



NN

EASTERN REGION

4

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 JANUARY

TO

FRIDAY 28 JANUARY 1983

INCLUSIVE

ENGINEERS

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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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 JANUARY – NEWCASTLE WEST END JUNCTION AND FORTH GOODS JUNCTION

The Down and Up Goods lines will be taken out of use.

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

Trailing crossover between the Down and Up Goods lines and the associated slip connection from Down West to Down Goods.

Slip connection(associated with the Main to Main crossover) (556 points only) – Up Goods to Up Main.

All associated signalling/signal routes will be abolished.

(7)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL DOWN PASSENGER LOOP

Ferryhill Down Passenger loop has been temporarily taken out of use.

(New Item) (UFN)

NEWCASTLE WEST END JUNCTION

The facing connection – Up Main/Up South to Down West have been abolished.

(The points at the station end of this connection have been secured in the reverse position for through running along the Up Main/Up South).

The facing connection – Down West Goods to Down West/Main and the trailing connection between the Down West/Main and Up West Goods has been secured out of use pending removal.

All associated signalling has been abolished.

(New item) (7)

BETWEEN HETT MILL L.C. AND DURHAM

The catch points situated at 62 miles 33 chains in the Up (East Coast) Main line (1100 yards before reaching Ferryhill signal F406) have been removed and plain line installed.

(6)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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GENERAL APPENDIX

Page 1.58

SAFETY OF STAFF CALLED BY SIGNALMEN TO WORK ON THE LINE

Delete existing instruction and substitute :-

When the Signalman calls for the services of staff to work on the line the following arrangements must apply :-

1. If the man-in-charge considers that work can be carried out safely with trains running he will so advise the Signalman.
2. If the man-in-charge considers that work cannot be carried out safely with trains running he must advise the Signalman and before any work is done on the line affected he must :-
 - (i) When the running of trains has already been stopped – obtain an assurance from the Signalman that trains will not commence running without the man-in-charge authority,
 - or
 - (ii) When trains are still running – agree with the Signalman a suitable time for the running of trains to be stopped. He must also obtain an assurance that trains will not commence running without the man-in-charge authority.
3. The Signalman must remind the man-in-charge when any other line(s) remain open for traffic.

These instructions also apply to any other line on which it becomes necessary for work to be done.

(6D)

Page 4.9 – ENGINEERS SELF-PROPELLED ON-TRACK MACHINES – BALLAST CLEANING MACHINES

Clause 29 (iii) – delete "(a) on fully fitted trains – within the rear two vehicles". (This alternative to permit the movement of RM62(1) machines in fully fitted trains will not be available until further notice)."

WORKING MANUAL FOR RAIL STAFF BR30054/2 GREEN PAGES

All concerned to note specially, the proposed Green Pages re-issue dated November 1982 has been postponed.

Details of the revised operative date will be advised in due course.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

WORKING MANUAL FOR RAIL STAFF (BR30054) – continued

WHITE PAGES

C4/5 CONVEYANCE OF DANGEROUS GOODS ON FREIGHTLINER WAGONS WITH ISOLATED BRAKES

Instruction C4/5 add:–

Freightliner trains composed entirely of Freightliner vehicles, when conveying dangerous goods may proceed with brakes isolated providing the regulations for working of the air brake in the General Appendix, Section 16, Clause 3.5.2 apply

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h. At or Between	
Page 73						
FERRYHILL TURSDALE JN. TO PELAW						
At Whitwell LC						
Delete :–				40	6m. 75ch. and 7m. 15ch.	
Page 175						
NORTHALLERTON BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Delete :–		Pelaw Jn. for Harton	98.07	20	To Tyne Dock Branch line.	
Add :–		Pelaw Jn. for Simonside	98.07	25	To Simonside line. (6D)	
Pages 186/187 (Page 96 Supp. Optg. Insts.)						
TYNE DOCK BRANCH						
Delete existing table and substitute :–						
PELAW TO SIMONSID WAGON WORKS				40	40	MAXIMUM PERMISSIBLE SPEED
		Pelaw Jn. (See pages 74 and 175)	0.09	25	25	0m. 9ch. and 0m. 27ch.
				15	To, from and over Hebburn Goods Loop 1m. 38ch. and 1m. 59ch.	
A		D&UGL33 Hebburn	1.50	25	From and to Hebburn Goods Loop at 1m. 59ch.	
		D&UGL42 Jarrow	3.00	25	25	To, over and from Jarrow Goods Loop 2¼m.p. and 3m. 14ch.
		Simonside	4.19	(6D)		

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE D – SINGLE LINES – DELIVERY AND RECEIPT OF TOKEN
OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
Page 218		
CONSETT BRANCH		
Consett Branch	Train Crew Supervisor's Office Tyne Yard	Train Crew Supervisor. (6D)

SECTIONAL APPENDIX (NORTHERN AREA) BR.30018 DATED 3 FEBRUARY 1979

A revised edition of the above publication is being issued with an operative date of 5 February 1983. The new book will be in loose leaf form, contained in a ring binder and the same size as the General Appendix and Rule Book.

A slightly altered format has been adopted for Table A, the Loops and Refuge Siding, catch, spring and unworked trailing points and the remarks columns have been combined. Other significant changes :-

The standard speed restriction of 20 m.p.h. on single lines when passing through loop connections has been omitted from the details headed "Standard Speed Restrictions". When this applies, the permanent speed restrictions has been included at the appropriate locations in Table A.

Table H1 – Working of Partially Fitted and Unfitted Freight Trains without a Brake Van in Rear – now referred to as Table H. Table H2 is no longer necessary.

Table O – Instructions for Working Down inclines – Relevant instructions transferred to the Working Manual.

Table Z – Lines Equipped with the Automatic Warning System (AWS) – This table has been discontinued, all running lines shown in Table A are equipped with A.W.S. unless otherwise shown in the Remarks Column.

Four Character Train Identification System – Only the paragraphs referring to the principles for empty coaching stock and locomotives before and after working trains have been retained. (Individual train numbers are shown in the W.T.T.'s).

Hydrant Filling Points – Diesel Main Line Locomotives – Locations where water is available is now shown in the Remarks Column of Table A.

Opportunity has also been taken to amend or delete, where appropriate, certain General and local instructions.

Any person entitled to a personal issue of the new appendix who has not received a copy by January 31st should advise his Supervisor. (6)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

FULLY FITTED FREIGHT TRAINS

Where reference is made in the Rule Book, Section H, clauses 6.1 and 14.1, to "two" fully fitted vehicles this should be amended to read "three".

General Appendix to Working Timetables.

The references in the following instructions to having "two" fully fitted vehicles must be amended to read "three";—

Page 1.6 (Note 3) 1st paragraph 3rd line.

Page 14.5 Clause 3.10, 8th line.

Page 14.21 Clause 4.4, 6th line.

Page 16.8/9 Clause 3.6, 2nd paragraph, 1st line.

Page 16.17 Clause 11.4.3(a), 2nd paragraph, 1st line.

SEACOW BALLAST HOPPER WAGONS

NOTE : The item on page 148 (SD49) and page 129 (ND49) is superceded by the new item shown on page 60 (SD49) and page 29 (ND49). (6D)

IMPORTANT

Eastern Region Trainmen working into the Scottish Region are reminded that in Table 'A' of the new Scottish Region Sectional Appendix dated 5 June, 1982, the Permanent Speed Restrictions columns have been transposed so that up line restrictions are shown on the left and down line restrictions on the right.

Care must be exercised, especially when making any subsequent amendments shown in the Weekly or Periodical Operating Notices.

The corresponding Eastern Region publications will continue to show the information in the order 'Down' and 'Up'.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	-
Clifton Carriage Sidings, Main Shed line and Washing Plant line affected.	Installing new sidings	Until further notice	

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

York
14 JANUARY, 1983



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EASTERN REGION

6

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 5 FEBRUARY

TO

FRIDAY 11 FEBRUARY 1983

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 FEBRUARY – YORK – CLIFTON COACHING STOCK DEPOT

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom will be brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower (CS = Clifton Sidings, Y = York, (Y) = York controlled ground position light signal):-

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS12	Short Shunt	CS4 CS7 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS13	Short Shunt	Reception Sidings Lines 21 to 26
CS14	Main Shed Line 20	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS15	Main Shed Line 19	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 6 FEBRUARY – YORK – CLIFTON COACHING STOCK DEPOT – continued

Signal No.	Line	Destination
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/Standage Sidings	Lines 4 to 17
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23,24 25 and 26	CS12

All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction), will be jointly controlled by York signal box and by Clifton Sidings Control Tower.

“STOP – TELEPHONE” notice boards will be provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones will communicate with the Control Tower). (9)

SUNDAY 6 FEBRUARY – DARLINGTON STATION

The connection from No.4 Platform line to No.6 Platform line will be secured out of use in the normal position pending removal of the points and No.6 Platform line. All associated signalling will be abolished. (9)

MONDAY 7 FEBRUARY – MORPETH

The Depot Siding will be shortened to a point 85 yards North of the trap points, and buffer-stops will be erected. (9)

DETAILS OF WORK ALREADY CARRIED OUT

BEAL

A new facing crossover has been installed in the E.C.M.L. at 59m. 30ch. controlled by the existing “BEAL EMERGENCY CROSSOVERS” Ground Switch Panel. (8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CLIFF HOUSE

No.3 Ground Frame has been secured out of use pending removal. (8)

ERYHOLME GROUND FRAME

The trailing crossover at 38m. 65ch. has been secured out of use until further notice. (UFN)

NEWCASTLE WEST END JUNCTION AND FORTH GOODS JUNCTION

The Down and Up Goods lines have been taken out of use.

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

Trailing crossover between the Down and Up Goods lines and the associated slip connection from Down West to Down Goods.

Slip connection(associated with the Main to Main crossover) (556 points only) – Up Goods to Up Main.

All associated signalling/signal routes have been abolished. (7)

FERRYHILL DOWN PASSENGER LOOP

Ferryhill Down Passenger loop has been permanently taken out of use. (Amended Item) (8)

NEWCASTLE WEST END JUNCTION

The facing connection – Up Main/Up South to Down West have been abolished.

(The points at the station end of this connection have been secured in the reverse position for through running along the Up Main/Up South).

The facing connection – Down West Goods to Down West/Main and the trailing connection between the Down West/Main and Up West Goods has been secured out of use pending removal.

