delete:-

40 40 66m. 48ch. and
66m. 52ch.

(6D)

Page 173 (Page ND38, ND49D)

NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

Between Horden and Easington

Delete:-

40 40 80m. 03ch. and
80m. 15ch.

30 30 80m. 15ch. and
80m. 40ch.

Add:-

30 30 80m. 3ch. and
80m. 44ch.

(6D)

Pages 175 and 176 (Page 70 Supp. Optg. Insts.) (Page ND29, ND40D)

NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN.

Pelaw

98.13

Amend:-

15 To Leamside line

20 To South Shields line.

Delete:-

20 20 To and from Pelaw lines at 98m. 19ch.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down	Up	At or Between		
				m.p.h.				
Page 192		DARLINGTON SOUTH JN. TO SALT BURN						
		Between Bowesfield Jn. and Thornaby Amend :-		30		Main line 11m. 24ch. and 11m. 77ch.		
		Between Thornaby and Thornaby East Jn. Delete :-		10	10	Goods lines 11m. 64ch. and 11m. 73ch.		
		Thornaby East Jn. Delete :-		10		Main line 11m. 68ch. and 12m. 2ch.		
		Between Thornaby East Jn. and Tees Amend :-		10		Main line over junction to Goods at 11m. 70ch.		
		Amend :-		50		11m. 77ch. and 12m. 36ch.		
		Amend :-		45	45	Main lines 13m. 55ch. and 13m. 70ch.		(5D)
Page 193		(Page 76 Supp. Optg. Insts.) Between Tees and Newport East Jn. Delete :-		15	15	Main lines 13m. 65ch. and 13m. 76ch.		(5D)
Page 194		Between Grangetown Station and Grangetown Add :-				20 Over trailing connection Down Goods to Up Goods at 18m. 44ch.		
		Between Grangetown and Grangetown Jn. Delete :-		20	20	To and from Goods lines.		
		Amend :- Grangetown Jn.	18.76					

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down	Up	At or Between		
				m.p.h.				
Page 194 – DARLINGTON SOUTH JN. TO SALT BURN – cont'd				20		Over connection Down Goods to Up Goods at 18m. 73ch.		
Add :-				20	20	Down Goods over connection to and from Tees Dock at 18m. 76ch.		
				20	20	Over trailing connection Down Main to Up Goods at 18m. 79ch.		
				25		Up Main to Down Main at 19m. 3ch.		
Amend :-		Shell Jn. (See pages 200 and 201)	19.32					
Delete :-				35		20m. 9ch. and 20m. 22ch.		
Page 195								
At Redcar Ore Terminal Jn.				40		Over connection to Tod Point Arrival line at 20m. 5ch.		
Amend :-								
Between Redcar Ore Terminal Jn. and Tod Point Jn.				25		Over connection Tod Point Departure line to Down Main at 20m. 14ch.		
Amend :-								
Add :-				35		20m. 9ch. and 20m. 22ch.		
Delete :-		Tod Point Jn.	20.35	25		To Departure line at 20m. 35ch.	CW. Tod Point Arrival line 486 yards before reaching Signal G106.	
				25		To Ore Terminal line at 20m. 36ch.		
				25		To Ore Terminal line at 20m. 38ch.		

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "F" – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 231 (Page 88 Supp. Optg. Insts.)		
PERCY MAIN NORTH TO EARSDON		
Delete heading and item		
Add:—		
Earsdon	EARSDON TO ESSO SIDINGS G.F. Esso Sidings G.F.	Down/Up 2 freight brakevans

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JUNCTION TO BERWICK

Page 332

YORK

Add – Train Arrivals Platform 14.

Drivers of North-bound locomotive-hauled trains and H.S.T. trains must stop their trains with the locomotive or leading power car outside the station roof. (North End)

(6D)

DARLINGTON SOUTH JN. TO SALTBURN

Page 408

MIDDLESBROUGH

★ Add:—

STARTING OF UP H.S.T. SERVICES FROM DOWN PLATFORM

Authority is given for Up H.S.T. services to depart from the Down platform under the control of the Station Supervisor.

When shunt signal 232 has been cleared, the Station Supervisor must obtain an assurance from the signalman that the Up Main line is clear to signal TY101 and instruct the Driver accordingly.

(6D)

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

Pages 422/430 (Page 37—ND40D)

Amend:—

Concurrently with the commissioning of the Metro Signalling between Benton Station Junction and Regent Centre, Tyne and Wear Metro rules will apply between those locations. B.R. rules will continue to apply between Regent Centre and Callerton and the amendments/additions published in ND40D pages 37 to 40 will apply until the next stage of the Metro Signalling is commissioned with the undermentioned alteration:

(6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO – continued

Page 428 (Page 39-ND40D)

WORKING OF SINGLE LINE SIDING BETWEEN REGENT CENTRE EAST JUNCTION (Signal Down direction/stop board Up direction) AND "START OF ONE TRAIN WORKING" AT KENTON BANK FOOT

Amend heading and paragraph 1 – Method.

WORKING OF TRAINS BETWEEN REGENT CENTRE (signal G.188 Down direction/signal G193 Up direction) AND "START OF ONE TRAIN WORKING" AT KENTON BANK FOOT

1. Method

- 1.1 The future In Kenton line (Up line) between Regent Centre (signal G.188 Out Kenton line/signal G.193 In Kenton line) and Kenton Bank Foot is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before :-
 - (a) Any movement is allowed to enter the siding.
 - (b) Any work is commenced which affects the safety of the siding or
 - (c) Any obstruction is placed on the siding.
- 1.2 Only one train must be allowed on the siding at any one time and the Operating Supervisor at Coxlodge must be advised when movements leave the siding.
- 1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.
- 1.4 Drivers of trains to Coxlodge will be authorised to proceed along the siding from Signal G.188.
- 1.5 The Guard of a train from Coxlodge, on arriving at signal G.193 must advise the System Controller if his train is complete with tail lamp. (6D)

MISCELLANEOUS NOTICES

GATESHEAD STATION UP PLATFORM

Work on the Up Platform at Gateshead Station is now partially complete and when stopping there train Drivers should stop at G105 automatic signal to allow passengers to join and alight from the front 2 cars of the train.

KELLOE BANK FOOT BRANCH

The hand worked run round points have been repositioned from 11m 59chs to 11m 39chs giving a shorter run-round.

REDCAR EAST

The platforms are being shortened, and drivers of Down Stopping trains to bring their trains to a stand at the Marker Boards provided, and drivers of Up Stopping trains to bring their trains to a stand at the Middlesbrough End of the Platform.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 PINK PAGES

Clause D1/1

★ **Amend to read –**

All vehicles used to carry dangerous goods must be equipped with the power brake, unless authorised otherwise by the Chief Operating Manager (B.R. HQ). The vehicles must be of sound construction, in good condition and, with the exception of tank wagons, must be swept clean before and after use.

Instruction E4/4 makes reference in certain instances to the prohibition on the use of oil lamps or Bardic handlamps at the rear of trains unless a barrier distance of 30 feet is provided. Incidents have been reported that brake vans have been used for such purposes and an oil lamp attached. This is an unsafe practice and is **prohibited forthwith**.

The following entry should be added as the final sentence of clause E4/2.

“A brake van must not be counted as a barrier wagon”.

(WHITE PAGES) PART 6

Clause C4/2

★ **Insert**

On second line after “piped” insert “with the exception of wagons conveying dangerous goods”.

Clause C4/5

★ **Additional Paragraph**

Dangerous Goods must be loaded into wagons fitted with the power brake and must only be conveyed on fully-fitted, or partially fitted freight trains.

When conveyed on partially fitted freight trains (subject to provision of Diagram E.1 of Part 3 of the Working Manual for Rail Staff – (Pink Pages) they must be marshalled in the fitted portion of the train, with the power brake operative.

Piped only vehicles may be specially authorised by the Chief Operations Manager, B.R. Headquarters (in accordance with paragraph D 1/1 Pink Pages of the Working Manual), and may be conveyed on fully fitted freight trains (other than block trains of dangerous goods) in accordance with diagram E1 of the Pink Pages etc., and the brake force required is in accordance with the appropriate table in Section E of the White Pages. When conveyed on partially fitted freight trains they must be marshalled in the fitted portion of the train with the power brake operative.

(w.e.f. 5.1.81)

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

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Trackwork 1, 2, 3 & 4 Departure Lines	08 00 to 16 00	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES: BR. 30059/5

Pages 29 (2)/30/31/32

EASINGTON COLLIERY

Delete and substitute:–

EASINGTON COLLIERY

1. GENERAL

1.1 All movements within the Colliery area are subject to the control of the N.C.B. Traffic Control.

When the train has arrived in the Down Sidings, the Guard must telephone the Signalman for instructions and operate the hand points for the nominated arrival line.

1.2 Maximum permissible speeds,
During weighing and loading operations – 2m.p.h.

During other than weighing and loading operations – 8m.p.h.

2. BUNKER LOADING (M.G.R. TRAINS)

2.1 Trains must be hauled through the bunker for tare weighing and propelled through the bunker for loading and gross weighing.

2.2 When signal 3 is cleared the N.C.B. shunter will instruct the Driver to proceed for tare weighing trains of 34 wagons must proceed to the buffer stops.

2.3 Loading must take place under the control of the special loading signals.

2.4 During weighing and loading operations the Guard must position himself at the "Emergency" control for the special loading signals and, in an emergency place the signals to the "Stop Immediately" aspect by operating the lineside plunger and must not allow loadings to re-commence until he is satisfied it is safe to do so.

2.5 After the train has been gross weighed, the Guard must collect the train documents from the N.C.B. Traffic Control/Weigh Office before rejoining his train.

2.6 During the run-round of an M.G.R. train on the Departure line, the Guard must operate the hand points from the bunker line to the arrival line for the locomotive, in accordance with the N.C.B. shunter's instructions.

2.7 The locomotive will be routed for the run-round via No.2 Arrival line but must not rejoin the train without the permission of the Signalman.

3. CONVENTIONAL TRAINS FOR THE LADEN SIDINGS

3.1 All trains must be propelled from the Down Sidings.

3.2 After the train has been propelled to the nominated siding, the Guard must telephone the N.C.B. Traffic Control/Weigh Office for instructions.

4. CRIPPLED WAGONS

When it is necessary to detach a crippled wagon, the Guard must inform the N.C.B. Shunter and work to his instructions. (6D)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
19 DECEMBER, 1980

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

2

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 JANUARY

TO

FRIDAY 16 JANUARY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 11 JANUARY - THIRSK

Up Fast signal TK.39 will be replaced by a four-aspect standard colour-light head. (5)

DETAILS OF WORK ALREADY CARRIED OUT

PORT CLARENCE GOODS YARD

A connection has been installed at the bottom end of Siding No.4, forming a run-round facility between Goods Sidings Nos.3 and 4. (4)

**** DARLINGTON**

Up Main searchlight-type signal (auto) U46 has been replaced by a 4-aspect standard colour light signal head. (2)

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 E.R. 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 51						
DONCASTER BLACK CARR JN. TO BERWICK.						
Between Newham L.C. and Lucker L.C.						
Add:—				80	80	47m. 40ch. and 48m. 20ch.
Page 81 (Page 41 Supp. Optg. Insts.)						
BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON						
Add in "Running Lines and Signalling System" column 'AB' to Down and Up lines between Earsdon and Holywell LC and between Newsham South LC and Bedlington South LC.						
Page 168						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Romanby Road L.C.						
Amend:—				50		42m. 66ch. and 42m. 38ch. (6D)
Page 171 (Page 66 Supp. Optg. Insts.)						
Between Cowpen Lane LC and Greatham LC						
Delete:—				40	40	66m. 48ch. and 66m. 52ch. (6D)
Page 173 (Page ND38, ND49D)						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Horden and Easington						
Delete:—				40	40	80m. 03ch. and 80m. 15ch.
				30	30	80m. 15ch. and 80m. 40ch.
Add:—				30	30	80m. 3ch. and 80m. 44ch. (6D)
Pages 175 and 176 (Page 70 Supp. Optg. Insts.) (Page ND29, ND40D)						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN.						
Pelaw 98.13						
Amend:—				15		To Leamside line
				20		To South Shields line.
Delete:—				20	20	To and from Pelaw lines at 98m. 19ch.

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.		
Page 192		DARLINGTON SOUTH JN. TO SALTBURN					
		Between Bowesfield Jn. and Thornaby Amend :—		30		Main line 11m. 24ch. and 11m. 77ch.	
		Between Thornaby and Thornaby East Jn. Delete :—		10	10	Goods lines 11m. 64ch. and 11m. 73ch.	
				10		Main line 11m. 68ch. and 12m. 2ch.	
		Thornaby East Jn. Delete :—		10		Main line over junction to Goods at 11m. 70ch.	
		Between Thornaby East Jn. and Tees Amend :—		50		11m. 77ch. and 12m. 36ch.	
		Amend :—		45	45	Main lines 13m. 55ch. and 13m. 70ch.	(6D)
Page 193		(Page 76 Supp. Optg. Insts.) Between Tees and Newport East Jn. Delete :—		15	15	Main lines 13m. 65ch. and 13m. 76ch.	(6D)
Page 194		Between Grangetown Station and Grangetown Add :—			20	Over trailing connection Down Goods to Up Goods at 18m. 44ch.	
		Between Grangetown and Grangetown Jn. Delete :—		20	20	To and from Goods lines.	
		Amend :— Grangetown Jn.	18.76				

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.		
Page 194 – DARLINGTON SOUTH JN. TO SALT BURN – cont'd							
Add :-				20		Over connection Down Goods to Up Goods at 18m. 73ch.	
				20	20	Down Goods over connection to and from Tees Dock at 18m. 76ch.	
				20	20	Over trailing connection Down Main to Up Goods at 18m. 79ch.	
				25		Up Main to Down Main at 19m. 3ch.	
Amend :-		Shell Jn. (See pages 200 and 201)	19.32				
Delete :-				35		20m. 9ch. and 20m. 22ch.	
Page 195							
At Redcar Ore Terminal Jn. Amend :-				40		Over connection to Tod Point Arrival line at 20m. 5ch.	
Between Redcar Ore Terminal Jn. and Tod Point Jn. Amend :-				25		Over connection Tod Point Departure line to Down Main at 20m. 14ch.	
Add :-				35		20m. 9ch. and 20m. 22ch.	
Delete :-		Tod Point Jn.	20.35	25		To Departure line at 20m. 35ch.	CW. Tod Point Arrival line 486 yards before reaching Signal G106.
				25		To Ore Terminal line at 20m. 36ch.	
				25		To Ore Terminal line at 20m. 38ch.	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "F" – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 231 (Page 88 Supp. Optg. Insts.)		
PERCY MAIN NORTH TO EARSDON		
Delete heading and item		
Add:—		
Earsdon	EARSDON TO ESSO SIDINGS G.F. Esso Sidings G.F.	Down/Up 2 freight brakevans

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JUNCTION TO BERWICK

Page 332

YORK

Add – Train Arrivals Platform 14.

Drivers of North-bound locomotive-hauled trains and H.S.T. trains must stop their trains with the locomotive or leading power car outside the station roof. (North End) (6D)

DARLINGTON SOUTH JN. TO SALTBURN

Page 408

MIDDLESBROUGH



Add:—

STARTING OF UP H.S.T. SERVICES FROM DOWN PLATFORM

Authority is given for Up H.S.T. services to depart from the Down platform under the control of the Station Supervisor.

When shunt signal 232 has been cleared, the driver must take this as authority to proceed as far as signal TY101. (Amended Item) (6D)

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

Pages 422/430 (Page 37–ND40D)

Amend:—

Concurrently with the commissioning of the Metro Signalling between Benton Station Junction and Regent Centre, Tyne and Wear Metro rules will apply between those locations. B.R. rules will continue to apply between Regent Centre and Callerton and the amendments/additions published in ND40D pages 37 to 40 will apply until the next stage of the Metro Signalling is commissioned with the undermentioned alteration: (6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO – continued

Page 428 (Page 39-ND40D)

WORKING OF SINGLE LINE SIDING BETWEEN REGENT CENTRE EAST JUNCTION (Signal Down direction/stop board Up direction) AND "START OF ONE TRAIN WORKING" AT KENTON BANK FOOT

Amend heading and paragraph 1 – Method.

WORKING OF TRAINS BETWEEN REGENT CENTRE (signal G.188 Down direction/signal G193 Up direction) AND "START OF ONE TRAIN WORKING" AT KENTON BANK FOOT

1. **Method**

- 1.1 The future In Kenton line (Up line) between Regent Centre (signal G.188 Out Kenton line/signal G.193 In Kenton line) and Kenton Bank Foot is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before:—
 - (a) Any movement is allowed to enter the siding.
 - (b) Any work is commenced which affects the safety of the siding or
 - (c) Any obstruction is placed on the siding.
- 1.2 Only one train must be allowed on the siding at any one time and the Operating Supervisor at Coxlodge must be advised when movements leave the siding.
- 1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.
- 1.4 Drivers of trains to Coxlodge will be authorised to proceed along the siding from Signal G.188.
- 1.5 The Guard of a train from Coxlodge, on arriving at signal G.193 must advise the System Controller if his train is complete with tail lamp. (6D)

MISCELLANEOUS NOTICES

★ **DISC BRAKE 80t BDA BOGIE STEEL CARRIERS – HAND BRAKE INDICATORS**

The hand brake On/Off indicator on the Disc Brake BDA Wagon is situated behind the white painted handbrake application wheel. The indicator consists of a 'Tongue' of metal which protrudes some 1½ to 2 inches from beneath the sole bar when the hand brake is fully on. Conversely, the 'tongue' retracts out of sight, when the hand brake is off.

To make the hand brake indicator more noticeable, arrangements have been made to paint the indicator 'tongue' bright red. The area of the solebar surrounding the 'tongue' is to be painted white.

RULE BOOK SECTION T PART V

Referring to Clauses 21.1.4 and 21.1.5 of this Rule ; an experimental sign consisting of a white diagonal bar on a blue background will be exhibited instead of figures in the Warning Board and Speed Indicator of certain temporary speed restrictions to indicate that the restriction has been either withdrawn earlier than shown in the Weekly Operating Notice or has been cancelled at short notice without being imposed

Drivers encountering the experimental sign are invited to comment on its effectiveness.(MO/45/1274)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

GATESHEAD STATION UP PLATFORM

Work on the Up Platform at Gateshead Station is now partially complete and when stopping there train Drivers should stop at G105 automatic signal to allow passengers to join and alight from the front 2 cars of the train.

KELLOE BANK FOOT BRANCH

The hand worked run round points have been repositioned from 11m 59chs to 11m 39chs giving a shorter run-round.

REDCAR EAST

The platforms are being shortened, and drivers of Down Stopping trains to bring their trains to a stand at the Marker Boards provided, and drivers of Up Stopping trains to bring their trains to a stand at the Middlesbrough End of the Platform.

WORKING MANUAL FOR RAIL STAFF BR.30054/3 PINK PAGES

Clause D1/1

Amend to read -

All vehicles used to carry dangerous goods must be equipped with the power brake, unless authorised otherwise by the Chief Operating Manager (B.R. HQ). The vehicles must be of sound construction, in good condition and, with the exception of tank wagons, must be swept clean before and after use.

Instruction E4/4 makes reference in certain instances to the prohibition on the use of oil lamps or Bardic handlamps at the rear of trains unless a barrier distance of 30 feet is provided. Incidents have been reported that brake vans have been used for such purposes and an oil lamp attached. This is an unsafe practice and is **prohibited forthwith**.

The following entry should be added as the final sentence of clause E4/2.

"A brake van must not be counted as a barrier wagon".

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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

WHITE PAGES PART 6

Clause C 4/2

- ★ **Insert**
On second line after "piped" insert "for wagons containing dangerous goods please see para C4/5".
(Amended)

Clause C 4/5

- ★ **Additional Paragraph**
Dangerous Goods must only be conveyed in wagons fitted with the Power brake and must only be conveyed in fully fitted or partially fitted freight trains.

When conveyed on partially fitted freight trains (subject to provisions of Diagram E1 of Part 3 of the Working Manual for Rail Staff (Pink Pages) they must be marshalled in the fitted portion of the train with the power brake operative.

Piped only vehicles conveying dangerous goods may be conveyed when authorised by the Chief Operations Manager, B.R. HQ., and then in accordance with para. D1/1 of the Pink Pages in the following circumstances:—

- (a) **On fully fitted trains (other than block trains of Dangerous Goods)** in accordance with Diagram E1 of the Pink Pages and brake force required in accordance with the appropriate table of Section E;
- (b) **On partially fitted trains** they must be marshalled in the fitted portion and must not be the extreme wagons of this portion of the train. They may otherwise be intermixed to meet marshalling needs – provided brake requirements in accordance with table Eij are complied with. (Amended)

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

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Trackwork 1, 2, 3 & 4 Departure Lines	08 00 to 16 00	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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

WHITE PAGES PART 6

Clause C 4/2

- ★ **Insert**
On second line after "piped" insert "for wagons containing dangerous goods please see para C4/5".
(Amended)

Clause C 4/5

- ★ **Additional Paragraph**

Dangerous Goods must only be conveyed in wagons fitted with the Power brake and must only be conveyed in fully fitted or partially fitted freight trains.

When conveyed on partially fitted freight trains (subject to provisions of Diagram E1 of Part 3 of the Working Manual for Rail Staff (Pink Pages) they must be marshalled in the fitted portion of the train with the power brake operative.

Piped only vehicles conveying dangerous goods may be conveyed when authorised by the Chief Operations Manager, B.R. HQ., and then in accordance with para. D1/1 of the Pink Pages in the following circumstances:—

- (a) **On fully fitted trains (other than block trains of Dangerous Goods)** in accordance with Diagram E1 of the Pink Pages and brake force required in accordance with the appropriate table of Section E;
- (b) **On partially fitted trains** they must be marshalled in the fitted portion and must not be the extreme wagons of this portion of the train. They may otherwise be intermixed to meet marshalling needs – provided brake requirements in accordance with table Eii are complied with. (Amended)

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

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Trackwork 1, 2, 3 & 4 Departure Lines	08 00 to 16 00	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING COLLIERIES: BR. 30059/5

Pages 29 (2)/30/31/32

EASINGTON COLLIERY

Delete and substitute:-

EASINGTON COLLIERY

1. GENERAL

1.1 All movements within the Colliery area are subject to the control of the N.C.B. Traffic Control.

When the train has arrived in the Down Sidings, the Guard must telephone the Signalman for instructions and operate the hand points for the nominated arrival line.

1.2 Maximum permissible speeds,
During weighing and loading operations - 2m.p.h.

During other than weighing and loading operations - 8m.p.h.

2. BUNKER LOADING (M.G.R. TRAINS)

2.1 Trains must be hauled through the bunker for tare weighing and propelled through the bunker for loading and gross weighing.

2.2 When signal 3 is cleared the N.C.B. shunter will instruct the Driver to proceed for tare weighing trains of 34 wagons must proceed to the buffer stops.

2.3 Loading must take place under the control of the special loading signals.

2.4 During weighing and loading operations the Guard must position himself at the "Emergency" control for the special loading signals and, in an emergency place the signals to the "Stop Immediately" aspect by operating the lineside plunger and must not allow loadings to re-commence until he is satisfied it is safe to do so.

2.5 After the train has been gross weighed, the Guard must collect the train documents from the N.C.B. Traffic Control/Weigh Office before rejoining his train.

2.6 During the run-round of an M.G.R. train on the Departure line, the Guard must operate the hand points from the bunker line to the arrival line for the locomotive, in accordance with the N.C.B. shunter's instructions.

2.7 The locomotive will be routed for the run-round via No.2 Arrival line but must not rejoin the train without the permission of the Signalman.

3. CONVENTIONAL TRAINS FOR THE LADEN SIDINGS

3.1 All trains must be propelled from the Down Sidings.

3.2 After the train has been propelled to the nominated siding, the Guard must telephone the N.C.B. Traffic Control/Weigh Office for instructions.

4. CRIPPLED WAGONS

When it is necessary to detach a crippled wagon, the Guard must inform the N.C.B. Shunter and work to his instructions. (6D)

York
26 DECEMBER, 1980

MP.32/NN

G. GRAHAM
Chief Operating Manager

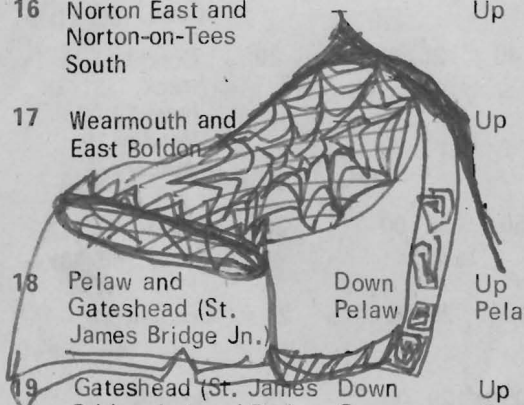
Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.

NN3/1981

NN-3

SECTION A - TEMPORARY SPEED RESTRICTIONS - continued

Location	Lines affected		Mileage at or between		Restriction m.p.h.	Remarks
			M.	Chs. M. Chs.		
FERRYHILL (TURSDALE JN.) TO PELAW						
9 Fencehouses	Down	Up	13	60 14 45	20	Subsidence. (80/49)
BENTON NORTH JN. TO MORPETH VIA EARSDON						
10 Benton North Jn. and Earsdon	Down	-	0	30 0 60	15	Condition of track. (80/46)
11 Newsham	Down	-	12	46 12 71	20	Track renewal (80/2)
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO NEWCASTLE EAST JN. VIA HORDEN						
12 Picton East and Eaglescliffe South Jn.	Down	-	54	30 54 50	60	Condition of track. (80/47)
13 Eaglescliffe South Jn. and Picton	-	Up	54	50 54 30	40	Condition of track. (80/41) Until 15 00 Friday 23 January.
14 Eaglescliffe South Jn. and Picton	-	Up	56	05 55 70	40	Condition of track. (80/41)
15 Hartburn Jn. and Eaglescliffe North Jn.	-	Up	58	55 58 00	30	Condition of track. (80/51)
16 Norton East and Norton-on-Tees South	-	Up	62	22 61 75	20	Trackwork. (80/40)
17 Wearmouth and East Boldon	-	Up	91	29 90 60	20	Track renewal. (81/3) From 10 00 Sunday 18 January.
18 Pelaw and Gateshead (St. James Bridge Jn.)	Down Pelaw	Up Pelaw	99	35 99 45	20	Condition of track. (80/50)
19 Gateshead (St. James Bridge Jn.) and Park Lane Jn.)	Down Greensfield	Up Greensfield	100	27 101 00	15	Track renewal. (80/44)
20 Gateshead (Park Lane Jn.) and St. James Bridge Jn.	-	Up Pelaw	100	65 100 30	20	Trackwork. (80/45)



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

THIRSK

Up Fast signal TK.39 has been replaced by a four-aspect standard colour-light head. (5)

DUDLEY FOOTPATH LEVEL CROSSING AT 7m. 73ch. (E.C.M.L.) (BETWEEN BENTON AND STANNINGTON)

"WHISTLE" notice boards have been provided 500 yards before reaching the crossing on each rail approach. (New item) (6)

PORT CLARENCE GOODS YARD

A connection has been installed at the bottom end of Siding No.4, forming a run-round facility between Goods Sidings Nos.3 and 4. (4)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES :
B.R.30059/5 – continued

Pages 29 (2)/30/31/32

EASINGTON COLLIERY

Delete and substitute:–

EASINGTON COLLIERY

1. GENERAL

1.1 All movements within the Colliery area are subject to the control of the N.C.B. Traffic Control.

When the train has arrived in the Down Sidings, the Guard must telephone the Signaller for instructions and operate the hand points for the nominated arrival line.

1.2 Maximum permissible speeds,
During weighing and loading operations – 2m.p.h.

During other than weighing and loading operations – 8m.p.h.

2. BUNKER LOADING (M.G.R. TRAINS)

2.1 Trains must be hauled through the bunker for tare weighing and propelled through the bunker for loading and gross weighing.

2.2 When signal 3 is cleared the N.C.B. shunter will instruct the Driver to proceed for tare weighing trains of 34 wagons must proceed to the buffer stops.

2.3 Loading must take place under the control of the special loading signals.

2.4 During weighing and loading operations the Guard must position himself at the "Emergency" control for the special loading signals and, in an emergency place the signals to the "Stop Immediately" aspect by operating the lineside plunger and must not allow loadings to re-commence until he is satisfied it is safe to do so.

2.5 After the train has been gross weighed, the Guard must collect the train documents from the N.C.B. Traffic Control/Weigh Office before rejoining his train.

2.6 During the run-round of an M.G.R. train on the Departure line, the Guard must operate the hand points from the bunker line to the arrival line for the locomotive, in accordance with the N.C.B. shunter's instructions.

2.7 The locomotive will be routed for the run-round via No.2 Arrival line but must not rejoin the train without the permission of the Signaller.

3. CONVENTIONAL TRAINS FOR THE LADEN SIDINGS

3.1 All trains must be propelled from the Down Sidings.

3.2 After the train has been propelled to the nominated siding, the Guard must telephone the N.C.B. Traffic Control/Weigh Office for instructions.

4. CRIPPLED WAGONS

When it is necessary to detach a crippled wagon, the Guard must inform the N.C.B. Shunter and work to his instructions. (6D)

York
9 JANUARY, 1981

MP.32/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

4

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 24 JANUARY

TO

FRIDAY 30 JANUARY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

GUISBOROUGH JN.

Signal G.30 (Middlesborough Station Down Platform Starting Signal) will be temporarily taken out of use. (New Item) (7)

THIRSK

Up Fast signal TK.39 has been replaced by a four-aspect standard colour-light head. (5)

DUDLEY FOOTPATH LEVEL CROSSING AT 7m. 73ch. (E.C.M.L.) (BETWEEN BENTON AND STANNINGTON)

"WHISTLE" notice boards have been provided 500 yards before reaching the crossing on each rail approach. (6)

**** PORT CLARENCE GOODS YARD**

A connection has been installed at the bottom end of Siding No.4, forming a run-round facility between Goods Sidings Nos.3 and 4. (4)

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 E.R. 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 51							
DONCASTER BLACK CARR JN. TO BERWICK							
Between Newham L.C. and Lucker L.C.							
Add:—							
			80	80	47m. 40ch. and		
					48m. 20ch.		
Page 81 (Page 41 Supp. Optg. Insts.)							
BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON							
Add in "Running Lines and Signalling System" column 'AB' to Down and Up lines between Earsdon and Holywell LC and between Newsham South LC and Bedlington South LC.							
							(6D)
Page 168							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Romanby Road L.C.							
Amend:—							
				50	42m. 66ch. and		
					42m. 38ch.		(6D)
Page 171 (Page 66 Supp. Optg. Insts.)							
Between Cowpen Lane LC and Greatham LC							
Delete:—							
			40	40	66m. 48ch. and		
					66m. 52ch.		(6D)
Page 173 (Page ND38, ND49D)							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Between Horden and Easington							
Delete:—							
			40	40	80m. 03ch. and		
					80m. 15ch.		
			30	30	80m. 15ch. and		
					80m. 40ch.		
Add:—							
			30	30	80m. 3ch. and		
					80m. 44ch.		(6D)
Pages 175 and 176 (Page 70 Supp. Optg. Insts.) (Page ND29, ND40D)							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN.							
Pelaw 98.13							
Amend:—							
				15	To Leamside line		
				20	To South Shields line.		
Delete:—							
			20	20	To and from Pelaw lines at 98m. 19ch.		(6D)

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.		
Page 192		DARLINGTON SOUTH JN. TO SALTBURN					
		Between Bowesfield Jn. and Thornaby					
		Amend :-		30		Main line 11m. 24ch. and 11m. 77ch.	
		Between Thornaby and Thornaby East Jn.					
		Delete :-		10	10	Goods lines 11m. 64ch. and 11m. 73ch.	
				10		Main line 11m. 68ch. and 12m. 2ch.	
		Thornaby East Jn.					
		Delete :-		10		Main line over junction to Goods at 11m. 70ch.	
		Between Thornaby East Jn. and Tees					
		Amend :-		50		11m. 77ch. and 12m. 36ch.	
		Amend :-		45	45	Main lines 13m. 55ch. and 13m. 70ch.	(6D)
Page 193		(Page 76 Supp. Optg. Insts.)					
		Between Tees and Newport East Jn.					
		Delete :-		15	15	Main lines 13m. 65ch. and 13m. 76ch.	(6D)
Page 194							
		Between Grangetown Station and Grangetown					
		Add :-			20	Over trailing connection Down Goods to Up Goods at 18m. 44ch.	
		Between Grangetown and Grangetown Jn.					
		Delete :-		20	20	To and from Goods lines.	
		Amend :-	Grangetown Jn.	18.76			

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued
NN-18

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.		
Page 194 – DARLINGTON SOUTH JN. TO SALT BURN – cont'd Add :–				20		Over connection Down Goods to Up Goods at 18m, 73ch.	
				20	20	Down Goods over connection to and from Tees Dock at 18m, 76ch.	
				20	20	Over trailing connection Down Main to Up Goods at 18m, 79ch.	
					25	Up Main to Down Main at 19m, 3ch.	
Amend :–		Shell Jn. (See pages 200 and 201)	19.32				
Delete :–				35		20m, 9ch, and 20m, 22ch.	
Page 195 At Redcar Ore Terminal Jn. Amend :–				40		Over connection to Tod Point Arrival line at 20m, 5ch.	
Between Redcar Ore Terminal Jn. and Tod Point Jn. Amend :–					25	Over connection Tod Point Departure line to Down Main at 20m, 14ch.	
Add :–				35		20m, 9ch, and 20m, 22ch.	
Delete :–		Tod Point Jn.	20.35		25	To Departure line at 20m, 35ch.	CW. Tod Point Arrival line 486 yards before reaching Signal G106.
				25		To Ore Terminal line at 20m, 36ch.	
				25		To Ore Terminal line at 20m, 38ch.	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "F" – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 231 (Page 88 Supp. Optg. Insts.)		
PERCY MAIN NORTH TO EARSDON		
Delete heading and item		
Add:–		
Earsdon	EARSDON TO ESSO SIDINGS G.F. Esso Sidings G.F.	Down/Up 2 freight brakevans

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JUNCTION TO BERWICK

Page 332

YORK

Add – Train Arrivals Platform 14.

Drivers of North-bound locomotive-hauled trains and H.S.T. trains must stop their trains with the locomotive or leading power car outside the station roof. (North End) (6D)

DARLINGTON SOUTH JN. TO SALTBURN

Page 408

MIDDLESBROUGH

Add:–

STARTING OF UP H.S.T. SERVICES FROM DOWN PLATFORM

Authority is given for Up H.S.T. services to depart from the Down platform under the control of the Station Supervisor.

When shunt signal 232 has been cleared, the driver must take this as authority to proceed as far as signal TY101. (Amended Item) (6D)

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

Pages 422/430 (Page 37–ND40D)

Amend:–

Concurrently with the commissioning of the Metro Signalling between Benton Station Junction and Regent Centre, Tyne and Wear Metro rules will apply between those locations. B.R. rules will continue to apply between Regent Centre and Callerton and the amendments/additions published in ND40D pages 37 to 40 will apply until the next stage of the Metro Signalling is commissioned with the undermentioned alteration: (6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO – continued

Page 428 (Page 39-ND40D)

WORKING OF SINGLE LINE SIDING BETWEEN REGENT CENTRE EAST JUNCTION (Signal Down direction/stop board Up direction) AND "START OF ONE TRAIN WORKING" AT KENTON BANK FOOT

Amend heading and paragraph 1 – Method.

WORKING OF TRAINS BETWEEN REGENT CENTRE (signal G.188 Down direction/signal G193 Up direction) AND "START OF ONE TRAIN WORKING" AT KENTON BANK FOOT

1. Method

- 1.1 The future In Kenton line (Up line) between Regent Centre (signal G.188 Out Kenton line/signal G.193 In Kenton line) and Kenton Bank Foot is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before :—
 - (a) Any movement is allowed to enter the siding.
 - (b) Any work is commenced which affects the safety of the siding or
 - (c) Any obstruction is placed on the siding.
- 1.2 Only one train must be allowed on the siding at any one time and the Operating Supervisor at Coxlodge must be advised when movements leave the siding.
- 1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.
- 1.4 Drivers of trains to Coxlodge will be authorised to proceed along the siding from Signal G.188.
- 1.5 The Guard of a train from Coxlodge, on arriving at signal G.193 must advise the System Controller if his train is complete with tail lamp. (6D)

MISCELLANEOUS NOTICES

DISC BRAKE 80t BDA BOGIE STEEL CARRIERS – HAND BRAKE INDICATORS

The hand brake On/Off indicator on the Disc Brake BDA Wagon is situated behind the white painted handbrake application wheel. The indicator consists of a 'Tongue' of metal which protrudes some 1½ to 2 inches from beneath the sole bar when the hand brake is fully on. Conversely, the 'tongue' retracts out of sight, when the hand brake is off.

To make the hand brake indicator more noticeable, arrangements have been made to paint the indicator 'tongue' bright red. The area of the solebar surrounding the 'tongue' is to be painted white.

RULE BOOK SECTION T PART V

Referring to Clauses 21.1.4 and 21.1.5 of this Rule ; an experimental sign consisting of a white diagonal bar on a blue background will be exhibited instead of figures in the Warning Board and Speed Indicator of certain temporary speed restrictions to indicate that the restriction has been either withdrawn earlier than shown in the Weekly Operating Notice or has been cancelled at short notice without being imposed.

Drivers encountering the experimental sign are invited to comment on its effectiveness.(MO/45/1274)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

GATESHEAD STATION UP PLATFORM

Work on the Up Platform at Gateshead Station is now partially complete and when stopping there train Drivers should stop at G105 automatic signal to allow passengers to join and alight from the front 2 cars of the train.

KELLOE BANK FOOT BRANCH

The hand worked run round points have been repositioned from 11m 59chs to 11m 39chs giving a shorter run-round.

★REDCAR STATION

The Saltburn end of both platforms have been shortened leaving standage for 8 cars only. (New Item)

WORKING MANUAL FOR RAIL STAFF BR.30054

PINK PAGES PART 3

Clause D1/1

Amend to read –

All vehicles used to carry dangerous goods must be equipped with the power brake, unless authorised otherwise by the Chief Operating Manager (B.R. HQ). The vehicles must be of sound construction, in good condition and, with the exception of tank wagons, must be swept clean before and after use.

Instruction E4/4 makes reference in certain instances to the prohibition on the use of oil lamps or Bardic handlamps at the rear of trains unless a barrier distance of 30 feet is provided. Incidents have been reported that brake vans have been used for such purposes and an oil lamp attached. This is an unsafe practice and is **prohibited forthwith**.

The following entry should be added as the final sentence of clause E4/2.

“A brake van must not be counted as a barrier wagon”.

WHITE PAGES PART 6

Clause C4/2

Insert

On second line after “piped” insert “for wagons containing dangerous goods please see para C4/5”.
(Amended)

Clause C4/5

Additional Paragraph

Dangerous Goods must only be conveyed in wagons fitted with the Power brake and must only be conveyed in fully fitted or partially fitted freight trains.

When conveyed on partially fitted freight trains (subject to provisions of Diagram E1 of Part 3 of the Working Manual for Rail Staff (Pink Pages) they must be marshalled in the fitted portion of the train with the power brake operative.

Piped only vehicles conveying dangerous goods may be conveyed when authorised by the Chief Operations Manager, B.R. HQ., and then in accordance with para. D1/1 of the Pink Pages in the following circumstances:–

- (a) **On fully fitted trains (other than block trains of Dangerous Goods)** in accordance with Diagram E1 of the Pink Pages and brake force required in accordance with the appropriate table of Section E;
- (b) **On partially fitted trains** they must be marshalled in the fitted portion and must not be the extreme wagons of this portion of the train. They may otherwise be intermixed to meet marshalling needs – provided brake requirements in accordance with table Eij are complied with. (Amended)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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

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

Location	Nature of Work	Duration	Commencing Date
Darlington Diesel Depot	Trackwork 1, 2, 3 & 4 Departure Lines	08 00 to 16 00	

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES: BR.30059/5

Note:

New pages incorporating the revised instructions for the undermentioned Collieries (previously published in the periodical operating notice) have now been distributed under separate cover and all staff concerned must note and obtain copies from their respective depots.

Askern Colliery – Page 11A.
Brodsworth Colliery – Pages 13/14.
Hatfield Colliery – Page 15.

Existing Page 16 incorporating the instructions for Maltby and Rossington must be retained. (6D)

Pages 29 (2)/30/31/32

EASINGTON COLLIERY

Delete and substitute:—

EASINGTON COLLIERY

1. GENERAL

1.1 All movements within the Colliery area are subject to the control of the N.C.B. Traffic Control.

When the train has arrived in the Down Sidings, the Guard must telephone the Signalman for instructions and operate the hand points for the nominated arrival line.

1.2 Maximum permissible speeds,
During weighing and loading operations – 2m.p.h.

During other than weighing and loading operations – 8m.p.h.

2. BUNKER LOADING (M.G.R. TRAINS)

2.1 Trains must be hauled through the bunker for tare weighing and propelled through the bunker for loading and gross weighing.

2.2 When signal 3 is cleared the N.C.B. shunter will instruct the Driver to proceed for tare weighing trains of 34 wagons must proceed to the buffer stops.

2.3 Loading must take place under the control of the special loading signals.

2.4 During weighing and loading operations the Guard must position himself at the "Emergency" control for the special loading signals and, in an emergency place the signals to the "Stop Immediately" aspect by operating the lineside plunger and must not allow loadings to re-commence until he is satisfied it is safe to do so.

2.5 After the train has been gross weighed, the Guard must collect the train documents from the N.C.B. Traffic Control/Weigh Office before rejoining his train.

2.6 During the run-round of an M.G.R. train on the Departure line, the Guard must operate the hand points from the bunker line to the arrival line for the locomotive, in accordance with the N.C.B. shunter's instructions.

2.7 The locomotive will be routed for the run-round via No.2 Arrival line but must not rejoin the train without the permission of the Signalman.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES :
B.R.30059/5 - continued

Pages 29 (2)/30/31/32 - substitute - continued

3. CONVENTIONAL TRAINS FOR THE LADEN SIDINGS

3.1 All trains must be propelled from the Down Sidings.

3.2 After the train has been propelled to the nominated siding, the Guard must telephone the N.C.B. Traffic Control/Weigh Office for instructions.

4. CRIPPLED WAGONS

When it is necessary to detach a crippled wagon, the Guard must inform the N.C.B. Shunter and work to his instructions. (6D)

York
16 JANUARY, 1981

MP.32/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.

HARTE POOL MAN, TAKE 1/2 RS

0020

JAWDONS 10

HALL DOWE 20

A R.

LAH

LAHESLEBT

HME

~~SKELVANTH~~

~~LAHESLEBT~~



STRANTON

NN

EASTERN REGION

5

PAGE NN-9 NN10-11
WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 31 JANUARY

TO

FRIDAY 6 FEBRUARY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 FEBRUARY – BETWEEN HARTON AND SOUTH SHIELDS

The Up Main line between South Shields Station and Harton will be made redundant. The Down Main line will become the Single line and the "One Train Working" Regulations will apply, but no Train Staff will be provided.

Harton

The following notice boards will be provided to the West end of Tyne Dock Station:—

- (a) START OF ONE TRAIN WORKING (on the left-hand side of the Down Main).
- (b) END OF ONE TRAIN WORKING (on the left-hand side of the new single line in the Up direction).

South Shields

The facing crossover will be secured out of use in the reverse position for through running between single line and Up Platform.

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

Resignalling Alterations:**Down Direction**

H733 (Down Main) will display Red or Green aspects only.

H737 (Down Pontop Branch) will display Red or Green aspects only.

Down Main H755 will be abolished.

Down Main H761 will be abolished.

765 will display Yellow only. The Route Indicator and subsidiary will be disconnected.

762 will be abolished.

769 (South Shields Down Platform) will be abolished.

767 (Down Direction on South Shields Up Platform) subsidiary signal will be abolished.

Up Direction

764 signal will be abolished.

762 – Down Platform Starting towards Harton at South Shields will be abolished.

758 (Approach to High Shields) will be abolished.

754 will display Yellow aspect only and will apply to movements on the Single line.

750 will display Red or Yellow aspects only and will be worked for the single line.

Former Up Main line signal H742, will be repositioned adjacent to the single line 20 yards nearer to the Harton signal box and will be replated H745. This signal will be worked for the single line.

Ground position light signal 745 (set-back on Down Main) at Tyne Dock Station will be abolished. (8)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

HALTWHISTLE

The gantry carrying the Down Main Home signal/Down Main Home to Branch Platform, has been resited 44 yards further from the signal box and reduced in height by 3ft. (New Item) (8)

GUISBOROUGH JN.

Signal G.30 (Middlesbrough Station Down Platform Starting Signal) has been temporarily taken out of use. (7)

**
* THIRSK

Up Fast signal TK.39 has been replaced by a four-aspect standard colour-light head. (5)

DUDLEY FOOTPATH LEVEL CROSSING AT 7m. 73ch. (E.C.M.L.) (BETWEEN BENTON AND STANNINGTON)

"WHISTLE" notice boards have been provided 500 yards before reaching the crossing on each rail approach. (6)



NN

EASTERN REGION

6

NN3 NN9 NN11
WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 FEBRUARY

TO

FRIDAY 13 FEBRUARY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 HARTON AND SOUTH SHIELDS

The Up Main line between South Shields Station and Harton has been made redundant. The Down Main line has become the Single line and the "One Train Working" Regulations applies, but no Train Staff are provided.