All associated signalling has been abolished. (7)

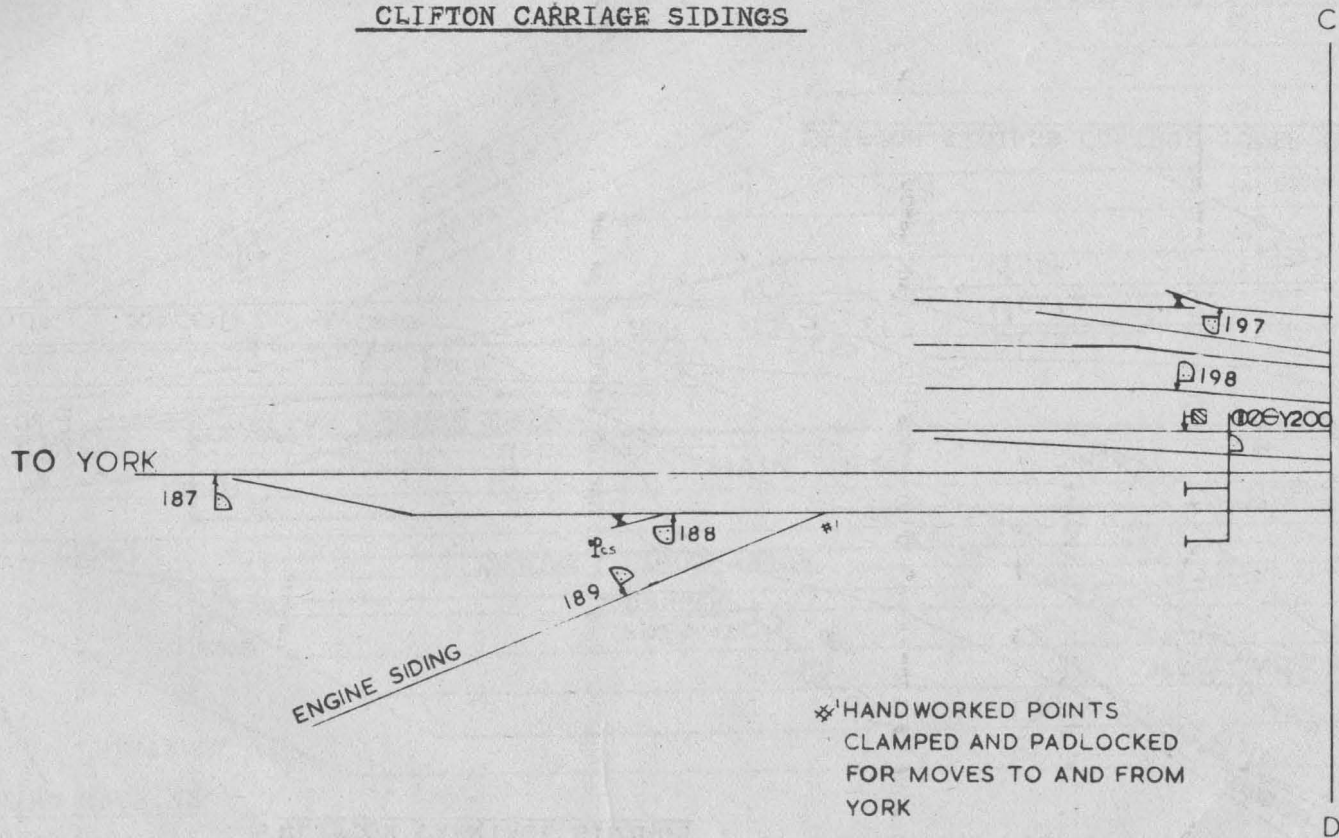
BETWEEN REGENT CENTRE AND CALLERTON – RUN ROUND LOOP

The Boom gates of Kenton Bank Foot level crossing have been replaced by hand-operated barriers together with the associated notice boards. (New Item) (9)

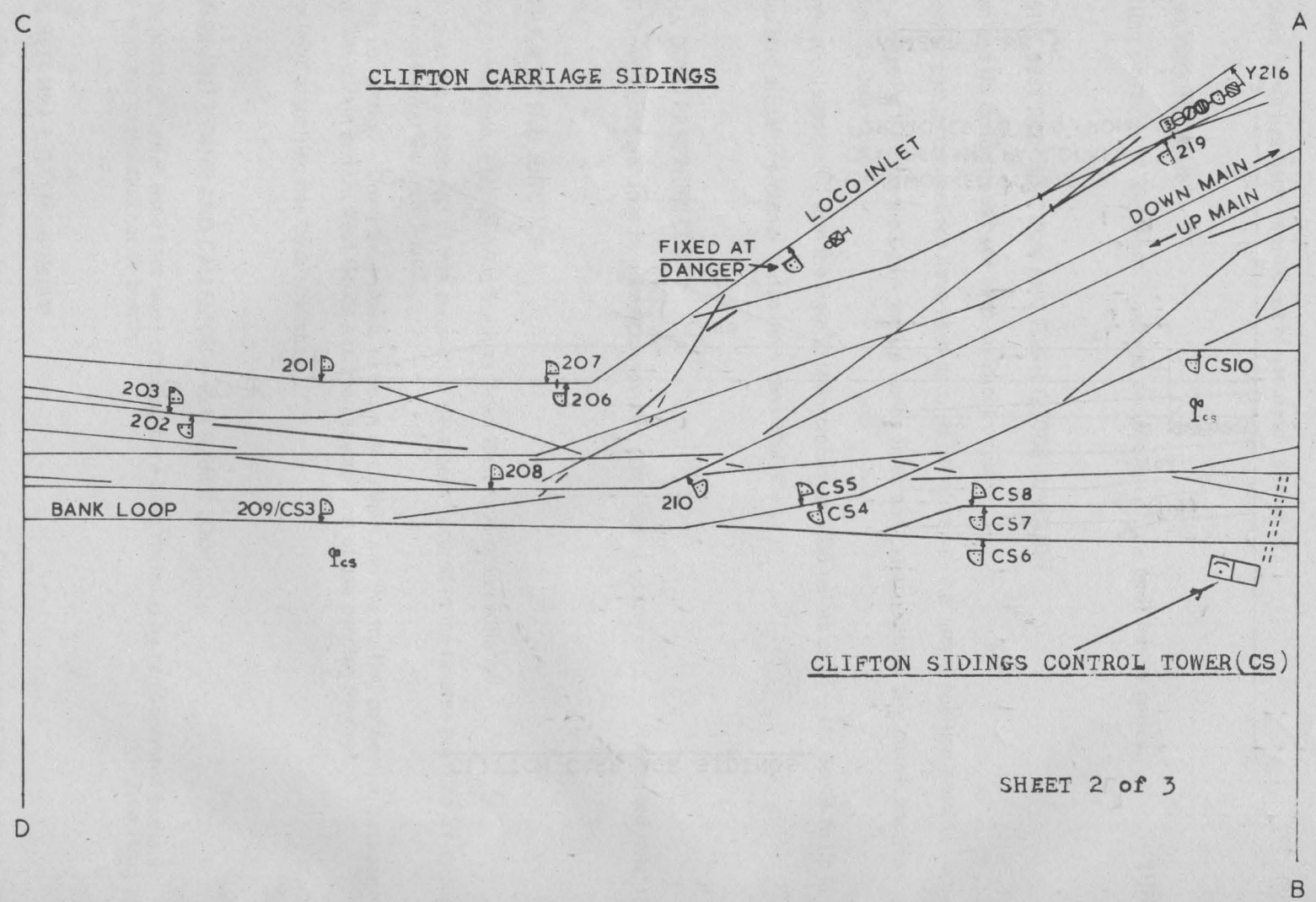
**** BETWEEN HETT MILL L.C. AND DURHAM**

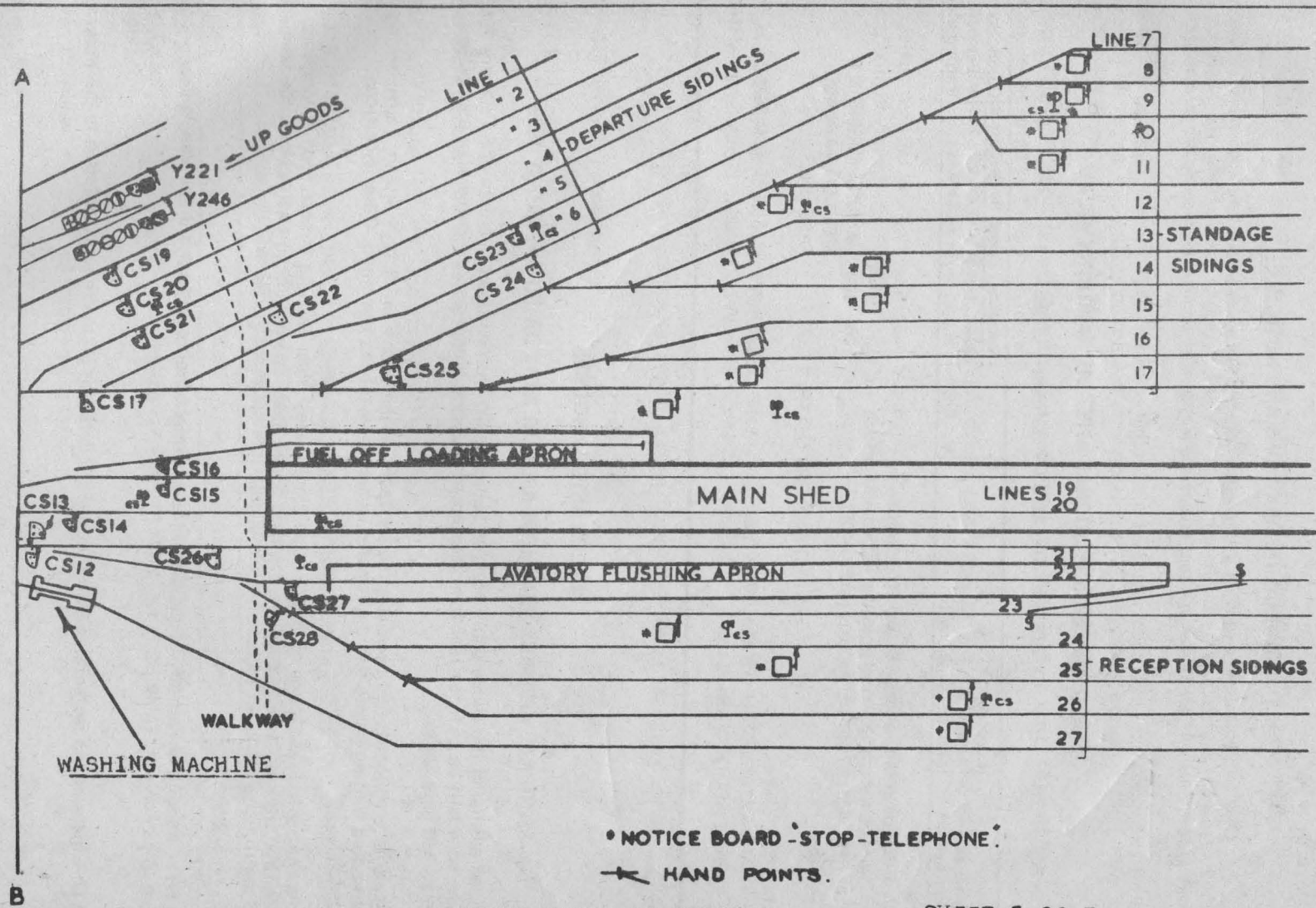
The catch points situated at 62 miles 33 chains in the Up (East Coast) Main line (1100 yards before reaching Ferryhill signal F406) have been removed and plain line installed. (6)

CLIFTON CARRIAGE SIDINGS



SHEET 1 of 3





• NOTICE BOARD - STOP-TELEPHONE •

— HAND POINTS.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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EASTERN REGION 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 15						
DONCASTER BLACK CARR JN. TO BERWICK						
Amend second and third maximum permissible speeds						
NEWCASTLE AND ALNMOUTH (NORTH OF) 35m. 70ch.				100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
ALNMOUTH (NORTH OF) 35m. 70ch. AND BEAL (SOUTH OF) 56m. 40ch.				125	125	MAXIMUM PERMISSIBLE SPEED (14D)

MISCELLANEOUS NOTICES

** SECTIONAL APPENDIX (NORTHERN AREA) BR.30018 DATED 3 FEBRUARY 1979

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Table O – Instructions for Working Down inclines – Relevant instructions transferred to the Working Manual.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

** SECTIONAL APPENDIX (NORTHERN AREA) BR.30018 DATED 3 FEBRUARY 1979 – continued

Table Z – Lines Equipped with the Automatic Warning System (AWS) – This table has been discontinued, all running lines shown in Table A are equipped with A.W.S. unless otherwise shown in the Remarks Column.

Four Character Train Identification System – Only the paragraphs referring to the principles for empty coaching stock and locomotives before and after working trains have been retained. (Individual train numbers are shown in the W.T.T.'s).

Hydrant Filling Points – Diesel Main Line Locomotives – Locations where water is available is now shown in the Remarks Column of Table A.

Opportunity has also been taken to amend or delete, where appropriate, certain General and local instructions.

Any person entitled to a personal issue of the new appendix who has not received a copy by January 31st should advise his Supervisor. (6)

FULLY FITTED FREIGHT TRAINS

Where reference is made in the Rule Book, Section H, clauses 6.1 and 14.1, to "two" fully fitted vehicles this should be amended to read "three".

General Appendix to Working Timetables.

The references in the following instructions to having "two" fully fitted vehicles must be amended to read "three";—

Page 1.6 (Note 3) 1st paragraph 3rd line.

Page 14.5 Clause 3.10, 8th line.

Page 14.21 Clause 4.4, 6th line.

Page 16.8/9 Clause 3.6, 2nd paragraph, 1st line.

Page 16.17 Clause 11.4.3(a), 2nd paragraph, 1st line.

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—
Clifton Carriage Sidings, Main Shed line and Washing Plant line affected.	Installing new sidings	Until further notice	

MP.32/NN

R.M. WILLIAMS
Chief Operating ManagerYork
28 JANUARY, 1983

DICK -

HAD TO LEAVE AT
7-00 GOT TO
TRAVEL DOWN
SOUTH & BACK.

HARRY



NN

EASTERN REGION

7

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 12 FEBRUARY
TO
FRIDAY 18 FEBRUARY 1983**

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

SATURDAY 12 AND SUNDAY 13 FEBRUARY – HETT MILL LEVEL CROSSING At 60¼m.p. (between Ferryhill and Tyne)

The level crossing gates will be abolished and replaced by lifting barriers controlled from Hett Mill Gate Box. (10)

SATURDAY 12 and SUNDAY 13 FEBRUARY – BETWEEN RYHOPE GRANGE AND LONDONDERRY

The Down Hendon line between Ryhope Grange and Londonderry will be made redundant. The adjacent Up Hendon line will become the Up/Down Hendon Single line and the Track Circuit Block Regulations will apply.

Ryhope Grange

The facing crossover between the Down and Up Hendon lines will become (in its reverse position) part of the route between the Up Main and the new Single line and the points at each end of this crossover will be replaced by plain line.

The Up Hendon on the Ryhope Grange side of this crossover will be abolished, together with the trailing points where this part of the Up Hendon leads into the Up Main.

Londonderry

The facing crossover between the Down and Up Hendon lines will be abolished.

The spring-worked points between the Departure line and the Hendon single line will become power-operated from Londonderry signal box. New trap points will be provided in the Departure line on the immediate approach thereto.

The trailing crossover (Where Down trains on the Single line regain the Down Hendon) will be worked at the single line end only. (The points in the Down Hendon will be replaced by plain line for through running between single line and Down Hendon).

The following Londonderry signals will be abolished:—

Down Hendon Home and the Distant below, also the miniature arm applying set back along Up Hendon on the same gantry.

Miniature arm – set back – Down Hendon to Up Hendon.

Miniature arm – set back – Up Hendon to Down Hendon and on the same post – the miniature arm applying Up Hendon to Loop.

Miniature arm – Down Hendon to Loop.

Altered Signals

The Londonderry Up Hendon Starting signal, together with the Ryhope Grange Up Distant below, will be repositioned 182 yards nearer to Londonderry signal box (to a Position 40 yards after passing the points – Loop/Single line).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 12 and SUNDAY 13 FEBRUARY – BETWEEN RYHOPE GRANGE AND LONDONDERRY – continued

New Signals (Londonderry)

A new Down Hendon Single line Home signal (with the arm 12ft above rail level) will be provided 580 yards before reaching the signal box.

A new Down Hendon Single line starting signal to Down Hendon (with the arm 20ft above rail level) will be provided 288 yards before reaching the signal box. A Hendon Down Distant will be provided below 562 yards before reaching the Hendon Down Home signal.

A 'Calling-on' arm to Down Hendon will also be provided on the main post.

A ground disc signal will be provided adjacent to the Down Hendon 2nd Home and this will apply Down Hendon Single line to Loop. (10)

SUNDAY 13 FEBRUARY – BETWEEN HETT MILL L.C. AND DURHAM

The catch-points situated at 61¼m.p. in the Up (East Coast) Main Line (800 yards before reaching Ferryhill signal F408) and at 63m. 58ch. in the Down (East Coast) Main Line (911 yards before reaching Tyne signal TY401) will be removed and plain line installed. (10)

DETAILS OF WORK ALREADY CARRIED OUT

YORK – CLIFTON COACHING STOCK DEPOT

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom have been brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower (CS = Clifton Sidings, Y = York, (Y) = York controlled ground position light signal):-

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

YORK – CLIFTON COACHING STOCK DEPOT – continued

Signal No.	Line	Destination
CS12	Short Shunt	CS4 CS7 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS13	Short Shunt	Reception Sidings Lines 21 to 26
CS14	Main Shed Line 20	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS15	Main Shed Line 19	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/Standage Sidings	Lines 4 to 17
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23,24 25 and 26	CS12

All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction), will be jointly controlled by York signal box and by Clifton Sidings Control Tower.

“STOP – TELEPHONE” notice boards will be provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones will communicate with the Control Tower).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DARLINGTON STATION

The connection from No.4 Platform line to No.6 Platform line has been secured out of use in the normal position pending removal of the points and No.6 Platform line. All associated signalling has been abolished. (9)

MORPETH

The Depot Siding has been shortened to a point 85 yards North of the trap points, and buffer-stops have been erected. (9)

BEAL

A new facing crossover has been installed in the E.C.M.L. at 59m. 30ch. controlled by the existing "BEAL EMERGENCY CROSSOVERS" Ground Switch Panel. (8)

CLIFF HOUSE

No.3 Ground Frame has been secured out of use pending removal. (8)

ERYHOLME GROUND FRAME

The trailing crossover at 38m. 65ch. has been secured out of use until further notice. (UFN)

*** * * NEWCASTLE WEST END JUNCTION AND FORTH GOODS JUNCTION**

The Down and Up Goods lines have been taken out of use.

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

Trailing crossover between the Down and Up Goods lines and the associated slip connection from Down West to Down Goods.

Slip connection(associated with the Main to Main crossover) (556 points only) – Up Goods to Up Main.

All associated signalling/signal routes have been abolished. (7)

FERRYHILL DOWN PASSENGER LOOP

Ferryhill Down Passenger loop has been permanently taken out of use. (8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** NEWCASTLE WEST END JUNCTION**

The facing connection – Up Main/Up South to Down West have been abolished.

(The points at the station end of this connection have been secured in the reverse position for through running along the Up Main/Up South).

The facing connection – Down West Goods to Down West/Main and the trailing connection between the Down West/Main and Up West Goods has been secured out of use pending removal.

All associated signalling has been abolished.

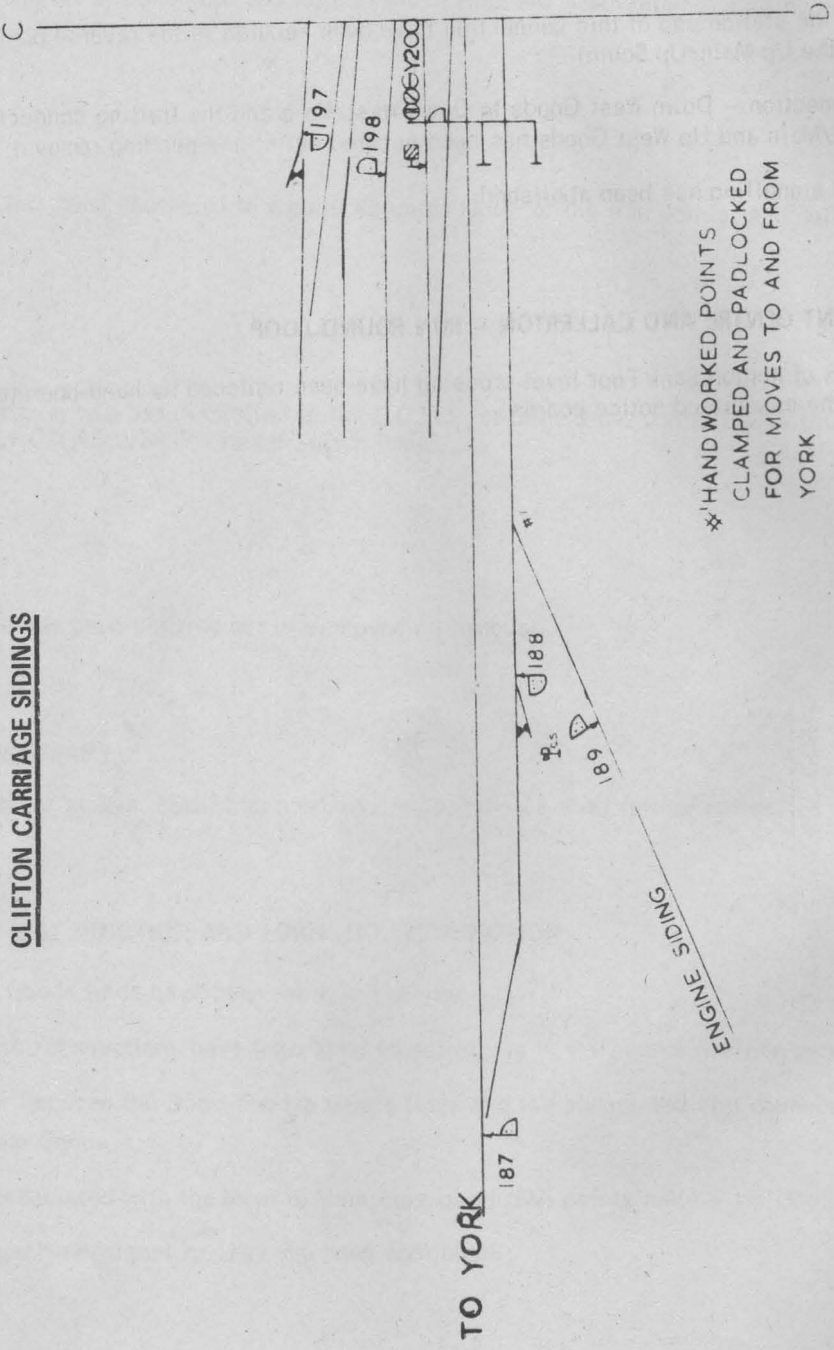
(7)