Harton

The following notice boards have been provided to the West end of Tyne Dock Station:-

- (a) START OF ONE TRAIN WORKING (on the left-hand side of the Down Main).
- (b) END OF ONE TRAIN WORKING (on the left-hand side of the new single line in the Up direction).

South Shields

The facing crossover has been secured out of use in the reverse position for through running between single line and Up Platform.

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

Resignalling Alterations:**Down Direction**

H733 (Down Main) displays Red or Green aspects only.

H737 (Down Pontop Branch) displays Red or Green aspects only.

Down Main H755 has been abolished.

Down Main H761 has been abolished.

765 displays Yellow only. The Route Indicator and subsidiary disconnected.

762 has been abolished.

769 (South Shields Down Platform) has been abolished.

767 (Down Direction on South Shields Up Platform) subsidiary signal has been abolished.

Up Direction

764 signal has been abolished.

762 - Down Platform Starting towards Harton at South Shields has been abolished.

758 (Approach to High Shields) has been abolished.

754 displays Yellow aspect only and applies to movements on the Single line.

750 displays Red or Yellow aspects only and is worked for the single line.

Former Up Main line signal H742, has been repositioned adjacent to the single line 20 yards nearer to the Harton signal box and has been replated H745. This signal is worked for the single line.

Ground position light signal 745 (set-back on Down Main) at Tyne Dock Station has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HALTWHISTLE

The gantry carrying the Down Main Home signal/Down Main Home to Branch Platform, has been resited 44 yards further from the signal box and reduced in height by 3ft. (8)

GUISBOROUGH JN.

Signal G.30 (Middlesbrough Station Down Platform Starting Signal) has been temporarily taken out of use. (7)

**** DUDLEY FOOTPATH LEVEL CROSSING AT 7m. 73ch. (E.C.M.L.) (BETWEEN BENTON AND STANNINGTON)**

"WHISTLE" notice boards have been provided 500 yards before reaching the crossing on each rail approach. (6)

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.*

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS – NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 AND 254 TRAINS – BR33069/2

★ **Delete heading and items**

(14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

★ WORKING MANUAL FOR RAIL STAFF BR.30054

(GREEN PAGES PART 2)

Part 2 - Loading and Conveyance.
Section A - Loading and Sheeting.
A1 - Loading : General.

Amend Clause A1/19 to read Clause A1/20.

Add new Clause A1/19, reading as follows.

The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety.

MO.11.420.6 (14D)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
30 JANUARY, 1981

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

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 FEBRUARY

TO

FRIDAY 27 FEBRUARY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 25 FEBRUARY – BETWEEN GOSWICK AND TWEEDMOUTH

The catch points in the Down Main at 62m. 73ch. (560 yards before reaching signal SN3) and those in the Up Main at 64m. 71ch. (725 yards before reaching signal U64) will be secured out of use pending removal and replacement by plain line. (11)

DETAILS OF WORK ALREADY CARRIED OUT

BELASIS LANE – PHILIPS SIDING – SEAL SANDS STORAGE

Philips Siding ground frame has been replaced by a new 3-lever ground frame.

The Up Main between Belasis Lane and Philips Siding ground frame has been made redundant and the Down Main has become the Single line worked in accordance with the Electric Token Regulations between Belasis Lane and a "NO SIGNALMAN" Key Token Instrument, which has been provided adjacent to the new ground frame. This ground frame is released by the Token.

The Single line between the "NO SIGNALMAN" key Token instrument and Seal Sands Storage is to be worked in accordance with the "ONE TRAIN WORKING" (with train Staff) regulations.

Port Clarence

A new 2-lever ground frame released by the Token has been provided. This operates the new connection – Single line/Goods Yard points.

Belasis Lane

The facing points – Down Main – ICI Siding has been secured out of use pending removal.

Philips Siding

The new ground frame operates new points leading to Philips Siding and the new associated trap points.

The following notice boards have been provided:–

- (a) Facing movements from Monsanto
"STOP BOARD 700 YARDS AHEAD" (referring to the double-sided notice board (b)).
- (b) Double-sided notice board worded "END OF ONE TRAIN WORKING. STOP. OPERATE GROUND FRAME" and on its opposite side "START OF ONE TRAIN WORKING".
- (c) Immediately before reaching the Philips Sidings ground frame worked new points leading to Philips Siding and worded "STOP OPERATE GROUND FRAME".
- (d) (Facing movements towards Monsanto and on the immediate approach to Port Clarence ground frame) and worded "STOP BOARD 700 YARDS AHEAD". (700 yards from notice board (c)).

Signalling Alterations (Belasis Lane)

The Up Main 1st Home signal has been abolished and replaced by a new signal (arm 14 feet above rail level) approximately 30 yards further from the signal box and applying Up Single line to Up Main. A "diamond" sign has been provided.

The Down Home signal has been replaced by a new Down Home to Single line signal, 122 yards before reaching the signal box (arm 17 ft. above rail level). This signal is released by the Token. The adjacent disc signal applies towards ICI (Up) siding.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BELASIS LANE – PHILIPS SIDING – SEAL SANDS STORAGE – continued

Signalling Alterations (Balasis Lane) – continued

The following signals have also been abolished:—

Miniature arm – Down Main to Ammonia Works

Down Starting

Miniature arm – Down Main to ICI (Down Side)

ICI (Down side) outlet signal

Disc – Down Main to Up Main

Disc (top of three) Down Main to ICI. (10)

WHITEHOUSE

The Down Goods Distant Signal has been renewed 10 yards further from the Signal box at a reduced height of 8 feet above rail level. (10)

PORT CLARENCE

Haverton Hill G.F. has been removed (10)

**** BETWEEN HARTON AND SOUTH SHIELDS**

The Up Main line between South Shields Station and Harton has been made redundant. The Down Main line has become the Single line and the "One Train Working" Regulations applies, but no Train Staff is provided.

Harton

The following notice boards have been provided to the West end of Tyne Dock Station:—

- (a) START OF ONE TRAIN WORKING (on the left-hand side of the Down Main).
- (b) END OF ONE TRAIN WORKING (on the left-hand side of the new single line in the Up direction).

South Shields

The facing crossover has been secured out of use in the reverse position for through running between single line and Up Platform.

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

Resignalling Alterations:

Down Direction

H733 (Down Main) displays Red or Green aspects only.

H737 (Down Pontop Branch) displays Red or Green aspects only.

Down Main H755 has been abolished.

Down Main H761 has been abolished.

765 displays Yellow only. The Route Indicator and subsidiary disconnected.

762 has been abolished.

769 (South Shields Down Platform) has been abolished.

767 (Down Direction on South Shields Up Platform) subsidiary signal has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORKS ALREADY CARRIED OUT – continued

**** BETWEEN HARTON AND SOUTH SHIELDS – continued**

Up Direction

764 signal has been abolished.

762 – Down Platform Starting towards Harton at South Shields has been abolished.

758 (Approach to High Shields) has been abolished.

754 displays Yellow aspect only and applies to movements on the Single line.

750 displays Red or Yellow aspects only and is worked for the single line.

Former Up Main line signal H742, has been repositioned adjacent to the single line 20 yards nearer to the Harton signal box and has been replated H745. This signal is worked for the single line.

Ground position light signal 745 (set-back on Down Main) at Tyne Dock Station has been abolished.

(8)

**** HALTWHISTLE**

The gantry carrying the Down Main Home signal/Down Main Home to Branch Platform, has been resited 44 yards further from the signal box and reduced in height by 3ft.

(8)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

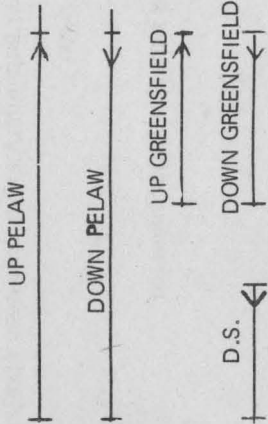
★ Denotes new or amended item

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

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A' – DETAILS OF RUNNING LINES

Line Name	Direction	Signal	Aspect	Notes
DOWN PLATFORM	Towards Harton			Abolished
DOWN PLATFORM STARTING	Towards Harton			Abolished
DOWN PLATFORM	Towards South Shields			Abolished
APPROACH TO HIGH SHIELDS				Abolished
SINGLE LINE				
DOWN MAIN				
DOWN MAIN HOME				
DOWN MAIN HOME TO BRANCH PLATFORM				
DOWN MAIN HOME				
DOWN MAIN HOME				
DOWN MAIN HOME				

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		
Page 25 (Page 20 Supp. Optg. Insts.) (Page ND-9, ND6D) DONCASTER BLACK CARR JN. TO BERWICK Between Decoy North Jn. and Signals 1446/D250 and D252 ★ Add:-				50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch.	(w.e.f. 14 00 Monday 9 February)
				50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch.	(w.e.f. 14 00 Monday 9 February) (10)
Pages 176/177 (Page ND-45, ND6D) NORTHALLERTON (BOROUGHBRIDGE ROAD) TO NEWCASTLE EAST JN. VIA HORDEN Amend "Running Lines and Signalling System" column between St. James Bridge Jn. and Newcastle East Jn. :- 		St. James Bridge Jn. Park Lane Jn. Gateshead East High Level Bridge Jn. Newcastle East Jn.					(14D)

NN-21

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS – NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 AND 254 TRAINS – BR33069/2

Delete heading and items

(14D)

WORKING MANUAL FOR RAIL STAFF BR.30054

(GREEN PAGES PART 2)

Part 2 – Loading and Conveyance.

Section A – Loading and Sheeting.

A1 – Loading : General.

Amend Clause A1/19 to read Clause A1/20.

Add new Clause A1/19, reading as follows.

The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety.

MO.11.420.6 (14D)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
13 FEBRUARY, 1981

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

9**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 28 FEBRUARY****TO****FRIDAY 6 MARCH 1981****INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

MONDAY 2 MARCH – HARTON–TYNE DOCK STATION – DEAN ROAD SIDINGS

The line giving access to Dean Road Sidings will be realigned approximately 10 yards further from the Single line to South Shields on to a repositioned Bridge span.

The associated trap points will be repositioned 80 yards nearer to Harton signal box.

The Dean Road Sidings ground position light exit signal No.736 will be repositioned adjacent to the trap points. (12)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GOSWICK AND TWEEDMOUTH

The catch points in the Down Main at 62m. 73ch. (560 yards before reaching signal SN3) and those in the Up Main at 64m. 71ch. (725 yards before reaching signal U64) have been secured out of use pending removal and replacement by plain line. (11)

BELASIS LANE – PHILIPS SIDING – SEAL SANDS STORAGE

Philips Siding ground frame has been replaced by a new 3-lever ground frame.

The Up Main between Belasis Lane and Philips Siding ground frame has been made redundant and the Down Main has become the Single line worked in accordance with the Electric Token Regulations between Belasis Lane and a "NO SIGNALMAN" Key Token Instrument, which has been provided adjacent to the new ground frame. This ground frame is released by the Token.

The Single line between the "NO SIGNALMAN" key Token instrument and Seal Sands Storage is to be worked in accordance with the "ONE TRAIN WORKING" (with train Staff) regulations.

Port Clarence

A new 2-lever ground frame released by the Token has been provided. This operates the new connection – Single line/Goods Yard points.

Belasis Lane

The facing points – Down Main – ICI Siding has been secured out of use pending removal.

Philips Siding

The new ground frame operates new points leading to Philips Siding and the new associated trap points.

The following notice boards have been provided:–

- (a) Facing movements from Monsanto

"STOP BOARD 700 YARDS AHEAD" (referring to the double-sided notice board (b)).

- (b) Double-sided notice board worded "END OF ONE TRAIN WORKING. STOP. OPERATE GROUND FRAME" and on its opposite side "START OF ONE TRAIN WORKING".

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BELASIS LANE – PHILIPS SIDING – SEAL SANDS STORAGE – continued

Philips Siding – continued

- (c) Immediately before reaching the Philips Sidings ground frame worked new points leading to Philips Siding and worded "STOP OPERATE GROUND FRAME".
- (d) (Facing movements towards Monsanto and on the immediate approach to Port Clarence ground frame) and worded "STOP BOARD 700 YARDS AHEAD". (700 yards from notice board (c)).

Signalling Alterations (Belasis Lane)

The Up Main 1st Home signal has been abolished and replaced by a new signal (arm 14 feet above rail level) approximately 30 yards further from the signal box and applying Up Single line to Up Main. A "diamond" sign has been provided.

The Down Home signal has been replaced by a new Down Home to Single line signal, 122 yards before reaching the signal box (arm 17ft. above rail level). This signal is released by the Token. The adjacent disc signal applies towards ICI (Up) siding.

The following signals have also been abolished:–

Miniature arm – Down Main to Ammonia Works

Down Starting

Miniature arm – Down Main to ICI (Down Side)

ICI (Down side) outlet signal

Disc – Down Main to Up Main

Disc (top of three) Down Main to ICI.

(10)

WHITEHOUSE

The Down Goods Distant Signal has been renewed 10 yards further from the Signal box at a reduced height of 8 feet above rail level. (10)

PORT CLARENCE

Haverton Hill G.F. has been removed

(10)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

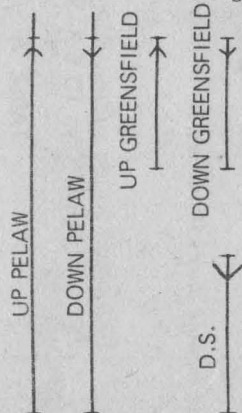
★ Denotes new or amended item

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

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A' – DETAILS OF RUNNING LINES

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		
Page 25 (Page 20 Supp. Optg. Insts.) (Page ND-9, ND6D) DONCASTER BLACK CARR JN. TO BERWICK Between Decoy North Jn. and Signals 1446/D250 and D252 Add:-				50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch.	(w.e.f. 14 00 Monday 9 February)
				50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch.	(w.e.f. 14 00 Monday 9 February) (14D)
Page 26 (Page 21 Supp. Optg. Insts.) DONCASTER BLACK CARR JN. TO BERWICK ★ Delete:-		Bridge Jn.		25	25	Down/Up West Slow No.1 155m. 38ch. and 155m. 63ch.	(w.e.f. 14 00 Tuesday 3 March) (14D)
Pages 176/177 (Page ND-45, ND6D) NORTHALLERTON (BOROUGHBRIDGE ROAD) TO NEWCASTLE EAST JN. VIA HORDEN Amend "Running Lines and Signalling System" column between St. James Bridge Jn. and Newcastle East Jn.:-		St. James Bridge Jn.					
		Park Lane Jn.					
		Gateshead East					
		High Level Bridge Jn.					
		Newcastle East Jn.					(14D)



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.		
Page 197							
★ MIDDLESBROUGH		GUISBOROUGH JN. TO WHITBY					
★ Delete:-		GUISBOROUGH JN. AND BATTERSBY		20	20		MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWS PAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.
★ Amend:-		BATTERSBY AND GROSMONT (29m. 62ch.)		45	45)) MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.
		GROSMONT (29m. 62ch.) AND WHITBY		30	30		
★ Add:-		GUISBOROUGH JN. AND WHITBY		20	20		MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.
							(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS – NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 AND 254 TRAINS – BR33069/2

Delete heading and items

(14D)

WORKING MANUAL FOR RAIL STAFF BR.30054

(GREEN PAGES PART 2)

Part 2 – Loading and Conveyance.

Section A – Loading and Sheeting.

A1 – Loading : General.

Amend Clause A1/19 to read Clause A1/20.

Add new Clause A1/19, reading as follows.

The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety.

MO.11.420.6 (14D)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
20 FEBRUARY, 1981

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

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 MARCH

TO

FRIDAY 13 MARCH 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

HARTON-TYNE DOCK STATION – DEAN ROAD SIDINGS

The line giving access to Dean Road Sidings has been realigned approximately 10 yards further from the Single line to South Shields on to a repositioned Bridge span.

The associated trap points have been repositioned 80 yards nearer to Harton signal box.

The Dean Road Sidings ground position light exit signal No.736 has been repositioned adjacent to the trap points. (12)

BETWEEN GOSWICK AND TWEEDMOUTH

The catch points in the Down Main at 62m. 73ch. (560 yards before reaching signal SN3) and those in the Up Main at 64m. 71ch. (725 yards before reaching signal U64) have been secured out of use pending removal and replacement by plain line. (11)

**** BELASIS LANE – PHILIPS SIDING – SEAL SANDS STORAGE**

Philips Siding ground frame has been replaced by a new 3-lever ground frame.

The Up Main between Belasis Lane and Philips Siding ground frame has been made redundant and the Down Main has become the Single line worked in accordance with the Electric Token Regulations between Belasis Lane and a "NO SIGNALMAN" Key Token Instrument, which has been provided adjacent to the new ground frame. This ground frame is released by the Token.

The Single line between the "NO SIGNALMAN" key Token instrument and Seal Sands Storage is to be worked in accordance with the "ONE TRAIN WORKING" (with train Staff) regulations.

Port Clarence

A new 2-lever ground frame released by the Token has been provided. This operates the new connection – Single line/Goods Yard points.

Belasis Lane

The facing points – Down Main – ICI Siding has been secured out of use pending removal.

Philips Siding

The new ground frame operates new points leading to Philips Siding and the new associated trap points.

The following notice boards have been provided:–

- (a) Facing movements from Monsanto
"STOP BOARD 700 YARDS AHEAD" (referring to the double-sided notice board (b)).
- (b) Double-sided notice board worded "END OF ONE TRAIN WORKING. STOP. OPERATE GROUND FRAME;" and on its opposite side "START OF ONE TRAIN WORKING".

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** BELASIS LANE – PHILIPS SIDING – SEAL SANDS STORAGE – continued

Philips Siding – continued

- (c) Immediately before reaching the Philips Sidings ground frame worked new points leading to Philips Siding and worded "STOP OPERATE GROUND FRAME".
- (d) (Facing movements towards Monsanto and on the immediate approach to Port Clarence ground frame) and worded "STOP BOARD 700 YARDS AHEAD". (700 yards from notice board (c)).

Signalling Alterations (Belasis Lane)

The Up Main 1st Home signal has been abolished and replaced by a new signal (arm 14 feet above rail level) approximately 30 yards further from the signal box and applying Up Single line to Up Main. A "diamond" sign has been provided.

The Down Home signal has been replaced by a new Down Home to Single line signal, 122 yards before reaching the signal box (arm 17 ft. above rail level). This signal is released by the Token. The adjacent disc signal applies towards ICI (Up) siding.

The following signals have also been abolished:—

- Miniature arm – Down Main to Ammonia Works
- Down Starting
- Miniature arm – Down Main to ICI (Down Side)
- ICI (Down side) outlet signal
- Disc – Down Main to Up Main
- Disc (top of three) Down Main to ICI.

(10)

** WHITEHOUSE

The Down Goods Distant Signal has been renewed 10 yards further from the Signal box at a reduced height of 8 feet above rail level. (10)

** PORT CLARENCE

Haverton Hill G.F. has been removed

(10)

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 E.R. SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page

Page 14



Add:—

Working of Traffic of a Double line over a Single line of Rails During Repairs or Obstruction 275



NN

EASTERN REGION

11

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 14 MARCH

TO

FRIDAY 20 MARCH 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 15 MARCH – TWEEDMOUTH – SCREMESTON LEVEL CROSSING AT 63m. 46ch.

Scremeston Gate Box will be abolished.

The level crossing will be supervised from Tweedmouth signal box and monitored by Closed Circuit Television.

Signalling Alterations:—

Down Main automatic signal D61 will be converted to a controlled signal and replated T93.

The following signals will also be replated:—

Old Numbers	New Numbers
--------------------	--------------------

Up Line

U64	T86
SN13	T88

Down Line

D62	T91
SN3	T89
D63B	T87

The signal-post telephones on all the above mentioned signals will communicate with Tweedmouth signal box. (14)

SUNDAY 15 MARCH – NUNTHORPE

The Down Siding ground frame and the associated ground disc signals will be abolished. The limit of shunt indicator on the Down Main will also be abolished. (14)

TUESDAY 17 MARCH – WENSLEY LEVEL CROSSING AT 19m. 67ch. (Between Leyburn and Redmire)

With effect from 16 30, the normal route through Wensley level crossing will be via the Loop. The redundant section of the single line will be removed. (14)

DETAILS OF WORK ALREADY CARRIED OUT

HARTON-TYNE DOCK STATION – DEAN ROAD SIDINGS

The line giving access to Dean Road Sidings has been realigned approximately 10 yards further from the Single line to South Shields on to a repositioned Bridge span.

The associated trap points have been repositioned 80 yards nearer to Harton signal box.

The Dean Road Sidings ground position light exit signal No.736 has been repositioned adjacent to the trap points. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* BETWEEN GOSWICK AND TWEEDMOUTH**

The catch points in the Down Main at 62m. 73ch. (560 yards before reaching signal SN3) and those in the Up Main at 64m. 71ch. (725 yards before reaching signal U64) have been secured out of use pending removal and replacement by plain line.

(11)

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:
*

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 14

Add:—

Working of Traffic of a Double line over a Single line of Rails During Repairs or Obstruction 275

Page

TABLE 'A' - DETAILS OF RUNNING LINES

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		
Page 25 (Page 20 Supp. Optg. Insts.) (Page ND-9, ND6D) DONCASTER BLACK CARR JN. TO BERWICK Between Decoy North Jn. and Signals 1446/D250 and D252 Add:-				50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch.	(w.e.f. 14 00 Monday 9 February)
				50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch.	(w.e.f. 14 00 Monday 9 February) (14D)
Page 26 (Page 21 Supp. Optg. Insts.) DONCASTER BLACK CARR JN. TO BERWICK Bridge Jn. Delete:-				25	25	Down/Up West Slow No.1 155m. 38ch. and 155m. 63ch.	(w.e.f. 14 00 Tuesday 3 March) (14D)
Pages 176/177 (Page ND-45, ND6D) NORTHALLERTON (BOROUGHBRIDGE ROAD) TO NEWCASTLE EAST JN. VIA HORDEN Amend "Running Lines and Signalling System" column between St. James Bridge Jn. and Newcastle East Jn.:-							
		St. James Bridge Jn. Park Lane Jn. Gateshead East High Level Bridge Jn. Newcastle East Jn.					(14D)

TABLE 'A' - DETAILS OF RUNNING LINES - continued

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.		
Page 179 (Page 72 Supp. Optg. Insts.) BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE ★ Delete line speeds and table up to Philips Siding Jn. inclusive and substitute:- BILLINGHAM-ON-TEES AND PHILIPS SIDING JN. PHILIPS SIDING JN. AND SEAL SANDS BRANCH JN. SEAL SANDS BRANCH JN. AND SEAL SANDS STORAGE							
		Billingham-on-Tees (See page 171)	0.00				
		Belasis Lane	1.04		20	0m. 4ch. and 0m. 0ch.	
		Belasis Lane Jn. (See page 180)	1.13		15	Single to Double at 1m. 10ch.	
		Port Clarence G.F.	3.15	15	15	3m. 15ch. and 3m. 51ch.	
		Philips Siding Jn. G.F.	3.25				

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

TABLE 'A' - DETAILS OF RUNNING LINES - continued

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		
Page 197							
MIDDLESBROUGH		GUIBOROUGH JN. TO WHITBY					
Delete:-		GUIBOROUGH JN. AND BATTERSBY		20	20		MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWS PAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.
Amend:-		BATTERSBY AND GROSMONT (29m. 62ch.)		45	45) MAXIMUM PERMISSIBLE SPEED FOR PASSENGER) (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS) NOT CONVEYING FOUR WHEELED VEHICLES.
		GROSMONT (29m. 62ch.) AND WHITBY		30	30		
Add:-		GUIBOROUGH JN. AND WHITBY		20	20		MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.
							(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE D

Page 218 (page 85 Supp. Optg. Insts.)

BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

★ Delete heading and entry.

TABLE "F" – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 228 BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE		
★ Amend :– Billingham-on-Tees	Port Clarence G.F.	Down/Up/ Single
		2 freight brakevans.

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

Add:–

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

The Rule Book, Section N, amended as follows applies in respect of working over the emergency crossovers and power operated points situated at :–

Joan Croft

Each end of the points is installed as Facing points and for the purpose of Section N they are not to be regarded as points that have become facing, but, as facing points equipped with facing point locks worked from a signal box.

It will not be necessary in accordance with the Rule Book, Section N.4.8 for the Guard to be informed of the operation of Single Line Working if the arrangements are as published in the Weekly Operating Notice.

MISCELLANEOUS NOTICES

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS – NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 AND 254 TRAINS – BR33069/2 (Dated October 77)

(See revised booklet dated October 1980)

Delete heading and items

(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

WORKING MANUAL FOR RAIL STAFF BR.30054

(GREEN PAGES PART 2)

Part 2 – Loading and Conveyance.
Section A – Loading and Sheeting.
A1 – Loading : General.

Amend Clause A1/19 to read Clause A1/20.

Add new Clause A1/19, reading as follows.

The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety. MO.11.420.6 (14D)

(WHITE PAGES PART 6)

Clause B2/7
Add All ZD Wagons 25m.p.h.

Clause C1/3
Amend Second box on page C2 to read:–
As above except that a wagon forming part of a Block/Company train of dangerous goods must be detached and can only be forwarded under the authority of the Chief Operations Manager, B.R.H.Q. (14D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
RAPID LOADING COLLIERIES BR.30059/5

Note
A new page incorporating the revised instructions for the undermentioned colliery (previously published in the periodical operating notice) has now been distributed under separate cover and all staff concerned must obtain copies from their respective depots:–

Easington Colliery – Page 30

Existing page 29(2) incorporating the instructions for Butterwell Opencast and page 32 incorporating instructions for Horden Colliery must be retained. (14D)

WHITBY BRANCH

Unmanned Level Crossing at 28m. 05ch. (Between Sleights and Ruswarp)

From Monday 9 to Friday 13 March 1981, 08 00 to 17 00 daily, increased use will be made of the Level Crossing at 28m. 05ch. and during this period attendance will be provided.

Normal use by private traffic may be made over the Level Crossing when the crossing is unattended.

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

6 MARCH, 1981

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

*D. Allison
Harlow*



NN

EASTERN REGION

12

WEEKLY OPERATING NOTICE

*(SHELL BURET.
CITINGSON*

CONTAINING

1.30 GO ARROWSMITH

TEMPORARY SPEED RESTRICTIONS

2.0 BISHOPS POON

TEMPORARY ENGINEERING WORKS

3.0 APHGO HILL

SIGNALLING AND

3.30 DEPT OF LIGHT
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

PRINCIPALY POOL

SATURDAY 21 MARCH

SW BURET

TO

FRIDAY 27 MARCH 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 22 MARCH – PELAW

The facing connection – Up Shields/Down Pelaw to Down Pelaw Main, will be secured out of use in the normal position pending removal.

The position "1" Junction Indicator on Up Shields signal P24 (Up Shields to Down Pelaw Main), will be removed. (15)

MONDAY 23 MARCH – REGENT CENTRE TO KENTON BANK FOOT

The Tyne & Wear Metro signalling between Regent Centre and Kenton Bank Foot will be commissioned. B.R. trains for Callerton I.C.I., will travel over the 'IN' and 'OUT' Kenton lines under P.T.E. signalling, and the Track Circuit Block Regulations will apply.


The 'ONE TRAIN WORKING' arrangements will continue to apply over the Callerton Branch single line between the notice boards adjacent to Kenton Station road crossing and Callerton I.C.I. **except that no "Train Staff" will be provided.**

All signalling will be under the control of the South Gosforth Control Centre.

Rowntrees Sidings ground panel will be electrically released from South Gosforth Control Centre and this ground panel will control the points 'Out' and 'In' Goods Loop/Sidings, and the signalling for the route to the Shunt Neck and to the Private Sidings. All other points on the diagram will be controlled by South Gosforth Control Centre.

The notice boards in use on the Tyne & Wear Metro are indicated on the diagrams contained in this notice by various numbers, e.g. – Type D3 etc.

The explanation of these is given below:–

- Notice Board Type D3 – white 'W' (Whistle) on a circular blue sign with white border.
- Type D4 – St. Georges Cross (advance warning on approach to level crossing)
- Type D6 – White circular 'NO ENTRY' sign with red border, applicable to P.T.E. trains only, but bearing a sign 'EXCEPT B.R. LOCOS'.
- Type D8 – Speed restriction/St. Andrews Cross on approach to level crossings.
-  – Passenger Alarm signal – Flashing lunar white light when activated – See Sectional Appx.

Alterations to existing signalling

'OUT' Kenton Line signal 188 will be converted to a 2-aspect (Red/Green) signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

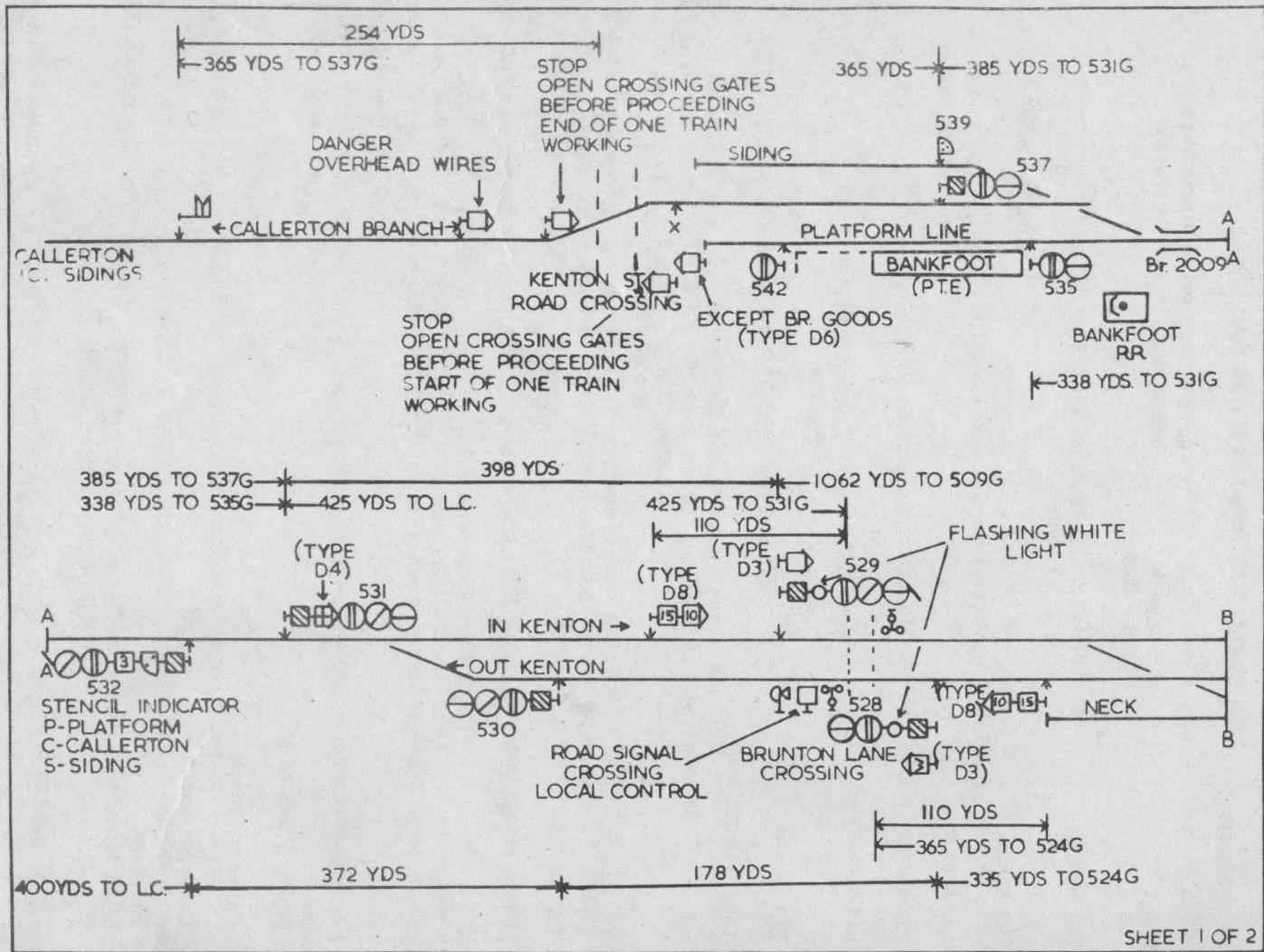
DETAILS OF WORK REFERRED TO IN SECTION B – continued

MONDAY 23 MARCH – REGENT CENTRE TO BANK FOOT – continued

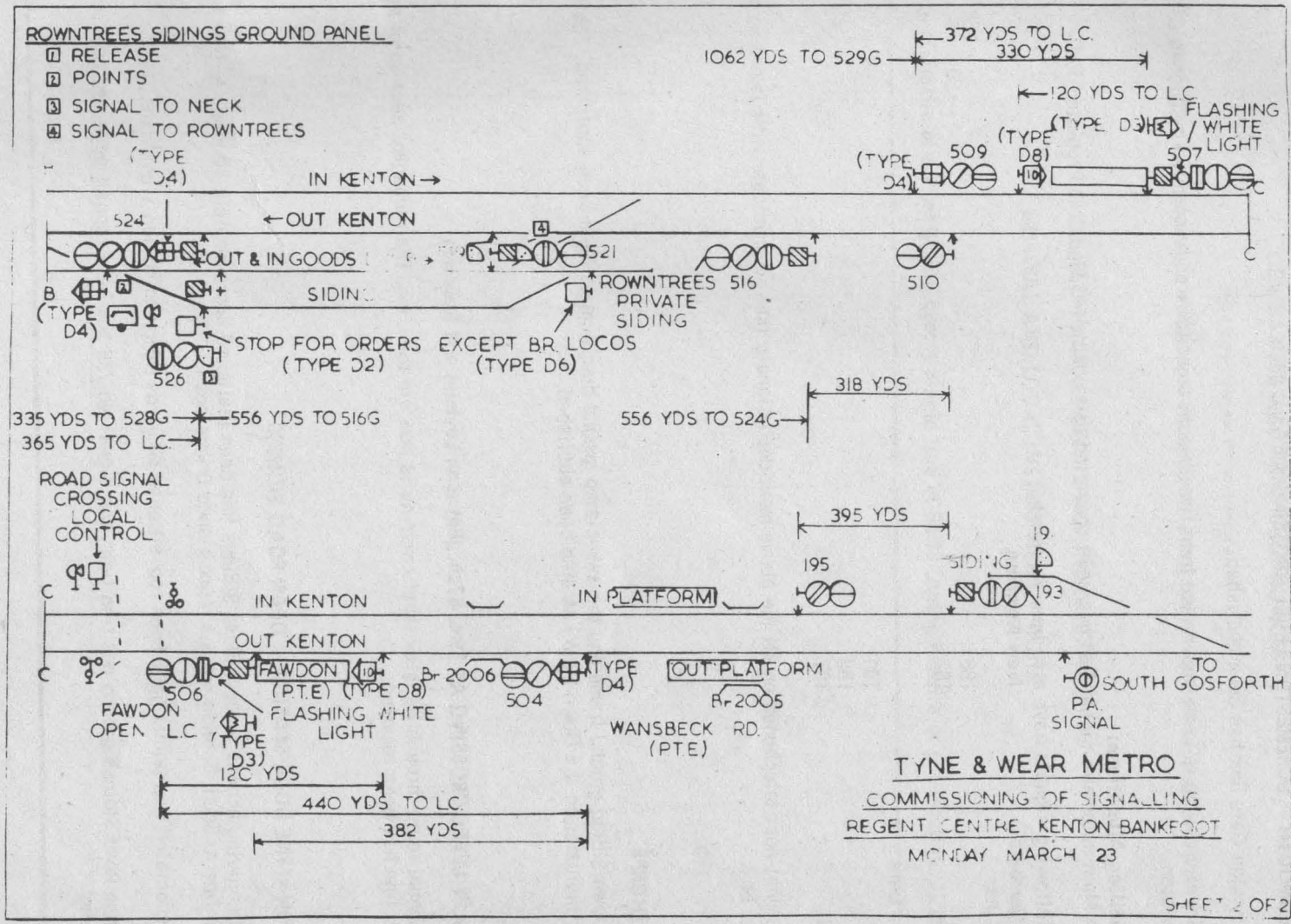
Description of Signals
'OUT' Direction

Signal	Line	Aspect M – Main S – Sub	Route or Junction indication	Application to or towards
188	Out Kenton	M S (P.T.E. only)		504 Siding
504	Out Kenton	M		506
506	Out Kenton	M		510
510	Out Kenton	M		516
516	Out Kenton	M M	Junction Indicator Position '1'	524 526
524	Out Kenton	M		528
526	Out/In Goods loop		S (Controlled by Rowntrees Sidings Ground Panel)	528 Neck
528	Out Kenton	M		530
530	Out Kenton	M		532
532	Kenton single line	M (Y) S M (Y) S S	'P' Junction Indicator Position '4' 'C' 'S'	Platform (P.T.E. only) Platform line occupied (P.T.E. only) Callerton Branch Draw ahead (Branch Line occupied) Siding (P.T.E. only)
In Direction				
539	Siding (P.T.E. only)			531
537	Callerton Branch	M		531
531	Callerton Branch	M		529
529	In Kenton	M M	Junction Indicator Position '4'	509 'In' Goods-Loop (521)
521	'In' Goods Loop	M S (Controlled by Rowntrees Siding Ground Panel)		509 Rowntrees Private Siding
519	(Ground Position Light) Out Kenton			509
509	In Kenton	M		507
507	In Kenton	M		195
195	In Kenton	M		193 (existing) (15)

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



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



SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

TWEEDMOUTH – SCREMESTON LEVEL CROSSING AT 63m. 46ch.

Scremeston Gate Box has been abolished.

The level crossing is to be supervised from Tweedmouth signal box and monitored by Closed Circuit Television.

Signalling Alterations:—

Down Main automatic signal D61 has been converted to a controlled signal and replated T93.

The following signals have also been replated:—

Old Numbers	New Numbers
Up Line	
U64	T86
SN13	T88
 Down Line	
D62	T91
SN3	T89
D63B	T87

The signal-post telephones on all the above mentioned signals now communicate with Tweedmouth signal box. (14)

NUNTHORPE

The Down Siding ground frame and the associated ground disc signals have been abolished. The limit of shunt indicator on the Down Main has also been abolished. (14)

WENSLEY LEVEL CROSSING AT 19m. 67ch. (Between Leyburn and Redmire)

The normal route through Wensley level crossing is now via the Loop. The redundant section of the single line has been removed. (14)

**** HARTON-TYNE DOCK STATION – DEAN ROAD SIDINGS**

The line giving access to Dean Road Sidings has been realigned approximately 10 yards further from the Single line to South Shields on to a repositioned Bridge span.

The associated trap points have been repositioned 80 yards nearer to Harton signal box.

The Dean Road Sidings ground position light exit signal No.736 has been repositioned adjacent to the trap points. (12)

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.

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 14

Add:-

Page

Working of Traffic of a Double line over a Single line of Rails During Repairs or Obstruction 275

TABLE 'A' - DETAILS OF RUNNING LINES

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		
Page 25 (Page 20 Supp. Optg. Insts.) (Page ND-9, ND6D) DONCASTER BLACK CARR JN. TO BERWICK Between Decoy North Jn. and Signals 1446/D250 and D252 Add:-				50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch.	
				50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch.	(14D)
Page 26 (Page 21 Supp. Optg. Insts.) DONCASTER BLACK CARR JN. TO BERWICK Delete:-		Bridge Jn.		25	25	Down/Up West Slow No.1 155m. 38ch. and 155m. 63ch.	(14D)
Pages 176/177 (Page ND-45, ND6D) NORTHALLERTON (BOROUGHBRIDGE ROAD) TO NEWCASTLE EAST JN. VIA HORDEN Amend "Running Lines and Signalling System" column between St. James Bridge Jn. and Newcastle East Jn.:-							
		St. James Bridge Jn.					
		Park Lane Jn.					
		Gateshead East					
		High Level Bridge Jn.					
		Newcastle East Jn.					(14D)

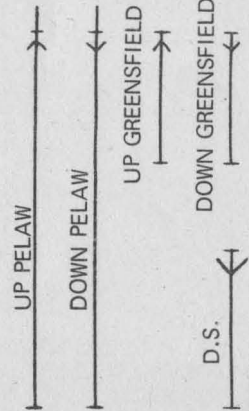


TABLE 'A' - DETAILS OF RUNNING LINES - continued

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 179 (Page 72 Supp. Optg. Insts.)</p> <p>BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE</p> <p>Delete line speeds and table up to Philips Siding Jn. inclusive and substitute:-</p> <p>BILLINGHAM-ON-TEES AND PHILIPS SIDING JN. 35 35 MAXIMUM PERMISSIBLE SPEED</p> <p>PHILIPS SIDING JN. AND SEAL SANDS BRANCH JN. 25 25 MAXIMUM PERMISSIBLE SPEED</p> <p>SEAL SANDS BRANCH JN. AND SEAL SANDS STORAGE 15 15 MAXIMUM PERMISSIBLE SPEED</p>							
		Billingham-on-Tees (See page 171)	0.00		20	0m. 4ch. and 0m. 0ch.	
		Belasis Lane	1.04		15	Single to Double at 1m. 10ch.	
		Belasis Lane Jn. (See page 180)	1.13				
		Port Clarence G.F.	3.15	15	15	3m. 15ch. and 3m. 51ch.	
		Philips Siding Jn. G.F.	3.25				

TABLE 'A' - DETAILS OF RUNNING LINES - continued

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		
Page 197							
MIDDLESBROUGH		GUIBOROUGH JN. TO WHITBY					
Delete:-		GUIBOROUGH JN. AND BATTERSBY		20	20		MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWS PAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.
Amend:-		BATTERSBY AND GROS MONT (29m. 62ch.)		45	45) MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS) NOT CONVEYING FOUR WHEELED VEHICLES.
		GROS MONT (29m. 62ch.) AND WHITBY		30	30		
Add:-		GUIBOROUGH JN. AND WHITBY		20	20		MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.
							(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "F" – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 228 BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE		
Amend :-		
Billingham-on-Tees	Port Clarence G.F.	Down/Up/ Single
		2 freight brakevans.

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

Add:-

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

The Rule Book, Section N, amended as follows applies in respect of working over the emergency crossovers and power operated points situated at :-

Joan Croft

Each end of the points is installed as Facing points and for the purpose of Section N they are not to be regarded as points that have become facing, but, as facing points equipped with facing point locks worked from a signal box.

It will not be necessary in accordance with the Rule Book, Section N.4.8 for the Guard to be informed of the operation of Single Line Working if the arrangements are as published in the Weekly Operating Notice.

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

★ **NOTE:** Following the commissioning of the Metro Signalling between Regent Centre and Kenton Bank Foot on Monday 23 March, 1981, Tyne and Wear Metro rules will apply between these.

The instructions in the Sectional Appendix, pages 422 to 430 will now apply.

All instructions shown on pages 71, 72 and 73 ND 6D with the exception of the undermentioned, must be cancelled:-

GENERAL INSTRUCTIONS

METRO SIGNALLING SYSTEM

Page 426 Delete third sentence i.e. "IN" corresponds to "UP" etc.

(23D)

MISCELLANEOUS NOTICES

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS – NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 AND 254 TRAINS – BR33069/2 (Dated October 77)
(See revised booklet dated October 1980)

Delete heading and items.

(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

WORKING MANUAL FOR RAIL STAFF BR.30054

(GREEN PAGES PART 2)

Part 2 – Loading and Conveyance.
 Section A – Loading and Sheeting.
 A1 – Loading : General.

Amend Clause A1/19 to read Clause A1/20.

Add new Clause A1/19, reading as follows.

The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety. MO.11.420.6 (14D)

(WHITE PAGES PART 6)

Clause B2/7

Add All ZD Wagons 25m.p.h.

Clause C1/3

Amend Second box on page C2 to read:–

As above except that a wagon forming part of a Block/Company train of dangerous goods must be detached and can only be forwarded under the authority of the Chief Operations Manager, B.R.H.Q. (14D)

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
 RAPID LOADING COLLIERIES BR.30059/5**

Note

A new page incorporating the revised instructions for the undermentioned colliery (previously published in the periodical operating notice) has now been distributed under separate cover and all staff concerned must obtain copies from their respective depots:–

Easington Colliery – Page 30

Existing page 29(2) incorporating the instructions for Butterwell Opencast and page 32 incorporating instructions for Horden Colliery must be retained. (14D)

WHITBY BRANCH

Unmanned Level Crossing at 28m. 05ch. (Between Sleights and Ruswarp)

From Monday 23 to Friday 27 March 1981, 08 00 to 17 00 daily, increased use will be made of the Level Crossing at 28m. 05ch. and during this period attendance will be provided.

Normal use by private traffic may be made over the Level Crossing when the crossing is unattended.

MP.32/NN

G. GRAHAM
 Chief Operating Manager

York

13 MARCH, 1981

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

13

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 28 MARCH

TO

FRIDAY 3 APRIL 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

MONDAY 30 MARCH – BETWEEN PELAW AND WARDLEY

The Down and Up Leamside lines will be worked in accordance with the Track Circuit Block Regulations. Down Pelaw signal P11 will be transferred to the control of Wardley signal box and replated W3. The signal-post telephone will be connected to Wardley. (16)

DETAILS OF WORK ALREADY CARRIED OUT

FREEMANS CROSSING – CAMBOIS POWER STATION C.E.G.B.

The following points have been secured out of use pending removal:—

Down Main – Track 2

Track 2 – Track 3

Track 3 – Track 4

The following associated signals have been abolished:—

Disc – Track 3 to Track 2

Miniature offset arm – Down Main to Track 2

Double disc – (Shunting along Track 2
{ Track 2 to Track 4

“LIMIT OF SHUNT” on Track 2

(New Item) (16)

BELSASIS LANE

The points – Haverton Hill South Branch to former Up Main have been secured out of use pending removal. (New Item) (16)

HEATON

The route indicator on Signal H111 has been repositioned from the side to above the signal. (New Item) (16)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PELAW

The facing connection – Up Shields/Down Pelaw to Down Pelaw Main, have been secured out of use in the normal position pending removal.

The position "1" Junction Indicator on Up Shields signal P24 (Up Shields to Down Pelaw Main), has been removed. (15)

REGENT CENTRE TO KENTON BANK FOOT

The Tyne & Wear Metro signalling between Regent Centre and Kenton Bank Foot has been commissioned. B.R. trains for Callerton I.C.l. will now travel over the 'IN' and 'OUT' Kenton lines under P.T.E. signalling and the Track Circuit Block Regulations apply.

The 'ONE TRAIN WORKING' arrangements continue to apply over the Callerton Branch single line between the notice board adjacent to Kenton Station road crossing and Callerton I.C.l. **except that no "Train Staff" are being provided.**

All signalling is to be under the control of the South Gosforth Control Centre.

Rowntrees Sidings ground panel is electrically released from South Gosforth Control Centre and this ground panel controls the points 'Out' and 'In' Goods Loop/Sidings, and the signalling for the route to the Shunt Neck and to the Private Sidings. All other points on the diagram are controlled by South Gosforth Control Centre.

The notice boards in use on the Tyne & Wear Metro are indicated on the diagrams contained in this notice by various numbers, e.g. – Type D3 etc.

The explanation of these is given below:–

Notice Board Type D3 – white 'W' (Whistle) on a circular blue sign with white border.

Type D4 – St. Georges Cross (advance warning on approach to level crossing)

Type D6 – White circular 'NO ENTRY' sign with red border, applicable to P.T.E. trains only, but bearing a sign 'EXCEPT B.R. LOCOS'.

Type D8 – Speed restriction/St. Andrews Cross on approach to level crossings.



– Passenger Alarm signal – Flashing lunar white light when activated – See Sectional Appx.

Alterations to existing signalling

'OUT' Kenton Line signal 188 will be converted to a 2-aspect (Red/Green) signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

REGENT CENTRE TO KENTON BANK FOOT – continued

Description of Signals
'OUT' Direction

Signal	Line	Aspect M – Main S – Sub	Route or Junction indication	Application to or towards
188	Out Kenton	M S (P.T.E. only)		504 Siding
504	Out Kenton	M		506
506	Out Kenton	M		510
510	Out Kenton	M		516
516	Out Kenton	M M	Junction Indicator Position '1'	524 526
524	Out Kenton	M		528
526	Out/In Goods loop		S (Controlled by Rowntrees Sidings Ground Panel)	528 Neck
528	Out Kenton	M		530
530	Out Kenton	M		532
532	Kenton single line	M (Y) S M (Y) S S	'P' Junction Indicator Position '4' 'C' 'S'	Platform (P.T.E. only) Platform line occupied (P.T.E. only) Callerton Branch Draw ahead (Branch Line occupied) Siding (P.T.E. only)
In Direction				
539	Siding (P.T.E. only)			531
537	Callerton Branch	M		531
531	Callerton Branch	M		529
529	In Kenton	M M	Junction Indicator Position '4'	509 'In' Goods Loop (521)
521	'In' Goods Loop	M S (Controlled by Rowntrees Siding Ground Panel)		509 Rowntrees Private Siding
519	(Ground Position Light) Out Kenton			509
509	In Kenton	M		507
507	In Kenton	M		195
195	In Kenton	M		193 (existing) (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TWEEDMOUTH – SCREMESTON LEVEL CROSSING AT 63m. 46ch.

Scremeston Gate Box has been abolished.

The level crossing is to be supervised from Tweedmouth signal box and monitored by Closed Circuit Television.

Signalling Alterations:–

Down Main automatic signal D61 has been converted to a controlled signal and replated T93.

The following signals have also been replated:–

Old Numbers	New Numbers
Up Line	
U64	T86
SN13	T88
 Down Line	
D62	T91
SN3	T89
D63B	T87

The signal-post telephones on all the above mentioned signals now communicate with Tweedmouth signal box. (14)

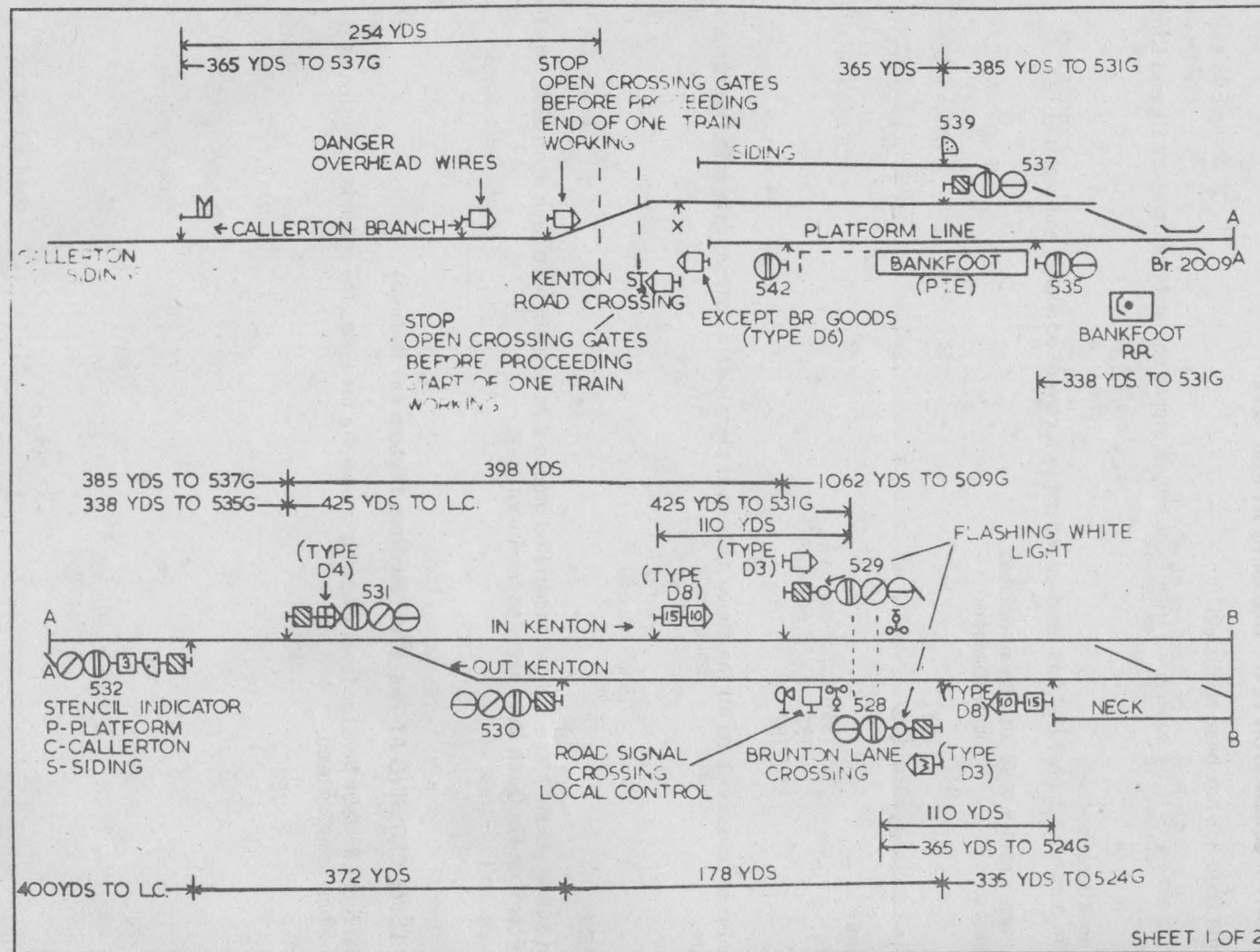
NUNTHORPE

The Down Siding ground frame and the associated ground disc signals have been abolished. The limit of shunt indicator on the Down Main has also been abolished. (14)

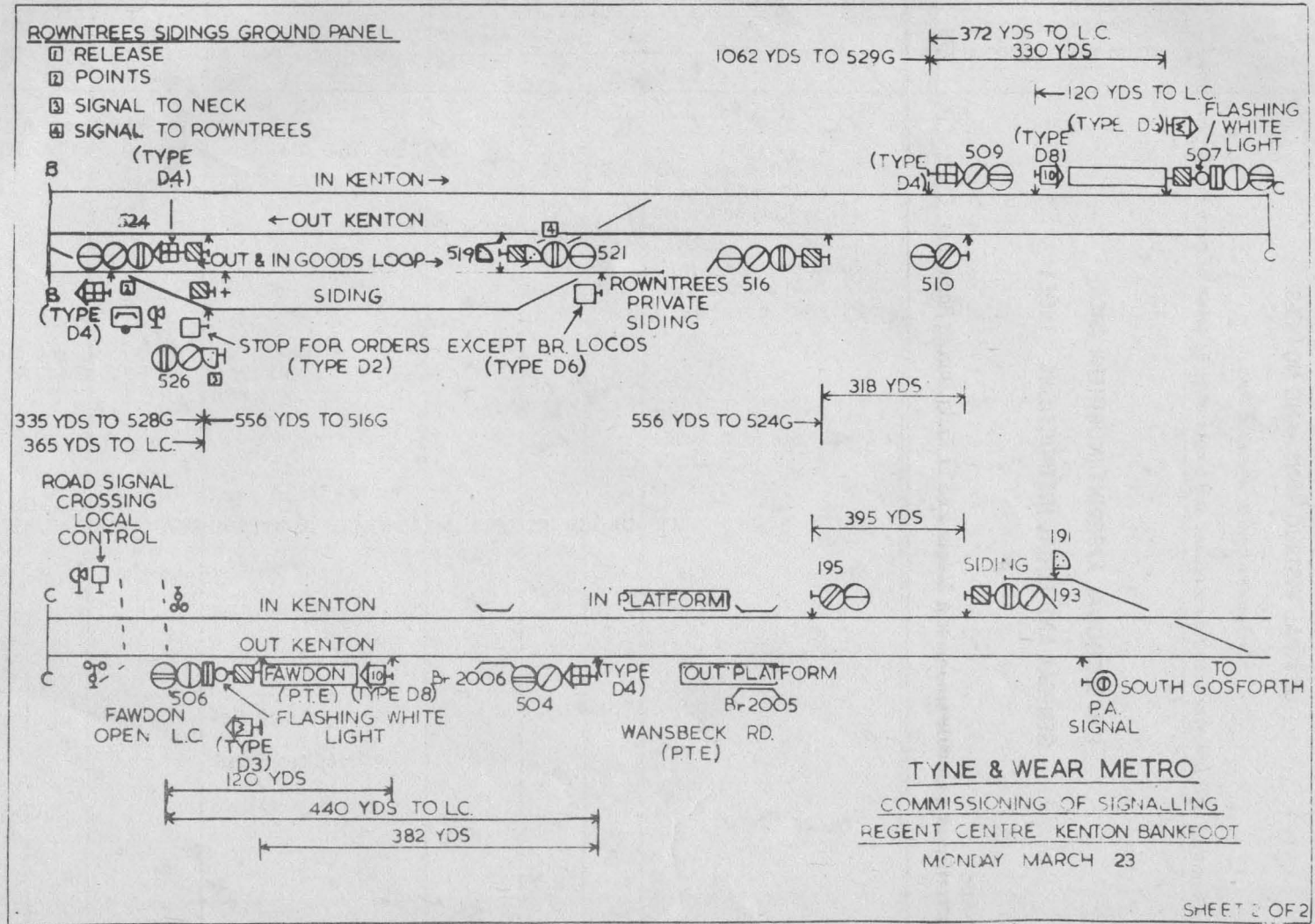
WENSLEY LEVEL CROSSING AT 19m. 67ch. (Between Leyburn and Redmire)

The normal route through Wensley level crossing is now via the Loop. The redundant section of the single line has been removed. (14)

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



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



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:
*

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page

Page 14

Add:-

Working of Traffic of a Double line over a Single line of Rails During Repairs or Obstruction 275

TABLE 'A' - DETAILS OF RUNNING LINES

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		
Page 25 (Page 20 Supp. Optg. Insts.) (Page ND-9, ND6D) DONCASTER BLACK CARR JN. TO BERWICK Between Decoy North Jn. and Signals 1446 D250 and D252 Add:-				50	50	Over connection Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch.	
				50		Over connection Down/Up West Slow No.1 to Down Fast at 154m. 28ch.	(14D)
Page 26 (Page 21 Supp. Optg. Insts.) DONCASTER BLACK CARR JN. TO BERWICK Bridge Jn. Delete:-				25	25	Down/Up West Slow No.1 155m. 38ch. and 155m. 63ch.	(14D)
Pages 176/177 (Page ND-45, ND6D) NORTHALLERTON (BOROUGHBRIDGE ROAD) TO NEWCASTLE EAST JN. VIA HORDEN Amend "Running Lines and Signalling System" column between St.James Bridge Jn. and Newcastle East Jn. -							
		St.James Bridge Jn.					
		Park Lane Jn.					
		Gateshead East					
		High Level Bridge Jn.					
		Newcastle East Jn.					(14D)

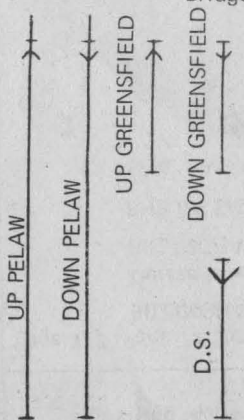


TABLE 'A' - DETAILS OF RUNNING LINES - continued

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		
<p>Page 179 (Page 72 Supp. Optg. Insts.) BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE Delete line speeds and table up to Philips Siding Jn. inclusive and substitute BILLINGHAM-ON-TEES AND PHILIPS SIDING JN. PHILIPS SIDING JN. AND SEAL SANDS BRANCH JN. SEAL SANDS BRANCH JN. AND SEAL SANDS STORAGE</p>							
		Billingham-on-Tees (See page 171)	0 00		20	0m. 4ch. and 0m. 0ch.	
		Belasis Lane	1 04		15	Single to Double at 1m. 10ch.	
		Belasis Lane Jn (See page 180)	1 13				
		Port Clarence G.F	3 15	15	15	3m. 15ch. and 3m. 51ch.	
		Philips Siding Jn G.F	3 25				

TABLE 'A' - DETAILS OF RUNNING LINES - continued

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		
Page 197							
MIDDLESBROUGH		GUIBOROUGH JN. TO WHITBY					
Delete:-							
GUIBOROUGH JN. AND BATTERSBY			20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWS PAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.		
Amend:-							
BATTERSBY AND GROSMONT (29m. 62ch.)			45	45) MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.		
GROSMONT (29m. 62ch.) AND WHITBY			30	30			
Add:-							
GUIBOROUGH JN. AND WHITBY			20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.		
						(14D)	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "F" – PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 228 BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE		
Amend :–		
Billingham-on-Tees	Port Clarence G.F.	Down/Up/ Single
		2 freight brakevans.

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275

Add:–

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

The Rule Book, Section N, amended as follows applies in respect of working over the emergency crossovers and power operated points situated at :–

Joan Croft

Each end of the points is installed as Facing points and for the purpose of Section N they are not to be regarded as points that have become facing, but, as facing points equipped with facing point locks worked from a signal box.

It will not be necessary in accordance with the Rule Book, Section N.4.8 for the Guard to be informed of the operation of Single Line Working if the arrangements are as published in the Weekly Operating Notice.

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

NOTE : Following the commissioning of the Metro Signalling between Regent Centre and Kenton Bank Foot, Tyne and Wear Metro rules will apply between these.

The instructions in the Sectional Appendix, pages 422 to 430 will now apply.

All instructions shown on pages 71, 72 and 73 ND 6D with the exception of the undermentioned, must be cancelled:–

GENERAL INSTRUCTIONS

METRO SIGNALLING SYSTEM

Page 426 Delete third sentence i.e. "IN" corresponds to "UP" etc.

(23D)

MISCELLANEOUS NOTICES

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS – NORTHERN AREA

Pages 116 and 117

WORKING INSTRUCTIONS FOR CLASS 253 AND 254 TRAINS – BR33069/2 (Dated October 77)

(See revised booklet dated October 1980)

Delete heading and items.

(14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

WORKING MANUAL FOR RAIL STAFF BR.30054

(GREEN PAGES PART 2)

Part 2 - Loading and Conveyance.
 Section A - Loading and Sheeting.
 A1 - Loading : General.

Amend Clause A1/19 to read Clause A1/20.

Add new Clause A1/19, reading as follows.

The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the salient features involved as failure can seriously jeopardise line safety. MO.11.420.6 (14D)

(WHITE PAGES PART 6)

Clause B2/7

Add All ZD Wagons 25m.p.h.

Clause C1/3

Amend Second box on page C2 to read:-

As above except that a wagon forming part of a Block/Company train of dangerous goods must be detached and can only be forwarded under the authority of the Chief Operations Manager, B.R.H.Q. (14D)

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/
 RAPID LOADING COLLIERIES BR.30059/5**

Note

A new page incorporating the revised instructions for the undermentioned colliery (previously published in the periodical operating notice) has now been distributed under separate cover and all staff concerned must obtain copies from their respective depots:-

Easington Colliery - Page 30

Existing page 29(2) incorporating the instructions for Butterwell Opencast and page 32 incorporating instructions for Horden Colliery must be retained. (14D)

WHITBY BRANCH

Unmanned Level Crossing at 28m. 05ch. (Between Sleights and Ruswarp)

From Monday 30 March to Friday 3 April 1981, 08 00 to 17 00 daily, increased use will be made of the Level Crossing at 28m. 05ch. and during this period attendance will be provided.

Normal use by private traffic may be made over the Level Crossing when the crossing is unattended.

York

MP.32/NN

G. GRAHAM
 Chief Operating Manager

20 MARCH, 1981

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

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 4 APRIL

TO

FRIDAY 10 APRIL 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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*

- ** A 10m.p.h. P.S.R. has been imposed over No.4 Platform line Darlington Station in the Down direction, between 44m. 25ch. and 44m. 30ch. (14D)
- ** Between Manors Station and Riverside Jn. P.S.R.'s have been imposed on the Down North line - 40m.p.h. between 0m. 51ch. and 1m. 0ch, 30m.p.h. between 1m. 0ch. and 1m. 20ch. and 45m.p.h. on the Down North/Main between 1m. 20ch. and 2m. 7ch. On the Up North line a 30m.p.h. restriction has been imposed between 1m. 20ch. and 1m. 0ch. followed by a 70m.p.h. P.S.R. between 1m. 0ch. and 0m. 51ch.
- ** Between Red Barns Tunnel and Riverside Jn. 20m.p.h. P.S.R.'s have been imposed on the Down and Up Tynemouth lines between 1m. 0ch. and 1m. 20ch. (14D)
- ** A 20m.p.h. P.S.R. has been imposed on the Down line between Bishop Middleham and Stillington (5m. 20ch and 4m. 60ch.). (14D)
- ** 30 m.p.h. P.S.R.'s have been imposed at Holywell, between 7m. 40ch. and 7m. 47ch. on the Down line and between 7m. 40ch. and 7m. 8ch. on the Up line. (14D)
- ** A 20 m.p.h. P.S.R. has been imposed on the Down line between Bedlington North and West Sleekburn Jn. (0m. 60ch. and 1m. 0ch.). (14D)
- ** A 30 m.p.h. P.S.R. has been imposed on the Down line between How Mill L.C. and Broad Wath L.C. (54m. 3ch. and 54m. 8ch.). (14D)
- ** A 15 m.p.h. P.S.R.'s have been imposed at Freemans Crossing on the Down and Up lines between 1m. 30ch. and 1m. 40ch. and the 20 m.p.h. P.S.R.'s over the junction and BEA Power Station lines have been reduced to 15 m.p.h. (14D)

DETAILS OF WORK REFERRED TO IN SECTION B

** SUNDAY 5 TO FRIDAY 10 APRIL ONLY - YORK (CLIFTON)

The area within the dotted lines as shown on the drawing is being relayed and will be out of use during the above dates. The Down Station Line will be slued into the Down Main Line and Down trains will proceed via signals 203 (or 201) and 207. The Down Carriage Sidings No.2 Group, the associated signal 219 and Secondary Loco Outlet will be out of use. All points leading to the area within the dotted lines will be secured for an alternative route. The appropriate signals will be either fixed at red or adjusted so that they are only capable of clearance for an unaffected route.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

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

**** SUNDAY 5 to FRIDAY 10 APRIL ONLY – YORK (CLIFTON) – continued**

THE LOCO INLET WILL BE USED FOR INCOMING OR OUTGOING MOVEMENTS.

The notice board worded "No Movements to pass this board" situated on the Loco Inlet will be taken out of use and a new notice board worded "STOP, AWAIT INSTRUCTIONS" with telephone to York Signal Box will be provided at the Depot end of the Loco Inlet, applicable to outgoing movements. A ground position light signal (No.219) situated at the Station end of the Loco Inlet, will be provided for outgoing movements and will apply towards Signal 206.

An additional route will be provided on Signal 207 applying towards Signal S1 (Down Main).

The Pump House Sidings connection leading off the Bank Loop will be secured out of use.

Up trains will proceed via Up Goods/Bank Loop.

Reference should be made to the diagram included in this notice.

(14)

MONDAY 6 APRIL – BETWEEN BERWICK STATION AND THE REGIONAL BOUNDARY

The Catch points in the Down Main at 68m. 39ch. (800 yards before reaching T2 signal) and in the Down Main at 69m. 23ch. (560 yards before reaching T1 signal) will be secured out of use pending replacement by plain line.

(17)

MONDAY 6 and TUESDAY 7 APRIL – BETWEEN CEMETRY NORTH AND HORDEN

Blackhall Rocks signal box together with all Down line signals worked therefrom will be abolished.

The Absolute Block Regulations will apply between Cemetry North and Horden in both directions.

Up Direction Signalling

Control of all Up line signals will be transferred from Blackhall Rocks to Horden and signals will be replated with "H" prefixes as follows:-

Old Number	New Number & Description
B6	H712R Up Distant to Auto signal H712
B4	H712 Automatic signal
U76	H710 Automatic signal incorporating Up I.B. Distant
B8	H708 Up I.B. Home

Down Direction Signalling

New Colour light signals will be provided as follows:-

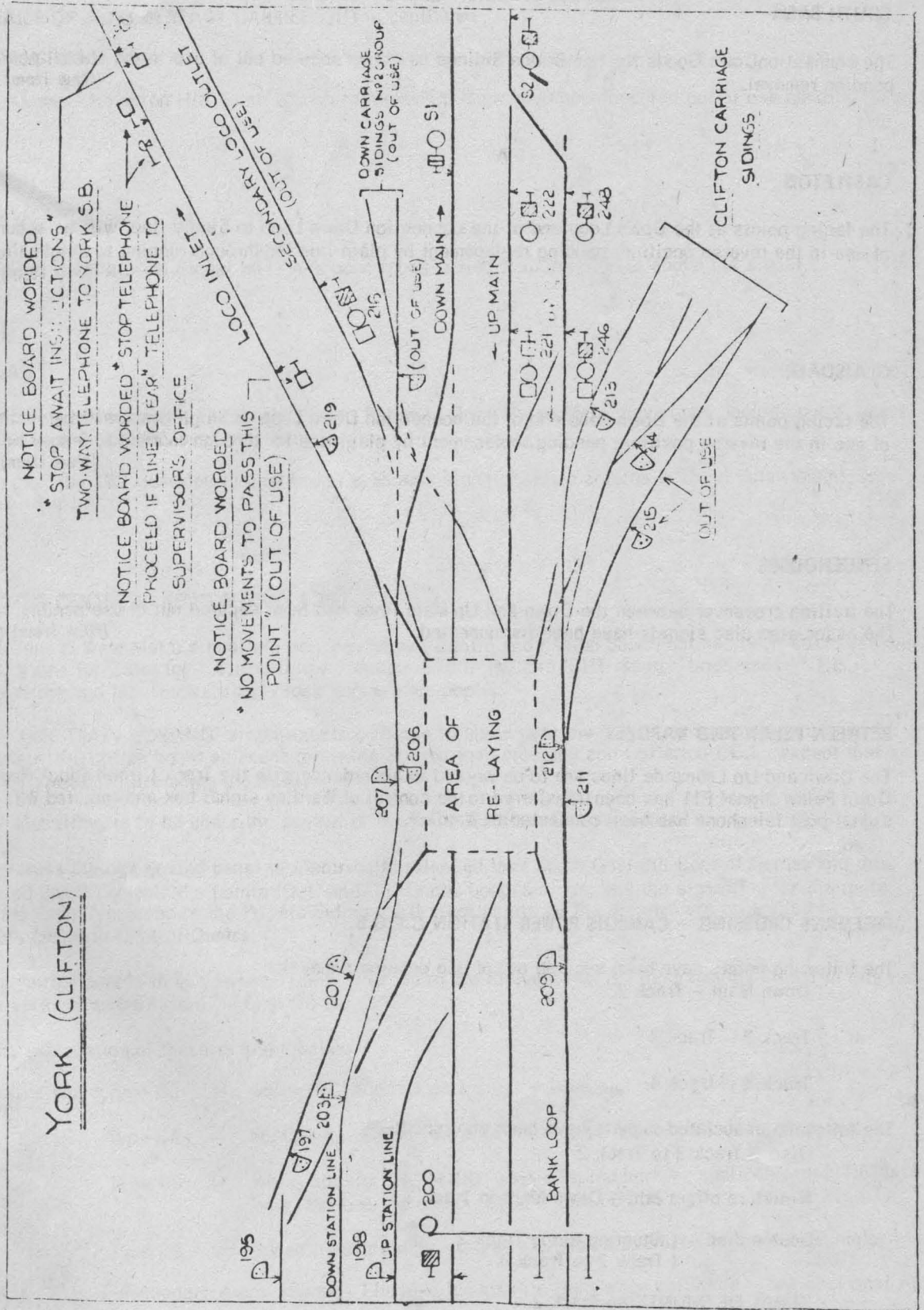
A new rear section I.B. Home signal plated H713 will be provided 103 yards South of the former Blackhall Rocks Home signal. (A3-aspect head will be provided but Red or Green aspects only will be displayed).

A new rear section I.B. Distant (displaying Yellow or Green), will be provided 1, 640 yards before reaching H713 I.B. Home signal.

All signal-post telephones will be connected to Horden signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH BANK

The connection Down Goods No.1 to Bridge Sidings has been secured out of use in the normal position pending removal. (New item) (17)

CASTLETON

The facing points at the Down Loop end of the connection Down Loop to Single line, will be secured out of use in the reverse position, pending replacement by plain line for through running to Single line. (New item) (17)

GLAISDALE

The facing points at the Down Loop end of the connection Down Loop to Single line, will be secured out of use in the reverse position, pending replacement by plain line for through running to Single line. (New item) (17)

FENCEHOUSES

The trailing crossover between the Down and Up Main lines has been secured out of use pending resiting. The associated disc signals have been disconnected. (New Item) (17)

BETWEEN PELAW AND WARDLEY

The Down and Up Leamside lines are to be worked in accordance with the Track Circuit Block Regulations. Down Pelaw signal P11 has been transferred to the control of Wardley signal box and replated W3. The signal-post telephone has been connected to Wardley. (16)

FREEMANS CROSSING – CAMBOIS POWER STATION C.E.G.B.

The following points have been secured out of use pending removal:–

Down Main – Track 2

Track 2 – Track 3

Track 3 – Track 4

The following associated signals have been abolished:–

Disc – Track 3 to Track 2

Miniature offset arm – Down Main to Track 2

Double disc – (Shunting along Track 2
(Track 2 to Track 4

“LIMIT OF SHUNT” on Track 2

(16)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BELSASIS LANE

The points – Haverton Hill South Branch to former Up Main have been secured out of use pending removal. (16)

HEATON

The route indicator on Signal H111 has been repositioned from the side to above the signal. (16)

PELAW

The facing connection – Up Shields/Down Pelaw to Down Pelaw Main, have been secured out of use in the normal position pending removal.

The position "1" Junction Indicator on Up Shields signal P24 (Up Shields to Down Pelaw Main), has been removed. (15)

REGENT CENTRE TO KENTON BANK FOOT

The Tyne & Wear Metro signalling between Regent Centre and Kenton Bank Foot has been commissioned. B.R. trains for Callerton I.C.li. will now travel over the 'IN' and 'OUT' Kenton lines under P.T.E. signalling and the Track Circuit Block Regulations apply.

The 'ONE TRAIN WORKING' arrangements continue to apply over the Callerton Branch single line between the notice board adjacent to Kenton Station road crossing and Callerton I.C.li. **except that no "Train Staff" are being provided.**

All signalling is to be under the control of the South Gosforth Control Centre.

Rowntrees Sidings ground panel is electrically released from South Gosforth Control Centre and this ground panel controls the points 'Out' and 'In' Goods Loop/Sidings, and the signalling for the route to the Shunt Neck and to the Private Sidings. All other points on the diagram are controlled by South Gosforth Control Centre.

The notice boards in use on the Tyne & Wear Metro are indicated on the diagrams contained in this notice by various numbers, e.g. – Type D3 etc.

The explanation of these is given below:–

Notice Board Type D3 – white 'W' (Whistle) on a circular blue sign with white border.

Type L4 – St. Georges Cross (advance warning on approach to level crossing)

Type D6 – White circular 'NO ENTRY' sign with red border, applicable to P.T.E. trains only, but bearing a sign 'EXCEPT B.R. LOCOS'.

Type D8 – Speed restriction/St. Andrews Cross on approach to level crossings.



– Passenger Alarm signal – Flashing lunar white light when activated – See Sectional Appx.

Alterations to existing signalling

'OUT' Kenton Line signal 188 will be converted to a 2-aspect (Red/Green) signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

REGENT CENTRE TO KENTON BANK FOOT - continued

Description of Signals
'OUT' Direction

Signal	Line	Aspect M - Main S - Sub	Route or Junction indication	Application to or towards
188	Out Kenton	M S (P.T.E. only)		504 Siding
504	Out Kenton	M		506
506	Out Kenton	M		510
510	Out Kenton	M		516
516	Out Kenton	M M	Junction Indicator Position '1'	524 526
524	Out Kenton	M		528
526	Out/In Goods loop		S (Controlled by Rowntrees Sidings Ground Panel)	528 Neck
528	Out Kenton	M		530
530	Out Kenton	M		532
532	Kenton single line	M (Y) S M (Y) S S	'P' Junction Indicator Position '4' 'C' 'S'	Platform (P.T.E. only) Platform line occupied (P.T.E. only) Callerton Branch Draw ahead (Branch Line occupied) Siding (P.T.E. only)
In Direction				531
539	Siding (P.T.E. only)			531
537	Callerton Branch	M		529
531	Callerton Branch	M		509
529	In Kenton	M M	Junction Indicator Position '4'	'In' Goods Loop (521)
521	'In' Goods Loop	M S (Controlled by Rowntrees Siding Ground Panel)		509 Rowntrees Private Siding
519	(Ground Position Light) Out Kenton			509
509	In Kenton	M		507
507	In Kenton	M		195
195	In Kenton	M		193 (existing)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* TWEEDMOUTH - SCREMESTON LEVEL CROSSING AT 63m. 46ch.**

Scremeston Gate Box has been abolished.

The level crossing is to be supervised from Tweedmouth signal box and monitored by Closed Circuit Television.

Signalling Alterations:-

Down Main automatic signal D61 has been converted to a controlled signal and replated T93.

The following signals have also been replated:-

Old Numbers	New Numbers
Up Line	
U64	T86
SN13	T88
Down Line	
D62	T91
SN3	T89
D63B	T87

The signal-post telephones on all the above mentioned signals now communicate with Tweedmouth signal box. (14)

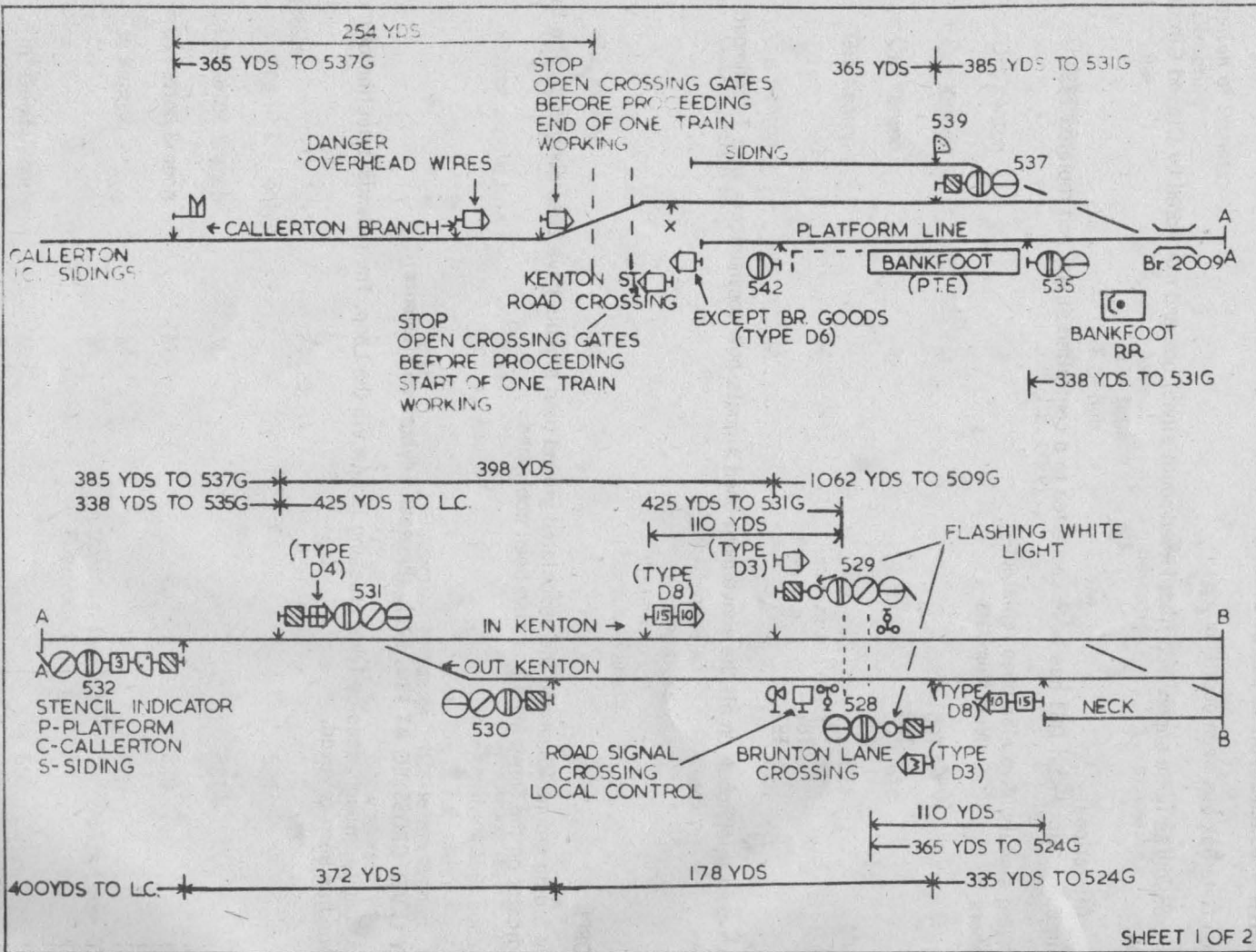
* NUNTHORPE**

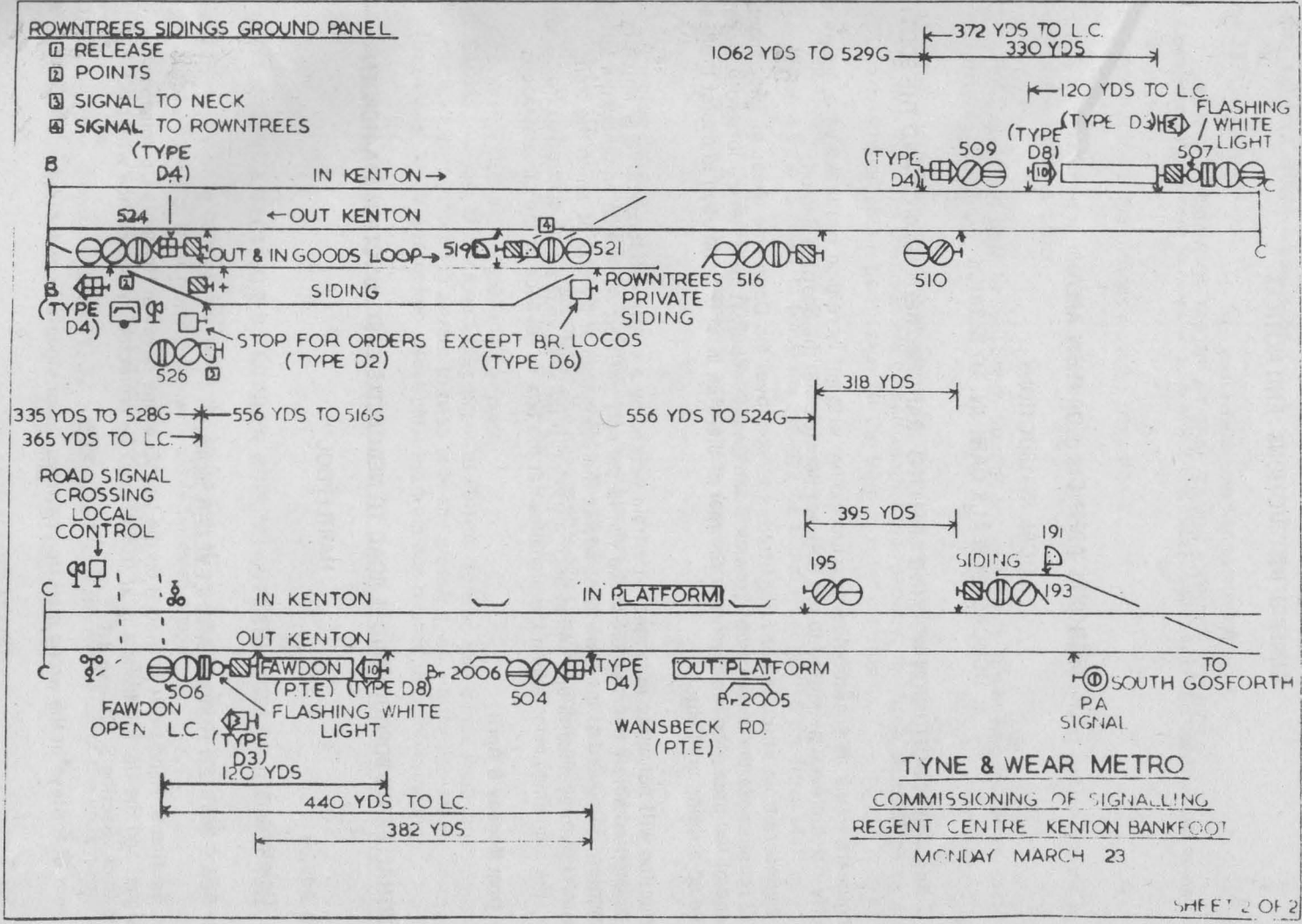
The Down Siding ground frame and the associated ground disc signals have been abolished. The limit of shunt indicator on the Down Main has also been abolished. (14)

* WENSLEY LEVEL CROSSING AT 19m. 67ch. (Between Leyburn and Redmire)**

The normal route through Wensley level crossing is now via the Loop. The redundant section of the single line has been removed. (14)

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







British Rail

NN

EASTERN REGION

15

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 APRIL

TO

FRIDAY 17 APRIL 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

BETWEEN BERWICK STATION AND THE REGIONAL BOUNDARY

The Catch points in the Down Main at 68m. 39ch. (800 yards before reaching T2 signal) and in the Down Main at 69m. 23ch. (560 yards before reaching T1 signal) have been secured out of use pending replacement by plain line. (17)

BETWEEN CEMETERY NORTH AND HORDEN

Blackhall Rocks signal box together with all Down line signals worked therefrom has been abolished.

The Absolute Block Regulations now apply between Cemetery North and Horden in both directions.

Up Direction Signalling

Control of all Up line signals has been transferred from Blackhall Rocks to Horden and signals have been replated with 'H' prefixes as follows:-

Old Number	New Number & Description
B6	H712R Up Distant to Auto signal H712
B4	H712 Automatic signal
U76	H710 Automatic signal incorporating Up I.B. Distant
B8	H708 Up I.B. Home

Down Direction Signalling

New Colour light signals have been provided as follows:-

A new rear section I.B. Home signal plated H713 has been provided 103 yards South of the former Blackhall Rocks Home signal. (A3-aspect head has been provided but Red or Green aspects only are displayed).

A new rear section I.B. Distant (displaying Yellow or Green), has been provided 1, 640 yards before reaching H713 I.B. Home signal).

All signal-post telephones has been connected to Horden signal box.

SOUTH BANK

The connection Down Goods No.1 to Bridge Sidings has been secured out of use in the normal position pending removal. (17)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CASTLETON

The facing points at the Down Loop end of the connection Down Loop to Single line, will be secured out of use in the reverse position, pending replacement by plain line for through running to Single line.

(17)

GLAISDALE

The facing points at the Down Loop end of the connection Down Loop to Single line, will be secured out of use in the reverse position, pending replacement by plain line for through running to Single line.

(17)

FENCEHOUSES

The trailing crossover between the Down and Up Main lines has been secured out of use pending resiting. The associated disc signals have been disconnected.

(17)

BETWEEN PELAW AND WARDLEY

The Down and Up Leamside lines are to be worked in accordance with the Track Circuit Block Regulations. Down Pelaw signal P11 has been transferred to the control of Wardley signal box and replated W3. The signal-post telephone has been connected to Wardley.

(16)

FREEMANS CROSSING – CAMBOIS POWER STATION C.E.G.B.

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

Down Main – Track 2

Track 2 – Track 3

Track 3 – Track 4

The following associated signals have been abolished:-

Disc – Track 3 to Track 2

Miniature offset arm – Down Main to Track 2

Double disc – (Shunting along Track 2
(Track 2 to Track 4

“LIMIT OF SHUNT” on Track 2

(16)

BELSASIS LANE

The points – Haverton Hill South Branch to former Up Main have been secured out of use pending removal.

(16)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HEATON

The route indicator on Signal H111 has been repositioned from the side to above the signal. (16)

**** PELAW**

The facing connection – Up Shields/Down Pelaw to Down Pelaw Main, have been secured out of use in the normal position pending removal.

The position "1" Junction Indicator on Up Shields signal P24 (Up Shields to Down Pelaw Main), has been removed. (15)

**** REGENT CENTRE TO KENTON BANK FOOT**

The Tyne & Wear Metro signalling between Regent Centre and Kenton Bank Foot has been commissioned. B.R. trains for Callerton I.C.I. will now travel over the 'IN' and 'OUT' Kenton lines under P.T.E. signalling and the Track Circuit Block Regulations apply.


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All signalling is to be under the control of the South Gosforth Control Centre.

Rowntrees Sidings ground panel is electrically released from South Gosforth Control Centre and this ground panel controls the points 'Out' and 'In' Goods Loop/Sidings, and the signalling for the route to the Shunt Neck and to the Private Sidings. All other points on the diagram are controlled by South Gosforth Control Centre.

The notice boards in use on the Tyne & Wear Metro are indicated on the diagrams contained in this notice by various numbers, e.g. – Type D3 etc.

The explanation of these is given below:–

- Notice Board Type D3 – white 'W' (Whistle) on a circular blue sign with white border.
- Type D4 – St. Georges Cross (advance warning on approach to level crossing)
- Type D6 – White circular 'NO ENTRY' sign with red border, applicable to P.T.E. trains only, but bearing a sign 'EXCEPT B.R. LOCOS'.
- Type D8 – Speed restriction/St. Andrews Cross on approach to level crossings.
- P. A.**  – Passenger Alarm signal – Flashing lunar white light when activated – See Sectional Appx.