BETWEEN REGENT CENTRE AND CALLERTON – RUN ROUND LOOP

The Boom gates of Kenton Bank Foot level crossing have been replaced by hand-operated barriers together with the associated notice boards.

(9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

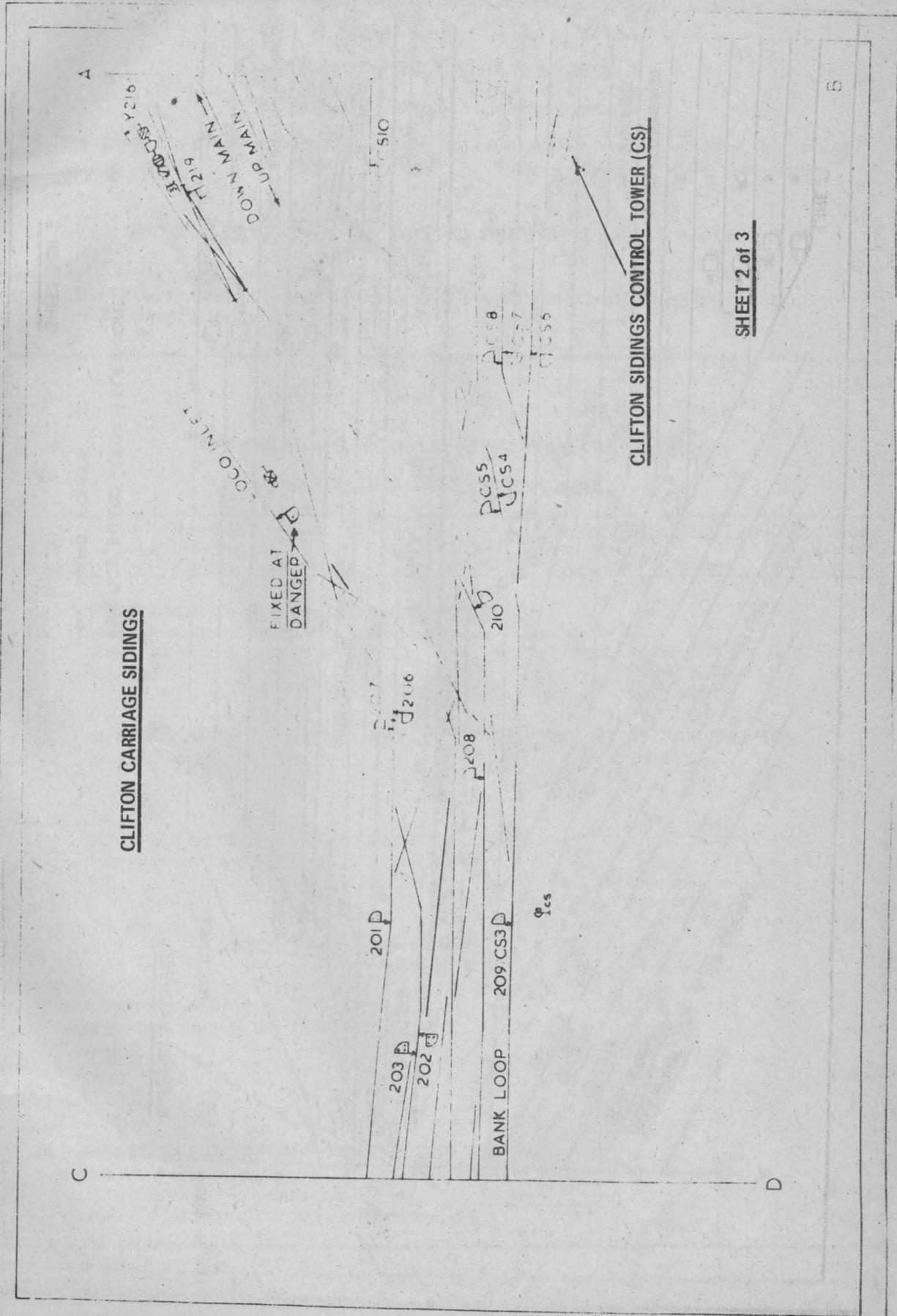


CLIFTON CARRIAGE SIDINGS

* HANDWORKED POINTS
CLAMPED AND PADLOCKED
FOR MOVES TO AND FROM
YORK

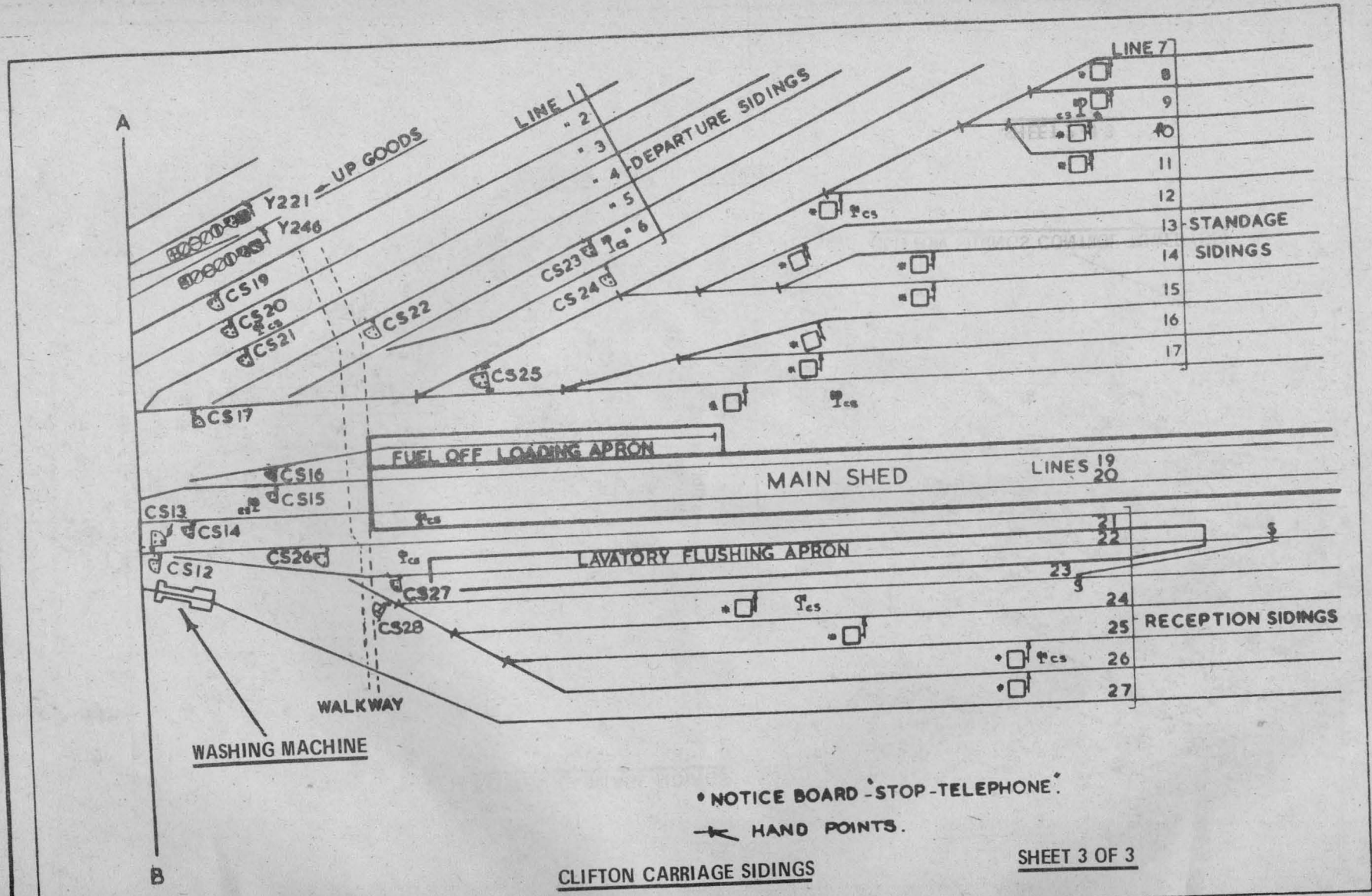
SHEET 1 of 3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



SHEET 2 of 3

10



• NOTICE BOARD STOP-TELEPHONE
 ↗ HAND POINTS.