Alterations to existing signalling

'OUT' Kenton Line signal 188 will be converted to a 2-aspect (Red/Green) signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

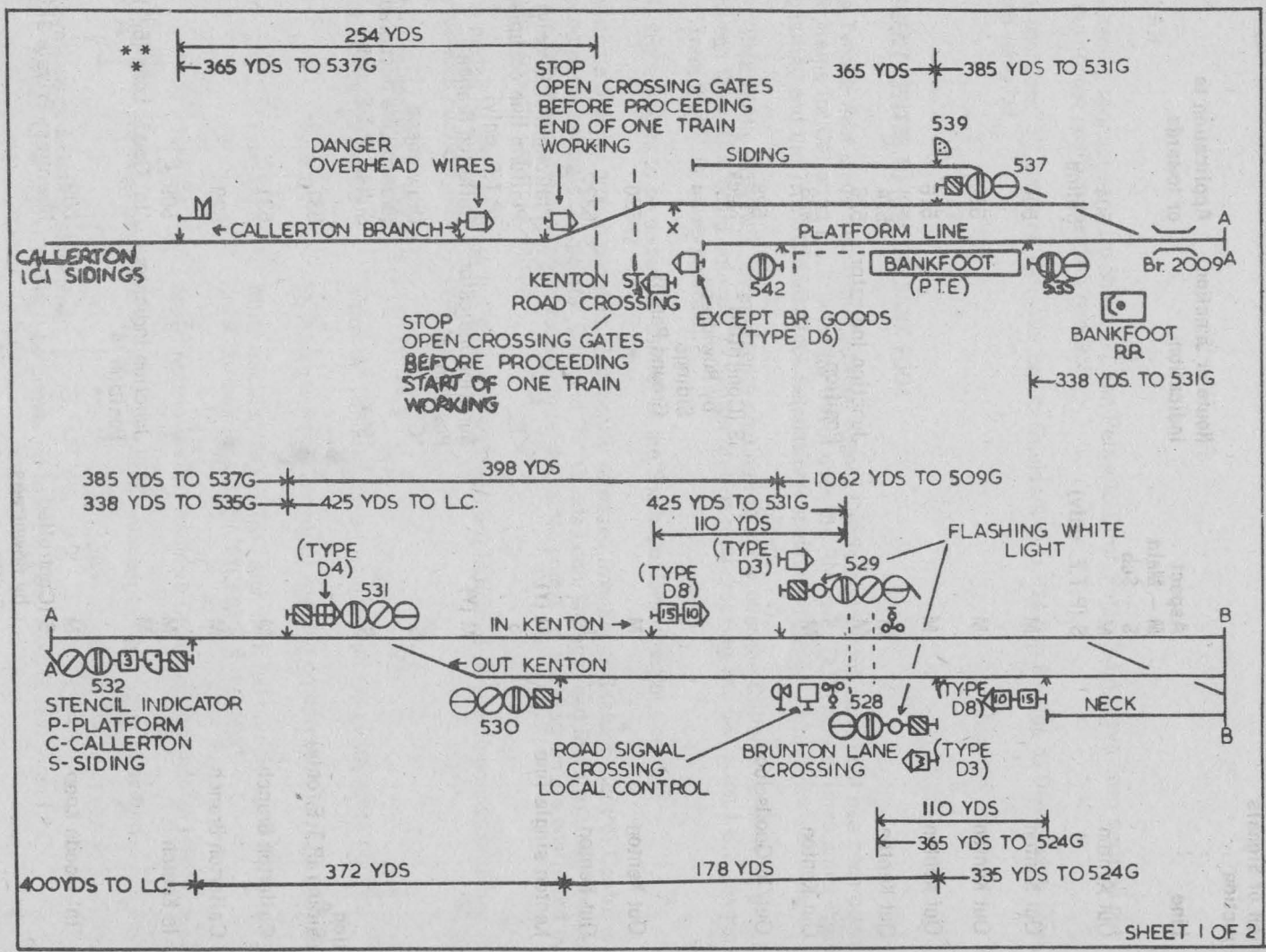
DETAILS OF WORK ALREADY CARRIED OUT - continued

REGENT CENTRE TO KENTON BANK FOOT - continued

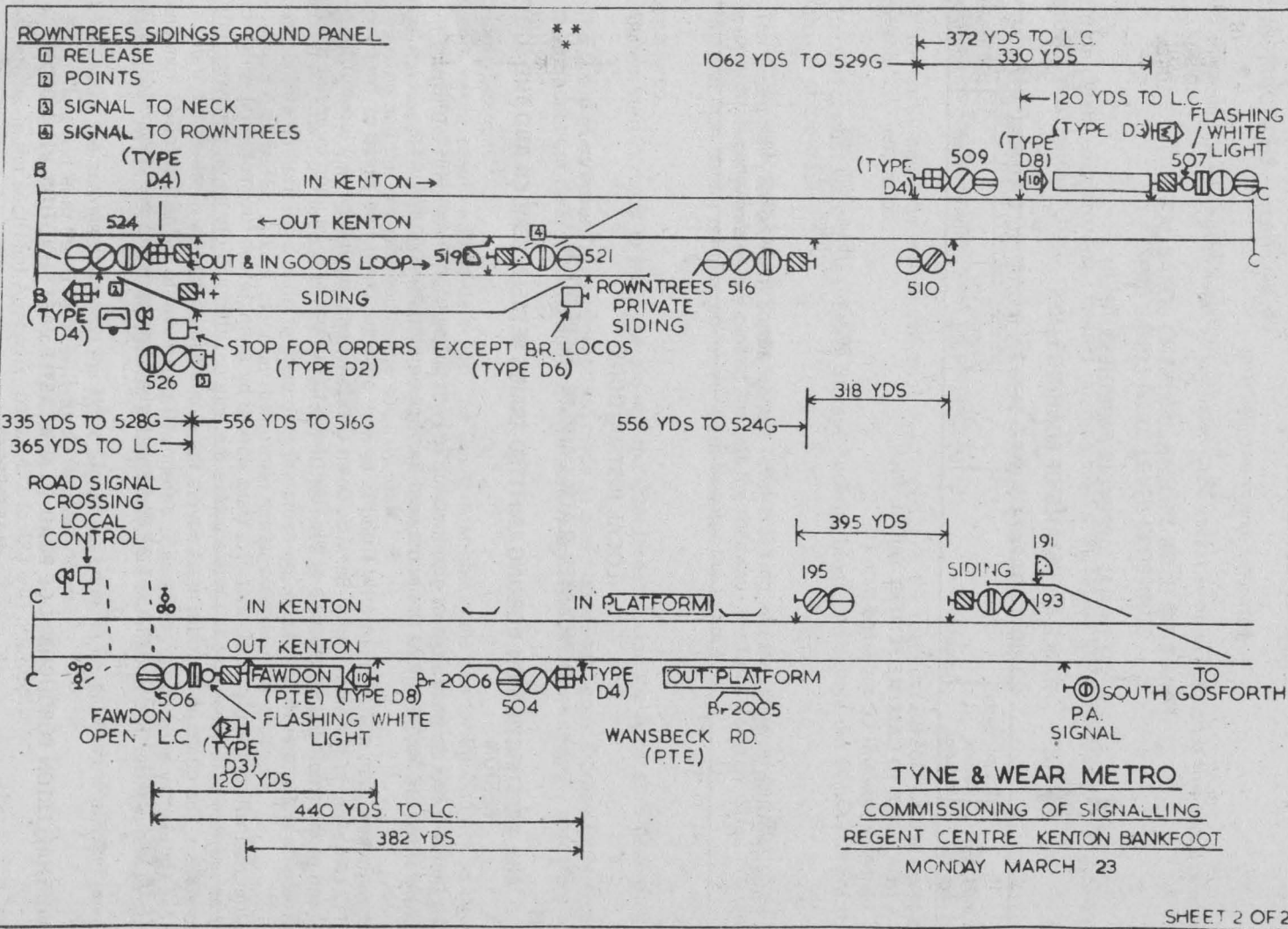
Description of Signals
'OUT' Direction

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506	Out Kenton	M		510
510	Out Kenton	M		516
516	Out Kenton	M M		524 526
524	Out Kenton	M	Junction Indicator Position '1'	528
526	Out/In Goods loop			528 Neck
			S (Controlled by Rowntrees Sidings Ground Panel)	
528	Out Kenton	M		530
530	Out Kenton	M		532
532	Kenton single line	M (Y) S	'P'	Platform (P.T.E. only) Platform line occupied (P.T.E. only) Callerton Branch
		M (Y) S	Junction Indicator Position '4' 'C'	Draw ahead (Branch Line occupied) Siding (P.T.E. only)
		S	'S'	
				531
				531
				529
				509
			Junction Indicator Position '4'	'In' Goods Loop (521)
521	'In' Goods Loop	M S (Controlled by Rowntrees Siding Ground Panel)		509 Rowntrees Private Siding
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195	In Kenton	M		193 (existing)

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



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





NN

EASTERN REGION

16/17

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 18 APRIL

TO

FRIDAY 1 MAY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 22 APRIL – BEDLINGTON SOUTH

The Down Main Home, will be renewed on a straight post, with the arm at a height of 18 feet above rail level. (19)

DETAILS OF WORK ALREADY CARRIED OUT

**** BETWEEN BERWICK STATION AND THE REGIONAL BOUNDARY**

The Catch points in the Down Main at 68m. 39ch. (800 yards before reaching T2 signal) and in the Down Main at 69m. 23ch. (560 yards before reaching T1 signal) have been secured out of use pending replacement by plain line. (17)

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Control of all Up line signals has been transferred from Blackhall Rocks to Horden and signals have been replated with 'H' prefixes as follows:-

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All signal-post telephones has been connected to Horden signal box.

**** SOUTH BANK**

The connection Down Goods No.1 to Bridge Sidings has been secured out of use in the normal position pending removal. (17)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** CASTLETON**

The facing points at the Down Loop end of the connection Down Loop to Single line, will be secured out of use in the reverse position, pending replacement by plain line for through running to Single line.

(17)

**** GLAISDALE**

The facing points at the Down Loop end of the connection Down Loop to Single line, will be secured out of use in the reverse position, pending replacement by plain line for through running to Single line.

(17)

**** FENCEHOUSES**

The trailing crossover between the Down and Up Main lines has been secured out of use pending resiting. The associated disc signals have been disconnected.

(17)

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The Down and Up Leamside lines are to be worked in accordance with the Track Circuit Block Regulations. Down Pelaw signal P11 has been transferred to the control of Wardley signal box and replated W3. The signal-post telephone has been connected to Wardley.

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“LIMIT OF SHUNT” on Track 2

(16)

**** BELSASIS LANE**

The points – Haverton Hill South Branch to former Up Main have been secured out of use pending removal.

(16)

**** HEATON**

The route indicator on Signal H111 has been repositioned from the side to above the signal.

(16)

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.

E.R. 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	
					m.p.h.	At or Between	
Page 206 (Page ND69 - ND14D)							
NEWCASTLE TO CARLISLE PETERIL BRIDGE JN.							
Between How Mill LC and Broad Wath LC							
					30	54m. 3ch. and 54m. 8ch.	
Amend to read :-					30	54m. 8ch. and 54m. 30ch.	

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 339

Add:- RESTRICTION ON WORKING UNFITTED TRAINS BETWEEN BERWICK AND THE SCOTTISH REGION

Except engineers trains as shown below or a locomotive with not more than two brake vans, trains which are not fully fitted are not permitted to run between Berwick and the Scottish Region.

When an engineers train which is not fully fitted is to work over the Down line ahead of Tweedmouth signal T12 (adjacent to the north end of Berwick Down Goods loops), it must have a locomotive at the Berwick end of the train. The locomotive at the rear of the train must only be used to assist the leading locomotive on a rising gradient.

This instruction will not apply in respect of a train worked by a single cab locomotive(s) which is classed as unfitted solely because the brake van is the only unfitted vehicle on an otherwise fully fitted formation. The guard of the train must advise the signalman at the box at which the train commences its journey accordingly. When such a train will proceed onto a line controlled from another signalbox, the signalman must inform the signalman at the box in advance of the circumstances.

NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JUNCTION VIA HORDEN

Page 394

HARTLEPOOL

Tail Lamp Advice

Delete item.

Add - BETWEEN HORDEN AND CEMETERY NORTH

Rule Book, Section S. Hand trolleys placed on the Up Main line between Horden's Up semaphore starting signal and the Up I.B. home signal (H908) must be protected in accordance with the provisions of the Rule Book, Section S, Clause 3.1.

The movement of trolleys in the wrong direction between these signals is prohibited.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 398 (Page 111 – Supp. Optg. Insts.)

Add:–

SEAL SANDS CHEMICAL, PHILIPS NO.2, NO.3 AND
SEAL SANDS ROAD LEVEL CROSSINGS

When a train clears each crossing, the red flashing road signals and the white flashing signal on the rail approach must be cancelled. (23D)

Add:– WORKING OF TRAINS AT SEAL SANDS STORAGE SIDINGS

1. Arrivals
 - 1.1. All trains for the sidings must be propelled.
 - 1.2. A train arriving at the branch end must be stopped with the rearmost vehicle on the approach side of the "R" indication.
 - 1.3. The Guard must walk to Seal Sands Storage security block and advise the firms' staff of the arrival of the train.
 - 1.4. The Guard must ensure Seal Sands Storage level crossing and the adjacent car park crossing within the firms premises are closed against the roadway, the firms security gates are open to rail and then obtain permission for the train to enter the sidings.
2. Departures
 - 2.1. When a train is ready to leave the sidings the Guard must advise the firms staff accordingly.
 - 2.2. The Guard must ensure arrangements are made to close both Seal Sands Storage level crossing and the adjacent car park crossing against the roadway and that the firms security gates are open to rail.
3. Crippled Wagons

When a wagon requires to be detached, the Guard must obtain the key for the padlock to the hand points from the firms security staff, place the points in the reverse position and clip and padlock them. On completion of operations the hand points must be left in the normal position, clipped and padlocked and the key returned to the security staff.
4. Failure of Crossing Signalling Equipment

Should a failure of the road lights occur at Philips No.3 or Seal Sands Road crossings, the Guard must, before authorising a train to pass over the crossing, obtain the assistance of the firms staff to ensure road traffic is kept clear until the train has passed over the crossing. (23D)

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

NOTE : Following the commissioning of the Metro Signalling between Regent Centre and Kenton Bank Foot, Tyne and Wear Metro rules will apply between these.

The instructions in the Sectional Appendix, pages 422 to 430 will now apply.

All instructions shown on pages 71, 72 and 73 ND 6D with the exception of the undermentioned, must be cancelled:–

GENERAL INSTRUCTIONS

METRO SIGNALLING SYSTEM

Page 426 Delete third sentence i.e. "IN" corresponds to "UP" etc.

(23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

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

WHITE PAGES (PART 6)



Clause C1/5

Add:

"Austrian Federal Railways – P.O. Wagons, type LMB – Series (43) 8126–901000.

These wagons are formed in pairs by a "second" coupling which is held by a pin and split-pin at each end. This is the only fact which distinguishes them from being single wagons and it is not the intention that this link should be removed when the wagons are in transit.

The wagons are permitted to run on Speedlink services but, at any location or marshalling yard, when the wagons are placed in sidings it must be done with extreme care". (23D)

- ★ 1. REPRINT OF GENERAL APPENDIX – BR. 29944
- 2. RE-ISSUE OF SIGNALMAN'S GENERAL INSTRUCTIONS – BR. 30062
- 3. RE-ISSUE OF TRACK CIRCUIT BLOCK REGULATIONS – BR. 30062/1
- 4. SUPPLEMENT NO. 5 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMAN'S GENERAL INSTRUCTIONS – BR. 29960/26
- 5. RULE BOOK AMENDMENT PAGES – ISSUE NO. 6 – BR. 87109/29

The above mentioned publications are in the course of distribution but will not operate until Saturday 6 June, 1981.

Any member of the staff who is in possession of the current issue of the General Appendix, Regulations for Train Signalling and Signalmen's General Instructions or the Rule Book, and who does not receive a copy of the reprint of the General Appendix; Re-issue of Signalman's General Instructions – B.R.30062; Supplement No. 5 to Regulations for Train Signalling and Signalmen's General Instructions or the Rule Book Amendment pages – Issue No. 6 by 2 May must promptly advise his Supervisor.

The re-issue of Track Circuit Block Regulations, B.R.30062/1 will only be issued to those members of the staff directly concerned with the signalling of trains in a Track Circuit Block area. Staff employed on these duties who have not received a copy of the new instructions by 2 May must immediately advise their Supervisor. (20)

★ 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
UNTIL FURTHER NOTICE Thornaby MPD	Pit Improvements		07 30 to 17 00. From Monday 27 April.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

WHITBY BRANCH

Unmanned Level Crossing at 28m. 05ch. (Between Sleights and Ruswarp)

From Monday 27 April to Friday 1 May 1981, 08 00 to 17 00 daily, increased use will be made of the Level Crossing at 28m. 05ch. and during this period attendance will be provided.

Normal use by private traffic may be made over the Level Crossing when the crossing is unattended.

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

10 APRIL, 1981

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

R/S JACKSON
P
B.R.31262



NN

EASTERN REGION

18

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 2 MAY

TO

FRIDAY 8 MAY 1981

INCLUSIVE

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BEDLINGTON SOUTH

The Down Main Home, has been renewed on a straight post, with the arm at a height of 18 feet above rail level (19)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

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Page 206 (Page ND69 - ND14D)							
NEWCASTLE TO CARLISLE PETERIL BRIDGE JN.							
Between How Mill LC and Broad Wath LC							
					30	54m. 3ch. and 54m. 8ch.	
		Amend to read:—			30	54m. 8ch. and 54m. 30ch.	

R/S JACKSON B.F.31262
(P)



NN

EASTERN REGION

19

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 9 MAY

TO

FRIDAY 15 MAY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 MAY – PELAW JN.

Down Pelaw P45 Signal will be re-sighted 70 yards nearer to Pelaw Jn. Signal box. (22)

DETAILS OF WORK ALREADY CARRIED OUT

BEDLINGTON SOUTH

The Down Main Home, has been renewed on a straight post, with the arm at a height of 18 feet above rail level (19)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. 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 206 (Page ND69 – ND14D)						
NEWCASTLE TO CARLISLE PETERIL BRIDGE JN.						
Between How Mill LC and Broad Wath LC						
				30	54m. 3ch. and 54m. 8ch.	
				Amend to read:—	30	54m. 8ch. and 54m. 30ch.

J Jackson
Addison



British Rail

NN

EASTERN REGION

20

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 MAY

TO

FRIDAY 22 MAY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 MAY - PELAW

The trailing crossover between the Down and Up Pelaw Main lines (approximately 500 yards on the Gateshead side of Pelaw Signal Box) will be secured out of use pending removal.

The associated ground position light signals (No. 32 and 34) will be abolished. (23)

WEDNESDAY 20 MAY - NORTON-ON-TEES EAST AND NORTON-ON-TEES SOUTH

Norton East Up Main Starting Signal, together with the Norton South Up Main Inner distant below will be abolished.

Norton South Up Main Outer Distant (below the Norton East Up Main Home signal) will become the Up Main Distant signal. (23)

DETAILS OF WORK ALREADY CARRIED OUT

PELAW JN.

Down Pelaw P45 Signal has been re-sited 70 yards nearer to Pelaw Jn. signal box. (22)

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.

E.R. 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.
Between Easington and Dawdon Jn.



Amend :- 10 10 80m. 76ch. and
81m. 22ch.

(23D)

Page 206 (Page ND69 - ND14D)

NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN.
Between How Mill LC and Broad Wath LC

30 54m. 3ch. and
54m. 8ch.

Amend to read :-

30 54m. 8ch. and
54m. 30ch.



NN

EASTERN REGION

21/22

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 23 MAY

TO

FRIDAY 5 JUNE 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 27 MAY - LONDONDERRY

Up Hendon First Home Signal will be abolished.

(24)

SUNDAY 31 MAY - GATESHEAD - PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH

The Down and Up Main lines on the Sunderland side of Pelaw Junction will be re-aligned and renamed Down and Up Sunderland respectively. All signalling at Pelaw Junction will be brought under control at Gateshead. All signals formerly plated with "P" prefixes will be replated with "G" prefixes and the signal-post telephones will be connected to Gateshead. The Track Circuit Block Regulations will apply between Boldon Colliery and Gateshead and between Wardley and Gateshead on the Down and Up Leamside lines.

The two-way signalling over the Up Pelaw and Up Pelaw Goods Loop will be commissioned and worked in accordance with the T.C.B. double line regulations in each direction. The speed on the Up Pelaw in the reverse direction must not exceed 30 m.p.h.

Pelaw Junction will be remodelled and new points and associated signal routes will be progressively introduced. The final layout and signalling is as shown on the diagrams included in this notice.

Until 7th June, movements from Up Pelaw G40 signal towards Up Leamside will be via the former Up Pelaw/Up Leamside Junction points which will be secured for the required route.

Alterations to Existing Signalling

Down Sunderland signal P17 will become an automatic signal replated G17.

Down Leamside signal P12 will be renumbered G9 and resited 11 yards nearer to Gateshead. The subsidiary will be removed and Junction Indicator arms provided.

Description of New Signals as shown on the Diagram

G = Gateshead
P = Pelaw

Signal	Line	Aspect	Route Indication (Position No. referred to = Junction Indicator arm position No. as shown)	Application to or towards
G9	Down Leamside	M = Main		
		S = Sub		
		M	Position "1"	Down Pelaw Goods Loop
		M	* (7/6)	Down Pelaw Goods Loop until 7/6
		M	* (7/6)	Down Pelaw via new Leamside Crossover.
		M	Position "4"	Up Pelaw Reverse direction
		M	* (7/6)	
		M	Position "5"	Up Pelaw Goods Loop reverse direction. †
		M	* (21/6)	

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 31 MAY – GATESHEAD – PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH – continued

Signal	Line	Aspect M=Main S=Sub	Route Indication (Positioned No. referred to = Junction Indicator arm position No. as shown)	Application to or towards
G19 (existing)	Down Sunderland	M	Position "1" *(14/6)	Down Pelaw Goods Loop
		M		Down Pelaw
		M	Position "4"	Up Pelaw reverse direction
G31	Up Tyne Dock Goods	M	Position "5" *(21/6)	Up Pelaw Goods Loop reverse direction. †
		M	"G" *(14/6)	Down Pelaw Goods Loop
		M	"D"	Down Pelaw
		M	"U" *(21/6)	Up Pelaw reverse direction †
		M	"L"	Up Pelaw Goods Loop reverse direction †
		S	"G" *(14/6)	Down Pelaw Goods Loop Line occupied
		S	"D"	Down Pelaw Line occupied
G40	Up Pelaw	S	"U" *(21/6)	Up Pelaw Line occupied (reverse direction)
		M	Position "1"	Down Tyne Dock Goods
		M	Position "4" *(7/6)	Up Leamside
G42	Up Pelaw Goods Loop	M	T *(21/6)	Down Tyne Dock Goods
		M	M *(21/6)	Up Sunderland
		S		Shunt Spur
		M	"L" *(21/6)	Up Leamside
G45	Down Pelaw Goods Loop	M		Down Pelaw
G47	Down Pelaw	M		Down Pelaw

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 31 MAY - GATESHEAD - PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH - continued

Signal	Line	Aspect M = Main S = Sub	Route Indication (Position No. referred to = Junction Indicator arm position No. as shown)	Application to or towards
G49	Up Pelaw	M	Position "1"	Down Pelaw
		M		Up Pelaw reverse direction
G51	Up Pelaw Goods Loop	M	"D"	Down Pelaw
		M	"U"	Up Pelaw reverse direction
G52 (existing P46 replated)	Down Pelaw	M	Position "2"	Up Pelaw Goods Loop
		M	Position "1"	Up Pelaw
G54 (existing P47 replated)	Up Pelaw	M	Position "1"	Up Pelaw Goods Loop
		M		Up Pelaw
G686	Up Tyne Dock Goods	M		Up Tyne Dock Goods
P684	Down Tyne Dock Goods	S		Up Main; Down Main or Down Through Sidings

* = Signal route brought into use on commissioning of the new crossover (date of commissioning shown in brackets).

† = This route will only be cleared when ground position light signal G. 39 and/or G. 43 is also cleared.

Ground Position Light Signals

Signal	Line	Route Indication	Application to or towards
G33	Up Sunderland		Down Pelaw Goods Loop Down Pelaw Up Pelaw
G36 * (14/6)	Down Pelaw Goods Loop	"T"	Tyne Dock Goods
		"M"	Up Sunderland
		"L"	Up Leamside
G37	Up Leamside		Down Pelaw Goods Loop * (14/6) Down Pelaw * (7/6) Up Pelaw * (7/6) Up Pelaw Goods Loop * (21/6)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 31 MAY – GATESHEAD – PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH – continued

Signal	Line	Route Indication	Application to or towards
G38 * (7/6)	Down Pelaw	“T”	Tyne Dock Goods
		“M”	Up Sunderland
		“L”	Up Leamside
G39	Up Sunderland		Up Pelaw Up Pelaw Goods Loop * (21/6)
G41	Shunt Spur		Up Pelaw Goods Loop
G43	Up Pelaw Goods Loop		Up Pelaw Goods Loop C.C.E. Siding
G46	C.C.E. Siding		Up Pelaw Goods Loop
G50 (maintained “ON” until 7/6)	Down Pelaw	“X”	Down Pelaw
		“Y”	Down Pelaw Goods Loop

* = Signal route brought into use on commissioning of the new crossover (date of commissioning shown in brackets).

South Shields Branch

The Down and Up South Shields Branch line between Pelaw and Hebburn will be singled to form the “Tyne Dock Goods” single line and the Passenger service withdrawn. The Track Circuit Block (single line) regulations will apply between Pelaw Junction and signals G686/P684. Pelaw signal box will control all movements between Harton and Gateshead G686 (Up) signal and between Pelaw P684 (Down) and Harton.

The Branch will be severed at Harton pending removal of the Branch line to South Shields.

Alterations to Existing Signalling

All signalling on the Branch will be abolished except as shown below or on the diagrams. All route indicators will be abolished.

All movements within the area controlled by Pelaw will be controlled by Ground Position light signals or subsidiaries. P716 signal (Jarrow) Platform Up Starting will be maintained at RED and a subsidiary will be provided on this signal.

Jarrow 4-aspect Down Main signals 715 and 725 will be maintained at RED and the subsidiary signals centralised on the Main posts.

Jarrow 4-aspect Up Main signal 722 will be maintained at RED and a subsidiary provided on the post of this signal.

New Ground Position Light Signals

Signal	Mileage	Line	Application to or towards
P683	Between 1¼ and 1½ m.p.	Engineers Siding	Down Main P697 or Down Through Siding
P697 (replaces Hebburn Down Main Home)			Down Main
P696 (replaces Hebburn Up Main Home)			P688

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 31 MAY – GATESHEAD – PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH – continued

New Ground Position Light Signals – continued

Signal	Mileage	Line	Application to or towards
P688 (replaces Hebburn Up Main Starting)	1½ m.p.	Up Main (Hebburn)	G686
P718	Between 3 and 3¼ m.p.	Down Main (Jarrow) (Up direction)	Down Main Goods Yard
P729	3½ m.p.	Down Main (up direction)	Up Main or Down Main

DETAILS OF WORK ALREADY CARRIED OUT

PELAW

The trailing crossover between the Down and Up Pelaw Main lines (approximately 500 yards on the Gateshead side of Pelaw Signal Box) has been secured out of use pending removal.

The associated ground position light signals (Nos.32 and 34) have been abolished. (23)

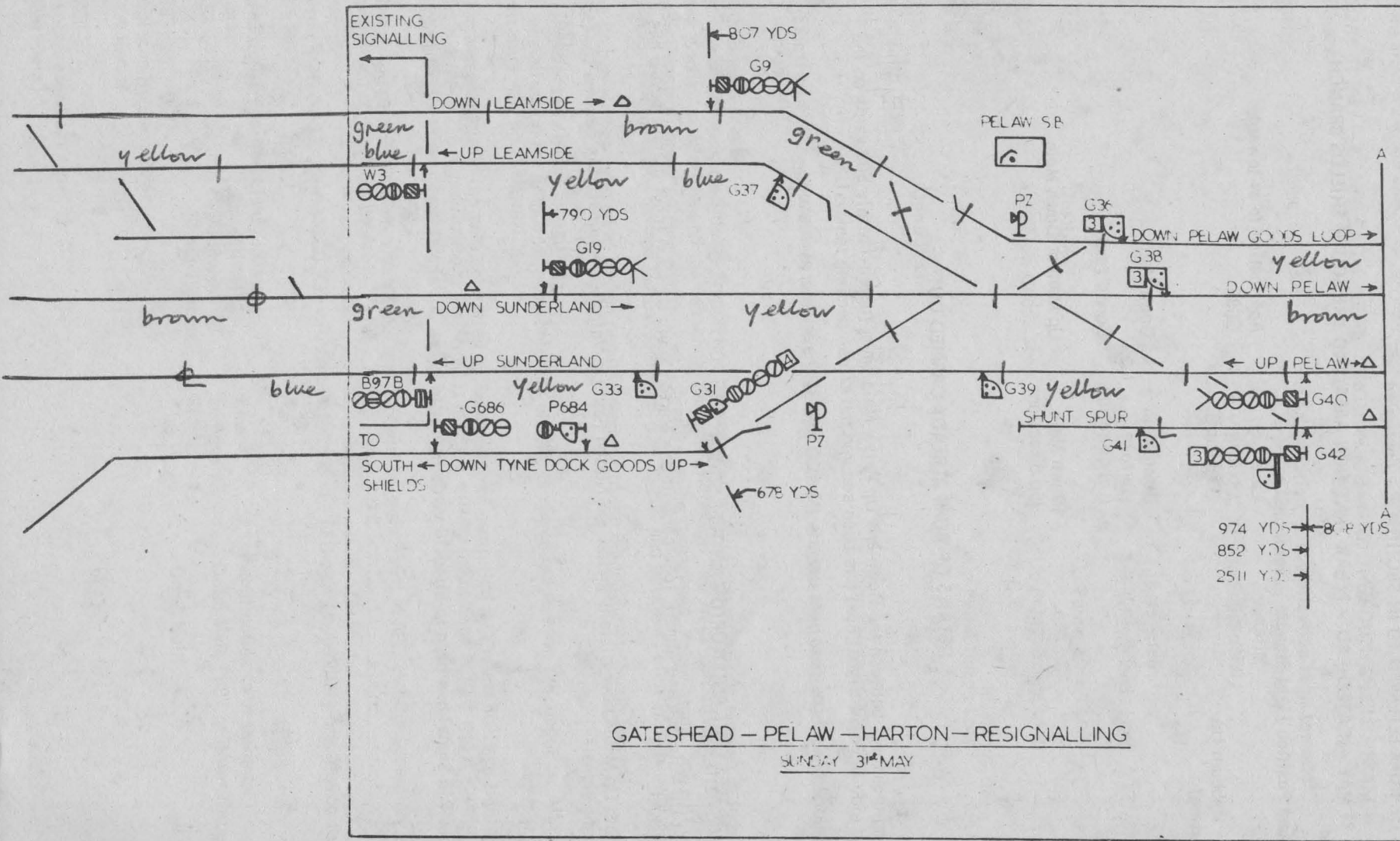
NORTON-ON-TEES EAST AND NORTON-ON-TEES SOUTH

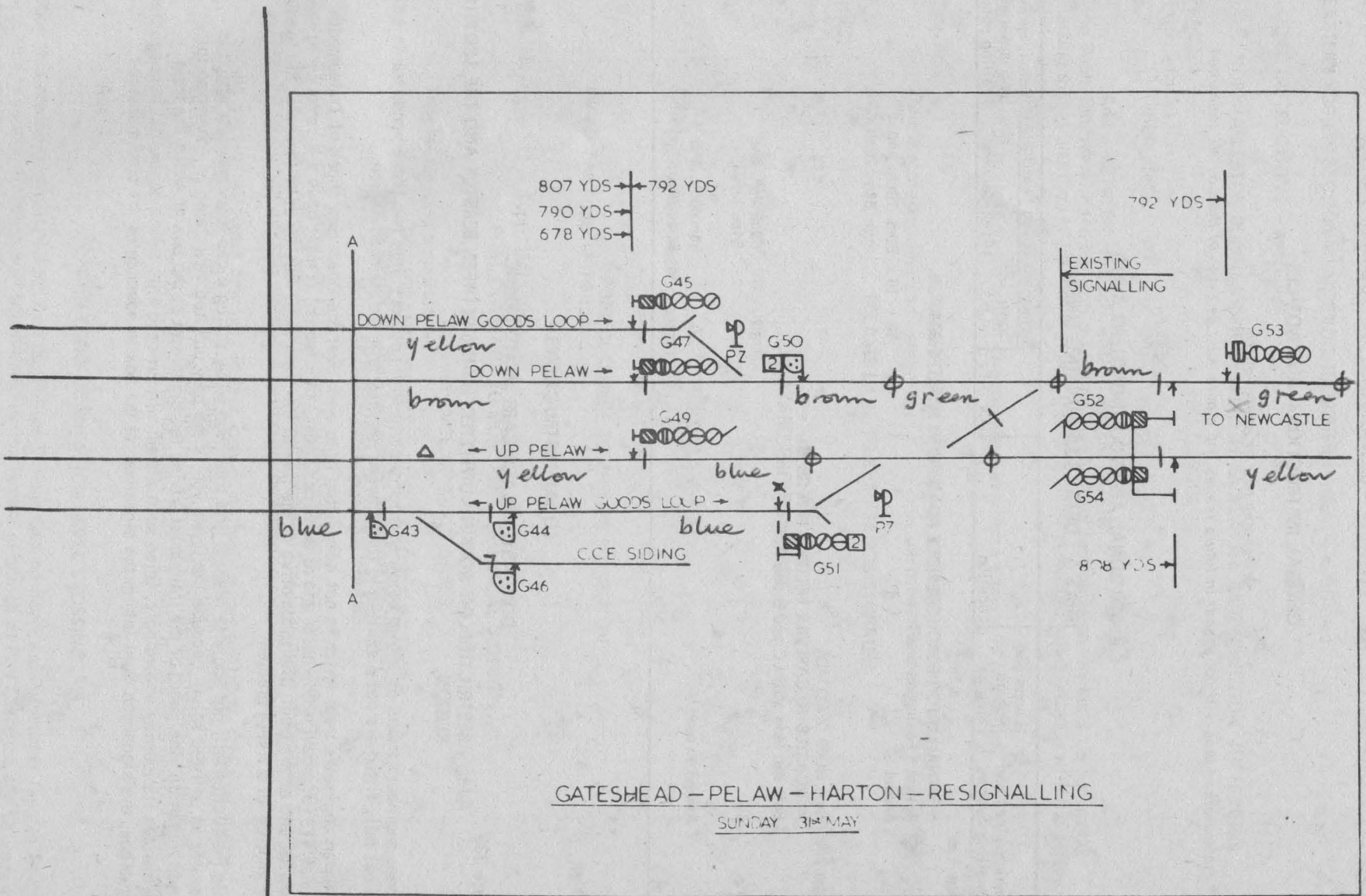
Norton East Up Main Starting Signal, together with the Norton South Up Main Inner distant below has been abolished.

Norton South Up Main Outer Distant (below the Norton East Up Main Home signal) has become the Up Main Distant signal. (23)

** PELAW JN.

Down Pelaw P45 Signal has been re-sited 70 yards nearer to Pelaw Jn. signal box. (22)





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.

E.R. 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.							
Between Easington and Dawdon Jn.							
Amend :-							
			10	10	80m. 76ch. and	81m. 22ch.	(23D)
Page 206 (Page ND69 - ND14D)							
NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN.							
Between How Mill LC and Broad Wath LC							
			30		54m. 3ch. and	54m. 8ch.	
Amend to read :-							
			30		54m. 8ch. and	54m. 30ch.	

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 339

Add :- RESTRICTION ON WORKING UNFITTED TRAINS BETWEEN BERWICK AND THE SCOTTISH REGION

Except engineers trains as shown below or a locomotive with not more than two brake vans, trains which are not fully fitted are not permitted to run between Berwick and the Scottish Region.

When an engineers train which is not fully fitted is to work over the Down line ahead of Tweedmouth signal T12 (adjacent to the north end of Berwick Down Goods loops), it must have a locomotive at the Berwick end of the train. The locomotive at the rear of the train must only be used to assist the leading locomotive on a rising gradient.

This instruction will not apply in respect of a train worked by a single cab locomotive(s) which is classed as unfitted solely because the brake van is the only unfitted vehicle on an otherwise fully fitted formation. The guard of the train must advise the signalman at the box at which the train commences its journey accordingly. When such a train will proceed onto a line controlled from another signalbox, the signalman must inform the signalman at the box in advance of the circumstances.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JUNCTION VIA HORDEN

Page 394

HARTLEPOOL

Tail Lamp Advice

Delete item:

Add – BETWEEN HORDEN AND CEMETERY NORTH

Rule Book, Section S. Hand trolleys placed on the Up Main line between Horden's Up semaphore starting signal and the Up I.B. home signal (H908) must be protected in accordance with the provisions of the Rule Book, Section S, Clause 3.1.

The movement of trolleys in the wrong direction between these signals is prohibited.

Page 396

BELASIS LANE TO PORT CLARENCE

Delete route heading and instruction

Add new heading:– BELASIS LANE TO SEAL SANDS STORAGE

Page 397

SHIPYARD GROUND FRAME

Delete heading and instruction.

PORT CLARENCE

Delete first and second paragraphs.

PORT CLARENCE TO PHILIPS SIDINGS JN.

Delete heading and instruction

Page 398 (Page 111 – Supp. Optg. Insts.)

PORT CLARENCE TO MONSANTO CHEMICAL SIDINGS

CONVEYANCE OF TOXIC GASES

Delete item and substitute:–

CONVEYANCE OF TOXIC GASES AND H.C.N. TANKS
BETWEEN BELASIS LANE AND MONSANTO CHEMICAL
SIDINGS/SEAL SANDS STORAGE

1. Fully fitted trains conveying toxic gases full or discharged and fully fitted trains conveying H.C.N. tanks full or discharged are authorised to travel between Port Clarence and Montanto Sidings or Seal Sands Storage in both directions, without a brakevan in rear.
2. Should a trains without a brakevan in rear, conveying toxic gases or H.C.N. tanks be stopped between Port Clarence and Montanto Sidings or Seal Sands Storage, other than as a result of locomotive failure, the Guard must report the circumstances by the most expeditious means available, but in the event of accident he must not pass the tanks unless it is obvious they have not been damaged.

Add:–

DORMAN LONG OCCUPATION LEVEL CROSSING

When this crossing, situated ¼ mile on the Philips Sidings Ground frame side of Norton Tees level Crossing is in use, trainmen will be informed by the Person in charge at Port Clarence and Drivers must stop their trains and ensure the crossing is clear before proceeding.

(ND23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 398 (Page 111 – Supp. Optg. Insts.) – Add – continued

**SEAL SANDS CHEMICAL, PHILIPS NO.2, NO.3 AND
SEAL SANDS ROAD LEVEL CROSSINGS**

When a train clears each crossing, the red flashing road signals and the white flashing signal on the rail approach must be cancelled. (23D)

Add:– WORKING OF TRAINS AT SEAL SANDS STORAGE SIDINGS

1. Arrivals

1.1. All trains for the sidings must be propelled.

★ 1.2 A train arriving at the branch end must be stopped with the rear locomotive cab on the approach side of the "R" indication.

1.3. The Guard must walk to Seal Sands Storage security block and advise the firms' staff of the arrival of the train.

1.4. The Guard must ensure Seal Sands Storage level crossing and the adjacent car park crossing within the firms premises are closed against the roadway, the firms security gates are open to rail and then obtain permission for the train to enter the sidings.

2. Departures

2.1. When a train is ready to leave the sidings the Guard must advise the firms staff accordingly.

2.2. The Guard must ensure arrangements are made to close both Seal Sands Storage level crossing and the adjacent car park crossing against the roadway and that the firms security gates are open to rail.

3. Crippled Wagons

When a wagon requires to be detached, the Guard must obtain the key for the padlock to the hand points from the firms security staff, place the points in the reverse position and clip and padlock them. On completion of operations the hand points must be left in the normal position, clipped and padlocked and the key returned to the security staff.

4. Failure of Crossing Signalling Equipment

Should a failure of the road lights occur at Philips No.3 or Seal Sands Road crossings, the Guard must, before authorising a train to pass over the crossing, obtain the assistance of the firms staff to ensure road traffic is kept clear until the train has passed over the crossing. (23D)

Page 402

PELAW TO SOUTH SHIELDS

★ **Add as first item under the above heading :**

**WORKING BETWEEN HEBBURN (SIGNAL 684) AND
JARROW SHELL MEX JUNCTION**

The Track Circuit Block Regulations apply, subject to the following modifications :–

1. All trains will proceed on the authority of subsidiary or shunt signals.

2. Only one line between Hebburn (signals 692/697) and Jarrow (signals 716/717/719) will be used at a time. During a failure of the direction switch and or track circuits between these signals working by pilotman will be introduced.

3. The Rule Book, Section M, Clause 3.2.1. does not apply and detonator protection must be carried out at all times. (23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 405



Add:—

WORKING BETWEEN JARROW AND HARTON

1. The "Down and Up" Dean Road line between Jarrow signals P.720/722 and Harton is worked as a siding under the control of the Signalman at Pelaw.
2. Authority to proceed along the siding will be the clearance of signal P.720 or H.736.
3. The Guard of an Up train along the siding must, on arrival at signal P.714, advise the Signalman at Pelaw if his train is complete with tail lamp.
4. The following provisions of the Rule Book apply, amended as follows:—
 - 4.1. Section H.
All trains to exhibit head, tail and, when necessary, side lamps in accordance with Clause 7. Trains must not be propelled, except as provided for in Clause 8.
 - 4.2. Section M.
The provisions of this Section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators, 20 yards apart, 300 yards from the obstruction on both sides. The Signalman at Pelaw must then be advised of the circumstances.
 - 4.3. Section Q
The provisions of this Section must be applied except that protection by Handsignalman will not be necessary.
 - 4.4. Section S
The provisions of this Section must be applied, except that the Handsignalman need only be stationed 300 yards from the trolley with the 3 detonators placed 20 yards apart.
 - 4.5. Section T
The provisions of this Section must be applied except when carrying out protection it will, only be necessary to place 3 detonators 10 yards apart 200 yards on both sides of the point where the line is unsafe. (23D)

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

NOTE : Following the commissioning of the Metro Signalling between Regent Centre and Kenton Bank Foot, Tyne and Wear Metro rules will apply between these.

The instructions in the Sectional Appendix, pages 422 to 430 will now apply.

All instructions shown on pages 71, 72 and 73 ND 6D with the exception of the undermentioned, must be cancelled:—

**GENERAL INSTRUCTIONS
METRO SIGNALLING SYSTEM**

Page 426 Delete third sentence i.e. "IN" corresponds to "UP" etc.

(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

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

WHITE PAGES (PART 6)

Clause C1/5

Add:

"Austrian Federal Railways - P.O. Wagons, type LMB - Series (43) 8126-901000.

These wagons are formed in pairs by a "second" coupling which is held by a pin and split-pin at each end. This is the only fact which distinguishes them from being single wagons and it is not the intention that this link should be removed when the wagons are in transit.

The wagons are permitted to run on Speedlink services but, at any location or marshalling yard, when the wagons are placed in sidings it must be done with extreme care". (23D)

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
UNTIL FURTHER NOTICE			
Thornaby MPD	Pit Improvements		07 30 to 17 00.
In connection with the under-mentioned work, the "Daily Shed" has been taken out of use.			
Gateshead TMD	Repairs to Shed Doors		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

15 MAY, 1981

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

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 JUNE

TO

FRIDAY 12 JUNE 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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*

A 40m.p.h P.S.R. has been imposed on the Down and Up lines between York Road LC and Chaloners Whin Jn. (185m. 65ch. and 186m. 0ch.) (23D)

The 30m.p.h. P.S.R.'s on the Down and Up lines between Hartburn Jn. and Stockton now apply between 59m. 70ch. and 60m. 45ch. (23D)

20m.p.h P.S.R.'s have been imposed on the Down and Up lines between Hebburn and Jarrow (2m. 33ch. and 2m. 45ch.) (23D)

The 40m.p.h. P.S.R. between Oak Tree Jn. and Teeside Airport Station (5m. 20ch. and 5m. 66ch.) has been reduced to 25m.p.h. (23D)

A 20m.p.h. P.S.R. has been imposed on the Down Main between Bowsfield and Thornaby (10m. 76ch. and 11m. 20ch.) (23D)

A 20 m.p.h. P.S.R. has been imposed on the Down between Haydon Bridge LC and Bardon Mill LC (28m 70ch and 29m 30ch.). (23D)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

LONDONDERRY

Up Hendon First Home Signal has been abolished.

(24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD – PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH

The Down and Up Main lines on the Sunderland side of Pelaw Junction have been re-aligned and renamed Down and Up Sunderland respectively. All signalling at Pelaw Junction has been brought under control at Gateshead. All signals formerly plated with "P" prefixes have been replated with "G" prefixes and the signal-post telephones have been connected to Gateshead. The Track Circuit Block Regulations apply between Boldon Colliery and Gateshead and between Wardley and Gateshead on the Down and Up Leamside lines.

The two-way signalling over the Up Pelaw and Up Pelaw Goods Loop has been commissioned and worked in accordance with the T.C.B. double line regulations in each direction. The speed on the Up Pelaw in the reverse direction must not exceed 30 m.p.h.