CLIFTON CARRIAGE SIDINGS

SHEET 3 OF 3

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

WORKING MANUAL FOR RAIL STAFF (BR.30054) WHITE PAGES – PART 6

Section H – Local Instructions (Eastern Region)

Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

EASTERN REGION 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 15	DONCASTER BLACK CARR JN. TO BERWICK					
	Amend second and third maximum permissible speeds					
	NEWCASTLE AND ALNMOUTH (NORTH OF)			100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
	35m. 70ch.					
	ALNMOUTH (NORTH OF) 35m. 70ch. AND			125	125	MAXIMUM PERMISSIBLE SPEED (14D)
	BEAL (SOUTH OF) 56m. 40ch.					
Page 36	DONCASTER BLACK CARR JN. TO BERWICK					
	Between Beal LC and No.193 LC					
	Add:–			25	25	Down Main to Up Main at 59m. 30ch. (14D)
Page 48	FERRYHILL TURSDALE JN. TO PELAW					
	Between Tursdale Jn. and Whitwell LC					
	Amend:–			40		3m.p. and 3m. 30ch. (14D)
Page 137	MONKWEARMOUTH TO AUSTIN AND PICKERSGILL'S SHIPYARD					
	Delete:– † between Wearmouth Colliery Jn. and Austin & Pickersgills Shipyard and delete **† See page 222'' from Remarks column. (14D)					

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

FULLY FITTED FREIGHT TRAINS

Where reference is made in the Rule Book, Section H, clauses 6.1 and 14.1, to "two" fully fitted vehicles this should be amended to read "three".

General Appendix to Working Timetables.

The references in the following instructions to having "two" fully fitted vehicles must be amended to read "three";—

Page 1.6 (Note 3) 1st paragraph 3rd line.

Page 14.5 Clause 3.10, 8th line.

Page 14.21 Clause 4.4, 6th line.

Page 16.8/9 Clause 3.6, 2nd paragraph, 1st line.

Page 16.17 Clause 11.4.3(a), 2nd paragraph, 1st line.

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—
Clifton Carriage Sidings, Main Shed line and Washing Plant line affected.	Installing new sidings	Until further notice	

York
4 FEBRUARY, 1983

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager



NN

EASTERN REGION

8

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 FEBRUARY

TO

FRIDAY 25 FEBRUARY 1983

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

SATURDAY 19 and SUNDAY 20 FEBRUARY – CLIFF HOUSE AND STRANTON

Between Stranton and Cliff House

The Up Goods line will be reinstated. A new facing lead from Up Main to Up Goods will be brought into use at Stranton.

The Permissive Block Regulations will apply on the Up Goods line between Stranton and Cliff House.

Stranton

The Shunt-Ahead semaphore signal (below the Up Main Home signal arm) will be abolished.

A new Up Main Home to Up Goods (with the arm 15ft. above rail level) with an Up Goods "Calling-On" arm below, will be provided on the left-hand side of the Up Main Home signal.

The ground disc on the Up Main applying set back – Up Main to Down Main will be repositioned on the Cliff House side of the new points – Up Main to Up Goods.

The ground disc signal adjacent to the signal box applying set-back – Down Main to Down Siding (route indication "S") or to Up Main (route indication "M"), will now also apply towards the Up Goods with additional route indication "G".

Cliff House

A Distant signal will be provided on the Up Goods line 1,350 yards before reaching the Up Goods Home signal.

The Down Goods Loop will be reinstated.

A new facing lead from Down Main to Down Goods, will be provided immediately on the Cliff House side of Seaton Carew Station.

A new trailing crossover between Up Goods and Down Main will be provided on the north side of Cliff House Signal Box. (This will be formed by utilizing the crossovers leading to/from the former Down Goods)

The associated disc (one of two) applying set back from Up Goods to former Down Goods will now apply Up Goods to Down Main.

The Up Goods line North of this crossover will be temporarily used as an Up Siding. The disc signal (one of two referred to above) which applies towards the Goods Siding, will now also apply towards this temporary Up Siding.

Altered Signals

A position '1' Junction Indicator applying – Down Main to Down Goods Loop, will be provided on the Down Main 3-aspect colour light signal No.123 and a left-hand off-set subsidiary signal applying – Down Main to Down Goods Loop line occupied will also be provided.

The ground disc applying – East Sidings to Goods Sidings will be re-positioned 60 yards further from the signal box.

The route indicator on the ground disc signal on the Up Cliff House Branch applying–Route Indication "G" –towards Up Goods Loop, or to Up Main–Route Indication "M", will be altered to read:–

- "X" – Down Goods Loop line occupied
- "M" – Up Main

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 19 and SUNDAY 20 FEBRUARY – CLIFF HOUSE AND STRANTON – continued

The following facing connections will be abolished

- Up Main to Up Goods Loop (South of signal box)
- Down Main to Down Goods (adjacent to signal box)
- Up Main to Up Goods (North of signal box)

All associated signalling will be abolished.

The following signals will also be abolished

Down Goods Starting Signal Gantry carrying also the Down Goods Starting to Down Main.

Up Main Home (miniature arm) to Up Goods.

(Ground Disc Signals)

- Shunting-Down Siding
- Up Goods Loop to Up Main
- Down Siding to Down Goods
- Down Main to Down Goods
- Down Goods to Up Goods

(11)

MONDAY 21 FEBRUARY – TEES YARD

Lines 2, 4 and 5 in the Up Yard will be secured out of use pending removal to accommodate Ballast Stockpile. Lines 3, 6, 7 and 8 to be called D.C.E. Sidings.

(11)

WEDNESDAY 23 FEBRUARY – KELLOE BANK FOOT BRANCH

The following signals will be replaced by Distant Signal Marker Boards, having the same function as the caution aspect of a semaphore Distant signal.

- Up Distant Signal for West Cornforth level crossing
- Down Distant Signal for West Cornforth level crossing
- Up Distant Signal for Steetleys Ground Frame

(11)

DETAILS OF WORK ALREADY CARRIED OUT

EASINGTON

The Arrival line has been taken out of use, and associated signalling abolished.

(New Item) (11)

HETT MILL LEVEL CROSSING AT 60¼m.p. (between Ferryhill and Tyne)

The level crossing gates have been abolished and replaced by lifting barriers controlled from Hett Mill Gate Box.

(10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN RYHOPE GRANGE AND LONDONDERRY

The Down Hendon line between Ryhope Grange and Londonderry has been made redundant. The adjacent Up Hendon line has become the Up/Down Hendon Single line and the Track Circuit Block Regulations apply.

Ryhope Grange

The facing crossover between the Down and Up Hendon lines has become (in its reverse position) part of the route between the Up Main and the new Single line and the points at each end of this crossover have been replaced by plain line.

The Up Hendon on the Ryhope Grange side of this crossover has been abolished, together with the trailing points where this part of the Up Hendon leads into the Up Main.

Londonderry

The facing crossover between the Down and Up Hendon lines has been abolished.

The spring-worked points between the Departure line and the Hendon single line have become power-operated from Londonderry signal box. New trap points have been provided in the Departure line on the immediate approach thereto.

The trailing crossover (Where Down trains on the Single line regain the Down Hendon) has been worked at the single line end only. (The points in the Down Hendon have been replaced by plain line for through running between single line and Down Hendon).

The following Londonderry signals have been abolished:—

Down Hendon Home and the Distant below, also the miniature arm applying set back along Up Hendon on the same gantry.

Miniature arm – set back – Down Hendon to Up Hendon.

Miniature arm – set back – Up Hendon to Down Hendon and on the same post – the miniature arm applying Up Hendon to Loop.

Miniature arm – Down Hendon to Loop.

Altered Signals

The Londonderry Up Hendon Starting signal, together with the Ryhope Grange Up Distant below, has been repositioned 182 yards nearer to Londonderry signal box (to a Position 40 yards after passing the points—Loop/Single line).

New Signals (Londonderry)

A new Down Hendon Single line Home signal (with the arm 12ft above rail level) has been provided 580 yards before reaching the signal box.

A new Down Hendon Single line starting signal to Down Hendon (with the arm 20ft. above rail level) has been provided 288 yards before reaching the signal box. A Hendon Down Distant has been provided below 562 yards before reaching the Hendon Down Home signal.

A 'Calling-on' arm to Down Hendon has also been provided on the main post.

A ground disc signal has been provided adjacent to the Down Hendon 2nd Home and this applies Down Hendon Single line to Loop. (10)

BETWEEN HETT MILL L.C. AND DURHAM

The catch-points situated at 61¼m.p. in the Up (East Coast) Main Line (800 yards before reaching Ferryhill signal F408) and at 63m. 58ch. in the Down (East Coast) Main Line (911 yards before reaching Tyne signal TY401) have been removed and plain line installed. (10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

YORK – CLIFTON COACHING STOCK DEPOT

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom have been brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower (CS = Clifton Sidings, Y = York, (Y) = York controlled ground position light signal):—

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS12	Short Shunt	CS4 CS7 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS13	Short Shunt	Reception Sidings Lines 21 to 26
CS14	Main Shed Line 20	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS15	Main Shed Line 19	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS16	Line 18 (Fuel Off-Loading Apron)	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS17	Departure Sidings/Standage Sidings	Lines 4 to 17

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

YORK – CLIFTON COACHING STOCK DEPOT – continued

Signal No.	Line	Destination
CS19	Departure Sidings Line 1	CS10
CS20	Departure Sidings Line 2	CS10
CS21	Departure Sidings Line 3	CS10
CS22	Departure Sidings Line 4	CS10
CS23	Departure Sidings Line 5	CS10
CS24	Departure Sidings Line 6	CS10
CS25	Standage Sidings 7 to 17	CS10
CS26	Reception Sidings Line 21	CS12
CS27	Reception Sidings Line 22 (Lavatory Flushing-Apron)	CS12
CS28	Reception Sidings Lines 23,24 25 and 26	CS12

All signals controlling movements passing between the York area of control and the Carriage Sidings (in either direction), will be jointly controlled by York signal box and by Clifton Sidings Control Tower.

“STOP – TELEPHONE” notice boards will be provided throughout the sidings area as indicated on the diagrams. (The adjacent telephones will communicate with the Control Tower). (9)

DARLINGTON STATION

The connection from No.4 Platform line to No.6 Platform line has been secured out of use in the normal position pending removal of the points and No.6 Platform line. All associated signalling has been abolished. (9)

MORPETH

The Depot Siding has been shortened to a point 85 yards North of the trap points, and buffer-stops have been erected. (9)

**** BEAL**

A new facing crossover has been installed in the E.C.M.L. at 59m. 30ch. controlled by the existing “BEAL EMERGENCY CROSSOVERS” Ground Switch Panel. (8)

**** CLIFF HOUSE**

No.3 Ground Frame has been secured out of use pending removal. (8)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ERYHOLME GROUND FRAME

The trailing crossover at 38m. 65ch. has been secured out of use **until further notice.**

(UFN)

* FERRYHILL DOWN PASSENGER LOOP**

Ferryhill Down Passenger loop has been permanently taken out of use.