Pelaw Junction has been remodelled and new points and associated signal routes will be progressively introduced. The final layout and signalling is as shown on the diagrams included in this notice.

Until 7th June, movements from Up Pelaw G40 signal towards Up Leamside will be via the former Up Pelaw/Up Leamside Junction points which will be secured for the required route.

Alterations to Existing Signalling

Down Sunderland signal P17 has become an automatic signal replated G17.

Down Leamside signal P12 has been renumbered G9 and resited 11 yards nearer to Gateshead. The subsidiary has been removed and Junction Indicator arms provided.

Description of New Signals as shown on the Diagram

G = Gateshead

P = Pelaw

Signal	Line	Aspect M = Main S = Sub	Route Indication (Position No. referred to = Junction Indicator arm position No. as shown)	Application to or towards
G9	Down Leamside	M	Position "1" *(7/6)	Down Pelaw Goods Loop
		M		Down Pelaw Goods Loop until 7/6
		M *(7/6)		Down Pelaw via new Leamside Crossover.
		M	Position "4" *(7/6)	Up Pelaw Reverse direction
		M	Position "5" *(21/6)	Up Pelaw Goods Loop reverse direction. †
G19 (existing)	Down Sunderland	M	Position "1" *(14/6)	Down Pelaw Goods Loop
		M		Down Pelaw
		M	Position "4"	Up Pelaw reverse direction
		M	Position "5" *(21/6)	Up Pelaw Goods Loop reverse direction. †

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GATESHEAD - PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH - continued

Signal	Line	Aspect M=Main S=Sub	Route Indication (Positioned No. referred to = Junction Indicator arm position No. as shown)	Application to or towards
G31	Up Tyne Dock Goods	M	"G" *(14/6)	Down Pelaw Goods Loop
		M	"D"	Down Pelaw
		M	"U" *(21/6)	Up Pelaw reverse direction †
		M	"L"	Up Pelaw Goods Loop reverse direction †
		S	"G" *(14/6)	Down Pelaw Goods Loop Line occupied
		S	"D"	Down Pelaw Line occupied
		S	"U" *(21/6)	Up Pelaw Line occupied (reverse direction)
G40	Up Pelaw	M	Position "1"	Down Tyne Dock Goods
		M		Up Sunderland
		M	Position "4" *(7/6)	Up Leamside
G42	Up Pelaw Goods Loop	M	T *(21/6)	Down Tyne Dock Goods
		M	M *(21/6)	Up Sunderland
		S		Shunt Spur
		M	"L" *(21/6)	Up Leamside
G45	Down Pelaw Goods Loop	M		Down Pelaw
G47	Down Pelaw	M		Down Pelaw
G49	Up Pelaw	M	Position "1"	Down Pelaw
		M		Up Pelaw reverse direction
G51	Up Pelaw Goods Loop	M	"D"	Down Pelaw
		M	"U"	Up Pelaw reverse direction

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GATESHEAD - PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH - continued

Signal	Line	Aspect M = Main S = Sub	Route Indication (Position No. referred to = Junction Indicator arm position No. as shown)	Application to or towards
G52 (existing P46 replated)	Down Pelaw	M	Position "2"	Up Pelaw Goods Loop
		M	Position "1"	Up Pelaw
G54 (existing P47 replated)	Up Pelaw	M	Position "1"	Up Pelaw Goods Loop
		M		Up Pelaw
G686	Up Tyne Dock Goods	M		Up Tyne Dock Goods
P684	Down Tyne Dock Goods	S		Up Main; Down Main or Down Through Sidings

* = Signal route brought into use on commissioning of the new crossover (date of commissioning shown in brackets).

† = This route will only be cleared when ground position light signal G.39 and/or G.43 is also cleared.

Ground Position Light Signals

Signal	Line	Route Indication	Application to or towards
G33	Up Sunderland		Down Pelaw Goods Loop Down Pelaw Up Pelaw
G36 * (14/6)	Down Pelaw Goods Loop	"T"	Tyne Dock Goods
		"M"	Up Sunderland
		"L"	Up Leamside
G37	Up Leamside		Down Pelaw Goods Loop * (14/6) Down Pelaw * (7/6) Up Pelaw * (7/6) Up Pelaw Goods Loop * (21/6)
G38 * (7/6)	Down Pelaw	"T"	Tyne Dock Goods
		"M"	Up Sunderland
		"L"	Up Leamside
G39	Up Sunderland		Up Pelaw Up Pelaw Goods Loop * (21/6)
G41	Shunt Spur		Up Pelaw Goods Loop

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD – PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH – continued

Ground Position Light Signals – continued

Signal	Line	Route Indication	Application to or towards
G43	Up Pelaw Goods Loop		Up Pelaw Goods Loop C.C.E. Siding
G46	C.C.E. Siding		Up Pelaw Goods Loop
G50 (maintained "ON" until 7/6)	Down Pelaw	"X"	Down Pelaw
		"Y"	Down Pelaw Goods Loop

* = Signal route brought into use on commissioning of the new crossover (date of commissioning shown in brackets).

South Shields Branch (see diagram)

The Down and Up South Shields Branch line between Pelaw and Hebburn has been singled to form the "Tyne Dock Goods" single line and the Passenger service withdrawn. The Track Circuit Block (single line) regulations apply between Pelaw Junction and signals G686/P684. Pelaw signal box controls all movements between Harton and Gateshead G686 (Up) signal and between Pelaw P684 (Down) and Harton.

The Branch has been severed at Harton pending removal of the Branch line to South Shields.

Alterations to Existing Signalling

All signalling on the Branch has been abolished except as shown below or on the diagrams. All route indicators have been abolished.

All movements within the area controlled by Pelaw are controlled by Ground Position light signals or subsidiaries. P716 signal (Jarrow) Platform Up Starting is maintained at RED and a subsidiary is provided on this signal.

Jarrow 4-aspect Down Main signals 715 and 725 have been maintained at RED and the subsidiary signals centralised on the Main posts.

Jarrow 4-aspect Up Main signal 722 has been maintained at RED and a subsidiary provided on the post of this signal.

Signal	Mileage	Line	Application to or towards
P683	Between 1¼ and 1½ m.p.	Engineers Siding	Down Main P697 or Down Through Siding
P697 (replaces Hebburn Down Main Home)			Down Main
P696 (replaces Hebburn Up Main Home)			P688
P688 (replaces Hebburn Up Main Starting)	1½ m.p.	Up Main (Hebburn)	G686

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD – PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH – continued

New Ground Position Light Signals – continued

Signal	Mileage	Line	Application to or towards
P718	Between 3 and 3¼ m.p.	Down Main (Jarrow) (Up direction)	Down Main Goods Yard
P729	3½ m.p.	Down Main (up direction)	Up Main or Down Main (Amended item) (25)

** PELAW

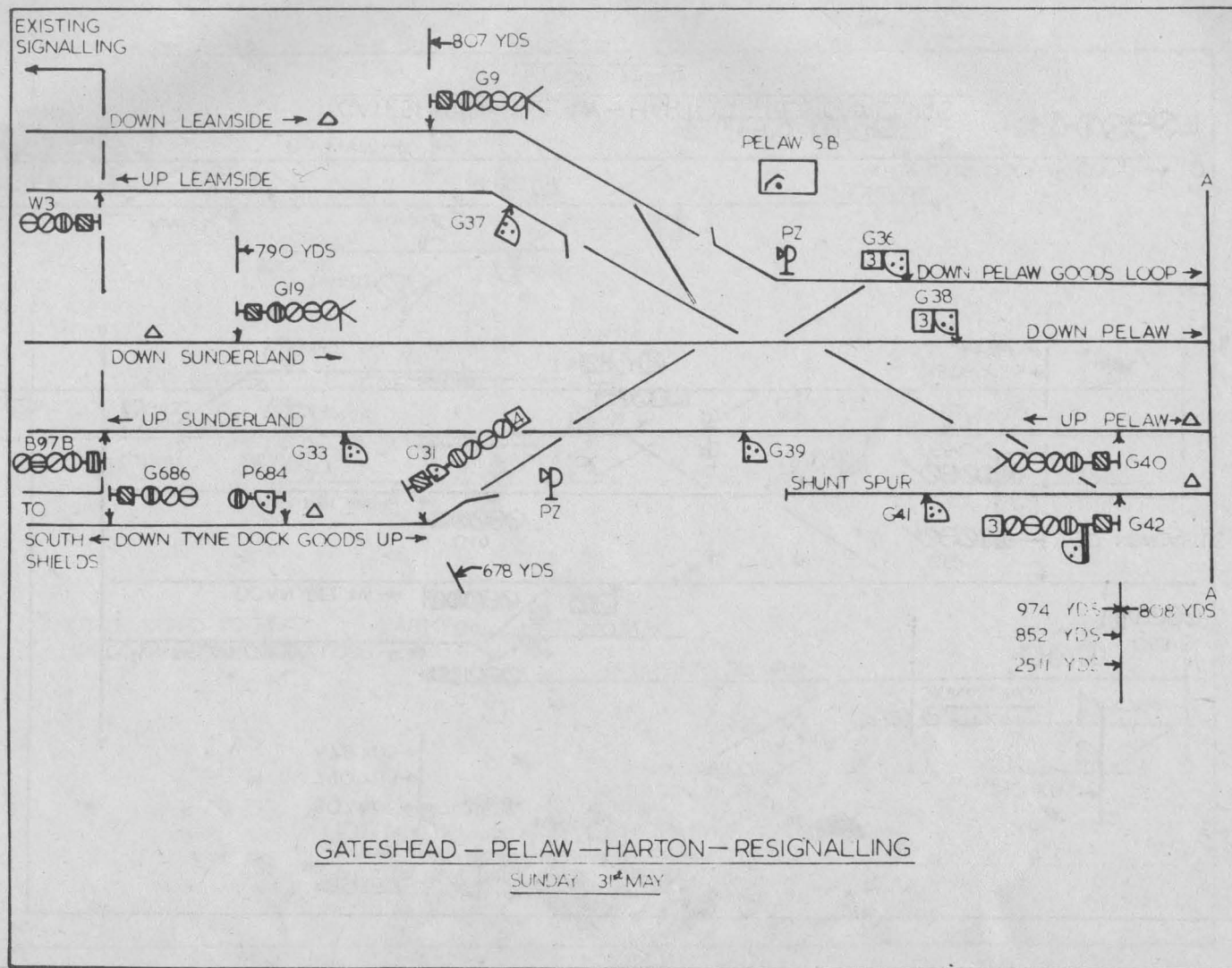
The trailing crossover between the Down and Up Pelaw Main lines (approximately 500 yards on the Gateshead side of Pelaw Signal Box) has been secured out of use pending removal.

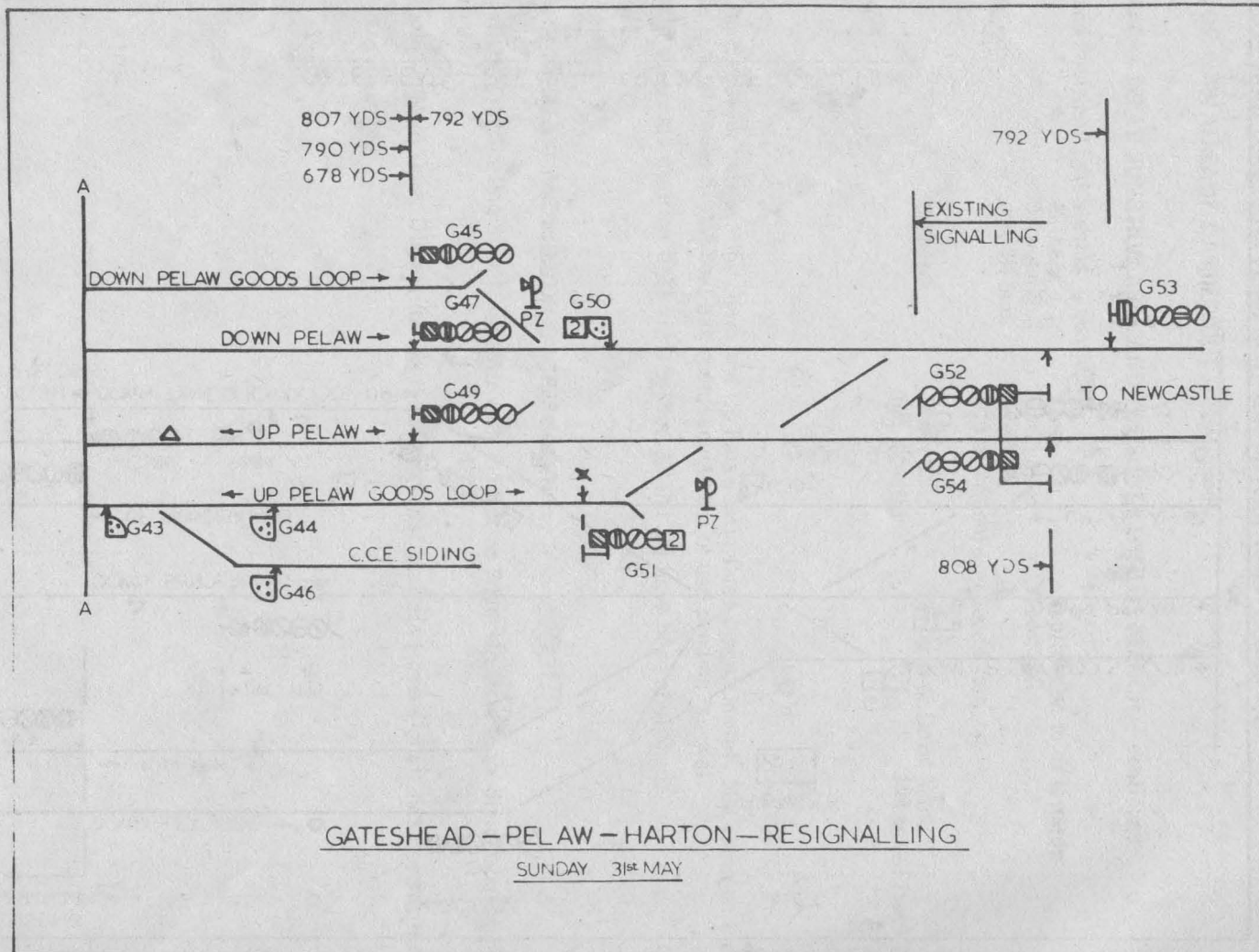
The associated ground position light signals (Nos.32 and 34) have been abolished. (23)

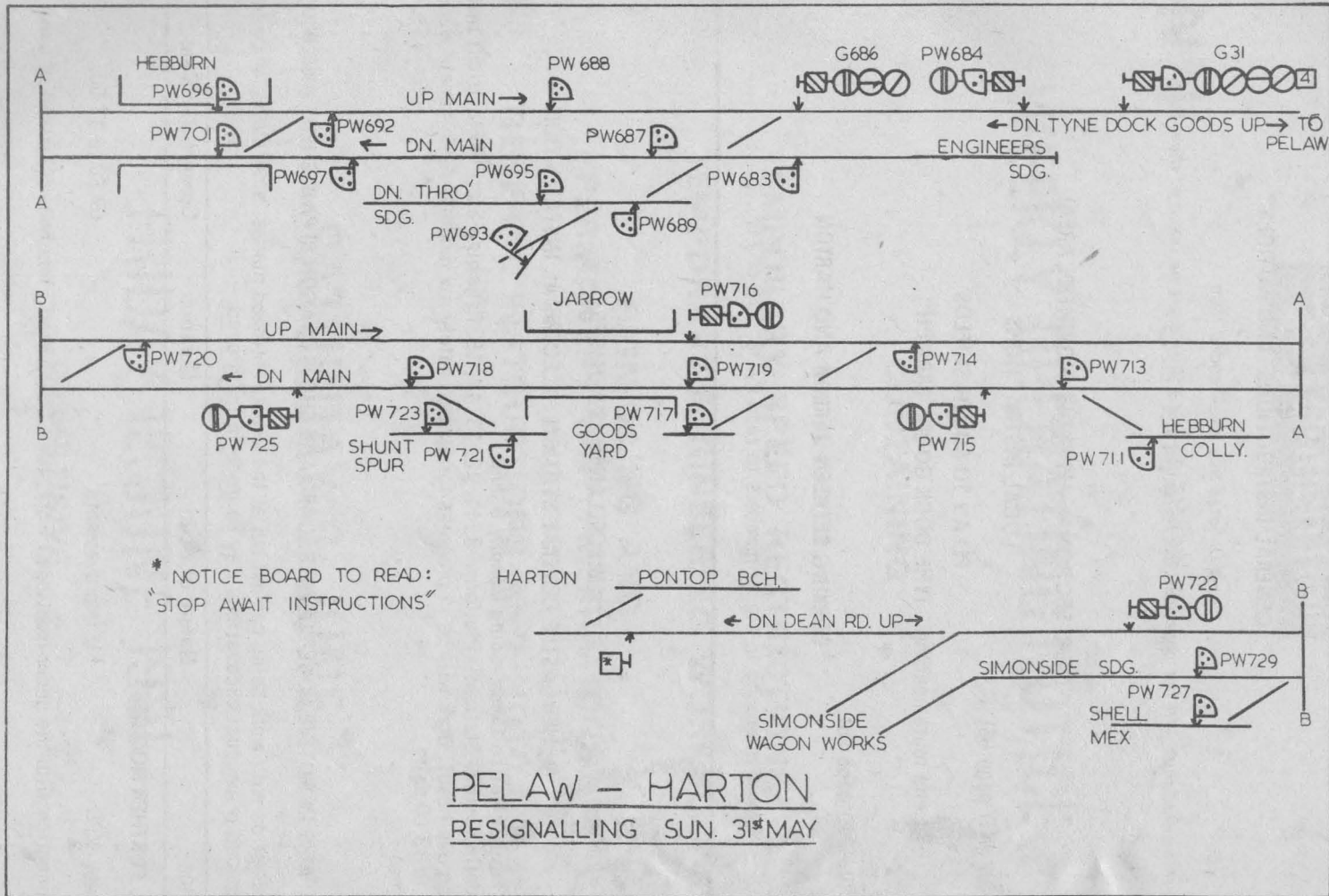
** NORTON-ON-TEES EAST AND NORTON-ON-TEES SOUTH

Norton East Up Main Starting Signal, together with the Norton South Up Main Inner distant below has been abolished.

Norton South Up Main Outer Distant (below the Norton East Up Main Home signal) has become the Up Main Distant signal. (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.

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 402 (ND page 96)

PELAW TO SOUTH SHIELDS

★ Amend route heading "TYNE DOCK GOODS BRANCH"

Page 405 (ND page 96)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3.

★ Amend reference to signal numbers to read P.716, 719 or 717..... (31D)

MISCELLANEOUS NOTICES

★ NEWCASTLE CENTRAL STATION : ELECTRICAL INSTALLATION

Until Further Notice Commencing Monday 8 June.

Newcastle Central Station:- Platforms 8, 11, 12, 13, 14, 15. Renewing Station Electrical Installation (men working overhead). Work will be in progress for approximately six months. Approximate working hours 08 00 to 18 00 daily.

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
----------	----------------	----------	-----------------

UNTIL FURTHER NOTICE

Thornaby MPD	Pit Improvements		07 30 to 17 00.
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In connection with the under-mentioned work, the "Daily Shed" has been taken out of use.

Gateshead TMD	Repairs to Shed Doors		
---------------	-----------------------	--	--

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

29 MAY, 1981

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

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

24

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 JUNE

TO

FRIDAY 19 JUNE 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

**** LONDONDERRY**

Up Hendon First Home Signal has been abolished.

(24)

GATESHEAD – PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH

The Down and Up Main lines on the Sunderland side of Pelaw Junction have been re-aligned and renamed Down and Up Sunderland respectively. All signalling at Pelaw Junction has been brought under control at Gateshead. All signals formerly plated with "P" prefixes have been replated with "G" prefixes and the signal-post telephones have been connected to Gateshead. The Track Circuit Block Regulations apply between Boldon Colliery and Gateshead and between Wardley and Gateshead on the Down and Up Leamside lines.

The two-way signalling over the Up Pelaw and Up Pelaw Goods Loop has been commissioned and worked in accordance with the T.C.B. double line regulations in each direction. The speed on the Up Pelaw in the reverse direction must not exceed 30 m.p.h.

Pelaw Junction has been remodelled and new points and associated signal routes will be progressively introduced. The final layout and signalling is as shown on the diagrams included in this notice.

Until 7th June, movements from Up Pelaw G40 signal towards Up Leamside will be via the former Up Pelaw/Up Leamside Junction points which will be secured for the required route.

Alterations to Existing Signalling

Down Sunderland signal P17 has become an automatic signal replated G17.

Down Leamside signal P12 has been renumbered G9 and resited 11 yards nearer to Gateshead. The subsidiary has been removed and Junction Indicator arms provided.



emarks

NN

EASTERN REGION

25

ckwork.
(81/20)
15 00
22 June.

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 JUNE

TO

FRIDAY 26 JUNE 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

HEBBURN

To facilitate the remodelling work. The Head-Shunt on the Down side between 1m. 28ch. and 1m. 35ch. has been shortened.

A STOP-BLOCK has been provided on the Head-Shunt approximately 10 yards from the points from Main. (New item) (28)

PALLION YARD

A new "run-round" has been provided adjacent to the Deptford line east of Pallion Station. All points are hand-lever operated.

The Pallion Goods Yard Sidings have been abolished.

(New item) (28)

** GATESHEAD - PELAW JUNCTION AREA AND THE SOUTH SHIELDS BRANCH

The Down and Up Main lines on the Sunderland side of Pelaw Junction have been re-aligned and renamed Down and Up Sunderland respectively. All signalling at Pelaw Junction has been brought under control at Gateshead. All signals formerly plated with "P" prefixes have been replated with "G" prefixes and the signal-post telephones have been connected to Gateshead. The Track Circuit Block Regulations apply between Boldon Colliery and Gateshead and between Wardley and Gateshead on the Down and Up Leamside lines.

The two-way signalling over the Up Pelaw and Up Pelaw Goods Loop has been commissioned and worked in accordance with the T.C.B. double line regulations in each direction. The speed on the Up Pelaw in the reverse direction must not exceed 30 m.p.h.

Pelaw Junction has been remodelled and new points and associated signal routes will be progressively introduced. The final layout and signalling is as shown on the diagrams included in this notice.

Until 7th June, movements from Up Pelaw G40 signal towards Up Leamside will be via the former Up Pelaw/Up Leamside Junction points which will be secured for the required route.

Alterations to Existing Signalling

Down Sunderland signal P17 has become an automatic signal replated G17.

Down Leamside signal P12 has been renumbered G9 and resited 11 yards nearer to Gateshead. The subsidiary has been removed and Junction Indicator arms provided.



NN

EASTERN REGION

28

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 JULY

TO

FRIDAY 17 JULY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 14 JULY - BLAYDON

The trailing crossover between the Down and Up Main lines will be secured out of use in the normal position pending removal and the associated signalling will be abolished. (31)

DETAILS OF WORK ALREADY CARRIED OUT

WIDDRINGTON

No.65 ground position light signal applying Up Main to Exchange Sidings has been repositioned on the opposite side of the line between the Up Main and Departure line. **New Item** (31)

CLIFF HOUSE

Seaton Snook Branch - Cliff House South No.3 Ground Frame

The trap points at the exit from Head Wrightsons Stampings Ltd. Sidings have been secured in the run-off position and No. 1 Lever has been disconnected.

Seaton Snook North Jn.

The trailing points - Down Main - BSC Hartlepool South Works and the facing crossover between the main lines have been secured out of use in the normal position pending removal and the associated signalling abolished. (30)

TWEEDMOUTH

The Goods Yard ground frame (controlling the trailing points - Up Main to Goods Yard and the associated signalling) has been replaced by an electrically operated Ground Switch Panel released from Tweedmouth signal box.

Telephone communication is provided between the ground switch panel and Tweedmouth. (29)

**** HEBBURN**

To facilitate the remodelling work. The Head Shunt on the Down side between 1m. 28ch. and 1m. 35ch. has been shortened.

A STOP-BLOCK has been provided on the Head-Shunt approximately 10 yards from the points from Main. (28)

**** PALLION YARD**

A new "run-round" has been provided adjacent to the Deptford line east of Pallion Station. All points are hand-lever operated.

The Pallion Goods Yard Sidings have been abolished. (28)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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	
<p>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</p> <p>Page 173 (Page 59 ND23D)</p> <p>Between Easington and Dawdon Jn.</p>						
★	Amend:-			10	-	80m. 76ch. and 81m. 22ch. (w.e.f. 11.7.81) (31D)

LOCAL INSTRUCTIONS

Page 402 (ND page 96)

PELAW TO SOUTH SHIELDS

Amend route heading "TYNE DOCK GOODS BRANCH"

Page 405 (ND page 96)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3.

Amend reference to signal numbers to read P.716, 719 or 717..... (31D)

Page 414

LONGBECK SALTBURN WEST JN. TO BOULBY CLEVELAND POTASH SIDINGS

SKINNINGROVE IRON WORKS

★ Delete instruction and substitute:-
SKINNINGROVE B.S.C. SIDINGS

1. When a locomotive requires to work in the Departure Sidings, the Chargeman must obtain an assurance from the B.S.C. Weighman that no movement of any B.S.C. locomotives in the Departure Sidings will take place until he is advised that normal working may be resumed.
2. Before a locomotive enters the sidings, the Chargeman must set all hand points giving access to the works, towards the sand drag.
3. Upon completion of work, the Chargeman must advise the B.S.C. Weighman accordingly.
4. The speed of locomotives must not exceed 5 m.p.h. when propelling into the sidings. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(NORTHERN AREA) DATED 2 AUGUST 1980

MISCELLANEOUS NOTICES

Pages 134/5

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

The paragraph commencing with the words "The perspex windows are each supplied" at the bottom of page 134 should follow as the second paragraph to the **Note** on page 135. MO45/1314 (31D)

WORKING MANUAL FOR RAIL STAFF BR.30054/3

The Pink Pages of the above publication will be completely re-issued, dated July, 1981. Considerable revision to the flask emergency procedures instructions has been made in essence, combining the arrangements instead of the previous separate procedures of CEGB, SSEB and other flask traffic.

These revised procedures should be operational on and from Monday, 6 July, but because of possible delay in the distribution of pages from the Printer, all concerned should note the following alterations to Pink Pages, Section F3 Special Instructions.

SPECIAL INSTRUCTIONS (continued)

(ii) **Loaded or Discharged Flask Traffic**

F3/8

In the event of an accident to a train conveying an irradiated fuel flask the guard and driver of the train **MUST NOT** proceed towards each other for the purpose of ascertaining whether the opposite line is obstructed. The driver must go forward and the guard back, and immediately carry out appropriate protection routine. No train must be permitted to pass the scene of a fire or accident involving a flask until clearance has been given by the emergency team health physicist unless it is quite clear that the flask cannot have sustained any damage.

F3/9

The guard or driver must endeavour to obtain answers to the following questions, in the order shown, in so far as it is reasonably practicable to do so without delay and without approaching the flask unnecessarily. If any of the questions cannot be answered because of the circumstances of the mishap, the answer Can't Tell should be given.

- | | |
|--|-------------------|
| (a) Is there any fire near the flask? | Yes/No/Can't Tell |
| (b) Are large quantities of liquefied petroleum gas, petroleum or other flammable liquids present? | Yes/No/Can't Tell |
| (c) Is there any visible damage to the flask or its cover if fitted? | Yes/No/Can't Tell |
| (d) Is there any evidence of displacement of the load? | Yes/No/Can't Tell |
| (e) Is the flask obviously tilted out of the normal upright position? | Yes/No/Can't Tell |
| (f) Is there any evidence of water leakage from the flask? | Yes/No/Can't Tell |
| (g) Are there any passengers or members of the public in the vicinity? | Yes/No/Can't Tell |
| (h) What is the wagon number and flask number? | ----- |

F3/10

Full information, including the answers to the questions listed above, must be telephoned immediately to the local Railway Control Office (Post Office telephone numbers of the railway control offices are given in **F3/15**). Details of the procedure for obtaining priority on the Post Office telephone systems are given in **F3/17**.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 - continued

F3/11

If the answer to ANY of the questions (a) to (f) in F3/9 is Yes or Can't Tell, the action to be taken is detailed in F/12-13.

If the answer to ALL of the questions (a) to (f) in F3/9 is No, and the mishap involves only derailment or damage to the wagon, action to be taken is detailed in F3/14. (No further emergency action is required if the wagon is neither derailed nor damaged).

Flask Emergency

F3/12

If there is any evidence of damage to the flask, everyone must be kept at least 50 yards (45 metres) away in all directions. Persons may be permitted access for essential rescue work provided they take care to avoid being directly in front of the damage. The flask should not be approached unnecessarily until clearance has been given by the emergency team health physicist.

F3/13

The local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. Emergency Establishment (see F3/16).

1. **THERE IS A NUCLEAR "FLASK EMERGENCY"**
2. **NAME** of railway control office reporting.
3. **LOCATION OF THE EMERGENCY**, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION**
5. **DETAILS** of the **EMERGENCY**, including answers to questions in F3/9, in the order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.
7. Call the local authority fire service, and the civil police, telling the latter that the appropriate nuclear establishment has been notified and that **NAIR** Stage II is therefore not required.

Where possible the message should be confirmed by Telex with a minimum of delay.

Derailment or damage to wagon

F3/14

In the event of a derailment or damage to a wagon conveying a flask, and when the flask itself has not been damaged, the local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. (see F3/16).

1. There is a **"NUCLEAR FLASK WAGON INCIDENT"**
2. **NAME** of railway control office reporting.
3. **LOCATION** of incident, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION**
5. **DETAILS** of incident including the answers to questions in F3/9 in order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.
7. Do not call the local authority fire service or civil police. If the civil police have already been advised inform them that the appropriate **NUCLEAR ESTABLISHMENT** has been notified and that **NAIR** Stage II is therefore not required.

Where possible the message should be confirmed by Telex, with a minimum of delay, (Telex No. 27856 answer code C.E.G.B. NC G).

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 - continued

F3/15

POST OFFICE TELEPHONE NUMBERS

RAILWAY CONTROL OFFICE

(* indicates ex-directory number for emergency use only)

Easter Region

LONDCN (Liverpool Street) :
01-247 1292 *
LONDON (Kings Cross) : 01-388-0642 *
CAMBRIDGE (0223) 51370 *
NORWICH (0603) 23382 *
DONCASTER: (0302) 66978 *
LEEDS (0532) 442608 *
NEWCASTLE (0632) 22334 *
SHEFFIELD (0742) 26080 *
YORK (0904) 53357 *

Midland Region

BIRMINGHAM : 021-643 6368 *
PRESTON : (0772) 55707 *
CREWE : (0270) 55915 *
MANCHESTER : 061-236 6550 *
LIVERPOOL 051-709 4627 *
STOKE : (0782) 45339*
LONDON (Euston) : 01-387 8110 *
NOTTINGHAM : (0602) 42936 *

Scottish Region

GLASGOW : 041-332 1700*
INVERNESS (0463) 30961. Ext. 8284

Southern Region

BECKENHAM : 01-650 0441* or 0510*
LONDON (Croydon) : 01-686 7071* or 7072*
LONDON (Waterloo) : 01-928 2240*
WIMBLEDON : 01-947 2208*

Western Region

CARDIFF: (0222) 499811, ext 2299
LONDON (Paddington) : 01- 262 7593 *
READING : (0734) 53589 *
BRISTOL: (0272) 23758*

F3/16

According to the location of the mishap the local railway control must notify the Emergency Establishment indicated below:-

For England and Wales notify:-

CEGB - Alert Centre
01 - 928 4210* or
01 - 248 6549*

* Indicates that ex-directory number for emergency only to be run in order shown if first number unobtainable

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF BR 30054/3 – continued

For Scotland notify:–

SSEB Hunterston, Strathclyde
Fairlie (047-556) 561 or
West Kilbride (029-482) 2311

For accidents South of Kirkconnel to Gretna Jn. inclusive, additionally notify:–

BNFL, Chapelcross Works,
Annan (04612) 2835/6/7/8

F3/17

POST OFFICE PRIORITY CALLS

If difficulty is experienced in making a call, the Post Office operator should be requested to connect the call on a priority basis using one of the following phrases:

- (a) "A distress call to ----", which indicates that the call is of utmost importance – a matter of life and death.
- (b) "A civil urgent call to ----", indicating that the call must be connected as quickly as possible but it is not so vital as (a) above.

If there is any difficulty ask for the Duty Supervisor.

(31D)

WORKING MANUAL FOR RAIL STAFF BR.30054

WHITE PAGES – PART VI

Clause B2/3

Amend to read:–

"If for any reason a loaded wagon has not been labelled H, M or L, the wagon is to be treated as "H" for load calculations, but as "L" for brake force if it is a fitted wagon and is to be included in the total brake force of the train".

(31D)

MISCELLANEOUS NOTICES

RIVERSIDE BRANCH

The Station Platforms at Carville are being removed.

NEWCASTLE CENTRAL STATION : ELECTRICAL INSTALLATION

Until Further Notice.

Newcastle Central Station:– Platforms 8, 11, 12, 13, 14, 15. Renewing Station Electrical Installation (men working overhead). Work will be in progress for approximately six months. Approximate working hours 08 00 to 18 00 daily.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of Work	Duration	Commencing Date
UNTIL FURTHER NOTICE			
Thornaby MPD	Pit Improvements		07 30 to 17 00.
In connection with the under-mentioned work, the "Daily Shed" has been taken out of use.			
Gateshead TMD	Repairs to Shed Doors		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

3 JULY, 1981

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



NN

EASTERN REGION

29

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 JULY

TO

FRIDAY 24 JULY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

ANNFIELD

The signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Carr House and South Pelaw

(New Item) (32)

HENDON**LONDON DERRY**

The miniature arm signals applying (a) exit from Shunt Line (van Siding) and (b) along the Loop (Up direction) have been replaced by ground disc signals 10 yards further from the signal box.

The adjacent miniature arm signal repeating the aspect of the ground disc applying-set back on Up Hendon has been abolished.

(New Item) (32)

BLAYDON

The trailing crossover between the Down and Up Main lines has been secured out of use in the normal position pending removal and the associated signalling has been abolished.

(31)

WIDDRINGTON

No.65 ground position light signal applying Up Main to Exchange Sidings has been repositioned on the opposite side of the line between the Up Main and Departure line.

(31)

CLIFF HOUSE**Seaton Snook Branch – Cliff House South No.3 Ground Frame**

The trap points at the exit from Head Wrightsons Stampings Ltd. Sidings have been secured in the run-off position and No. 1 Lever has been disconnected.

Seaton Snook North Jn.

The trailing points – Down Main – BSC Hartlepool South Works and the facing crossover between the main lines have been secured out of use in the normal position pending removal and the associated signalling abolished.

(30)

**** TWEEDMOUTH**

The Goods Yard ground frame (controlling the trailing points – Up Main to Goods Yard and the associated signalling) has been replaced by an electrically operated Ground Switch Panel released from Tweedmouth signal box.

Telephone communication is provided between the ground switch panel and Tweedmouth.

(29)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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	
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Page 173 (Page 59 ND23D)						
Between Easington and Dawdon Jn.						
Amend:-				10	-	80m. 76ch. and 81m. 22ch.

TABLE "J" - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi- tions	Remarks
Page 249				
★ Add:- Heaton North Jn.	Earsdon	F, Engineers trains	-	Fitted/Piped vehs, only. (40)

LOCAL INSTRUCTIONS

Page 402 (ND page 96)

PELAW TO SOUTH SHIELDS

Amend route heading "TYNE DOCK GOODS BRANCH"

Page 405 (ND page 96)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3.

Amend reference to signal numbers to read P.716, 719 or 717.....

(31D)

Page 414

LONGBECK SALTBURN WEST JN. TO BOULBY CLEVELAND
POTASH SIDINGS

SKINNINGROVE IRON WORKS

Delete instruction and substitute:-

SKINNINGROVE B.S.C. SIDINGS

1. When a locomotive requires to work in the Departure Sidings, the Chargeman must obtain an assurance from the B.S.C. Weighman that no movement of any B.S.C. locomotives in the Departure Sidings will take place until he is advised that normal working may be resumed.
2. Before a locomotive enters the sidings, the Chargeman must set all hand points giving access to the works, towards the sand drag.
3. Upon completion of work, the Chargeman must advise the B.S.C. Weighman accordingly.
4. The speed of locomotives must not exceed 5 m.p.h. when propelling into the sidings. (31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS
(NORTHERN AREA) DATED 2 AUGUST 1980

MISCELLANEOUS NOTICES

Pages 134/5

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

The paragraph commencing with the words "The perspex windows are each supplied" at the bottom of page 134 should follow as the second paragraph to the **Note** on page 135. MO45/1314 (31D)

WORKING MANUAL FOR RAIL STAFF BR.30054/3

The Pink Pages of the above publication will be completely re-issued, dated July, 1981. Considerable revision to the flask emergency procedures instructions has been made in essence, combining the arrangements instead of the previous separate procedures of CEGB, SSEB and other flask traffic.

These revised procedures should be operational on and from Monday, 6 July, but because of possible delay in the distribution of pages from the Printer, all concerned should note the following alterations to Pink Pages, Section F3 Special Instructions.

SPECIAL INSTRUCTIONS (continued)

(ii) **Loaded or Discharged Flask Traffic**

F3/8

In the event of an accident to a train conveying an irradiated fuel flask the guard and driver of the train **MUST NOT** proceed towards each other for the purpose of ascertaining whether the opposite line is obstructed. The driver must go forward and the guard back, and immediately carry out appropriate protection routine. No train must be permitted to pass the scene of a fire or accident involving a flask until clearance has been given by the emergency team health physicist unless it is quite clear that the flask cannot have sustained any damage.

F3/9

The guard or driver must endeavour to obtain answers to the following questions, in the order shown, in so far as it is reasonably practicable to do so without delay and without approaching the flask unnecessarily. If any of the questions cannot be answered because of the circumstances of the mishap, the answer **Can't Tell** should be given.

- | | |
|--|-------------------|
| (a) Is there any fire near the flask? | Yes/No/Can't Tell |
| (b) Are large quantities of liquefied petroleum gas, petroleum or other flammable liquids present? | Yes/No/Can't Tell |
| (c) Is there any visible damage to the flask or its cover if fitted? | Yes/No/Can't Tell |
| (d) Is there any evidence of displacement of the load? | Yes/No/Can't Tell |
| (e) Is the flask obviously tilted out of the normal upright position? | Yes/No/Can't Tell |
| (f) Is there any evidence of water leakage from the flask? | Yes/No/Can't Tell |
| (g) Are there any passengers or members of the public in the vicinity? | Yes/No/Can't Tell |
| (h) What is the wagon number and flask number? | ----- |

F3/10

Full information, including the answers to the questions listed above, must be telephoned immediately to the local Railway Control Office (Post Office telephone numbers of the railway control offices are given in **F3/15**). Details of the procedure for obtaining priority on the Post Office telephone systems are given in **F3/17**.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 - continued

F3/11

If the answer to ANY of the questions (a) to (f) in F3/9 is Yes or Can't Tell, the action to be taken is detailed in F/12-13.

If the answer to ALL of the questions (a) to (f) in F3/9 is No, and the mishap involves only derailment or damage to the wagon, action to be taken is detailed in F3/14. (No further emergency action is required if the wagon is neither derailed nor damaged).

Flask Emergency

F3/12

If there is any evidence of damage to the flask, everyone must be kept at least 50 yards (45 metres) away in all directions. Persons may be permitted access for essential rescue work provided they take care to avoid being directly in front of the damage. The flask should not be approached unnecessarily until clearance has been given by the emergency team health physicist.

F3/13

The local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. Emergency Establishment (see F3/16).

1. **THERE IS A NUCLEAR "FLASK EMERGENCY"**
2. **NAME** of railway control office reporting.
3. **LOCATION OF THE EMERGENCY**, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION**
5. **DETAILS** of the **EMERGENCY**, including answers to questions in F3/9, in the order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.
7. Call the local authority fire service, and the civil police, telling the latter that the appropriate nuclear establishment has been notified and that **NAIR** Stage II is therefore not required.

Where possible the message should be confirmed by Telex with a minimum of delay.

Derailment or damage to wagon

F3/14

In the event of a derailment or damage to a wagon conveying a flask, and when the flask itself has not been damaged, the local railway control office must immediately give a message in the following form by telephone to the C.E.G.B. (see F3/16).

1. There is a **"NUCLEAR FLASK WAGON INCIDENT"**
2. **NAME** of railway control office reporting.
3. **LOCATION** of incident, including Ordnance Survey Grid Reference.
4. **NAME OF NEAREST RAILWAY STATION**
5. **DETAILS** of incident including the answers to questions in F3/9 in order given.
6. Best possible indication of how to reach the location, or an easily recognisable place to meet someone who will lead the emergency party to the spot.
7. Do not call the local authority fire service or civil police. If the civil police have already been advised inform them that the appropriate **NUCLEAR ESTABLISHMENT** has been notified and that **NAIR** Stage II is therefore not required.

Where possible the message should be confirmed by Telex, with a minimum of delay, (Telex No. 27856 answer code C.E.G.B. NC G).

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF BR.30054/3 - continued

F3/15

POST OFFICE TELEPHONE NUMBERS

RAILWAY CONTROL OFFICE

(* indicates ex-directory number
for emergency use only)

Easter Region

LONDON (Liverpool Street) :
01-247 1292 *
LONDON (Kings Cross) : 01-388-0642 *
CAMBRIDGE (0223) 51370 *
NORWICH (0603) 23382 *
DONCASTER: (0302) 66978 *
LEEDS (0532) 442608 *
NEWCASTLE (0632) 22334 *
SHEFFIELD (0742) 26080 *
YORK (0904) 53357 *

Midland Region

BIRMINGHAM : 021-643 6368 *
PRESTON : (0772) 55707 *
CREWE : (0270) 55915 *
MANCHESTER : 061-236 6550 *
LIVERPOOL 051-709 4627 *
STOKE : (0782) 45339*
LONDON (Euston) : 01-387 8110 *
NOTTINGHAM : (0602) 42936 *

Scottish Region

GLASGOW : 041-332 1700*
INVERNESS (0463) 30961, Ext. 8284

Southern Region

BECKENHAM : 01-650 0441* or 0510*
LONDON (Croydon) : 01-686 7071* or 7072*
LONDON (Waterloo) : 01-928 2240*
WIMBLEDON : 01-947 2208*

Western Region

CARDIFF: (0222) 499811, ext 2299
LONDON (Paddington) : 01- 262 7593 *
READING : (0734) 53589 *
BRISTOL: (0272) 23758*

F3/16

According to the location of the mishap the local railway control must notify the Emergency Establishment indicated below:-

For England and Wales notify:-

CEGB - Alert Centre
01 - 928 4210* or
01 - 248 6549*

* Indicates that ex-directory number for emergency only to be run in order shown if first number unobtainable

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF BR 30054/3 – continued

For Scotland notify:—

SSEB Hunterston, Strathclyde
Fairlie (047-556) 561 or
West Kilbride (029-482) 2311

For accidents South of Kirkconnel to Gretna Jn. inclusive, additionally notify:—
BNFL, Chapelcross Works,
Annan (04612) 2835/6/7/8

F3/17

POST OFFICE PRIORITY CALLS

If difficulty is experienced in making a call, the Post Office operator should be requested to connect the call on a priority basis using one of the following phrases:

- (a) "A distress call to -----", which indicates that the call is of utmost importance – a matter of life and death.
- (b) "A civil urgent call to -----", indicating that the call must be connected as quickly as possible but it is not so vital as (a) above.

If there is any difficulty ask for the Duty Supervisor.

(31D)

WORKING MANUAL FOR RAIL STAFF BR.30054

WHITE PAGES – PART VI

Clause B2/3

Amend to read:—

"If for any reason a loaded wagon has not been labelled H, M or L, the wagon is to be treated as "H" for load calculations, but as "L" for brake force if it is a fitted wagon and is to be included in the total brake force of the train".

(31D)

MISCELLANEOUS NOTICES

BETWEEN PELAW AND GATESHEAD

★ **NOTE** : On Friday 24 July, 1981, the signalling equipment on the Tyne and Wear Metro Lines adjoining the B.R. lines, between Pelaw, Overbridge 302 at approx 98¼ m.p. and Old Fold T and W Metro Station at 100¼ m.p. will be brought into use and the signals will thereafter remain illuminated.

(32)

RIVERSIDE BRANCH

The Station Platforms at Carville are being removed.

NEWCASTLE CENTRAL STATION : ELECTRICAL INSTALLATION

Until Further Notice.

Newcastle Central Station:— Platforms 8, 11, 12, 13, 14, 15. Renewing Station Electrical Installation (men working overhead). Work will be in progress for approximately six months. Approximate working hours 08 00 to 18 00 daily.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES—continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of Work	Duration	Commencing Date
UNTIL FURTHER NOTICE			
Thornaby MPD	Pit Improvements		07 30 to 17 00.
In connection with the under-mentioned work, the "Daily Shed" has been taken out of use.			
Gateshead TMD	Repairs to Shed Doors		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

10 JULY, 1981

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

30

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 25 JULY

TO

FRIDAY 31 JULY 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

ANNFIELD

The signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Carr House and South Pelaw (32)

LONDONDERRY

The miniature arm signals applying (a) exit from Shunt Line (van Siding) and (b) along the Loop (Up direction) have been replaced by ground disc signals 10 yards further from the signal box.

(Amended Item) (32)

HENDON

The adjacent miniature arm signal repeating the aspect of the ground disc applying-set back on Up Hendon has been abolished. (32)

BLAYDON

The trailing crossover between the Down and Up Main lines has been secured out of use in the normal position pending removal and the associated signalling has been abolished. (31)

WIDDRINGTON

No.65 ground position light signal applying Up Main to Exchange Sidings has been repositioned on the opposite side of the line between the Up Main and Departure line. (31)

**** CLIFF HOUSE**

**Seaton Snook Branch – Cliff House South No.3 Ground Frame
THIS WORK HAS NOT BEEN CARRIED OUT.**

Seaton Snook North Jn.

The trailing points – Down Main – BSC Hartlepool South Works and the facing crossover between the main lines have been secured out of use in the normal position pending removal and the associated signalling abolished. (Amended Item) (30)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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	
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Page 173 (Page 59 ND23D)						
Between Easington and Dawdon Jn.						
Amend:-				10	-	80m. 76ch. and 81m. 22ch.

TABLE "J" - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi- tions	Remarks
Page 249				
Add:-				
Heaton North Jn.	Earsdon	F, Engineers trains	-	Fitted/Piped vehs, only. (40)

LOCAL INSTRUCTIONS

Page 402 (ND page 96)

PELAW TO SOUTH SHIELDS

Amend route heading "TYNE DOCK GOODS BRANCH"

Page 405 (ND page 96)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3.

Amend reference to signal numbers to read P.716, 719 or 717.....

(31D)

Page 414

LONGBECK SALTBURN WEST JN. TO BOULBY CLEVELAND
POTASH SIDINGS

SKINNINGROVE IRON WORKS

Delete instruction and substitute:-

SKINNINGROVE B.S.C. SIDINGS

1. When a locomotive requires to work in the Departure Sidings, the Chargeman must obtain an assurance from the B.S.C. Weighman that no movement of any B.S.C. locomotives in the Departure Sidings will take place until he is advised that normal working may be resumed.
2. Before a locomotive enters the sidings, the Chargeman must set all hand points giving access to the works, towards the sand drag.
3. Upon completion of work, the Chargeman must advise the B.S.C. Weighman accordingly.
4. The speed of locomotives must not exceed 5 m.p.h. when propelling into the sidings. (31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BETWEEN PELAW AND GATESHEAD

NOTE: The signalling equipment on the Tyne and Wear Metro Lines adjoining the B.R. lines, between Pelaw, Overbridge 302 at approx. 98¼ m.p. and Old Fold T. and W Metro Station at 100¼ m.p. has been brought into use and the signals will remain illuminated. (32)

RIVERSIDE BRANCH

The Station Platforms at Carville are being removed.

NEWCASTLE CENTRAL STATION : ELECTRICAL INSTALLATION

Until Further Notice.

Newcastle Central Station:- Platforms 8, 11, 12, 13, 14, 15. Renewing Station Electrical Installation (men working overhead). Work will be in progress for approximately six months. Approximate working hours 08 00 to 18 00 daily.

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
----------	----------------	----------	-----------------

UNTIL FURTHER NOTICE

Thornaby MPD	Pit Improvements		07 30 to 17 00.
--------------	------------------	--	-----------------

In connection with the under-mentioned work, the "Daily Shed" has been taken out of use.

Gateshead TMD	Repairs to Shed Doors		
---------------	-----------------------	--	--

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

17 JULY, 1981

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

31**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 1 AUGUST**

TO

FRIDAY 7 AUGUST 1981**INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

20 m.p.h. P.S.R.'s have been imposed on the Down and Up lines between Witton-le-Wear and Unthank LC (7 m.p. and 13 m.p.). (31D)

15 m.p.h. P.S.R.'s have been imposed on the Down and Up lines between Billingham-on-Tees and Belasis Lane (1m. 0ch. and 1m. 10ch.). 30 m.p.h. P.S.R.'s have been imposed on the Down and Up lines between Belasis Lane Jn. and Port Clarence GF (1m. 10ch. and 3m. 15ch.) followed by 15 m.p.h. P.S.R.'s on the Down and Up lines (3m. 15ch. and 3m. 25ch.).

15 m.p.h. P.S.R.'s have been imposed on the Down and Up lines between Philips Siding Jn. GF and Seal Sands Branch Jn. (3m. 50ch. and 5m. 1ch.). (31D)

SUNDAY 2 AUGUST - WASHINGTON

The points in the Reversing and Run-round line will be dispensed with and associated signalling will be recovered.

No.51 Ground Disc signal will be re-sited 3 yards on the approach side to the outlet points. (34)

SUNDAY 2 AUGUST - WASHINGTON

The points and signals to the Down and Up Branch lines will be dispensed with. (34)

DETAILS OF WORK ALREADY CARRIED OUT

RYHOPE GRANGE AND SOUTH DOCK

Up Hendon Line ground disc signal applying to set back movements on Up Hendon or to Down Hendon has been moved 50 yards further from the Signal Box and to the right of the Up Hendon line in the Down direction. (New item) (34)

ANNFIELD

The signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Carr House and South Pelaw. (32)

LONDONDERRY

The miniature arm signals applying (a) exit from Shunt Line (van Siding) and (b) along the Loop (Up direction) have been replaced by ground disc signals 10 yards further from the signal box. (32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HENDON

The adjacent miniature arm signal repeating the aspect of the ground disc applying-set back on Up Hendon has been abolished. (32)

**BLAYDON

The trailing crossover between the Down and Up Main lines has been secured out of use in the normal position pending removal and the associated signalling has been abolished. (31)

**WIDDRINGTON

No.65 ground position light signal applying Up Main to Exchange Sidings has been repositioned on the opposite side of the line between the Up Main and Departure line. (31)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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	
<p>Page 33</p> <p>DONCASTER BLACK CARR JN. TO BERWICK Clifton</p>							
★	Delete:-				10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.	
<p>(w.e.f. 09 00 Monday 3 August)</p>							
<p>Page 67 (Page 7, ND31D)</p> <p>DARLINGTON NORTH JN. TO EASTGATE APCM BISHOP AUCKLAND EAST AND EASTGATE APCM</p>							
★	Amend:-				25	25 MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED PRESFLO (CEMENT) WAGONS.	(40D)
<p>Page 173 (Page 59 ND23D)</p> <p>NORTHALLERTON BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Between Easington and Dawdon Jn.</p>							
	Amend:-				10	- 80m. 76ch. and 81m. 22ch.	

TABLE "J" - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi-tions	Remarks
<p>Page 249</p> <p>Add:-</p>				
Heaton North Jn.	Earsdon	F, Engineers trains	-	Fitted/Piped vehs, only.
(40)				

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING FACILITIES B.R. 30059/5

NOTE : USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS

Incidents of coal spillage continue to arise during loading and discharging due to Drivers controlling their trains by means of the locomotives brake only.

At continuous loading and discharging terminals Drivers must control their trains at all times by use of the train brake and must not rely upon the locomotive brake.

Page 4 (Supplementary Operating Instructions Page 158)



Add

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular)
 - (b) 30 wagons, if hauled by a Class 77 locomotive.
2. Coal trains to Thorpe Marsh – 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons for E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons, if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet A.P.C.M.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar.
 - (a) 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke N.C.B. Birmingham.

Coal : 34 wagons when hauled by a Class 56 locomotive,
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.
 - (a) 30 wagons from Thrislington.
 - (b) 15 wagons from Redmire.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BETWEEN PELAW AND GATESHEAD

NOTE: The signalling equipment on the Tyne and Wear Metro Lines adjoining the B.R. lines, between Pelaw, Overbridge 302 at approx. 98 $\frac{3}{4}$ m.p. and Old Fold T. and W Metro Station at 100 $\frac{1}{4}$ m.p. has been brought into use and the signals will remain illuminated. (32)

York

MP.32/NN

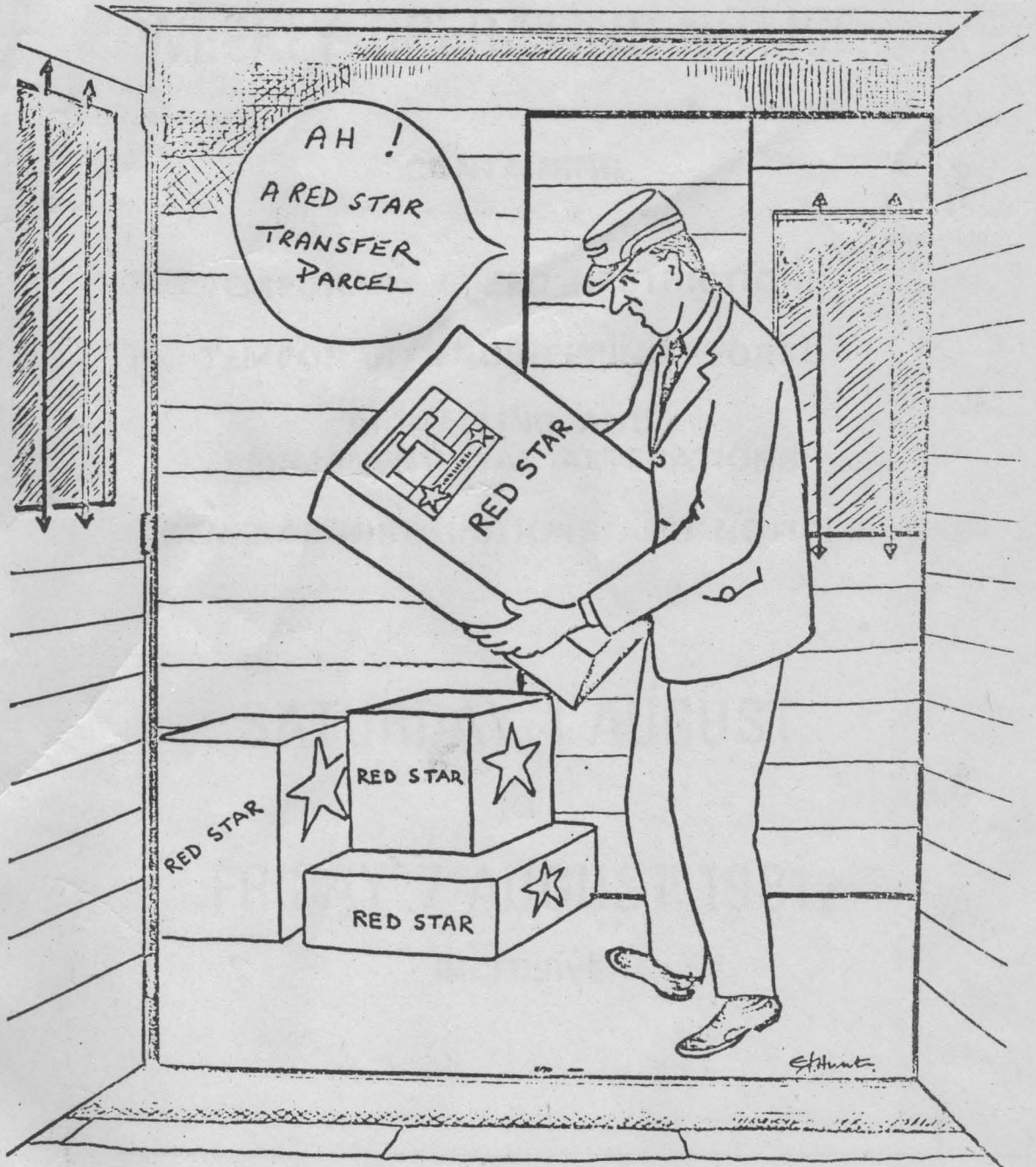
G. GRAHAM
Chief Operating Manager

24 JULY, 1981

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

CHECK RED STAR TRANSFER PARCELS

A "T" LABEL PARCEL *MUST* BE PUT OUT AT
TRANSFER STATION SHOWN



REMEMBER - EACH PARCEL EARNS US £££££'S



NN

EASTERN REGION

32

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 AUGUST

TO

FRIDAY 14 AUGUST 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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**WASHINGTON**

This work has not been carried out.

WASHINGTON

This work has not been carried out.

RYHOPE GRANGE AND SOUTH DOCK

Up Hendon Line ground disc signal applying to set back movements on Up Hendon or to Down Hendon has been moved 50 yards further from the Signal Box and to the right of the Up Hendon line in the Down direction. (34)

**** ANNFIELD**

The signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Carr House and South Pelaw. (32)

**** LONDONDERRY**

The miniature arm signals applying (a) exit from Shunt Line (van Siding) and (b) along the Loop (Up direction) have been replaced by ground disc signals 10 yards further from the signal box. (32)

**** HENDON**

The adjacent miniature arm signal repeating the aspect of the ground disc applying-set back on Up Hendon has been abolished. (32)

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:

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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								
Clifton								
Delete:-					10	Up Main to Down Main via 551B and 551A points at 0m.	31ch.	(40D)
Page 67 (Page 7, ND31D)								
DARLINGTON NORTH JN. TO EASTGATE APCM								
BISHOP AUCKLAND EAST AND EASTGATE APCM								
Amend:-					25	25	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED PRESFLO (CEMENT) WAGONS.	(40D)
Page 173 (Page 59 ND23D)								
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN								
Between Easington and Dawdon Jn.								
Amend:-					10	-	80m. 76ch. and 81m. 22ch.	(40D)

TABLE "J" - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Con- ditions	Remarks
Page 249				
Add:-				
Heaton North Jn.	Earsdon	F, Engineers trains	-	Fitted/Piped vehs, only. (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING FACILITIES B.R. 30059/5**

NOTE : USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS

Incidents of coal spillage continue to arise during loading and discharging due to Drivers controlling their trains by means of the locomotives brake only.

At continuous loading and discharging terminals Drivers must control their trains at all times by use of the train brake and must not rely upon the locomotive brake.

Page 4 (Supplementary Operating Instructions Page 158)

Add

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:—

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular)
 - (b) 30 wagons, if hauled by a Class 77 locomotive.
2. Coal trains to Thorpe Marsh – 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons for E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons, if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet A.P.C.M.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar.
 - (a) 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke N.C.B. Birmingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.
 - (a) 30 wagons from Thrislington.
 - (b) 15 wagons from Redmire.

NN-19

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

* * BETWEEN PELAW AND GATESHEAD
*
*

NOTE: The signalling equipment on the Tyne and Wear Metro Lines adjoining the B.R. lines, between Pelaw, Overbridge 302 at approx. 98¼ m.p. and Old Fold T. and W Metro Station at 100¼ m.p. has been brought into use and the signals will remain illuminated. (32)

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

31 JULY, 1981

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

33

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 15 AUGUST

TO

FRIDAY 21 AUGUST 1981

INCLUSIVE

22

2
22

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

MONDAY 17 AUGUST – HENDON

The remodelled layout will be brought into use and all points and signals will be reconnected to the signal box.

A diagram is included in this notice illustrating the new layout and signalling.

A description of signals is given below (Signal Nos. on the diagram are given for reference purposes only).

Signal (No. for reference purposes only)	Line	Route Indication	Application to or towards
1	Storage Sidings 5, 6		Through siding
2	Storage Sidings 3, 4		Through siding
5	Storage Sidings 1, 2		Through siding
10	Dock line		Through siding
11	Engine shed outlet		Through siding
(12)	Reception		Through siding
(13)	Reception		Down Hendon 18 signal
(39)	Reception		Pallion Branch
(16)	Sidings		Through siding
(17)	Sidings		Up Hendon
18	Down Hendon		Up Hendon
25	7, 8 or 9 sidings		Through siding
27	10, 11 or 12 sidings		Through siding
29	Shunting line		Dock line 1/2 siding 3/4 siding 5/6 siding
30 (with double sided theatre-type route indicator)	Through siding (Down direction)	'B' 'C' 'D' 'E' 'H' 'J' 'K' 'N'	Standage Engine shed inlet Dock line 1, 2 sidings 3, 4 sidings 5, 6 sidings 7, 9 sidings 10, 12 sidings
31	Through siding		Down direction on through siding

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

MONDAY 17 AUGUST – HENDON – continued

Signal	Line	Route Indication	Application to or towards
(33	Down Hendon		Standage or 1 or 2
(34	Down Hendon		receptions. Engine shed inlet
35	Up Hendon		Down Hendon Through siding
(36	Down Hendon Home		Down Hendon 33/34
(37	Down Hendon Home		signals. Through siding.
40	Pallion Line		Reception. (36)

WEDNESDAY 19 AUGUST – TYNE (DURHAM)

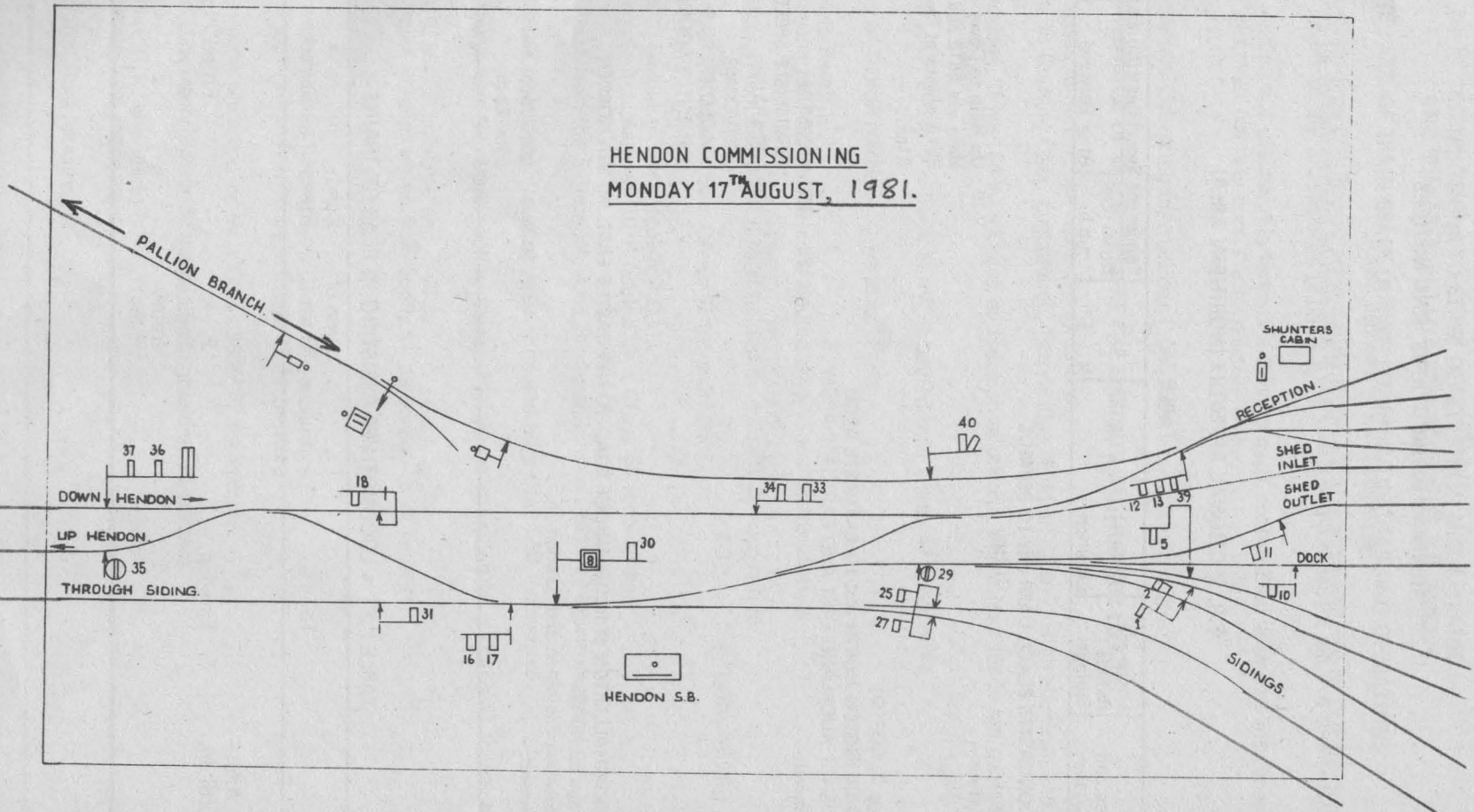
Up Slow 4 – aspect signal **TY358** will be resited 7 yards further south on a separate bracket post. (36)

DETAILS OF WORK ALREADY CARRIED OUT

RYHOPE GRANGE AND SOUTH DOCK

Up Hendon Line ground disc signal applying to set back movements on Up Hendon or to Down Hendon has been moved 50 yards further from the Signal Box and to the right of the Up Hendon line in the Down direction. (34)

HENDON COMMISSIONING
MONDAY 17TH AUGUST, 1981.



Notice Board: "End of One Train Working. Trap Points Ahead. Operate Ground Frame."
Notice Board: "Start of One Train Working."

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.
*

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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							
Clifton							
Delete:—							
					10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.	(40D)
Page 67 (Page 7, ND31D)							
DARLINGTON NORTH JN. TO EASTGATE APCM							
BISHOP AUCKLAND EAST AND EASTGATE APCM							
Amend:—							
					25	25 MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED PRESFLO (CEMENT) WAGONS.	(40D)
Page 173 (Page 59 ND23D)							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Between Easington and Dawdon Jn.							
Amend:—							
					10	— 80m. 76ch. and 81m. 22ch.	(40D)

TABLE "J" — LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi-tions	Remarks
Page 249				
Add:—				
Heaton North Jn.	Earsdon	F, Engineers trains	—	Fitted/Piped vehs, only. (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING FACILITIES B.R. 30059/5

NOTE : USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS

Incidents of coal spillage continue to arise during loading and discharging due to Drivers controlling their trains by means of the locomotives brake only.

At continuous loading and discharging terminals Drivers must control their trains at all times by use of the train brake and must not rely upon the locomotive brake.

Page 4 (Supplementary Operating Instructions Page 158)

Add

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:—

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular)
 - (b) 30 wagons, except Fiddler's Ferry, if hauled by a Class 47 locomotive.
2. Coal trains to Thorpe Marsh – 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons for E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons, if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet A.P.C.M.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar.
 - (a) 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke N.C.B. Birmingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.
 - (a) 30 wagons from Thrislington.
 - (b) 15 wagons from Redmire.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

7 AUGUST, 1981

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

34

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 AUGUST

TO

FRIDAY 28 AUGUST 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 AUGUST – ERYHOLME

A new facing crossover between the Down and Up Main lines will be brought into use between 38¼ and 39m.p.

This crossover will be controlled from Eryholme ground switch panel (released by Darlington signal box).
 (37)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL

The points leading to the Coxhoe Branch from Up Leamside have been secured out of use pending removal and the associated ground frame abolished.
 (New Item) (37)

HENDON

The remodelled layout has been brought into use and all points and signals have been reconnected to the signal box.

A diagram is included in this notice illustrating the new layout and signalling.

A description of signals is given below (Signal Nos. on the diagram are given for reference purposes only).

Signal (No. for reference purposes only)	Line	Route Indication	Application to or towards
1	Storage Sidings 5, 6		Through siding
2	Storage Sidings 3, 4		Through siding
5	Storage Sidings 1, 2		Through siding
10	Dock line		Through siding
11	Engine shed outlet		Through siding
(12)	Reception		Through siding
(13)	Reception		Down Hendon 18 signal
(39)	Reception		Pallion Branch
(16)	Sidings		Through siding
(17)	Sidings		Up Hendon
18	Down Hendon		Up Hendon
25	7, 8 or 9 sidings		Through siding

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HENDON – continued

Signal	Line	Route Indication	Application to or towards
27	10, 11 or 12 sidings		Through siding
29	Shunting line		Dock line 1/2 siding 3/4 siding 5/6 siding
30 (with double sided theatre-type route indicator)	Through siding (Down direction)	'B' 'C' 'D' 'E' 'H' 'J' 'K' 'N'	Standage Engine shed inlet Dock line 1, 2 sidings 3, 4 sidings 5, 6 sidings 7, 9 sidings 10, 12 sidings
31	Through siding		Down direction on through siding
(33	Down Hendon		Standage or 1 or 2 receptions.
(34	Down Hendon		Engine shed inlet
35	Up Hendon		Down Hendon Through siding
(36	Down Hendon Home		Down Hendon 33/34 signals.
(37	Down Hendon Home		Through siding.
40	Pallion Line		Reception. (36)

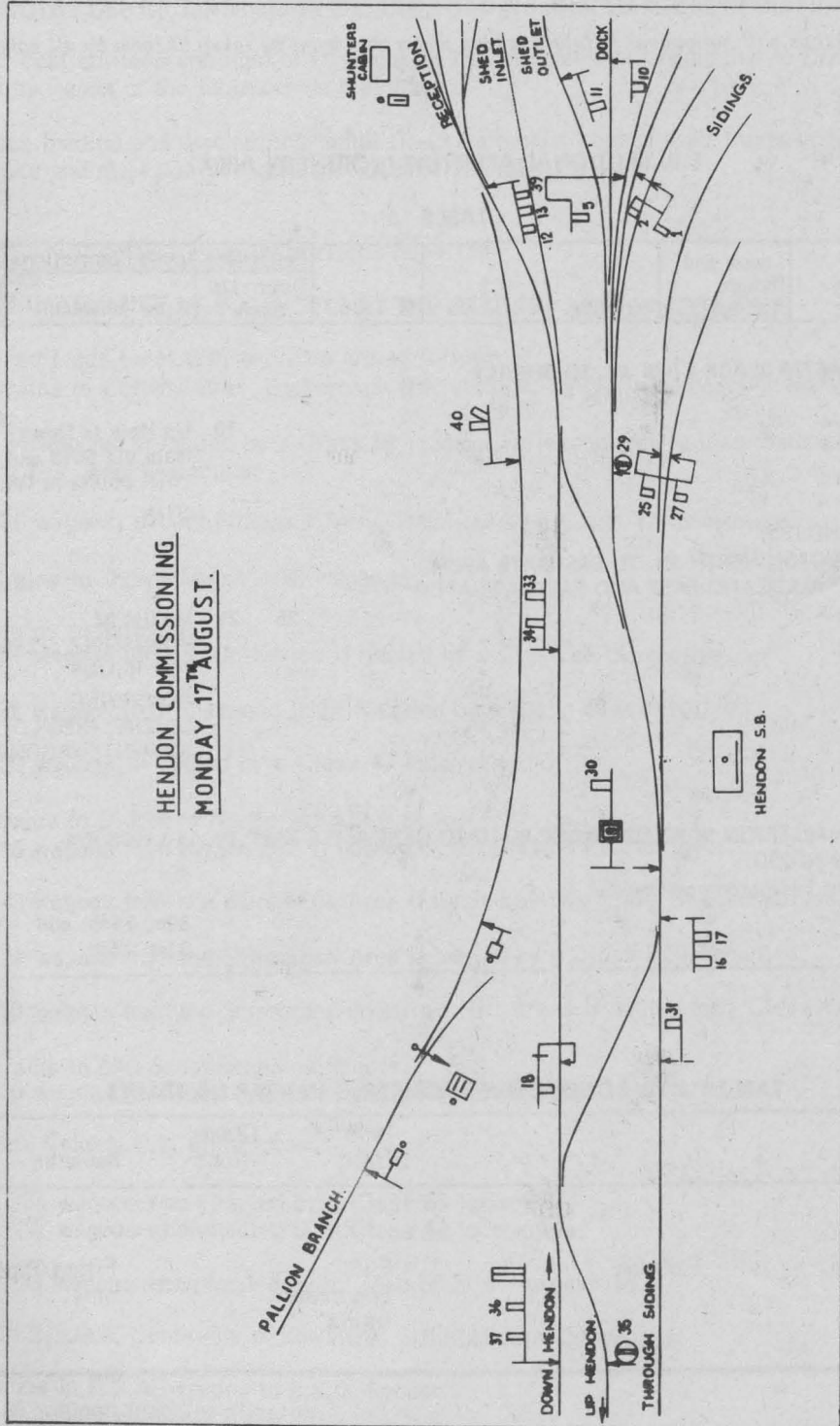
TYNE (DURHAM)

Up Slow 4 – aspect signal **TY358** has been resited 7 yards further south on a separate bracket post. (36)

** RYHOPE GRANGE AND SOUTH DOCK

Up Hendon Line ground disc signal applying to set back movements on Up Hendon or to Down Hendon has been moved 50 yards further from the Signal Box and to the right of the Up Hendon line in the Down direction. (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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							
Clifton							
Delete:—							
					10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.	(40D)
Page 67 (Page 7, ND31D)							
DARLINGTON NORTH JN. TO EASTGATE APCM							
BISHOP AUCKLAND EAST AND EASTGATE APCM							
Amend:—							
					25	25 MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED PRESFLO (CEMENT) WAGONS.	(40D)
Page 173 (Page 59 ND23D)							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Between Easington and Dawdon Jn.							
Amend:—							
					10	— 80m. 76ch. and 81m. 22ch.	(40D)

TABLE "J" — LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi- tions	Remarks
Page 249				
Add:—				
Heaton North Jn.	Earsdon	F, Engineers trains	—	Fitted/Piped vehs, only. (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING FACILITIES B.R. 30059/5**

NOTE : USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS

Incidents of coal spillage continue to arise during loading and discharging due to Drivers controlling their trains by means of the locomotives brake only.

At continuous loading and discharging terminals Drivers must control their trains at all times by use of the train brake and must not rely upon the locomotive brake.

Page 4 (Supplementary Operating Instructions Page 158)

Add

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular)
 - (b) 30 wagons, except Fiddler's Ferry, if hauled by a Class 47 locomotive.
2. Coal trains to Thorpe Marsh – 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons for E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
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4. Coal trains to Didcot or Northfleet A.P.C.M.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar.
 - (a) 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke N.C.B. Birmingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.
 - (a) 30 wagons from Thrislington.
 - (b) 15 wagons from Redmire.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

14 AUGUST, 1981

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

35/36**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS****SATURDAY 29 AUGUST****TO****FRIDAY 11 SEPTEMBER 1981****INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 SEPTEMBER – WHITEHOUSE

The following points will be secured out of use pending removal.

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

Trailing cross-over between the Down and Up Goods lines.

A new 3-aspect colour lights Down Goods Home signal (W15) will be provided 543 yards west of the signal box, but will be maintained at RED until further notice.

A new 3-aspect colour light Down Main Home signal (W20) will be provided 543 yards west of the signal box, but will be maintained at RED until further notice.

The following signals will be abolished:—

Disc – Up Goods to North Sidings; to Down Goods or to South Sidings.

Disc – Down Goods to Up Goods.

Down Goods to North Sidings.

Down Goods Home.

Down Goods to South Sidings.

Down Main Home.

All movements on the Down Goods and Down Main will be controlled by hand-signalman until further notice. (39)

DETAILS OF WORK ALREADY CARRIED OUT

ERYHOLME

A new facing crossover between the Down and Up Main lines has been brought into use between 38¾ and 39 m.p.

This crossover is controlled from Eryholme ground switch panel (released by Darlington signal box). (37)

FERRYHILL

The points leading to the Coxhoe Branch from Up Leamside have been secured out of use pending removal and the associated ground frame abolished. (37)

**** HENDON**

The remodelled layout has been brought into use and all points and signals have been reconnected to the signal box.

A diagram is included in this notice illustrating the new layout and signalling.

A description of signals is given below (Signal Nos. on the diagram are given for reference purposes only).

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
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DONCASTER BLACK CARR JN. TO BERWICK							
Clifton							
Delete:—							
					10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.	(40D)
Page 67 (Page 7, ND31D)							
DARLINGTON NORTH JN. TO EASTGATE APCM							
BISHOP AUCKLAND EAST AND EASTGATE APCM							
Amend:—							
			25	25	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED PRESFLO (CEMENT) WAGONS.		(40D)
Page 73							
FERRYHILL TURSDALE JN. TO PELAW							
Between TurSDale Jn. and Whitwell L.C.							
Delete:—							
★			20	20	5m. 60ch. and 6m. 10ch. (w.e.f. Saturday 5 September)		(40D)
Page 74 (Page 42 Supp Optg. Insts.)							
FERRYHILL TURSDALE JN. TO PELAW							
Between Wardley and Pelaw							
Delete:—							
★			25	25	20m. 50ch. and) 20m. 64ch.))		
			15		20m. 64ch. and) w.e.f. Monday 20m. 68ch.) 7 September)		
★			25		20m. 50ch. and) 20m. 75ch.)		(40D)
Page 173 (Page 59 ND23D)							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Between Easington and Dawdon Jn.							
Amend:—							
			10	—	80m. 76ch. and 81m. 22ch.		(40D)

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	At or Between		
<p>Pages 175 and 176 (pages 89 and 90 Supp. Optg. Insts., pages ND12 and 13 ND 31D)</p> <p>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</p> <p>Delete all details Boldon Colliery and Heworth incl. and substitute :-</p>								
		Boldon Colliery (See page 188)	95.18	25		To Tyne Dock Bottom line)	
				30	30	95m. 20ch. and 95m. 45ch.)	
		Pelaw Jn. for Harton	98.07	20		To Tyne Dock Branch line)	
				25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 11ch.)	
	D/UGL 38 DGL36	Pelaw (See page 74 and 186)	98.13)	
		Pelaw Jn. for Ferryhill	98.16	25		To Ferryhill line 20m. 71ch and 20m. 50ch.)	w.e.f. Monday 7 September
				25		To Down Pelaw Goods at 98m. 15ch.)	
				25	25	Up Pelaw to Down Pelaw at 98m. 18ch.)	
				25		Up Pelaw Goods Loop to Up Pelaw at 98m. 21ch.)	
				25		Down Pelaw Goods Loop to Down Pelaw at 98m. 37ch.)	
				25		Up Pelaw to Up Pelaw Goods Loop at 98m. 48ch.)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

NN-23

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	At or Between		
★ Pages 175/6 – substitute – continued								
		Heworth	99.00	25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 49ch.)	
				30		Over Up Pelaw in Down direction 98m. 60ch. and 99m. 35ch.)	
				20	20	99m. 35ch. and 99m. 45ch.)	
				20		Over Up Pelaw in Down direction 99m. 35ch. and 99m. 45ch.)	
				30		Over Up Pelaw in Down direction 99m. 45ch. and 100m. 15ch.)	w.e.f. Monday 7 September
				20		Over Down Pelaw in Up direction 99m. 45ch. and 99m. 35ch.)	
				30		Over Down Pelaw in Up direction 99m. 35ch. and 98m. 55ch.)	
				30		Over Down Pelaw in Up direction 100m. 15ch. and 99m. 45ch.)	
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.)	(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "J" – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi- tions	Remarks
Page 249 Add:- Heaton North Jn.	Earsdon	F, Engineers trains	–	Fitted/Piped vehs, only. (40D)

★ WORKING MANUAL FOR RAIL STAFF
B.R. 30054/3 (PINK)

All concerned to note specially the following amendment to the above publication.

Section F. Fires and Accidents involving Dangerous Goods, 3. Special Instructions C. Radio Active Substances, Clause F3/15, Post Office Telephone Numbers : Railway Central Office ER.

Amend NEWCASTLE to read (0632) 322334*

(MO.34. 686D) (40D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING FACILITIES B.R. 30059/5

NOTE : USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS

Incidents of coal spillage continue to arise during loading and discharging due to Drivers controlling their trains by means of the locomotives brake only.

At continuous loading and discharging terminals Drivers must control their trains at all times by use of the train brake and must not rely upon the locomotive brake.

Page 4 (Supplementary Operating Instructions Page 158)

Add

MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular)
 - (b) 30 wagons, except Fiddler's Ferry, if hauled by a Class 47 locomotive.
2. Coal trains to Thorpe Marsh – 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons for E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons, if hauled by a Class 47 locomotive.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
B.R.30059/5 - continued

Page 4 (Supplementary Operating Instructions Page 158) - Add - continued

4. Coal trains to Didcot or Northfleet A.P.C.M.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.

 5. Coal trains to BSC Scunthorpe and Redcar.
 - (a) 30 wagons (except trains from South Wales collieries 28 wagons).

 6. Coal and Coke N.C.B. Birmingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.

 7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.

 8. Limestone in P.G.A. wagons to B.S.C. Redcar.
 - (a) 30 wagons from Thrislington.
 - (b) 15 wagons from Redmire. (40D)
-

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

21 AUGUST, 1981

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

37**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 12 SEPTEMBER****TO****FRIDAY 18 SEPTEMBER 1981****INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 SEPTEMBER – HEXHAM

The trailing crossover (west of the signal box) will be secured out of use in the normal position pending removal. The Middle Road will be renewed on a new alignment at the convergance with the Down Main line and the associated Middle Road exit ground disc signal will be repositioned 30 yards nearer to the signal box.

The trailing crossover (Newcastle side of the signal box) and the associated slip connection to Down Siding will be replaced by a new trailing crossover approximately 100 yards further east, together with a new facing connection – Down Main to Down Siding between this crossover and Hexham signal box.

Signalling Alterations:–

The Down Main 2nd Home signal will be abolished.

All signalling associated with the above mentioned redundant connections will be abolished and replaced as follows:–

The disc signal applying – Down Platform to Up Main will be replaced by a new semaphore arm signal 10ft. above rail level situated 12 yards nearer to the signal box. (The route – Down Platform line to Up Main will be via the Down Main and new crossover east of the signal box).

The disc signal applying – Down Platform to Middle Road will be repositioned on the right-hand side of this signal.

A new ground position light signal (No.35) with 2-way route indicator will be brought into use on the Down Siding 83 yards east of the signal box and will apply:–

Indication	Application towards
“U”	Up Main
“N”	Shunt Neck

A notice board worded “STOP EXAMINE POINTS” will be provided between this new signal and the handworked facing points leading from Down Siding to Goods Yard.

The Miniature arm signal applying – Shunt neck to Down Siding/Middle Road will be replaced by a ground disc signal 30 yards further from the signal box.

A new ground position light signal (No.55) will be brought into use on the Up Main, 302 yards east of the signal box and will apply:–

Indication	Application towards
“Y”	Down Siding
“D”	Down Main
“X”	Set back on Up Main
“S”	Up Sidings

A left hand offset miniature arm signal will be provided on the post of the Down Main Home (former Down Main 1st Home) and this will apply towards Down Siding.

The miniature arm signal applying – Up Siding to Up Main will be abolished. All movements – Up Siding to Up Main and Up Main to Up Siding will be controlled by Handsignalman.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

WHITEHOUSE

The following points have been secured out of use pending removal.

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

Trailing cross-over between the Down and Up Goods lines.

A new 3-aspect colour lights Down Goods Home signal (W15) has been provided 543 yards west of the signal box, but will be maintained at RED until further notice.

A new 3-aspect colour light Down Main Home signal (W20) has been provided 543 yards west of the signal box, but will be maintained at RED until further notice.

The following signals have been abolished:—

Disc – Up Goods to North Sidings; to Down Goods or to South Sidings.

Disc – Down Goods to Up Goods.

Down Goods to North Sidings.

Down Goods Home.

Down Goods to South Sidings.

Down Main Home.

All movements on the Down Goods and Down Main will be controlled by hand-signalman until further notice. (39)

**** ERYHOLME**

A new facing crossover between the Down and Up Main lines has been brought into use between 38¾ and 39 m.p.

This crossover is controlled from Eryholme ground switch panel (released by Darlington signal box). (37)

**** FERRYHILL**

The points leading to the Coxhoe Branch from Up Leamside have been secured out of use pending removal and the associated ground frame abolished. (37)

TYNE (DURHAM)

Up Slow 4 – aspect signal **TY358** has been resited 7 yards further south on a separate bracket post. (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.
*

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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							
Clifton							
Delete:—							
					10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.	(40D)
Page 67 (Page 7, ND31D)							
DARLINGTON NORTH JN. TO EASTGATE APCM							
BISHOP AUCKLAND EAST AND EASTGATE APCM							
Amend:—							
					25	25 MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED PRESFLO (CEMENT) WAGONS.	(40D)
Page 73							
FERRYHILL TURSDALE JN. TO PELAW							
Between TurSDale Jn. and Whitwell L.C.							
Delete:—							
					20	20 5m. 60ch. and 6m. 10ch.	(40D)
Page 74 (Page 42 Supp Optg. Insts.)							
FERRYHILL TURSDALE JN. TO PELAW							
Between Wardley and Pelaw							
Delete:—							
					25	25 20m. 50ch. and 20m. 64ch.	
					15	20m. 64ch. and 20m. 68ch.	
Add:—							
					25	20m. 50ch. and 20m. 75ch.	(40D)
Page 173 (Page 59 ND23D)							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Between Easington and Dawdon Jn.							
Amend:—							
					10	— 80m. 76ch. and 81m. 22ch.	(40D)

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.		
Pages 175 and 176 (pages 89 and 90 Supp. Optg. Insts., pages ND12 and 13 ND 31D) NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Delete all details Boldon Colliery and Heworth incl. and substitute :-							
		Boldon Colliery (See page 188)	95.18		25	To Tyne Dock Bottom line	
				30	30	95m. 20ch. and 95m. 45ch.	
		Pelaw Jn. for Harton	98.07		20	To Tyne Dock Branch line	
				25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 11ch.	
	D/UGL 38 DGL36	Pelaw (See page 74 and 186)	98.13				
		Pelaw Jn. for Ferryhill	98.16		25	To Ferryhill line 20m. 71ch and 20m. 50ch.	
				25		To Down Pelaw Goods at 98m. 15ch.	
				25	25	Up Pelaw to Down Pelaw at 98m. 18ch.	
				25		Up Pelaw Goods Loop to Up Pelaw at 98m. 21ch.	
				25		Down Pelaw Goods Loop to Down Pelaw at 98m. 37ch.	
					25	Up Pelaw to Up Pelaw Goods Loop at 98m. 48ch.	

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	At or Between		
Pages 175/6 – substitute – continued								
		Heworth	99.00	25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 49ch.		
				30		Over Up Pelaw in Down direction 98m. 60ch. and 99m. 35ch.		
				20	20	99m. 35ch. and 99m. 45ch.		
				20		Over Up Pelaw in Down direction 99m. 35ch. and 99m. 45ch.		
				30		Over Up Pelaw in Down direction 99m. 45ch. and 100m. 15ch.		
				20		Over Down Pelaw in Up direction 99m. 45ch. and 99m. 35ch.		
				30		Over Down Pelaw in Up direction 99m. 35ch. and 98m. 55ch.		
				30		Over Down Pelaw in Up direction 100m. 15ch. and 99m. 45ch.		
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.		(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "J" – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi-tions	Remarks
Page 249				
Add:-				
Heaton North Jn.	Earsdon	F, Engineers trains	–	Fitted/Piped vehs, only. (40D)

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (Page 128 Supp. Optg. Insts.)

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

★ Add to first paragraph :

Eryholme

(40D)

WORKING MANUAL FOR RAIL STAFF
B.R. 30054/3 (PINK)

All concerned to note specially the following amendment to the above publication.

Section F. Fires and Accidents involving Dangerous Goods, 3. Special Instructions C. Radio Active Substances, Clause F3/15, Post Office Telephone Numbers : Railway Control Office ER.

Amend NEWCASTLE to read (0632) 322334*

(MO.34. 686D) (40D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING FACILITIES B.R. 30059/5

NOTE : USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS

Incidents of coal spillage continue to arise during loading and discharging due to Drivers controlling their trains by means of the locomotives brake only.

At continuous loading and discharging terminals Drivers must control their trains at all times by use of the train brake and must not rely upon the locomotive brake.

Page 4 (Supplementary Operating Instructions Page 158)

Add
MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular)
 - (b) 30 wagons, except Fiddler's Ferry, if hauled by a Class 47 locomotive.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
B.R.30059/5 – continued

Page 4 (Supplementary Operating Instructions Page 158) – Add – continued

2. Coal trains to Thorpe Marsh – 30 wagons.
 3. Coal trains to Ratcliffe.
 - (a) 34 wagons for E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons, if hauled by a Class 47 locomotive.
 4. Coal trains to Didcot or Northfleet A.P.C.M.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
 5. Coal trains to BSC Scunthorpe and Redcar.
 - (a) 30 wagons (except trains from South Wales collieries 28 wagons).
 6. Coal and Coke N.C.B. Birmingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
 7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
 8. Limestone in P.G.A. wagons to B.S.C. Redcar.
 - (a) 30 wagons from Thrislington.
 - ★ (b) 23 wagons from Redmire. (Amended Item) (40D)
-

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

28 AUGUST, 1981

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

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

38

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 SEPTEMBER

TO

FRIDAY 25 SEPTEMBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 SEPTEMBER – WHITEHOUSE

Remodelling will take place and all points and signals will be replaced as shown on the diagram included in this notice.

The following points will be brought into use:—

- Trailing Crossover – Up Goods to Down Goods
- Facing Crossover – Up Goods to Down Goods
- Down Main to Up Goods
- Facing Crossover Up Main to Down Main

New Ground Position Light Signal:—

Signal	Line	Route Indication	Application to or towards
3	Up Goods	'G' 'M' 'N' 'S'	Down Goods Down Main North Sidings South Sidings
6	Down Goods		Up Goods

The new Down Main and Down Goods Home colour light signals 543 yards West of the signal box will be brought into use and the following indications will apply:—

Signal	Line	Aspect	Route or Junction Indication	Application to or towards
W15	Down Goods	Main Main Sub	Jl Position '4' 'G'	(Down Goods) Down Main Down Goods line occupied.
W20	Down Main	Sub Sub Main	'S' 'N' —	South sidings North sidings (Down Main)

The Up Main Starting signal with the Guisborough Junction Up Main Inner Distant signal below will be abolished. (41)

SUNDAY 20 SEPTEMBER – HEXHAM

The trailing connection – Up Siding to Up Main, will be secured out of use pending removal.