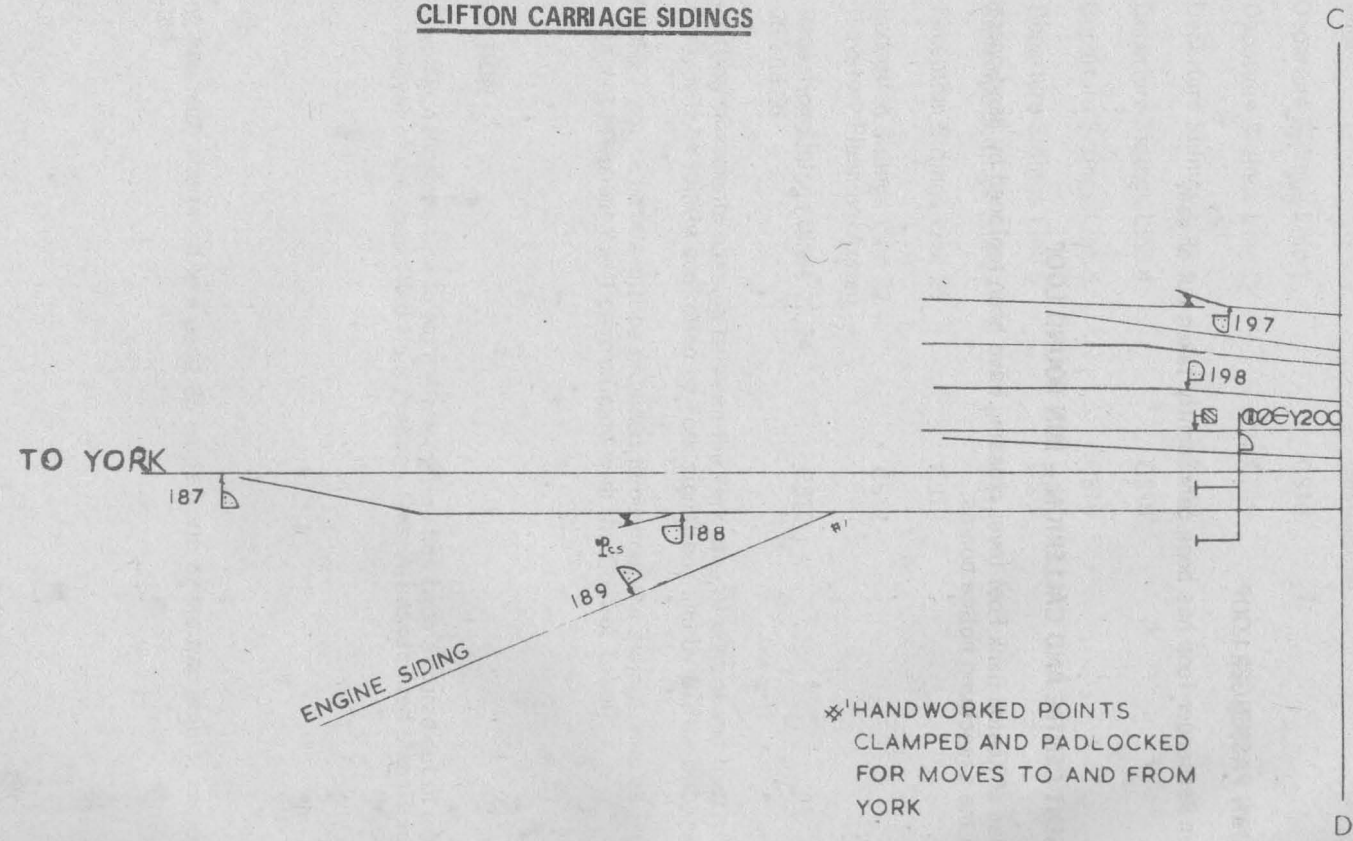
(8)

BETWEEN REGENT CENTRE AND CALLERTON – RUN ROUND LOOP

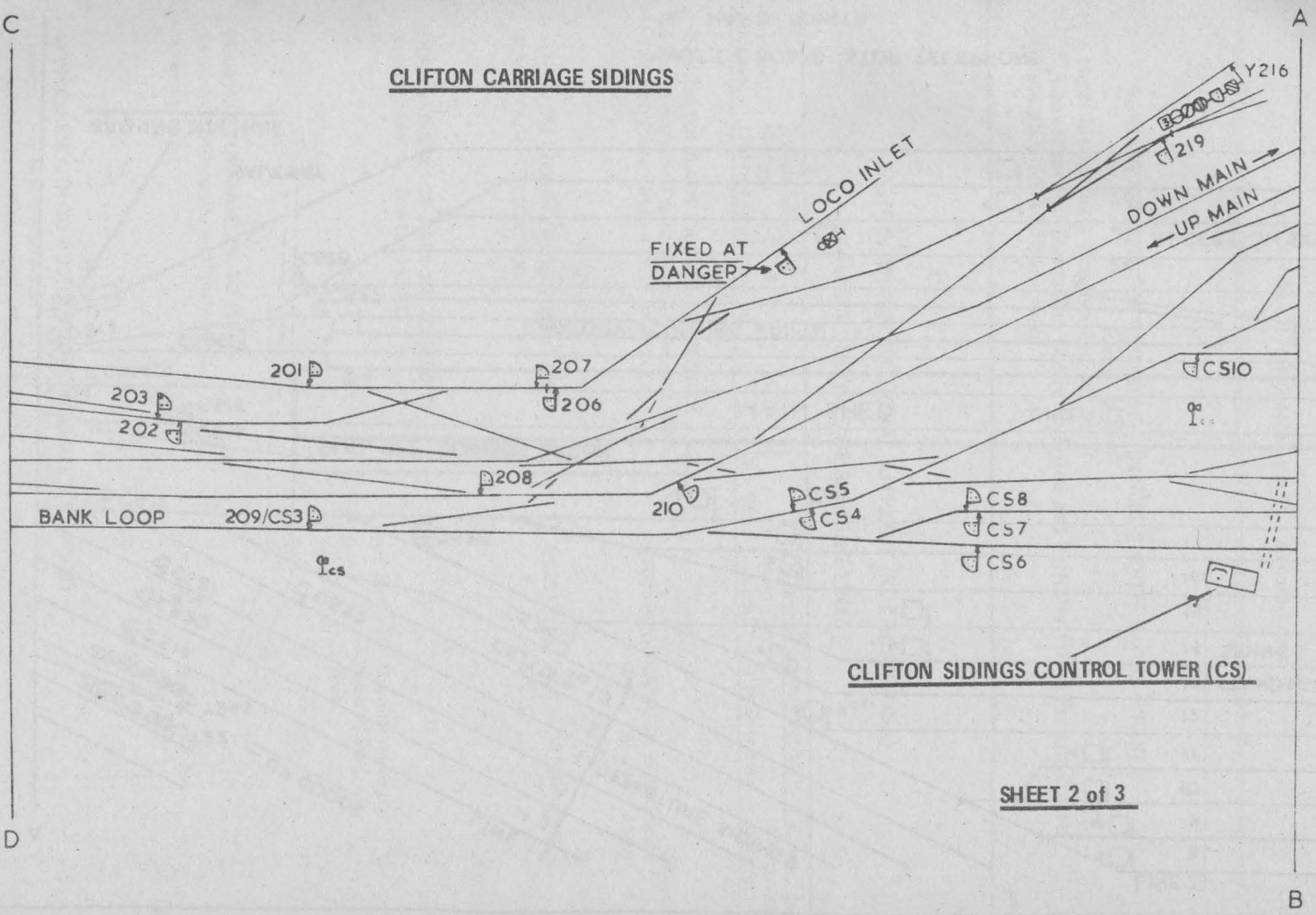
The Boom gates of Kenton Bank Foot level crossing have been replaced by hand-operated barriers together with the associated notice boards.

(9)

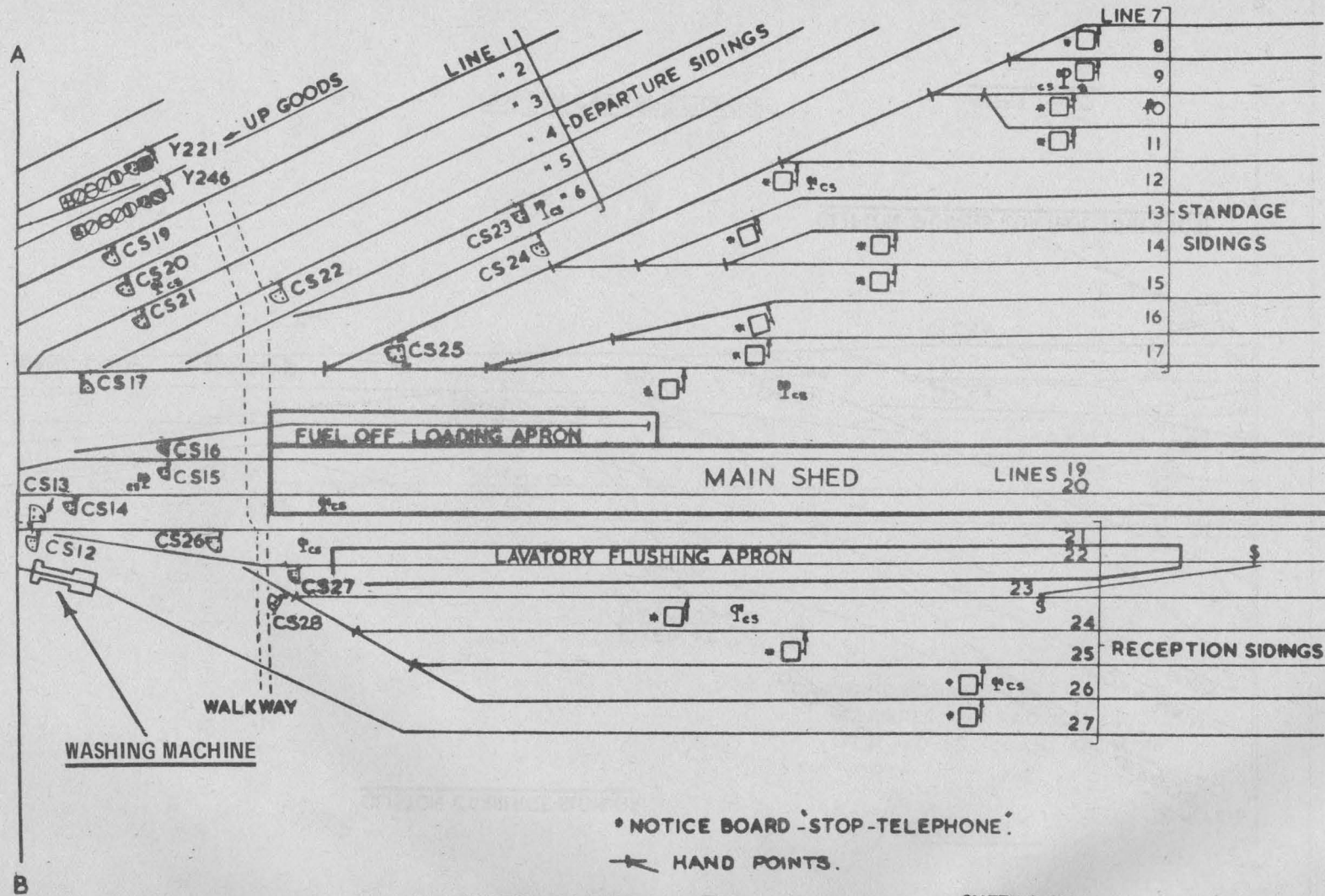
CLIFTON CARRIAGE SIDINGS



* HANDWORKED POINTS
CLAMPED AND PADLOCKED
FOR MOVES TO AND FROM
YORK



SHEET 2 of 3



CLIFTON CARRIAGE SIDINGS

SHEET 3 OF 3



NN

EASTERN REGION

9

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 FEBRUARY

TO

FRIDAY 4 MARCH 1983

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 FEBRUARY – BETWEEN HETT MILL LEVEL CROSSING AND DURHAM

The catch points situated at 64m. 47ch. in the Down (East Coast) Main Line (914 yards before reaching Tyne signal TY399) will be removed and plain line installed. (12)

SUNDAY 27 FEBRUARY – WARDLEY

Depot ground frame will be abolished. The points – Down Leamside/Freightliner terminal will become power-operated from the signal box.