The associated signalling will be abolished. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

MONDAY 21 to FRIDAY 25 SEPTEMBER – BLYTH (C.E.G.B.) WEST TRACK HOPPER

Blyth C.E.G.B. West Track Hopper will be commissioned. The associated signalling and position light loading control signals will be controlled by the C.E.G.B. operator at the Hopper control room.

Telephone communication will be provided between the Hopper Control room and Freemans signal box.

Reference should be made to the diagram included in this notice.

Description of Signals

Signal	Line	Aspect	Route Indication	Destination
31	West Arrival	Sub	'A' 'W' 'S'	Arrival line. Siding Arrival line via weighbridge
43	West Departure			Sidings
(West Departure 43R signal will repeat the aspects R43)				
42	Sidings			West Departure line.
38	Bunker line			Bunker line (hopper)
H6/41	Bunker line	Sub	'D' 'W' 'C' NC	Departure via Bypass Departure via weighbridge Cripple No cripple.
34	Arrival line			Bunker line.
35	Bunker line			Bunker line.
36	Run-round			Arrival line "Limit of Shunt".

The right-hand off set miniature arm on the Down Main Home signal gantry will now apply – Down Main to West Track arrival.

East Track Hopper

'B' Hopper will be re-named 'East Track Hopper'.

The Departure and Arrival lines will become East departure and East arrival respectively. (41)

DETAILS OF WORK ALREADY CARRIED OUT

HEXHAM

The trailing crossover (west of the signal box) has been secured out of use in the normal position pending removal. The Middle Road has been renewed on a new alignment at the convergence with the Down Main line and the associated Middle Road exit ground disc signal has been repositioned 30 yards nearer to the signal box.

The trailing crossover (Newcastle side of the signal box) and the associated slip connection to Down Siding has been replaced by a new trailing crossover approximately 100 yards further east, together with a new facing connection – Down Main to Down Siding between this crossover and Hexham signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HEXHAM – continued

Signalling Alterations:-

The Down Main 2nd Home signal has been abolished.

All signalling associated with the above mentioned redundant connections have been abolished and replaced as follows :-

The disc signal applying – Down Platform to Up Main has been replaced by a new semaphore arm signal 10ft. above rail level situated 12 yards nearer to the signal box. (The route – Down Platform line to Up Main is via the Down Main and new crossover east of the signal box).

The disc signal applying – Down Platform to Middle Road has been repositioned on the right-hand side of this signal.

A new ground position light signal (No.35) with 2-way route indicator has been brought into use on the Down Siding 83 yards east of the signal box and applies :-

Indication	Application towards
“U”	Up Main
“N”	Shunt Neck

A notice board worded “STOP EXAMINE POINTS” has been provided between this new signal and the handworked facing points leading from Down Siding to Goods Yard.

The miniature arm signal applying – Shunt neck to Down Siding/Middle Road has been replaced by a ground disc signal 30 yards further from the signal box.

A new ground position light signal (No.55) has been brought into use on the Up Main, 302 yards east of the signal box and will apply :-

Indication	Application towards
“Y”	Down Siding
“D”	Down Main
“X”	Set back on Up Main
“S”	Up Sidings

A left hand offset miniature arm signal has been provided on the post of the Down Main Home (former Down Main 1st Home) and this applies towards Down Siding.

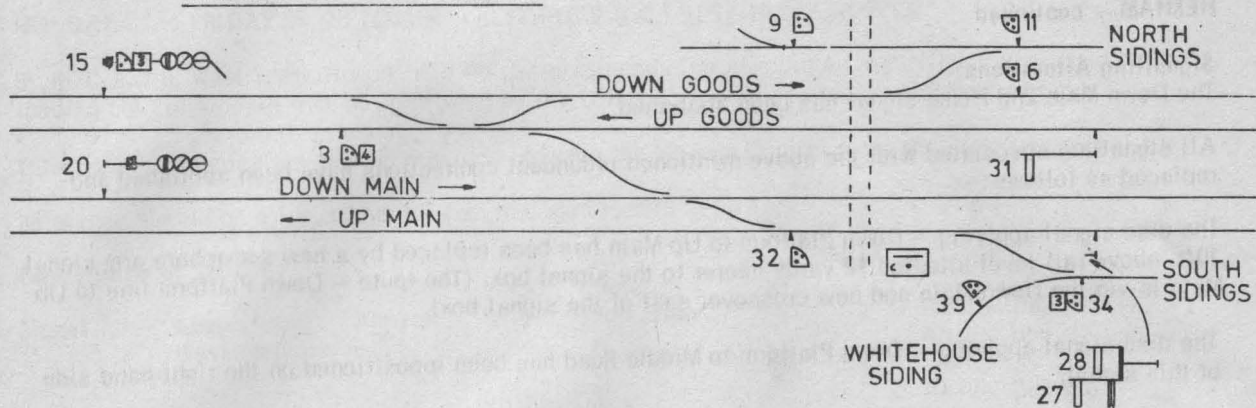
The miniature arm signal applying – Up Siding to Up Main has been abolished. All movements – Up Siding to Up Main and Up Main to Up Siding are controlled by Handsignalmen. (40)

TYNE (DURHAM)

Up Slow 4 – aspect signal **TY358** has been resited 7 yards further south on a separate bracket post. (39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

WHITEHOUSE COMMISSIONING



15 SIGNAL INDICATION

- G DOWN GOODS
- N NORTH SIDINGS
- S SOUTH SIDINGS

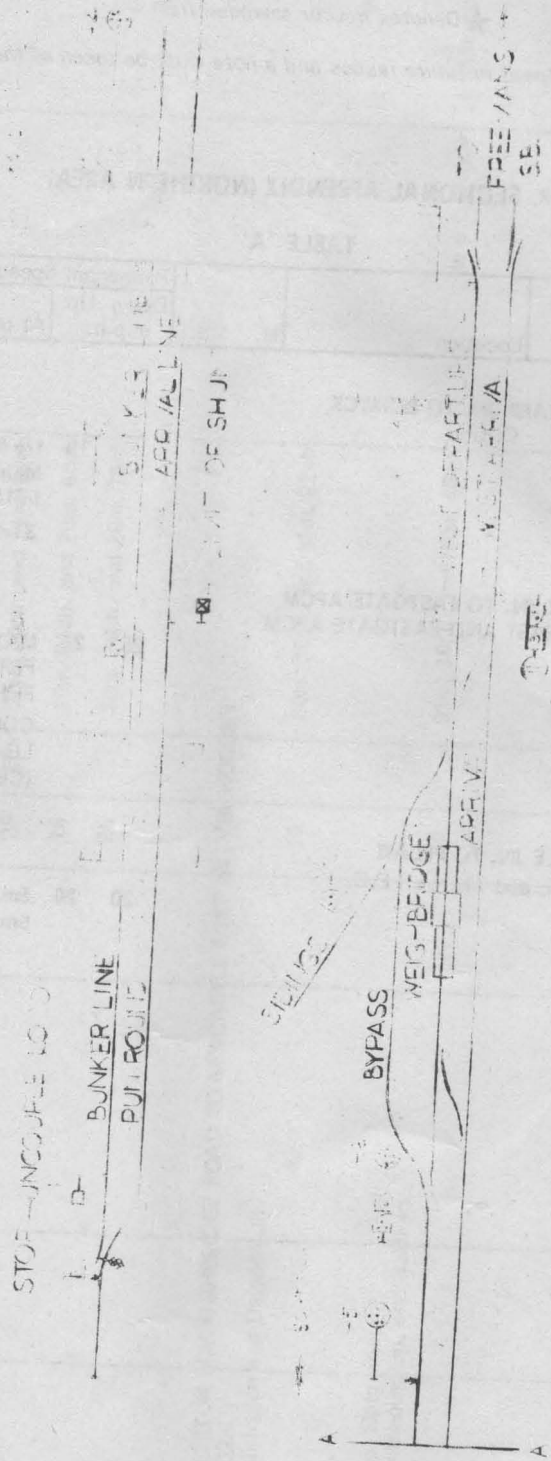
3 SIGNAL INDICATION

- G DOWN GOODS
- M DOWN MAIN
- N NORTH SIDINGS
- S SOUTH SIDINGS

34 SIGNAL INDICATION

- G UP GOODS
- M UP MAIN
- S WHITEHOUSE

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



3. SIGNAL INDICATION
 A - ARRIVAL LINE
 S - SIDINGS
 W - ARRIVAL LINE
 VIA WEIG-BRIDGE

43 SIGNAL INDICATION
 TO SIFFICE

✓ SIGNAL INDICATION
 D - DEPARTURE
 W - DEPARTURE VIA
 WEIG-BRIDGE
 C - CRIPPLE
 NC - NO CRIPPLE

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.

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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		Clifton					
Delete:—					10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.	(40D)
Page 67 (Page 7, ND31D)							
DARLINGTON NORTH JN. TO EASTGATE APCM		BISHOP AUCKLAND EAST AND EASTGATE APCM					
Amend:—					25	25 MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED PRESFLO (CEMENT) WAGONS.	(40D)
Page 73							
FERRYHILL TURSDALE JN. TO PELAW		Between TurSDale Jn. and Whitwell L.C.					
Delete:—					20	20 5m. 60ch. and 6m. 10ch.	(40D)

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	At or Between		
Page 73 ★ Between Tursdale Jn. and Whitwell Add:—		FERRYHILL TURSDALE JN. TO PELAW		40	40	5m. 0ch. and 5m. 30ch.	(w.e.f. Monday 21 September)	
Page 74 (Page 42 Supp. Optg. Insts.) Between Wardley and Pelaw Delete:— Add:—				25	25	20m. 50ch. and 20m. 64ch.		
				15		20m. 64ch. and 20m. 68ch.		(40D)
				25		20m. 50ch. and 20m. 75ch.		
Page 173 (Page 59 ND23D) Between Easington and Dawdon Jn. Amend:—		NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN		10		80m. 76ch. and 81m. 22ch.		(40D)
Page 174 Page 88 Supp. Optg. Insts.) Between Wearmouth Jn. and Seaburn ★ Delete:—				30		91m. 30ch. and 91m. 40ch.	(w.e.f. Monday 21 September)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued
NN-21

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	At or Between		
Pages 175 and 176 (pages 89 and 90 Supp. Optg. Insts., pages ND12 and 13 ND 31D)								
NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN								
Delete all details Boldon Colliery and Heworth incl. and substitute :-								
		Boldon Colliery (See page 188)	95.18	25		To Tyne Dock Bottom line		
				30	30	95m. 20ch. and 95m. 45ch.		
		Pelaw Jn. for Harton	98.07	20		To Tyne Dock Branch line		
				25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 11ch.		
	D/UGL 38 DGL36	Pelaw (See page 74 and 186)	98.13					
		Pelaw Jn. for Ferryhill	98.16	25		To Ferryhill line 20m. 71ch and 20m. 50ch.		
				25		To Down Pelaw Goods at 98m. 15ch.		
				25	25	Up Pelaw to Down Pelaw at 98m. 18ch.		
				25		Up Pelaw Goods Loop to Up Pelaw at 98m. 21ch.		
				25		Down Pelaw Goods Loop to Down Pelaw at 98m. 37ch.		
				25		Up Pelaw to Up Pelaw Goods Loop at 98m. 48ch.		

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		
Pages 175/6 - substitute - continued							
		Heworth	99.00	25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 49ch.	
				30		Over Up Pelaw in Down direction 98m. 60ch. and 99m. 35ch.	
				20	20	99m. 35ch. and 99m. 45ch.	
				20		Over Up Pelaw in Down direction 99m. 35ch. and 99m. 45ch.	
				30		Over Up Pelaw in Down direction 99m. 45ch. and 100m. 15ch.	
				20		Over Down Pelaw in Up direction 99m. 45ch. and 99m. 35ch.	
				30		Over Down Pelaw in Up direction 99m. 35ch. and 98m. 55ch.	
				30		Over Down Pelaw in Up direction 100m. 15ch. and 99m. 45ch.	
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.	(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "J" – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi-tions	Remarks
Page 249				
Heaton North Jn.	Earsdon	F, Engineers trains	–	Fitted/Piped vehs, only. (40D)

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (Page 128 Supp. Optg. Insts.)

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

Add to first paragraph:

Eryholme (40D)

WORKING MANUAL FOR RAIL STAFF
B.R. 30054/3 (PINK)

All concerned to note specially the following amendment to the above publication.

Section F. Fires and Accidents involving Dangerous Goods, 3. Special Instructions C. Radio Active Substances, Clause F3/15, Post Office Telephone Numbers : Railway Control Office ER.

Amend NEWCASTLE to read (0632) 322334* (MO.34. 686D) (40D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING FACILITIES B.R. 30059/5

NOTE : USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS

Incidents of coal spillage continue to arise during loading and discharging due to Drivers controlling their trains by means of the locomotives brake only.

At continuous loading and discharging terminals Drivers must control their trains at all times by use of the train brake and must not rely upon the locomotive brake.

Page 4 (Supplementary Operating Instructions Page 158)

Add
MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:–

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular)
 - (b) 30 wagons, except Fiddler's Ferry, if hauled by a Class 47 locomotive.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
B.R.30059/5 - continued

Page 4 (Supplementary Operating Instructions Page 158) - Add - continued

2. Coal trains to Thorpe Marsh - 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons for E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons, if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet A.P.C.M.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar.
 - (a) 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke N.C.B. Birmingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.
 - (a) 30 wagons from Thrislington.
 - (b) 23 wagons from Redmire.

(40D)

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

11 SEPTEMBER, 1981

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

rain
36 w



NN

EASTERN REGION

39

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 SEPTEMBER

TO

FRIDAY 2 OCTOBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 27 SEPTEMBER – TYNE (DURHAM STATION)

Up Fast 4—Aspect Signal TY360 will be re-sited 53 yards further north.

A new facing crossover controlled by Tyne Yard signal box will be brought into use between the Down and Up Fast lines immediately north of Durham Station. (42)

DETAILS OF WORK ALREADY CARRIED OUT

WHITEHOUSE

Remodelling has taken place and all points and signals have been replaced as shown on the diagram included in this notice.

The following points have been brought into use:—

- Trailing Crossover – Up Goods to Down Goods
- Facing Crossover – Up Goods to Down Goods
- Down Main to Up Goods
- Facing Crossover Up Main to Down Main

New Ground Position Light Signal:—

Signal	Line	Route Indication	Application to or towards
3	Up Goods	'G'	Down Goods
		'M'	Down Main
		'N'	North Sidings
		'S'	South Sidings
6	Down Goods		Up Goods

The new Down Main and Down Goods Home colour light signals 543 yards West of the signal box have been brought into use and the following indications apply:—

Signal	Line	Aspect	Route or Junction Indication	Application to or towards
W15	Down Goods	Main	JI Position '4'	(Down Goods)
		Main		Down Main
		Sub	'G'	Down Goods line occupied.
		Sub	'S'	South sidings
		Sub	'N'	North sidings
W20	Down Main	Main	—	(Down Main)

The Up Main Starting signal with the Guisborough Junction Up Main Inner Distant signal below have been abolished. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLYTH (C.E.G.B.) WEST TRACK HOPPER

Blyth C.E.G.B. West Track Hopper has been commissioned. The associated signalling and position light loading control signals, have been controlled by the C.E.G.B. operator at the Hopper control room.

Telephone communication has been provided between the Hopper Control room and Freemans signal box.

Reference should be made to the diagram included in this notice.

Description of Signals

Signal	Line	Aspect	Route Indication	Destination
31	West Arrival	Sub	'A' 'W' 'S'	Arrival line. Siding Arrival line via weighbridge
43	West Departure			Sidings
(West Departure 43R signal will repeat the aspects R43)				
42	Sidings			West Departure line.
38	Bunker line			Bunker line (hopper)
H6/41	Bunker line	Sub	'D' 'W' 'C' NC	Departure via Bypass Departure via weighbridge Cripple No cripple.
34	Arrival line			Bunker line.
35	Bunker line			Bunker line.
36	Run-round			Arrival line "Limit of Shunt".

The right-hand off set miniature arm on the Down Main Home signal gantry now applies – Down Main to West Track arrival.

East Track Hopper

'B' Hopper has been re-named 'East Track Hopper'.

The Departure and Arrival lines have become East departure and East arrival respectively. (41)

HEXHAM

The trailing crossover (west of the signal box) has been secured out of use in the normal position pending removal. The Middle Road has been renewed on a new alignment at the convergence with the Down Main line and the associated Middle Road exit ground disc signal has been repositioned 30 yards nearer to the signal box.

The trailing crossover (Newcastle side of the signal box) and the associated slip connection to Down Siding has been replaced by a new trailing crossover approximately 100 yards further east, together with a new facing connection – Down Main to Down Siding between this crossover and Hexham signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HEXHAM – continued

Signalling Alterations:-

The Down and Up Main 2nd. Home signals have been abolished.

All signalling associated with the above mentioned redundant connections have been abolished and replaced as follows :-

The disc signal applying – Down Platform to Up Main has been replaced by a new semaphore arm signal 10ft. above rail level situated 12 yards nearer to the signal box. (The route – Down Platform line to Up Main is via the Down Main and new crossover east of the signal box).

The disc signal applying – Down Platform to Middle Road has been repositioned on the right-hand side of this signal.

A new ground position light signal (No.35) with 2-way route indicator has been brought into use on the Down Siding 83 yards east of the signal box and applies :-

Indication	Application towards
“U”	Up Main
“N”	Shunt Neck

A notice board worded “STOP EXAMINE POINTS” has been provided between this new signal and the handworked facing points leading from Down Siding to Goods Yard.

The miniature arm signal applying – Shunt neck to Down Siding/Middle Road has been replaced by a ground disc signal 30 yards further from the signal box.

A new ground position light signal (No.55) has been brought into use on the Up Main, 302 yards east of the signal box and will apply :-

Indication	Application towards
“Y”	Down Siding
“D”	Down Main
“X”	Set back on Up Main
“S”	Up Sidings

A left hand offset miniature arm signal has been provided on the post of the Down Main Home (former Down Main 1st Home) and this applies towards Down Siding.

The miniature arm signal applying – Up Siding to Up Main has been abolished. All movements – Up Siding to Up Main and Up Main to Up Siding are controlled by Handsignalmen.

The trailing connection – Up Siding to Up Main, has been secured out of use pending removal.

The associated signalling has been abolished.

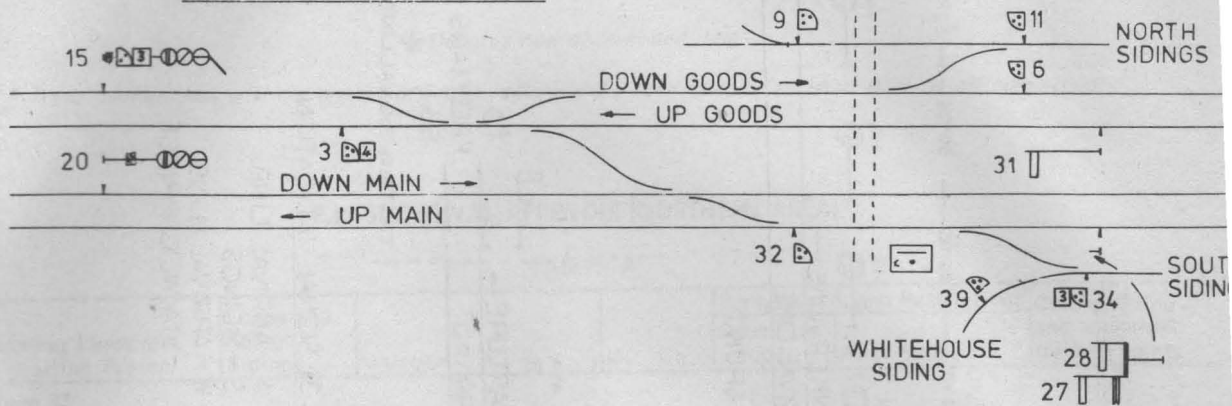
(Amended item) (41)

**TYNE (DURHAM)

Up Slow 4 – aspect signal **TY358** has been resited 7 yards further south on a separate bracket post.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

WHITEHOUSE COMMISSIONING

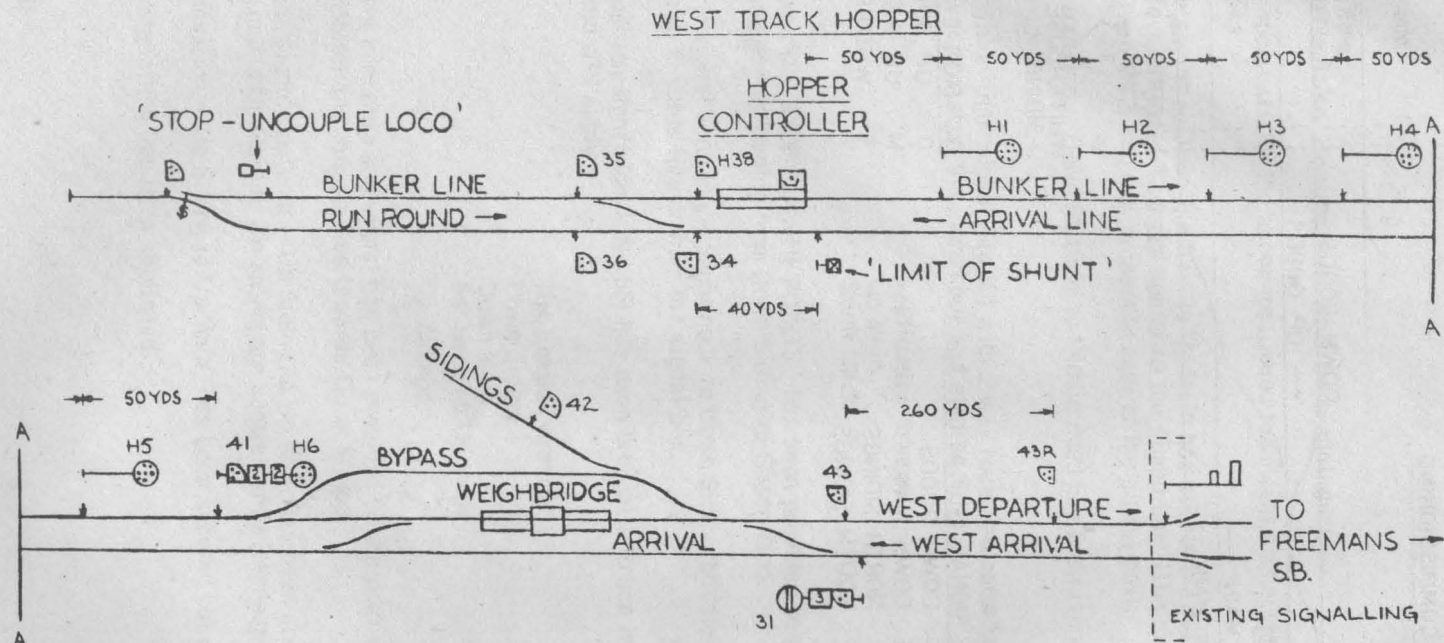


15 SIGNAL INDICATION	
G	DOWN GOODS
N	NORTH SIDINGS
S	SOUTH SIDINGS

3 SIGNAL INDICATION	
G	DOWN GOODS
M	DOWN MAIN
N	NORTH SIDINGS
S	SOUTH SIDINGS

34 SIGNAL INDICATION	
G	UP GOODS
M	UP MAIN
S	WHITEHOUSE

BLYTH WEST TRACK HOPPER COMMISSIONING



41 SIGNAL INDICATION

- D - DEPARTURE
- W - DEPARTURE VIA WEIGHBRIDGE
- C - CRIPPLE
- NC - NO CRIPPLE

43 SIGNAL INDICATION

- TO SIDINGS ONLY

31 SIGNAL INDICATION

- A - ARRIVAL LINE
- S - SIDINGS
- W - ARRIVAL LINE VIA WEIGHBRIDGE

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:
*

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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 Clifton					
	Delete:-				10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.	(40D)
Page 67 (Page 7, ND31D)		DARLINGTON NORTH JN. TO EASTGATE APCM BISHOP AUCKLAND EAST AND EASTGATE APCM					
	Amend:-		25	25		MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED PRESFLO (CEMENT) WAGONS.	(40D)
Page 73		FERRYHILL TURSDALE JN. TO PELAW Between TurSDale Jn. and Whitwell L.C.					
	Delete:-		20	20		5m. 60ch. and 6m. 10ch.	(40D)

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		
Page 73		FERRYHILL TURSDALE JN. TO PELAW					
		Between TurSDale Jn. and Whitwell Add:-		40	40	5m. 0ch. and 5m. 30ch.	
Page 74		(Page 42 Supp. Optg. Insts.) Between Wardley and Pelaw Delete:-		25	25	20m. 50ch. and 20m. 64ch.	
		Add:-		15		20m. 64ch. and 20m. 68ch.	
				25		20m. 50ch. and 20m. 75ch.	(49D)
Page 173		NORTHALLERTON BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN					
		(Page 59 ND23D) Between Easington and Dawdon Jn. Amend:-		10		80m. 76ch. and 81m. 22ch.	(40D)
Page 174		(Page 88 Supp. Optg. Insts.) Between Wearmouth Jn. and Seaburn Delete:-		30		91m. 30ch. and 91m. 40ch.	(49D)

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.	At or Between		
Pages 175 and 176 (pages 89 and 90 Supp. Optg. Insts., pages ND12 and 13 ND 31D)								
NORTHALLERTON BOURGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN								
Delete all details Boldon Colliery and Heworth incl. and substitute :-								
		Boldon Colliery (See page 188)	95.18		25	To Tyne Dock Bottom line		
				30	30	95m. 20ch. and 95m. 45ch.		
		Pelaw Jn. for Harton	98.07		20	To Tyne Dock Branch line		
				25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 11ch.		
	D/UGL 38 DGL36	Pelaw (See page 74 and 186)	98.13					
		Pelaw Jn. for Ferryhill	98.16		25	To Ferryhill line 20m. 71ch and 20m. 50ch.		
				25		To Down Pelaw Goods at 98m. 15ch.		
				25	25	Up Pelaw to Down Pelaw at 98m. 18ch.		
					25	Up Pelaw Goods Loop to Up Pelaw at 98m. 21ch.		
				25		Down Pelaw Goods Loop to Down Pelaw at 98m. 37ch.		
					25	Up Pelaw to Up Pelaw Goods Loop at 98m. 48ch.		

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		
Pages 175/6 – substitute – continued							
		Heworth	99.00	25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 49ch.	
				30		Over Up Pelaw in Down direction 98m. 60ch. and 99m. 35ch.	
				20	20	99m. 35ch. and 99m. 45ch.	
				20		Over Up Pelaw in Down direction 99m. 35ch. and 99m. 45ch.	
				30		Over Up Pelaw in Down direction 99m. 45ch. and 100m. 15ch.	
				20		Over Down Pelaw in Up direction 99m. 45ch. and 99m. 35ch.	
				30		Over Down Pelaw in Up direction 99m. 35ch. and 98m. 55ch.	
				30		Over Down Pelaw in Up direction 100m. 15ch. and 99m. 45ch.	
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.	(40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "J" – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Conditions	Remarks
Page 249 Add:- Heaton North Jn.	Earsdon	F, Engineers trains	–	Fitted/Piped vehs, only. (40D)

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (Page 128 Supp. Optg. Insts.)

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE OVER
A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

Add to first paragraph:

Eryholme

(40D)

WORKING MANUAL FOR RAIL STAFF
B.R. 30054/3 (PINK)

All concerned to note specially the following amendment to the above publication.

Section F. Fires and Accidents involving Dangerous Goods, 3. Special Instructions C. Radio Active Substances, Clause F3/15, Post Office Telephone Numbers : Railway Control Office ER.

Amend NEWCASTLE to read (0632) 322334*

(MO.34. 686D) (40D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING FACILITIES B.R. 30059/5

NOTE : USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS

Incidents of coal spillage continue to arise during loading and discharging due to Drivers controlling their trains by means of the locomotives brake only.

At continuous loading and discharging terminals Drivers must control their trains at all times by use of the train brake and must not rely upon the locomotive brake.

Page 4 (Supplementary Operating Instructions Page 158)

Add
MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:-

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
 - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular)
 - (b) 30 wagons, except Fiddler's Ferry, if hauled by a Class 47 locomotive.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
B.R.30059/5 - continued

Page 4 (Supplementary Operating Instructions Page 158) - Add - continued

2. Coal trains to Thorpe Marsh - 30 wagons.
3. Coal trains to Ratcliffe.
 - (a) 34 wagons for E.R. Collieries if hauled by a Class 56 locomotive.
 - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
 - (c) 30 wagons, if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet A.P.C.M.
 - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
 - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
 - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
 - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar.
 - (a) 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke N.C.B. Birmingham.

Coal : 34 wagons when hauled by a Class 56 locomotive.
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.
 - (a) 30 wagons from Thrislington.
 - (b) 23 wagons from Redmire.

(40D)

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

18 SEPTEMBER, 1981

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

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 OCTOBER

TO

FRIDAY 9 OCTOBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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*

****** A 30m.p.h. P.S.R. has been imposed over the Up line between Hartburn Jn. and Eaglescliffe North Jn. (58m. 55ch. and 58m. 0ch.).

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 OCTOBER – FERRYHILL – AYCLIFFE GROUND SWITCH PANEL (Between Parkgate Jn. and Ferryhill South Jn.)

A new Facing Crossover and a new Trailing Crossover will be brought into use between the Down and Up Mains (E.C.M.L. at approximately 50½m.p.) controlled by Aycliffe ground switch panel (released from Ferryhill signal box).

The following Up Main line automatic signals on the approach to the new crossovers will be replated with "F" (Ferryhill) prefixes as follows.

Old No.	New No.
U55	F456
U55B	F458
U54	F460
U53	F462
U52	F464
U51	F466
U50	F468
U49	F470

The signals on the immediate approach to the new crossovers (Down Main signal D49 and Up Main Signal F470) will be replated as semi-automatic signals.

All signal-post telephones on the above signals will communicate with Ferryhill signal box. (43)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE (DURHAM STATION)

Up Fast 4–Aspect Signal **TY360** has been re-sited 53 yards further north.

A new facing crossover controlled by Tyne Yard signal box has been brought into use between the Down and Up Fast lines immediately north of Durham Station. (42)

WHITEHOUSE

Remodelling has taken place and all points and signals have been replaced as shown on the diagram included in this notice.

The following points have been brought into use:—

- Trailing Crossover – Up Goods to Down Goods
- Facing Crossover – Up Goods to Down Goods
- Down Main to Up Goods
- Facing Crossover Up Main to Down Main

**NN**

EASTERN REGION

41**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 10 OCTOBER**

TO

FRIDAY 16 OCTOBER 1981**INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

KING EDWARD BRIDGE

The crossover between the Down East and Up South Lines has been secured out of use pending removal.

All associated signal routes have been abolished. (New Item) (44)

DARLINGTON NORTH JN. – EASTGATE APCM – NICKSTREAM BRANCH

The Annette Key Release Box, situated at the Branch End has been removed and the Key is now obtainable from the Up Sidings Inspector. (New Item) (44)

KILLINGWORTH

The facing points in the Down Main line leading to Killingworth N.C.B. Exchange Sidings have been secured out of use pending removal. (New Item) (44)

FERRYHILL – AYCLIFFE GROUND SWITCH PANEL (Between Parkgate Jn. and Ferryhill South Jn.)

A new Facing Crossover and a new Trailing Crossover have been brought into use between the Down and Up Mains (E.C.M.L. at approximately 50½m.p.) controlled by Aycliffe ground switch panel (released from Ferryhill signal box).

The following Up Main line automatic signals on the approach to the new crossovers have been replated with "F" (Ferryhill) prefixes as follows.

Old No.	New No.
U55	F456
U55B	F458
U54	F460
U53	F462
U52	F464
U51	F466
U50	F468
U49	F470

The signals on the immediate approach to the new crossovers (Down Main signal D49 and Up Main Signal F470) have been replated as semi-automatic signals.

All signal-post telephones on the above signals communicate with Ferryhill signal box. (43)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (page 128 Supp. Optg. Insts.)

SECTION N - WORKING OF TRAFFIC OF A DOUBLE LINE
OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

Add to first paragraph :-

Eryholme,
Aycliffe.

(49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

MISCELLANEOUS NOTICES

Page 131

Amend list under item 4 as under:

- 6/4S93 14 25 SX Parkeston Quay - Bathgate
- 6S96 14 55 SX Parkeston Quay - Mossend
- 6E86 21 35 SX Mossend - Parkeston Quay
- 6E87 12 52 SX Glasgow Sighthill - Parkeston Quay
- 6M62 20 53 SX Parkeston Quay - Edgehill
- 6E85 18 01 SX Trafford Park - Parkeston Quay
- 6M88 20 15 SX Parkeston Quay - Garston
- 6E83 14 14 SX Edgehill - Whitemoor
- 6N90 18 39 SX Parkeston Quay - Tyne
- 6M86 16 20 SUN Parkeston Quay - Bescot
- 6E88 21 00 SX Llandeilo Jn. - Whitemoor
- 6V85 19 57 SX Whitemoor - Severn Tunnel Jn.
- 6E53 16 17 SX Dover - Tees
- 6M86 16 50 SX Healey Mills - Toton
- 6E92 02 10 MX Willesden Brent Sidings - Peterborough
- 6E75 22 18 SX Willesden - Leeds Hunslet
- 6M79 16 10 SX T.C.F.D. - Willesden
- 6O49 17 50 SX Tees - Eastleigh (FX), Basingstoke (FO)
- 6E51 20 15 SX Bescot - Tyne
- 6M66 21 00 SX Doncaster Belmont - Willesden
- 6C83 16 05 SX Haverton Hill - Parkeston Quay
- 6C30 13 55 SX T.C.F.D. - Dagenham Dock
- 6D63 20 05 SX Dagenham Dock - Doncaster
- 6S92 15 20 SX Hull - Aberdeen
- 6E89 14 22 SX Aberdeen - Doncaster
- 6E96 12 02 SX Stranraer - Tyne
- 6E30 16 30 Eastleigh - Tyne (between York and Tyne only)

(49D)

FIRST AID

Avoid becoming a casualty yourself – know the life-saving procedures.

BREATHING STOPPED

If the victim stops breathing he will die unless breathing is restored at once. Clear mouth of any obstruction, remove any dentures, then tilt his head back to open the air passage from mouth to lungs, squeeze the nostrils together then **BLOW** your own breath through his mouth into his lungs at normal breathing rate.

BLEEDING

Bleeding from injuries must be controlled as severe loss of blood may lead to death. The best way to stop bleeding is to squeeze the injured part together by direct pressure of the fingers on the wound or squeeze the edges of the wound together and apply a firm bandage.

UNCONSCIOUSNESS

The willing but untrained bystander is most helpless when confronted with an UNCONSCIOUS victim. The simplest act of turning such a victim on his side, so that he cannot drown in his own vomit, may save many such victims who would otherwise die.

SHOCK

Shock is likely to be present in all cases of injury and many cases of sudden illness. It's effects, which may be extremely serious, may be eased by the comfort, confidence and reassurance given by the rescuer.

BROKEN BONES

These may be serious injuries. STOP ANY MOVEMENT OF BROKEN BONES which can make the injuries more severe. Injured arms may be secured to the body or injured legs tied together.

BURNS AND SCALDS

Rapidly COOL the affected part with cold water then cover with clean cloth or large dressing till seen by a doctor.

A thorough knowledge of First Aid can only be gained by taking a Course of Lectures. Details regarding Courses in First Aid can be obtained direct from your Regional First Aid Secretary (C.W. Frampton, Toft Green Chambers, York. Telephone No. 032 2677/3345) or your local First Aid Secretary.

**NN**

EASTERN REGION

42**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 17 OCTOBER****TO****FRIDAY 23 OCTOBER 1981****INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 18 OCTOBER – HEXHAM**

The Up Main semaphore Distant signal will be abolished and replaced by a 2-aspect, colour light Distant signal 373 yards further from the signal box and 1,450 yards before reaching the Up Main Home signal.

The Down Main semaphore Distant signal will be abolished and replaced by a 2-aspect colour light Distant signal 184 yards further from the signal box and 1,380 yards before reaching the new H59 signal (see below).

The Down Main semaphore Home signal (and offset miniature arm) will be abolished and replaced by a 3-aspect colour light Home signal (No.H59) 185 yards nearer to the signal box. A left-hand offset subsidiary signal applying towards the Down Sidings and a signal-post telephone will be provided. (45)

SATURDAY 17 to SUNDAY 18 OCTOBER – KING EDWARD BRIDGE

The trailing crossover between the Down and Up East Goods lines, (at the Newcastle end of King Edward Bridge) will be secured out of use in the normal position pending removal.

Signalling Alterations

Up East Goods ground position light signal 228, will now apply set back along Up East Goods only (previously also to Down East Goods) and will be repositioned 100 yards nearer to Newcastle signal box. (45)

DETAILS OF WORK ALREADY CARRIED OUT**KING EDWARD BRIDGE**

The crossover between the Down East and Up South lines has been secured out of use pending removal.

All associated signal routes have been abolished. (44)

DARLINGTON NORTH JN. – EASTGATE APCM – NICKSTREAM BRANCH

The Annette Key Release Box, situated at the Branch End has been removed and the Key is now obtainable from the Up Sidings Inspector. (44)

KILLINGWORTH

The facing points in the Down Main line leading to Killingworth N.C.B. Exchange Sidings have been secured out of use pending removal. (44)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

FERRYHILL – AYCLIFFE GROUND SWITCH PANEL (Between Parkgate Jn. and Ferryhill South Jn.)

A new Facing Crossover and a new Trailing Crossover have been brought into use between the Down and Up Mains (E.C.M.L. at approximately 50½m.p) controlled by Aycliffe ground switch panel (released from Ferryhill signal box).

The following Up Main line automatic signals on the approach to the new crossovers have been replated with "F" (Ferryhill) prefixes as follows.

Old No.	New No.
U55	F456
U55B	F458
U54	F460
U53	F462
U52	F464
U51	F466
U50	F468
U49	F470

The signals on the immediate approach to the new crossovers (Down Main signal D49 and Up Main Signal F470) have been replated as semi-automatic signals.

All signal-post telephones on the above signals communicate with Ferryhill signal box. (43)

**** TYNE (DURHAM STATION)**

Up Fast 4–Aspect Signal TY360 has been re-sited 53 yards further north.

A new facing crossover controlled by Tyne Yard signal box has been brought into use between the Down and Up Fast lines immediately north of Durham Station. (42)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX (BR.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS

Page 1.42 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special. (49D)

SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (DB999550)

Page 4.25 Clause 2 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

- The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125m.p.h. (49D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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	
FERRYHILL TURSDALE JN. TO PELAW							
Page 73		Between TurSDale Jn. and Whitwell					
	Add:-		40	40	5m. 0ch. and 5m. 30ch.		(49D)
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Page 174	(Page 88 Supp. Optg. Insts.)	Between Wearnouth Jn. and Seaburn					
	Delete:-		30		91m. 30ch. and 91m. 40ch.		(49D)
BEDLINGTON TO LYNEMOUTH COLLIERY NCB							
Page 216		Between Hirst Lane LC and Lynemouth Colly					
★	Add:-		10	10	4m. 10ch. and 6m. 12ch.		(49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (page 128 Supp. Optg. Insts.)

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE
OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

Add to first paragraph :—

Eryholme,
Aycliffe.

(49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

MISCELLANEOUS NOTICES

Page 131

Amend list under item 4 as under :

- 6/4S93 14 25 SX Parkeston Quay – Bathgate
- 6S96 14 55 SX Parkeston Quay – Mossend
- 6E86 21 35 SX Mossend – Parkeston Quay
- 6E87 12 52 SX Glasgow Sighthill – Parkeston Quay
- 6M62 20 53 SX Parkeston Quay – Edgehill
- 6E85 18 01 SX Trafford Park – Parkeston Quay
- 6M88 20 15 SX Parkeston Quay – Garston
- 6E83 14 14 SX Edgehill – Whitemoor
- 6N90 18 39 SX Parkeston Quay – Tyne
- 6M86 16 20 SUN Parkeston Quay – Bescot
- 6E88 21 00 SX Llandeilo Jn. – Whitemoor
- 6V85 19 57 SX Whitemoor – Severn Tunnel Jn.
- 6E53 16 17 SX Dover – Tees
- 6M86 16 50 SX Healey Mills – Toton
- 6E92 02 10 MX Willesden Brent Sidings – Peterborough
- 6E75 22 18 SX Willesden – Leeds Hunslet
- 6M79 16 10 SX T.C.F.D. – Willesden
- 6O49 17 50 SX Tees – Eastleigh (FX), Basingstoke (FO)
- 6E51 20 15 SX Bescot – Tyne
- 6M66 21 00 SX Doncaster Belmont – Willesden
- 6C83 16 05 SX Haverton Hill – Parkeston Quay
- 6C30 13 55 SX T.C.F.D. – Dagenham Dock
- 6D63 20 05 SX Dagenham Dock – Doncaster
- 6S92 15 20 SX Hull – Aberdeen
- 6E89 14 22 SX Aberdeen – Doncaster
- 6E96 12 02 SX Stranraer – Tyne
- 6E30 16 30 Eastleigh – Tyne (between York and Tyne only)

(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF - WHITE PAGES
SECTION F - WORKING OF FREIGHTLINER TRAINS

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR.29973 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether document bags or boxes are in use on trains.'

(49D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : BR.30059/5

(ND40 Page 33)

Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS"

(49D)

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

9 OCTOBER

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

THE TEN COMMANDMENTS OF GOOD BUSINESS

A CUSTOMER is the most important person in any business.

A CUSTOMER is not dependent on us – we are dependent on him.

A CUSTOMER is not an interruption of our work – he is the purpose of it.

A CUSTOMER does us a favour when he calls – we are not doing him a favour by serving him.

A CUSTOMER is part of our business – not an outsider.

A CUSTOMER is not a cold statistic – he is a flesh-and-blood human being with feelings and emotions like our own.

A CUSTOMER is not someone to argue or match wits with.

A CUSTOMER is a person who brings us his wants – it is our job to fill those wants.

A CUSTOMER is deserving of the most courteous and attentive treatment we can give him.

A CUSTOMER is the life-blood of this and every other business.



British Rail

NN

EASTERN REGION

43

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 24 OCTOBER

TO

FRIDAY 30 OCTOBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 OCTOBER – TYNE YARD

Down Staging Sidings

No.5 Down Staging Siding will be secured out of use pending removal.

Engine Line "R" will be slued and connected into a new trailing connection in No.4 Down Staging Siding. (46)

SUNDAY 25 OCTOBER – SOUTH BANK

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

Signalling alterations

The Up Main Home to Up Goods and all other associated signal routes will be abolished. (46)

SUNDAY 25 OCTOBER – WASHINGTON

The points in the Reversing and Run-round line will be secured out of use pending removal and the associated signalling abolished.

The points leading to and from the Down and Up Branch lines (to and from South Pelaw) will be secured out of use pending removal and the associated signalling abolished.

A ground disc signal will be provided adjacent to the signal box controlling the outlet from the Siding. (46)

DETAILS OF WORK ALREADY CARRIED OUT

HEXHAM

The Up Main semaphore Distant signal has been abolished and replaced by a 2-aspect, colour light Distant signal 373 yards further from the signal box and 1,450 yards before reaching the Up Main Home signal.

The Down Main semaphore Distant signal has been abolished and replaced by a 2-aspect colour light Distant signal 184 yards further from the signal box and 1,380 yards before reaching the new H59 signal (see below).

The Down Main semaphore Home signal (and offset miniature arm) has been abolished and replaced by a 3-aspect colour light Home signal (No.H59) 185 yards nearer to the signal box. A left-hand offset subsidiary signal applying towards the Down Sidings and a signal-post telephone has been provided.

(45)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

NEWCASTLE – KING EDWARD BRIDGE

The trailing crossover between the Down and Up East Goods lines (at the Newcastle end of King Edward Bridge) has been secured out of use in the normal position pending removal.

Signalling Alterations

Up East Goods ground position light signal 228, now applies set back along Up East Goods only (previously also to Down East Goods) and has been repositioned 100 yards nearer to Newcastle signal box.

The crossover between the Down East and Up South lines has been secured out of use pending removal.

All associated signal routes have been abolished. (45)

DARLINGTON NORTH JN. – EASTGATE APCM – NICKSTREAM BRANCH

The Annette Key Release Box, situated at the Branch End has been removed and the Key is now obtainable from the Up Sidings Inspector. (44)

KILLINGWORTH

The facing points in the Down Main line leading to Killingworth N.C.B. Exchange Sidings have been secured out of use pending removal. (44)

*** * FERRYHILL – AYCLIFFE GROUND SWITCH PANEL (Between Parkgate Jn. and Ferryhill South Jn.)**

A new Facing Crossover and a new Trailing Crossover have been brought into use between the Down and Up Mains (E.C.M.L. at approximately 50½m.p.) controlled by Aycliffe ground switch panel (released from Ferryhill signal box).