A Freightliner terminal outlet ground position light signal No.12 will be provided applying – Freightliner terminal to Down Leamside.

A new ground position light signal No.11 will be provided 75 yards West of the signal box applying Down Leamside to Freightliner terminal.

The (right-hand) ground disc signal at the exit from the N.C.B. Sidings (formerly applying N.C.B. Sidings to Down Leamside or to Freightliner Terminal) will now apply N.C.B. Sidings to Down Leamside 'LIMIT OF SHUNT' indicator only.

The ground disc signal adjacent to the Up Leamside Home signal (formerly applying Up Leamside to Down Leamside 'LIMIT OF SHUNT' indicator or to Freightliner Depot) will now apply Up Leamside to Freightliner terminal only.

The Banner Repeating signal on the Down Leamside (R.15A) and on the Depot line (R.15B) (associated with the Down Leamside 4-aspect Starting signal W15) will both be abolished.

Notice Boards worded "SHUNT BACK" will be provided on the Down Leamside line at 9, 14 and 19 vehicle lengths from ground position light signal No.11 and these will be illuminated when that ground position light signal is cleared.

Notice Boards indicating the position of trains on the Down Leamside line (worded "10 vehicles; 15 vehicles and 20 vehicles") will be provided at 10, 15 and 20 vehicle lengths from ground position light signal No.11. (12)

SUNDAY 27 FEBRUARY – NEWCASTLE – SCOTSWOOD

Scotswood signal box, together with all signals worked therefrom will be abolished.

The points-Branch to Up West will be secured in the reverse position. The points at the Down West end of the facing crossover will be secured out of use in the reverse position and the points at the Up West end will be converted to hand operation.

All signalling West of N237 signal on the Down West and all signalling West of U1B signal on the Up West will be abolished.

U1B signal will be maintained at Yellow.

From N237 signal on the Down West and Up to N322 signal on the Up West, the Branch will be operated in accordance with the 'ONE TRAIN WORKING' Regulations by Train Staff.

The Train Staff will be kept in platforms 9/10 Supervisor's office on Newcastle Central Station. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

TEES YARD

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

Trailing crossover between the Down and Up Goods
 Up Goods to Up Receptions 1 to 6
 Up Goods to Up Receptions 7 to 12.

(New Item) (12)

CLIFF HOUSE AND STRANTON

Between Stranton and Cliff House

The Up Goods line has been reinstated. A new facing lead from Up Main to Up Goods has been brought into use at Stranton.

The Permissive Block Regulations now apply on the Up Goods line between Stranton and Cliff House.

Stranton

The Shunt-Ahead semaphore signal (below the Up Main Home signal arm) has been abolished.

A new Up Main Home to Up Goods (with the arm 15ft. above rail level) with an Up Goods "Calling-On" arm below, has been provided on the left-hand side of the Up Main Home signal.

The ground disc on the Up Main applying set-back – Up Main to Down Main has been repositioned on the Cliff House side of the new points – Up Main to Up Goods.

The ground disc signal adjacent to the signal box applying set-back – Down Main to Down Siding (route indication "S") or to Up Main (route indication "M"), now also applies towards the Up Goods with additional route indication "G".

Cliff House

A Distant signal has been provided on the Up Goods line 1,350 yards before reaching the Up Goods Home signal.

The Down Goods Loop has been reinstated.

A new facing lead from Down Main to Down Goods, has been provided immediately on the Cliff House side of Seaton Carew Station.

A new trailing crossover between Up Goods and Down Main has been provided on the north side of Cliff House Signal Box. (This is formed by utilizing the crossovers leading to/from the former Down Goods).

The associated disc (one of two) applying set-back from Up Goods to former Down Goods now applies Up Goods to Down Main.

Altered Signals

A position "1" Junction Indicator applying – Down Main to Down Goods Loop, has been provided on the Down Main 3-aspect colour light signal No.123 and a left-hand off-set subsidiary signal applying – Down Main to Down Goods Loop line occupied has also been provided.

The ground disc applying – East Sidings to Goods Sidings has been repositioned 60 yards further from the signal box.

The route indicator on the ground disc signal on the Up Cliff House Branch applying – Route Indication "G" – towards Up Goods Loop, or to Up Main – Route Indication "M", has been altered to read :-

"X" – Down Goods Loop line occupied

"M" – Up Main

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CLIFF HOUSE AND STRANTON – continued

The following facing connections have been abolished

- Up Main to Up Goods Loop (South of signal box)
- Down Main to Down Goods (adjacent to signal box)
- Up Main to Up Goods (North of signal box)

All associated signalling has been abolished.

The following signals have also been abolished

Down Goods Starting Signal Gantry carrying also the Down Goods Starting to Down Main.

Up Main Home (miniature arm) to Up Goods.

(Ground Disc Signals)

- Shunting-Down Siding
- Up Goods Loop to Up Main
- Down Siding to Down Goods
- Down Main to Down Goods
- Down Goods to Up Goods

(11)

TEES YARD

Lines 2, 4 and 5 in the Up Yard have been secured out of use pending removal to accommodate Ballast Stockpile. Lines 3, 6, 7 and 8 to be called D.C.E. Sidings.

(11)

KELLOE BANK FOOT BRANCH

The following signals have been replaced by Distant Signal Marker Boards, having the same function as the caution aspect of a semaphore Distant signal.

- Up Distant Signal for West Cornforth level crossing
- Down Distant Signal for West Cornforth level crossing
- Up Distant Signal for Steetleys Ground Frame

(11)

EASINGTON

The Arrival line has been taken out of use, and associated signalling abolished.

(11)

HETT MILL LEVEL CROSSING AT 60¼m.p. (between Ferryhill and Tyne)

The level crossing gates have been abolished and replaced by lifting barriers controlled from Hett Mill Gate Box.

(10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN RYHOPE GRANGE AND LONDONDERRY

The Down Hendon line between Ryhope Grange and Londonderry has been made redundant. The adjacent Up Hendon line has become the Up/Down Hendon Single line and the Track Circuit Block Regulations apply.

Ryhope Grange

The facing crossover between the Down and Up Hendon lines has become (in its reverse position) part of the route between the Up Main and the new Single line and the points at each end of this crossover have been replaced by plain line.

The Up Hendon on the Ryhope Grange side of this crossover has been abolished, together with the trailing points where this part of the Up Hendon leads into the Up Main.

Londonderry

The facing crossover between the Down and Up Hendon lines has been abolished.

The spring-worked points between the Departure line and the Hendon single line have become power-operated from Londonderry signal box. New trap points have been provided in the Departure line on the immediate approach thereto.

The trailing crossover (Where Down trains on the Single line regain the Down Hendon) has been worked at the single line end only. (The points in the Down Hendon have been replaced by plain line for through running between single line and Down Hendon).

The following Londonderry signals have been abolished:—

- Down Hendon Home and the Distant below, also the miniature arm applying set back along Up Hendon on the same gantry.
- Miniature arm – set back – Down Hendon to Up Hendon.
- Miniature arm – set back – Up Hendon to Down Hendon and on the same post – the miniature arm applying Up Hendon to Loop.
- Miniature arm – Down Hendon to Loop.

Altered Signals

The Londonderry Up Hendon Starting signal, together with the Ryhope Grange Up Distant below, has been repositioned 182 yards nearer to Londonderry signal box (to a Position 40 yards after passing the points—Loop/Single line).

New Signals (Londonderry)

A new Down Hendon Single line Home signal (with the arm 12ft above rail level) has been provided 580 yards before reaching the signal box.

A new Down Hendon Single line starting signal to Down Hendon (with the arm 20ft. above rail level) has been provided 288 yards before reaching the signal box. A Hendon Down Distant has been provided below 562 yards before reaching the Hendon Down Home signal.

A 'Calling-on' arm to Down Hendon has also been provided on the main post.

A ground disc signal has been provided adjacent to the Down Hendon 2nd Home and this applies Down Hendon Single line to Loop. (10)

BETWEEN HETT MILL L.C. AND DURHAM

The catch-points situated at 61¼m.p. in the Up (East Coast) Main Line (800 yards before reaching Ferryhill signal F408) and at 63m. 58ch. in the Down (East Coast) Main Line (911 yards before reaching Tyne signal TY401) have been removed and plain line installed. (10)

**NN**

EASTERN REGION

10**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 5 MARCH****TO****FRIDAY 11 MARCH 1983****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 MARCH – TEES YARD

Up Arrival line 2 and Up Arrival line 1 will be brought into use. Up Arrival line 1 will be the former Transfer Road 2 re-named.

Transfer Road 1 will become the Transfer Road.

The points leading to the Reverse Road will be secured out of use pending removal of the Reverse Road and the ground position light exit signal will be abolished.

A new facing connection leading from Up Goods 2 to Up Arrival 1 will be provided and new slip points will be provided leading from this connection to Up Arrival 2.