The following Up Main line automatic signals on the approach to the new crossovers have been replated with "F" (Ferryhill) prefixes as follows.

Old No.	New No.
U55	F456
U55B	F458
U54	F460
U53	F462
U52	F464
U51	F466
U50	F468
U49	F470

The signals on the immediate approach to the new crossovers (Down Main signal D49 and Up Main Signal F470) have been replated as semi-automatic signals.

All signal-post telephones on the above signals communicate with Ferryhill signal box. (43)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX (BR.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS

Page 1.42 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special. (49D)

SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (DB999550)

Page 4.25 Clause 2 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

2. The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125m.p.h. (49D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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	
FERRYHILL TURSDALE JN. TO PELAW						
Page 73		Between Tursdale Jn. and Whitwell				
	Add:-			40	40 5m. 0ch. and 5m. 30ch.	(49D)
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Page 174	(Page 88 Supp. Optg. Insts.)	Between Wearmouth Jn. and Seaburn				
	Delete:-			30	91m. 30ch. and 91m. 40ch.	(49D)
BEDLINGTON TO LYNEMOUTH COLLIERY NCB						
Page 216		Between Hirst Lane LC and Lynemouth Colly				
	Add:-			10	10 4m. 10ch. and 6m. 12ch.	(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (page 128 Supp. Optg. Insts.)

SECTION N - WORKING OF TRAFFIC OF A DOUBLE LINE
OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

Add to first paragraph :-

Eryholme,
Aycliffe.

(49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

MISCELLANEOUS NOTICES

Page 131



Amend list under item 4 as under :

- 6/4S93 14 25 SX Parkeston Quay - Bathgate
- 6S96 14 55 SX Parkeston Quay - Mossend
- 6E86 21 35 SX Mossend - Parkeston Quay
- 6E87 14 22 SX Mossend - Parkeston Quay
- 6M62 20 53 SX Parkeston Quay - Edgehill
- 6E85 18 01 SX Trafford Park - Parkeston Quay
- 6M88 20 15 SX Parkeston Quay - Garston
- 6E83 14 14 SX Edgehill - Whitemoor
- 6N90 18 39 SX Parkeston Quay - Tyne
- 6M86 16 20 SUN Parkeston Quay - Bescot
- 6E88 21 00 SX Llandeilo Jn. - Whitemoor
- 6V85 19 57 SX Whitemoor - Severn Tunnel Jn.
- 6E53 16 17 SX Dover - Tees
- 6M86 16 50 SX Healey Mills - Toton
- 6E92 02 10 MX Willesden Brent Sidings - Peterborough
- 6E75 22 18 SX Willesden - Leeds Hunslet
- 6M79 16 10 SX T.C.F.D. - Willesden
- 6O49 17 50 SX Tees - Eastleigh (FX), Basingstoke (FO)
- 6E51 20 15 SX Bescot - Tyne
- 6M66 21 00 SX Doncaster Belmont - Willesden
- 6C83 16 05 SX Haverton Hill - Parkeston Quay
- 6C30 13 55 SX T.C.F.D. - Dagenham Dock
- 6D63 20 05 SX Dagenham Dock - Doncaster
- 6S92 15 20 SX Hull - Aberdeen
- 6E89 14 22 SX Aberdeen - Doncaster
- 6E96 12 02 SX Stranraer - Tyne
- 6E30 16 30 Eastleigh - Tyne (between York and Tyne only)
- 6Z63 15 40 SX Birkenhead - Whitemoor
- 6Z64 23 00 SX Whitemoor - Birkenhead

(49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF – WHITE PAGES
SECTION F – WORKING OF FREIGHTLINER TRAINS

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR.29973 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether document bags or boxes are in use on trains.'

(49D)

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
 BUNKER/RAPID LOADING COLLIERIES : BR.30059/5**

(ND40 Page 33)

Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS"

(49D)

York

MP.32/NN

G. GRAHAM
 Chief Operating Manager

16 OCTOBER, 1981

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

**NN**

EASTERN REGION

44**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 31 OCTOBER****TO****FRIDAY 6 NOVEMBER 1981****INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 NOVEMBER – SEAHAM AND HALL DENE

Seaham Down Starting signal with Hall Dene Down distant signal will be renewed at a reduced height at the same location. (47)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE YARD

Down Staging Sidings

No.5 Down Staging Siding has been secured out of use pending removal.

Engine Line "R" has been slued and connected into a new trailing connection in No.4 Down Staging Siding. (46)

SOUTH BANK

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

Signalling alterations

The Up Main Home to Up Goods and all other associated signal routes have been abolished. (46)

WASHINGTON

The points in the Reversing and Run-round line have been secured out of use pending removal and the associated signalling abolished.

The points leading to and from the Down and Up Branch lines (to and from South Pelaw) have been secured out of use pending removal and the associated signalling abolished.

A ground disc signal has been provided adjacent to the signal box controlling the outlet from the Siding. (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HEXHAM

The Up Main semaphore Distant signal has been abolished and replaced by a 2-aspect, colour light Distant signal 373 yards further from the signal box and 1,450 yards before reaching the Up Main Home signal.

The Down Main semaphore Distant signal has been abolished and replaced by a 2-aspect colour light Distant signal 184 yards further from the signal box and 1,380 yards before reaching the new H59 signal (see below).

The Down Main semaphore Home signal (and offset miniature arm) has been abolished and replaced by a 3-aspect colour light Home signal (No.H59) 185 yards nearer to the signal box. A left-hand offset subsidiary signal applying towards the Down Sidings and a signal-post telephone has been provided. (45)

NEWCASTLE – KING EDWARD BRIDGE

The trailing crossover between the Down and Up East Goods lines (at the Newcastle end of King Edward Bridge) has been secured out of use in the normal position pending removal.

Signalling Alterations

Up East Goods ground position light signal 228, now applies set back along Up East Goods only (previously also to Down East Goods) and has been repositioned 100 yards nearer to Newcastle signal box.

The crossover between the Down East and Up South lines has been secured out of use pending removal.

All associated signal routes have been abolished. (45)

YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been clamped out of use until further notice. (New item) (47)

TYNE – OUSTON JUNCTION

The connections Down Main to Down Slow have been taken out of use pending removal and associated signalling route abolished. (New item) (47)

**** DARLINGTON NORTH JN. – EASTGATE APCM – NICKSTREAM BRANCH**

The Annette Key Release Box, situated at the Branch End has been removed and the Key is now obtainable from the Up Sidings Inspector. (44)

**** KILLINGWORTH**

The facing points in the Down Main line leading to Killingworth N.C.B. Exchange Sidings have been secured out of use pending removal. (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

GENERAL APPENDIX (BR.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS

Page 1.42 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special. (49D)

SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (DB999550)

Page 4.25 Clause 2 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

2. The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125m.p.h. (49D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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	
FERRYHILL TURSDALE JN. TO PELAW							
Page 73		Between Tursdale Jn. and Whitwell					
	Add:-		40	40	5m. 0ch. and	5m. 30ch.	(49D)
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Page 174	(Page 88 Supp. Optg. Insts.)	Between Wearmouth Jn. and Seaburn					
	Delete:-		30		91m. 30ch. and	91m. 40ch.	(49D)
BEDLINGTON TO LYNEMOUTH COLLIERY NCB							
Page 216		Between Hirst Lane LC and Lynemouth Colly					
	Add:-		10	10	4m. 10ch. and	6m. 12ch.	(49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 401 HAWTHORN COMBINED MINE AND COKING PLANT TO RYEOPE GRANGE

WORKING OF TRAINS BETWEEN MURTON AND HAWTHORN
COMBINED MINE AND COKING PLANT NORTH JN.



Delete heading and item and substitute :-

HAWTHORN COMBINED MINE AND COKING PLANT

1. No movements must be made within the plant without the authority of N.C.B. staff.
2. All speed limits within the plant, as indicated by the boards provided, must be observed. (49D)

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (page 128 Supp. Optg. Insts.)

SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE
OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

Add to first paragraph :-

Eryholme,
Aycliffe.

(49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

MISCELLANEOUS NOTICES

Page 131

Amend list under item 4 as under :

- | | | | |
|--------|-------|-----|---|
| 6/4S93 | 14 25 | SX | Parkeston Quay – Bathgate |
| 6S96 | 14 55 | SX | Parkeston Quay – Mossend |
| 6E86 | 21 35 | SX | Mossend – Parkeston Quay |
| 6E87 | 14 22 | SX | Mossend – Parkeston Quay |
| 6M62 | 20 53 | SX | Parkeston Quay – Edgehill |
| 6E85 | 18 01 | SX | Trafford Park – Parkeston Quay |
| 6M88 | 20 15 | SX | Parkeston Quay – Garston |
| 6E83 | 14 14 | SX | Edgehill – Whitemoor |
| 6N90 | 18 39 | SX | Parkeston Quay – Tyne |
| 6M86 | 16 20 | SUN | Parkeston Quay – Bescot |
| 6E88 | 21 00 | SX | LLandeilo Jn. – Whitemoor |
| 6V85 | 19 57 | SX | Whitemoor – Severn Tunnel Jn. |
| 6E53 | 16 17 | SX | Dover – Tees |
| 6M86 | 16 50 | SX | Healey Mills – Toton |
| 6E92 | 02 10 | MX | Willesden Brent Sidings – Peterborough |
| 6E75 | 22 18 | SX | Willesden – Leeds Hunslet |
| 6M79 | 16 10 | SX | T.C.F.D. – Willesden |
| 6O49 | 17 50 | SX | Tees – Eastleigh (FX), Basingstoke (FO) |
| 6E51 | 20 15 | SX | Bescot – Tyne |
| 6M66 | 21 00 | SX | Doncaster Belmont – Willesden |
| 6C83 | 16 05 | SX | Haverton Hill – Parkeston Quay |

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981 – continued

MISCELLANEOUS NOTICES – continued

Page 131 – Amend – continued

6C30 13 55 SX T.C.F.D. – Dagenham Dock
 6D63 20 05 SX Dagenham Dock – Doncaster
 6S92 15 20 SX Hull – Aberdeen
 6E89 14 22 SX Aberdeen – Doncaster
 6E96 12 02 SX Stranraer – Tyne
 6E30 16 30 Eastleigh – Tyne (between York and Tyne only)
 6Z63 15 40 SX Birkenhead – Whitemoor
 6Z64 23 00 SX Whitemoor – Birkenhead

(49D)

**WORKING MANUAL FOR RAIL STAFF – WHITE PAGES
 SECTION F – WORKING OF FREIGHTLINER TRAINS**

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR.29973 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether document bags or boxes are in use on trains.'

(49D)

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
 BUNKER/RAPID LOADING COLLIERIES : BR.30059/5**

(ND40 Page 33)

Cancel the note headed:-

"USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS"

(49D)

York

MP.32/NN

G. GRAHAM
 Chief Operating Manager

23 OCTOBER, 1981

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

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

45

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 NOVEMBER

TO

FRIDAY 13 NOVEMBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 7 to SUNDAY 8 NOVEMBER – NEWCASTLE KING EDWARD BRIDGE**

The trailing crossover (furthest from the Station) between the Up South and Down South lines will be secured out of use in the normal position pending removal and the associated signalling abolished. (48)

SUNDAY 8 NOVEMBER – MIDDLESBROUGH STATION (Tees Yard End)

Ground position light signal No.232 applying set-back Down Platform to Up Main (Indication "U") or to West Dock (Indication "S") will be abolished and replaced on same site (53 yards from Middlesbrough signal box) by a new 3-aspect colour light signal plated M670 applying (Main aspect) – Down Platform (Up direction) to Up Main.

A left-hand offset subsidiary will be provided applying towards West Dock.

A signal-post telephone will be provided.

(48)

TUESDAY 10 NOVEMBER – SUNDERLAND (South end of Station)

Burdon Road West Sidings and the Parcels line will be taken out of use pending removal.

Track will be retained at the overrun of the Down Loop to provide trap points.

(48)

DETAILS OF WORK ALREADY CARRIED OUT**TYNE YARD****Down Staging Sidings**

No.5 Down Staging Siding has been secured out of use pending removal.

Engine Line "R" has been slued and connected into a new trailing connection in No.4 Down Staging Siding. (46)

SOUTH BANK

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

Signalling alterations

The Up Main Home to Up Goods and all other associated signal routes have been abolished.

(46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WASHINGTON

The points in the Reversing and Run-round line have been secured out of use pending removal and the associated signalling abolished.

The points leading to and from the Down and Up Branch lines (to and from South Pelaw) have been secured out of use pending removal and the associated signalling abolished.

A ground disc signal has been provided adjacent to the signal box controlling the outlet from the Siding. (46)

SEAHAM AND HALL DENE

Seaham Down Starting signal with Hall Dene Down Distant signal has been renewed at a reduced height at the same location. (47)

TYNE YARD

Down Primary Sorting Sidings Nos. 1 to 6 (inclusive) have been secured out of use pending removal. (New Item) (48)

**** HEXHAM**

The Up Main semaphore Distant signal has been abolished and replaced by a 2-aspect, colour light Distant signal 373 yards further from the signal box and 1,450 yards before reaching the Up Main Home signal.

The Down Main semaphore Distant signal has been abolished and replaced by a 2-aspect colour light Distant signal 184 yards further from the signal box and 1,380 yards before reaching the new H59 signal (see below).

The Down Main semaphore Home signal (and offset miniature arm) has been abolished and replaced by a 3-aspect colour light Home signal (No. H59) 185 yards nearer to the signal box. A left-hand offset subsidiary signal applying towards the Down Sidings and a signal-post telephone has been provided. (45)

**** NEWCASTLE – KING EDWARD BRIDGE**

The trailing crossover between the Down and Up East Goods lines (at the Newcastle end of King Edward Bridge) has been secured out of use in the normal position pending removal.

Signalling Alterations

Up East Goods ground position light signal 228, now applies set back along Up East Goods only (previously also to Down East Goods) and has been repositioned 100 yards nearer to Newcastle signal box.

The crossover between the Down East and Up South lines has been secured out of use pending removal.

All associated signal routes have been abolished. (45)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been clamped out of use until further notice. (47)

TYNE – OUSTON JUNCTION

The connections Down Main to Down Slow have been taken out of use pending further track alterations and associated signalling route abolished. (Amended Item) (47)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX (BR.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS

Page 1.42 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special. (49D)

SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (DB999550)

Page 4.25 Clause 2 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

2. The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125m.p.h. (49D)
-

**NN**

EASTERN REGION

46**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 14 NOVEMBER****TO****FRIDAY 20 NOVEMBER 1981****INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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**** SOUTH BANK**

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

Signalling alterations

The Up Main Home to Up Goods and all other associated signal routes have been abolished. (46)

NEWCASTLE KING EDWARD BRIDGE

The trailing crossover (furthest from the Station) between the Up South and Down South lines has been secured out of use in the normal position pending removal and the associated signalling abolished. (48)

MIDDLESBROUGH STATION (Tees Yard End)

Ground position light signal No. 232 applying set-back Down Platform to Up Main (Indication "U") or to West Dock (Indication "S") has been abolished and replaced on same site (53 yards from Middlesbrough signal box) by a new 3-aspect colour light signal plated M670 applying (Main aspect) – Down Platform (Up direction) to Up Main.

A left-hand offset subsidiary has been provided applying towards West Dock.

A signal-post telephone has been provided. (48)

SUNDERLAND (South end of Station)

Burdon Road West Sidings and the Parcels line have been taken out of use pending removal.

Track has been retained at the overrun of the Down Loop to provide trap points. (48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** WASHINGTON**

The points in the Reversing and Run-round line have been secured out of use pending removal and the associated signalling abolished.

The points leading to and from the Down and Up Branch lines (to and from South Pelaw) have been secured out of use pending removal and the associated signalling abolished.

A ground disc signal has been provided adjacent to the signal box controlling the outlet from the Siding. (46)

SEAHAM AND HALL DENE

Seaham Down Starting signal with Hall Dene Down Distant signal has been renewed at a reduced height at the same location. (47)

TYNE YARD

Down Primary Sorting Sidings Nos.1 to 6 (inclusive) have been secured out of use pending removal.

A new lead has been provided between Engine line "R" and No.4 Down Staging Sidings with "STOP FOR ORDERS" notice boards on each line. Further to the north, a new lead has been provided in No.4 Down Staging Siding, with a new line connected to the Fuel Siding.

A "STOP FOR ORDERS" notice board has been provided at the north end of this line to protect movements from the Down Primary Sorting Sidings.

No.5 Down Staging Siding has been secured out of use pending removal. (New item) (49)

YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been clamped out of use until further notice. (47)

TYNE – OUSTON JUNCTION

The connections Down Main to Down Slow have been taken out of use pending further track alterations and associated signalling route abolished. (47)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX (BR.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS.

Page 1.42 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special. (49D)

SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (DB999550)

Page 4.25 Clause 2 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

2. The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125m.p.h. (49D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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	
FERRYHILL TURSDALE JN. TO PELAW							
Page 73							
Between TurSDale Jn. and Whitwell							
Add:—							
			40	40	5m. 0ch. and	5m. 30ch.	(49D)
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Page 174 (Page 88 Supp. Optg. Insts.)							
Between Wearmouth Jn. and Seaburn							
Delete:—							
			30		91m. 30ch. and	91m. 40ch.	(49D)
BEDLINGTON TO LYNEMOUTH COLLIERY NCB							
Page 216							
Between Hirst Lane LC and Lynemouth Colly							
Add:—							
			10	10	4m. 10ch. and	6m. 12ch.	(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 401 HAWTHORN COMBINED MINE AND COKING PLANT TO RYEOHOPE GRANGE

WORKING OF TRAINS BETWEEN MURTON AND HAWTHORN
COMBINED MINE AND COKING PLANT NORTH JN.

Delete heading and item and substitute :-

HAWTHORN COMBINED MINE AND COKING PLANT

1. No movements must be made within the plant without the authority of N.C.B. staff.
2. All speed limits within the plant, as indicated by the boards provided, must be observed. (49D)

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (page 128 Supp. Optg. Insts.)

SECTION N - WORKING OF TRAFFIC OF A DOUBLE LINE
OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

Add to first paragraph :-

Eryholme,
Aycliffe.

(49D)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

MISCELLANEOUS NOTICES

Page 131

Amend list under item 4 as under :

- | | | | |
|--------|-------|-----|---|
| 6/4S93 | 14 25 | SX | Parkeston Quay - Bathgate |
| 6S96 | 14 55 | SX | Parkeston Quay - Mossend |
| 6E86 | 21 35 | SX | Mossend - Parkeston Quay |
| 6E87 | 14 22 | SX | Mossend - Parkeston Quay |
| 6M62 | 20 53 | SX | Parkeston Quay - Edgehill |
| 6E85 | 18 01 | SX | Trafford Park - Parkeston Quay |
| 6M88 | 20 15 | SX | Parkeston Quay - Garston |
| 6E83 | 14 14 | SX | Edgehill - Whitemoor |
| 6N90 | 18 39 | SX | Parkeston Quay - Tyne |
| 6M86 | 16 20 | SUN | Parkeston Quay - Bescot |
| 6E88 | 21 00 | SX | LLandeilo Jn. - Whitemoor |
| 6V85 | 19 57 | SX | Whitemoor - Severn Tunnel Jn. |
| 6E53 | 16 17 | SX | Dover - Tees |
| 6M86 | 16 50 | SX | Healey Mills - Toton |
| 6E92 | 02 10 | MX | Willesden Brent Sidings - Peterborough |
| 6E75 | 22 18 | SX | Willesden - Leeds Hunslet |
| 6M79 | 16 10 | SX | T.C.F.D. - Willesden |
| 6O49 | 17 50 | SX | Tees - Eastleigh (FX), Basingstoke (FO) |
| 6E51 | 20 15 | SX | Bescot - Tyne |
| 6M66 | 21 00 | SX | Doncaster Belmont - Willesden |
| 6C83 | 16 05 | SX | Haverton Hill - Parkeston Quay |
| 6C30 | 13 55 | SX | T.C.F.D. - Dagenham Dock |
| 6D63 | 20 05 | SX | Dagenham Dock - Doncaster |
| 6S92 | 15 20 | SX | Hull - Aberdeen |
| 6E89 | 14 22 | SX | Aberdeen - Doncaster |
| 6E96 | 12 02 | SX | Stranraer - Tyne |
| 6E30 | 16 30 | | Eastleigh - Tyne (between York and Tyne only) |
| 6Z63 | 15 40 | SX | Birkenhead - Whitemoor |
| 6Z64 | 23 00 | SX | Whitemoor - Birkenhead |

(49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF – WHITE PAGES

★Content pages : the following pages shown as October, 1980, should read June, 1981:—

A1, D17/18, C5/6, C11/12, C13/14, C23, E3/4, F1/2, H1/2, H3/4, M1, M5 and M9.

SECTION F – WORKING OF FREIGHTLINER TRAINS

The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form BR.29973 and other BR. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether document bags or boxes are in use on trains.

(49D)

TABLE H (H1/12) : PROCAR 80 MOTOR CAR CARRYING VEHICLES –

Delete entry.

(49D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES : BR.30059/5

(ND40 Page 33)

Cancel the note headed:—

“USE OF TRAIN BRAKE DURING LOADING/DISCHARGING OPERATIONS”

(49D)

York
6 NOVEMBER, 1981

MP.32/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.

WOOLSTENHOLMES



NN

EASTERN REGION

47

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 NOVEMBER

TO

FRIDAY 27 NOVEMBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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 KING EDWARD BRIDGE**

The trailing crossover (furthest from the Station) between the Up South and Down South lines has been secured out of use in the normal position pending removal and the associated signalling abolished. (48)

MIDDLESBROUGH STATION (Tees Yard End)

Ground position light signal No. 232 applying set-back Down Platform to Up Main (Indication "U") or to West Dock (Indication "S") has been abolished and replaced on same site (53 yards from Middlesbrough signal box) by a new 3-aspect colour light signal plated M670 applying (Main aspect) – Down Platform (Up direction) to Up Main.

A left-hand offset subsidiary has been provided applying towards West Dock.

A signal-post telephone has been provided. (48)

SUNDERLAND (South end of Station)

Burdon Road West Sidings and the Parcels line have been taken out of use pending removal.

Track has been retained at the overrun of the Down Loop to provide trap points. (48)

LOW FELL SIDINGS (TYNE)

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

(Low Fell Junction)

Facing connection – Down Goods to Low Fell Up Sidings also points leading to Low Fell Down Sidings.

(Low Fell Sidings Junction end of Low Fell Sidings)

Down Goods to Low Fell Up Sidings/Down Sidings

Low Fell Up Sidings to Down Goods

Up Goods to Low Fell Up Sidings

(New Item) (50)

**** SEAHAM AND HALL DENE**

Seaham Down Starting signal with Hall Dene Down Distant signal has been renewed at a reduced height at the same location. (47)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TYNE YARD

Down Primary Sorting Sidings Nos.1 to 6 (inclusive) have been secured out of use pending removal.

A new lead has been provided between Engine line "R" and No.4 Down Staging Sidings with "STOP FOR ORDERS" notice boards on each line. Further to the north, a new lead has been provided in No.4 Down Staging Siding, with a new line connected to the Fuel Siding.

A "STOP FOR ORDERS" notice board has been provided at the north end of this line to protect movements from the Down Primary Sorting Sidings.

No.5 Down Staging Siding has been secured out of use pending removal. (49)

**** YORK YARD NORTH AND SKELTON**

*

Skelton No.1 Up Arrival line has been clamped out of use until further notice. (47)

**** TYNE – OUSTON JUNCTION**

*

The connections Down Main to Down Slow have been taken out of use pending further track alterations and associated signalling route abolished. (47)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TYNE YARD

Down Primary Sorting Sidings Nos.1 to 6 (inclusive) have been secured out of use pending removal.

A new lead has been provided between Engine line "R" and No.4 Down Staging Sidings with "STOP FOR ORDERS" notice boards on each line. Further to the north, a new lead has been provided in No.4 Down Staging Siding, with a new line connected to the Fuel Siding.

A "STOP FOR ORDERS" notice board has been provided at the north end of this line to protect movements from the Down Primary Sorting Sidings.

No.5 Down Staging Siding has been secured out of use pending removal. (49)

**** YORK YARD NORTH AND SKELTON**

Skelton No.1 Up Arrival line has been clamped out of use until further notice. (47)

**** TYNE – OUSTON JUNCTION**

The connections Down Main to Down Slow have been taken out of use pending further track alterations and associated signalling route abolished. (47)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX (BR.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS

Page 1.42 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special. (49D)

SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (DB999550)

Page 4.25 Clause 2 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

2. The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125m.p.h. (49D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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	
FERRYHILL TURSDALE JN. TO PELAW							
Page 73		Between TurSDale Jn. and Whitwell					
	Add:-				40	40	5m. 0ch. and 5m. 30ch. (49D)
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Page 174	(Page 88 Supp. Optg. Insts.)	Between Wearmouth Jn. and Seaburn					
	Delete:-				30		91m. 30ch. and 91m. 40ch. (49D)
BEDLINGTON TO LYNEMOUTH COLLIERY NCB							
Page 216		Between Hirst Lane LC and Lynemouth Colly					
	Add:-				10	10	4m. 10ch. and 6m. 12ch. (49D)



NN

EASTERN REGION

48

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 28 NOVEMBER

TO

FRIDAY 4 DECEMBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

The 10 m.p. P.S.R. at High Level Bridge Jn. to the Gateshead West lines now applies between 0m. 0ch. and 0m. 47ch. (49D)

A 25 m.p.h. P.S.R. has been imposed on the Up Main at Mickley LC between 11m. 40ch. and 10m. 55ch. (49D)

A 30 m.p.h. P.S.R. has been imposed on the Up line between Dilston Crossing and Corbridge Station between 18m. 20ch. and 17m. 65ch. (49D)

DETAILS OF WORK ALREADY CARRIED OUT

* * **NEWCASTLE KING EDWARD BRIDGE**

The trailing crossover (furthest from the Station) between the Up South and Down South lines has been secured out of use in the normal position pending removal and the associated signalling abolished. (48)

* * **MIDDLESBROUGH STATION (Tees Yard End)**

Ground position light signal No. 232 applying set-back Down Platform to Up Main (Indication "U") or to West Dock (Indication "S") has been abolished and replaced on same site (53 yards from Middlesbrough signal box) by a new 3-aspect colour light signal plated M670 applying (Main aspect) - Down Platform (Up direction) to Up Main.

A left-hand offset subsidiary has been provided applying towards West Dock.

A signal-post telephone has been provided. (48)

* * **SUNDERLAND (South end of Station)**

Burdon Road West Sidings and the Parcels line have been taken out of use pending removal.

Track has been retained at the overrun of the Down Loop to provide trap points. (48)

LOW FELL SIDINGS (TYNE)

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

(Low Fell Junction)

Facing connection - Down Goods to Low Fell Up Sidings also points leading to Low Fell Down Sidings.

(Low Fell Sidings Junction end of Low Fell Sidings)

Down Goods to Low Fell Up Sidings/Down Sidings

Low Fell Up Sidings to Down Goods

Up Goods to Low Fell Up Sidings

(50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TYNE YARD

Down Primary Sorting Sidings Nos.1 to 6 (inclusive) have been secured out of use pending removal.

A new lead has been provided between Engine line "R" and No.4 Down Staging Sidings with "STOP FOR ORDERS" notice boards on each line. Further to the north, a new lead has been provided in No.4 Down Staging Siding, with a new line connected to the Fuel Siding.

A "STOP FOR ORDERS" notice board has been provided at the north end of this line to protect movements from the Down Primary Sorting Sidings.

No.5 Down Staging Siding has been secured out of use pending removal.

(49)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ *Denotes new or amended item*

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

GENERAL APPENDIX (BR.29944)

PART 1

SECTION 1 – GENERAL OPERATING INSTRUCTIONS OFFICERS' SPECIALS

Page 1.42 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

NOTE – A Test Car with Dynamometer equipment must be signalled and dealt with as an Officers' Special. (49D)

**SECTION 4 – WORKING OF DEPARTMENTAL TRAINS
CIVIL ENGINEER'S TRACK RECORDING COACH (DB999550)**

Page 4.25 Clause 2 (page 4ND 40D)

Delete the amendment shown in ND40, the instruction will apply unamended i.e. :-

2. The coach must only be attached to locomotive-hauled trains, and to High Speed trains and may be run at speeds up to 125m.p.h. (49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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						
	Add:-		40	40	5m. 0ch. and 5m. 30ch.		(49D)
Page 174	NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
	(Page 88 Supp. Optg. Insts.)						
	Between Wearmouth Jn. and Seaburn						
	Delete:-		30		91m. 30ch. and 91m. 40ch.		(49D)
Page 216	BEDLINGTON TO LYNEMOUTH COLLIERY NCB						
	Between Hirst Lane LC and Lynemouth Colly						
	Add:-		10	10	4m. 10ch. and 6m. 12ch.		(49D)

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (page 128 Supp. Optg. Insts.)

SECTION N - WORKING OF TRAFFIC OF A DOUBLE LINE
OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION

Add to first paragraph :-

Eryholme,
Aycliffe.

(49D)

LOCAL INSTRUCTIONS

Page 401 **HAWTHORN COMBINED MINE AND COKING PLANT TO RYHOPE GRANGE**

**WORKING OF TRAINS BETWEEN MURTON AND HAWTHORN
COMBINED MINE AND COKING PLANT NORTH JN.**

Delete heading and item and substitute :-

HAWTHORN COMBINED MINE AND COKING PLANT

1. No movements must be made within the plant without the authority of N.C.B. staff.
2. All speed limits within the plant, as indicated by the boards provided, must be observed.

(49D)



NN

EASTERN REGION

49

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 5 DECEMBER

TO

FRIDAY 11 DECEMBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 DECEMBER - DARLINGTON

Junction Route Indicators "1" and "4" will be brought into use on Up Main 4-aspect signal D866 and the following indications will now apply :-

Aspect	Route Indication (Stencil-type)	Junction Indicator	Destination
Main		1	Up Goods D896
Main			Up Main
Main		4	No.1 Platform
Sub		1	Up Goods Line occupied
Sub		4	No.1 Platform line occupied
Sub	"X"		Down Main ground position light signal No.882

Junction Route Indicators 1, 2 and 3 will be brought into use on Down Main 4-aspect signal D917. A 3-way theatre-type route indicator will be provided adjacent to the subsidiary signal and the following indications will now apply :-

Aspect	Route Indication (Theatre-type)	Junction Indicator	Destination
Main		3	Down Duplicate
Main		2	No.4 Platform
Main	"3"		No.3 Platform
Main	"2"		No.2 Platform
Main		1	No.1 Platform
Main			Down Main
Sub		3	Down Duplicate line occupied
Sub		2	No.4 Platform line occupied
Sub	"3"		No.3 Platform line occupied
Sub	"2"		No.2 Platform line occupied
Sub		1	No.1 Platform line occupied
Sub	"X"		Up Main ground position light signal No.91

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 6 DECEMBER – DARLINGTON – continued

No.5 Platform line and the Horse Dock will be taken out of use and the following points will be secured out of use pending removal :-

Trap points in the Horse Dock line
 No.5 Platform to Bishop Auckland Branch line
 Horse Dock to Horse Dock line.

The following signals will be abolished. :-

No.871 ground position light signal applying Horse Dock to Horse Dock line
 D875 – No.5 Platform to Bishop Auckland branch or to Down Main.

All associated signal route indications applying towards Horse Dock and No.5 Platform will be abolished. (52/1)

DETAILS OF WORK ALREADY CARRIED OUT

PICTON

The trailing crossover has been removed and associated signals dispensed with. (New Item) (52/1)

LOW FELL SIDINGS (TYNE)

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

(Low Fell Junction)
 Facing connection – Down Goods to Low Fell Up Sidings also points leading to Low Fell Down Sidings.
 (Low Fell Sidings Junction end of Low Fell Sidings)
 Down Goods to Low Fell Up Sidings/Down Sidings
 Low Fell Up Sidings to Down Goods
 Up Goods to Low Fell Up Sidings (50)

CLARENCE ROAD

An additional route application has been provided on Down Main ground disc signal towards the Shunt Neck (former Down Goods) (New Item) (52/1)

** TYNE YARD

Down Primary Sorting Sidings Nos.1 to 6 (inclusive) have been secured out of use pending removal.

A new lead has been provided between Engine line "R" and No.4 Down Staging Sidings with "STOP FOR ORDERS" notice boards on each line. Further to the north, a new lead has been provided in No.4 Down Staging Siding, with a new line connected to the Fuel Siding.

A "STOP FOR ORDERS" notice board has been provided at the north end of this line to protect movements from the Down Primary Sorting Sidings.

No.5 Down Staging Siding has been secured out of use pending removal. (49)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
27 NOVEMBER, 1981

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

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

50

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 12 DECEMBER

TO

FRIDAY 18 DECEMBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 DECEMBER - BERWICK STATION

No.1 Down Siding will be extended to form a continuous running line with access from the Down Main. This line will become the Down Goods.

The existing Down Goods will be severed and become No.1 Down Siding with access from the north end only. Buffer-stops will be erected 100 yards from the points leading from Down Goods.

The Junction Indicator on Down Main Signal No.49 will apply towards New Down Goods. (2)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON

Junction Route Indicators "1" and "4" have been brought into use on Up Main 4-aspect signal D866 and the following indications now apply :-

Aspect	Route Indication (Stencil-type)	Junction Indicator	Destination
Main		1	Up Goods D896
Main			Up Main
Main		4	No.1 Platform
Sub		1	Up Goods Line occupied
Sub		4	No.1 Platform line occupied
Sub	"X"		Down Main ground position light signal No.882

Junction Route Indicators 1, 2 and 3 have been brought into use on Down Main 4-aspect signal D917. A 3-way theatre-type route indicator has been provided adjacent to the subsidiary signal and the following indications now apply :-

Main		3	Down Duplicate
Main		2	No.4 Platform
Main	"3"		No.3 Platform
Main	"2"		No.2 Platform
Main		1	No.1 Platform
Main			Down Main
Sub		3	Down Duplicate line occupied

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DARLINGTON – continued

Aspect	Route Indication (Theatre-type)	Junction Indicator	Destination
Sub		2	No.4 Platform line occupied
Sub	“3”		No.3 Platform line occupied
Sub	“2”		No.2 Platform line occupied
Sub		1	No.1 Platform line occupied
Sub	“X”		Up Main ground position light signal No.911

No. 5 Platform line and the Horse Dock have been taken out of use and the following points secured out of use pending removal:-

- Trap points in the Horse Dock line
- No.5 Platform to Bishop Auckland Branch line
- Horse Dock to Horse Dock line.

The following signals have been abolished:-

- No.871 ground position light signal applying Horse Dock to Horse Dock line
- D875 – No.5 Platform to Bishop Auckland branch or to Down Main.

All associated signal route indications applying towards Horse Dock and No. 5 Platform have been abolished. (52/1)

PICTON

The trailing crossover has been removed and associated signals dispensed with. (52/1)

** LOW FELL SIDINGS (TYNE)

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

- (Low Fell Junction)
- Facing connection – Down Goods to Low Fell Up Sidings also points leading to Low Fell Down Sidings.
- (Low Fell Sidings Junction end of Low Fell Sidings)
- Down Goods to Low Fell Up Sidings/Down Sidings
- Low Fell Up Sidings to Down Goods
- Up Goods to Low Fell Up Sidings (50)

CLIFF HOUSE AND CLARENCE ROAD

The Down and Up Goods lines between Cliff House and Clarence Road have been taken out of use pending removal.

CLARENCE ROAD

A temporary buffer stop had been erected on the former Down Goods line to form a Shunt Neck for access to the Docks. The extension of the former Down Goods line towards the Docks is now the only access to the Docks.

The disc signal reading Down Main to Up Main or set back along Down Main now applies also to the Shunt Neck. (Amended Item) (2)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

★ Amend the Note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3.

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

★ Amend Clause 2 (c) to:–

Six wheeled milk tanks – loaded or empty 45m.p.h. (6D)

MISCELLANEOUS NOTICES

★NORTHALLERTON STATION – TESTING OF DETONATORS

From 07 00 to 17 00 on Friday 18 December "dummy" detonators will be placed on the Down Main line approaching Northallerton Station (29m. 71ch.) and a camera and lights will be placed in close proximity to the cess side rail.

On this occasion the detonators will NOT explode. Drivers of trains on the Down Main line should approach the site normally obeying the aspects of fixed signals and after passing the site should proceed normally provided they have received a green handsignal from the Handsignalmen stationed 200 yards beyond the detonators indicating that they may be ignored.

★THORNABY STATION – DEMOLITION WORK

Drivers of passenger trains stopping at Thornaby Station to stop at East End of Thornaby Station at the Notice Board provided.

York
4 DECEMBER, 1981

MP.32/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.

CONBETT

WOOLSTENHOLMES



NN

EASTERN REGION

51

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 DECEMBER

TO

FRIDAY 25 DECEMBER 1981

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 DECEMBER – CLARENCE ROAD

All signalling apertaining to Down and Up Goods lines will be dispensed with. (2)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON

Junction Route Indicators "1" and "4" have been brought into use on Up Main 4-aspect signal D866 and the following indications now apply :-

Aspect	Route Indication (Stencil-type)	Junction Indicator	Destination
Main		1	Up Goods D896
Main			Up Main
Main		4	No.1 Platform
Sub		1	Up Goods Line occupied
Sub		4	No.1 Platform line occupied
Sub	"X"		Down Main ground position light signal No.882

Junction Route Indicators 1, 2 and 3 have been brought into use on Down Main 4-aspect signal D917. A 3-way theatre-type route indicator has been provided adjacent to the subsidiary signal and the following indications now apply :-

Main		3	Down Duplicate
Main		2	No.4 Platform
Main	"3"		No.3 Platform
Main	"2"		No.2 Platform
Main		1	No.1 Platform
Main			Down Main
Sub		3	Down Duplicate line occupied
Sub		2	No.4 Platform line occupied
Sub	"3"		No.3 Platform line occupied
Sub	"2"		No.2 Platform line occupied
Sub		1	No.1 Platform line occupied
Sub	"X"		Up Main ground position light signal No.911

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DARLINGTON – continued

No.5 Platform line and the Horse Dock have been taken out of use and the following points secured out of use pending removal:-

Trap points in the Horse Dock line
 No.5 Platform to Bishop Auckland Branch line
 Horse Dock to Horse Dock line.

The following signals have been abolished:-

No.871 ground position light signal applying Horse Dock to Horse Dock line
 D875 – No.5 Platform to Bishop Auckland branch or to Down Main.

All associated signal route indications applying towards Horse Dock and No. 5 Platform have been abolished. (52/1)

DARLINGTON

A new theatre-route indication "1" has been added to Up Bishop Auckland branch signal D854 as follows:-

Aspect	Route Indication	Application to or towards
Main	"1"	Darlington Platform 1
Sub	"1"	Platform "1" line occupied

(Ground position light signals 864, 872 and 884 will be cleared for the route to Platform 1 at the same time). (New Item) (2)

PICTON

The trailing crossover has been removed and associated signals dispensed with. (52/1)

CLIFF HOUSE AND CLARENCE ROAD

The Down and Up Goods lines between Cliff House and Clarence Road have been taken out of use pending removal.

CLARENCE ROAD

A temporary buffer stop had been erected on the former Down Goods line to form a Shunt Neck for access to the Docks. The extension of the former Down Goods line towards the Docks is now the only access to the Docks.

The disc signal reading Down Main to Up Main or set back along Down Main now applies also to the Shunt Neck. (2)

BERWICK STATION

No.1 Down Siding has been extended to form a continuous running line with access from the Down Main. This line has become the Down Goods.

The existing Down Goods has been severed and become No.1 Down Siding with access from the north end only. Buffer-stops have been erected 100 yards from the points leading from Down Goods.

The Junction Indicator on Down Main Signal No.49 applies towards New Down Goods. (2)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the Note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3.

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2 (c) to:–

Six wheeled milk tanks – loaded or empty 45 m.p.h.

(6D)

MISCELLANEOUS NOTICES

NORTHALLERTON STATION – TESTING OF DETONATORS

“Dummy” detonators have been placed on the Down Main line approaching Northallerton Station (29m. 71ch.) and a camera and lights have been placed in close proximity to the cess side rail. |

On this occasion the detonators will NOT explode. Drivers of trains on the Down Main line should approach the site normally obeying the aspects of fixed signals and after passing the site should proceed normally provided they have received a green handsignal from the Handsignalmen stationed 200 yards beyond the detonators indicating that they may be ignored. |

THORNABY STATION – DEMOLITION WORK

Drivers of passenger trains stopping at Thornaby Station to stop at East End of Thornaby Station at the Notice Board provided. |

★ **BARDON MILL STATION**

Monday 21 December a New Down Platform will be brought into use located directly opposite the Up Platform. Old Down Platform Closed pending demolition. | (2)

York
11 DECEMBER, 1981

MP.32/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

52/1

WEEKLY OPERATING NOTICE

DILTON 7

LONG LANG 9

CONTAINING

SHILDON 8

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 26 DECEMBER

TO

FRIDAY 8 JANUARY 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals 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

**** DARLINGTON**

Junction Route Indicators "1" and "4" have been brought into use on Up Main 4-aspect signal D866 and the following indications now apply :-

Aspect	Route Indication (Stencil-type)	Junction Indicator	Destination
Main		1	Up Goods D896
Main			Up Main
Main		4	No.1 Platform
Sub		1	Up Goods Line occupied
Sub		4	No.1 Platform line occupied
Sub	"X"		Down Main ground position light signal No.882

Junction Route Indicators 1, 2 and 3 have been brought into use on Down Main 4-aspect signal D917. A 3-way theatre-type route indicator has been provided adjacent to the subsidiary signal and the following indications now apply :-

Main		3	Down Duplicate
Main		2	No.4 Platform
Main	"3"		No.3 Platform
Main	"2"		No.2 Platform
Main		1	No.1 Platform
Main			Down Main
Sub		3	Down Duplicate line occupied
Sub		2	No.4 Platform line occupied
Sub	"3"		No.3 Platform line occupied
Sub	"2"		No.2 Platform line occupied
Sub		1	No.1 Platform line occupied
Sub	"X"		Up Main ground position light signal No.911

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** DARLINGTON – continued

No. 5 Platform line and the Horse Dock have been taken out of use and the following points secured out of use pending removal:—

- Trap points in the Horse Dock line
- No.5 Platform to Bishop Auckland Branch line
- Horse Dock to Horse Dock line.

The following signals have been abolished:—

- No.871 ground position light signal applying Horse Dock to Horse Dock line
- D875 – No.5 Platform to Bishop Auckland branch or to Down Main.

All associated signal route indications applying towards Horse Dock and No. 5 Platform have been abolished. (52/1)

DARLINGTON

A new theatre-route indication "1" has been added to Up Bishop Auckland branch signal D854 as follows:—

Aspect	Route Indication	Application to or towards
Main	"1"	Darlington Platform 1
Sub	"1"	Platform "1" line occupied

(Ground position light signals 864, 872 and 884 will be cleared for the route to Platform 1 at the same time). (2)

**** PICTON**

The trailing crossover has been removed and associated signals dispensed with. (52/1)

CLIFF HOUSE AND CLARENCE ROAD

The Down and Up Goods lines between Cliff House and Clarence Road have been taken out of use pending removal.

CLARENCE ROAD

A temporary buffer stop had been erected on the former Down Goods line to form a Shunt Neck for access to the Docks. The extension of the former Down Goods line towards the Docks is now the only access to the Docks.

All signalling apertaining to Down and Up Goods lines has been dispensed with.

The disc signal reading Down Main to Up Main or set back along Down Main now applies also to the Shunt Neck. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BERWICK STATION


No.1 Down Siding has been extended to form a continuous running line with access from the Down Main. This line has become the Down Goods.

The existing Down Goods has been severed and become No.1 Down Siding with access from the north end only. Buffer-stops have been erected 100 yards from the points leading from Down Goods.

The Junction Indicator on Down Main Signal No.49 applies towards New Down Goods. (2)

SEATON-ON-TEES BRANCH – GRAYTHORP LEVEL CROSSING

A new "Open" type of level crossing equipped with road traffic signals but without gates or barriers has been provided across the Seaton-on-Tees Branch single line 550 yards from Seaton Snook Junction.

An advance warning sign  in the form of a black "St. Georges Cross" on a white background has been provided 375 yards from the crossing on the Down rail approach.

A notice board worded :-

● STOP – PREPARE PLUNGER, OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING

has been provided 27 yards from the crossing on each rail approach.

(New Item) (3)

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

8

Section 1 – page 1.55

GENERAL APPENDIX

LINESIDE HOT AXLE BOX DETECTORS

Amend the Note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3.

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2(c) to:–

Six wheeled milk tanks – loaded or empty 45m.p.h. (6D)

MISCELLANEOUS NOTICES

THORNABY STATION – DEMOLITION WORK

Drivers of passenger trains stopping at Thornaby Station to stop at East End of Thornaby Station at the Notice Board provided.

BARDON MILL STATION

A New Down Platform has been brought into use located directly opposite the Up Platform. Old Down Platform Closed pending demolition. (2)

York

17 DECEMBER, 1981

MP.32/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.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

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