A 3-way stencil route indicator will be provided on Up Goods 2 3-aspect signal No. TY145 and this when read in conjunction with the subsidiary signal will apply as follows :-

Route Indication	Destination
"G"	Up Goods 2 line occupied
"2"	Up Arrival 2
"1"	Up Arrival 1

Notice Boards worded "STOP AWAIT INSTRUCTIONS" will be provided at the exit (signal box end) of the Up Arrival lines and Transfer Road. (13)

MONDAY 7 to FRIDAY 11 MARCH – REDHEUGH BRANCH

The Redheugh Branch will be slued approximately 40 ft. northwards between 3¼ m.p. and 3m 72ch. Signal No. TY79 will be repositioned accordingly as will the 'ONE TRAIN WORKING' Staff Instrument and associated telephone. (13)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HETT MILL LEVEL CROSSING AND DURHAM

The catch points situated at 64m. 47ch. in the Down (East Coast) Main Line (914 yards before reaching Tyne signal TY399) have been removed and plain line installed. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WARDLEY

Depot ground frame has been abolished. The points – Down Leamside/Freightliner terminal have become power-operated from the signal box.

A Freightliner terminal outlet ground position light signal No.12 has been provided applying – Freightliner terminal to Down Leamside.

A new ground position light signal No.11 has been provided 75 yards West of the signal box applying Down Leamside to Freightliner terminal.

The (right-hand) ground disc signal at the exit from the N.C.B. Sidings (formerly applying N.C.B. Sidings to Down Leamside or to Freightliner Terminal) now applies N.C.B. Sidings to Down Leamside 'LIMIT OF SHUNT' indicator only.

The ground disc signal adjacent to the Up Leamside Home signal (formerly applying Up Leamside to Down Leamside 'LIMIT OF SHUNT' indicator or to Freightliner Depot) now applies Up Leamside to Freightliner terminal only.

The Banner Repeating signal on the Down Leamside (R.15A) and on the Depot line (R.15B) (associated with the Down Leamside 4-aspect Starting signal W15) have both been abolished.

Notice Boards worded "SHUNT BACK" have been provided on the Down Leamside line at 9, 14 and 19 vehicle lengths from ground position light signal No.11 and these are illuminated when that ground position light signal is cleared.

Notice Boards indicating the position of trains on the Down Leamside line (worded "10 vehicles", "15 vehicles and 20 vehicles") have been provided at 10, 15 and 20 vehicle lengths from ground position light signal No.11. (12)

NEWCASTLE – SCOTSWOOD

Scotswood signal box, together with all signals worked therefrom has been abolished.

The points-Branch to Up West have been secured in the reverse position. The points at the Down West end of the facing crossover have been secured out of use in the reverse position and the points at the Up West end have been converted to hand operation.

All signalling West of N237 signal on the Down West and all signalling West of U1B signal on the Up West has been abolished.

U1B signal is maintained at Yellow.

From N237 signal on the Down West and Up to N322 signal on the Up West, the Branch is operated in accordance with the 'ONE TRAIN WORKING' Regulations by Train Staff.

The Train Staff will be kept in platform 8 Supervisor's office on Newcastle Central Station. (12)

TEES YARD

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

Trailing crossover between the Down and Up Goods

Up Goods to Up Receptions 1 to 6

Up Goods to Up Receptions 7 to 12. (12)

**** CLIFF HOUSE AND STRANTON**

*

THIS WORK HAS NOT BEEN CARRIED OUT

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TEES YARD

Lines 2, 4 and 5 in the Up Yard have been secured out of use pending removal to accommodate Ballast Stockpile. Lines 3, 6, 7 and 8 to be called D.C.E. Sidings. (11)

KELLOE BANK FOOT BRANCH

The following signals have been replaced by Distant Signal Marker Boards, having the same function as the caution aspect of a semaphore Distant signal.

Up Distant Signal for West Cornforth level crossing
 Down Distant Signal for West Cornforth level crossing
 Up Distant Signal for Steetleys Ground Frame (11)

EASINGTON

The Arrival line has been taken out of use, and associated signalling abolished. (11)

**** HETT MILL LEVEL CROSSING AT 60¼m.p. (between Ferryhill and Tyne)**

The level crossing gates have been abolished and replaced by lifting barriers controlled from Hett Mill Gate Box. (10)

**** BETWEEN RYHOPE GRANGE AND LONDONDERRY**

The Down Hendon line between Ryhope Grange and Londonderry has been made redundant. The adjacent Up Hendon line has become the Up/Down Hendon Single line and the Track Circuit Block Regulations apply.

Ryhope Grange

The facing crossover between the Down and Up Hendon lines has become (in its reverse position) part of the route between the Up Main and the new Single line and the points at each end of this crossover have been replaced by plain line.

The Up Hendon on the Ryhope Grange side of this crossover has been abolished, together with the trailing points where this part of the Up Hendon leads into the Up Main.

Londonderry

The facing crossover between the Down and Up Hendon lines has been abolished.

The spring-worked points between the Departure line and the Hendon single line have become power-operated from Londonderry signal box. New trap points have been provided in the Departure line on the immediate approach thereto.

The trailing crossover (Where Down trains on the Single line regain the Down Hendon) has been worked at the single line end only. (The points in the Down Hendon have been replaced by plain line for through running between single line and Down Hendon).

The following Londonderry signals have been abolished:—

- Down Hendon Home and the Distant below, also the miniature arm applying set back along Up Hendon on the same gantry.
- Miniature arm – set back – Down Hendon to Up Hendon.
- Miniature arm – set back – Up Hendon to Down Hendon and on the same post – the miniature arm applying Up Hendon to Loop.
- Miniature arm – Down Hendon to Loop.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BETWEEN RYHOPE GRANGE AND LONDONDERRY – continued**

Altered Signals

The Londonderry Up Hendon Starting signal, together with the Ryhope Grange Up Distant below, has been repositioned 182 yards nearer to Londonderry signal box (to a Position 40 yards after passing the points-Loop/Single line).

New Signals (Londonderry)

A new Down Hendon Single line Home signal (with the arm 12ft above rail level) has been provided 580 yards before reaching the signal box.

A new Down Hendon Single line starting signal to Down Hendon (with the arm 20ft. above rail level) has been provided 288 yards before reaching the signal box. A Hendon Down Distant has been provided below 562 yards before reaching the Hendon Down Home signal.

A 'Calling-on' arm to Down Hendon has also been provided on the main post.

A ground disc signal has been provided adjacent to the Down Hendon 2nd Home and this applies Down Hendon Single line to Loop. (10)

**** BETWEEN HETT MILL L.C. AND DURHAM**

The catch-points situated at 61¼m.p. in the Up (East Coast) Main Line (800 yards before reaching Ferryhill signal F408) and at 63m. 58ch. in the Down (East Coast) Main Line (911 yards before reaching Tyne signal TY401) have been removed and plain line installed. (10)

**** YORK – CLIFTON COACHING STOCK DEPOT**

Clifton Sidings Control Tower and the signalling within the Carriage Sidings controlled therefrom have been brought into use.

A 3-page diagram illustrating the final layout of the Carriage Sidings when all lines are fully operational is included herein. The following is a description of new ground position light signals controlled from Clifton Sidings Control Tower (CS = Clifton Sidings, Y = York, (Y) = York controlled ground position light signal):-

(Attention is drawn to the altered position of CS25 Signal on Sheet 3 of the diagrams).

Signal No.	Line	Destination
CS4	Carriage Sidings all lines	Bank Loop
CS5	Bank Loop	Up Goods "LIMIT OF SHUNT"
CS6	Washing Machine line	Bank Loop
CS7	Short Shunt	Bank Loop
CS8	Short Shunt	CS13
CS10	Departure Sidings and Standage Sidings	CS4 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal
CS12	Short Shunt	CS4 CS7 Up Clifton Loop (Y)197 Signal Down Station Line (Y)202 Signal Down Main (Y)199 Signal Up Station Line Y192 Signal Up Main Y194 Signal

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

RULE BOOK

Section H
Clause 6.1

Delete reference in first sentence to "last two vehicles" and substitute "last three vehicles".

Clause 14.1

Delete reference in first sentence to "last two vehicles" and substitute "last three vehicles".

(14D)

GENERAL APPENDIX

PART I

Section 1
Standard Classification of Trains

Page 1.6 Para 3 (2nd Sentence and "Note")

Delete both references to "last two vehicles" and substitute "last three vehicles". (14D)

Section 4

Working of Departmental Trains – Engineers' Self-Propelled "On-Track" Machines

Page 4.7 Clause 21.1

Amend maximum permitted speed of Ballast Cleaning Machine RM 62(2), (3), and (4) when running in train formation to read 50 m.p.h. (14D)

PART II

Section 14
Instructions for Working the Automatic Vacuum Brake

Page 14.5 Clause 3.10 (8th line)

Delete reference to "last two vehicles" and substitute "last three vehicles". (14D)

Instructions for Testing the Automatic Vacuum Brake on Freight Vehicles

Page 14.21 Clause 4.4 (6th line)

Delete reference to "last two vehicles" and substitute "last three vehicles". (14D)

Section 16
Regulations for Working the Automatic Air Brake etc.

Pages 16.8/9 Clause 3.6 (2nd paragraph)

Delete both references to "two vehicles" and substitute "three vehicles".

Page 16.17 Clause 11.4.3(a) (2nd paragraph)

Delete reference to "either of the last two vehicles" and substitute "any of the last three vehicles". (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF (BR.30054) WHITE PAGES - PART 6

Section H - Local Instructions (Eastern Region)

Clause H1/2 Class 9 Trains

Delete second paragraph

Clause H1/4 Classification

Class 6b- Amend last two vehicles to read last three vehicles and amend reference to Clause C4/4 to read C4/2.

Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

EASTERN REGION 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 15	DONCASTER BLACK CARR JN. TO BERWICK					
	Amend second and third maximum permissible speeds					
		NEWCASTLE AND ALNMOUTH (NORTH OF)		100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
		35m. 70ch.				
		ALNMOUTH (NORTH OF) 35m. 70ch. AND		125	125	MAXIMUM PERMISSIBLE SPEED
		BEAL (SOUTH OF) 56m. 40ch.				(14D)
Page 36	DONCASTER BLACK CARR JN. TO BERWICK					
	Between Beal LC and No.193 LC					
		Add:-		25	25	Down Main to Up Main at 59m. 30ch.
						(14D)
Page 48	FERRYHILL TURSDALE JN. TO PELAW					
	Between TurSDale Jn. and Whitwell LC					
		Amend:-		40		3m.p. and 3m. 30ch.
						(14D)
Page 137	MONKWEARMOUTH TO AUSTIN AND PICKERSGILL'S SHIPYARD					
	Delete:- † between Wearmouth Colliery					
	Jn. and Austin & Pickersgills Shipyard and					
	delete "† See page 222" from Remarks column.					
						(14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

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

Page 137 (page 41 ND6D)

PELAW TO SIMONSIDE WAGON WORKS

Between Pelaw Jn. and Hebburn

Amend:-

15 15 To, over and from Hebburn Goods Loop 1m. 38ch. and 1m. 59ch.

Between Hebburn and Jarrow

Delete:-

25 From and to Hebburn Goods Loop (14D)

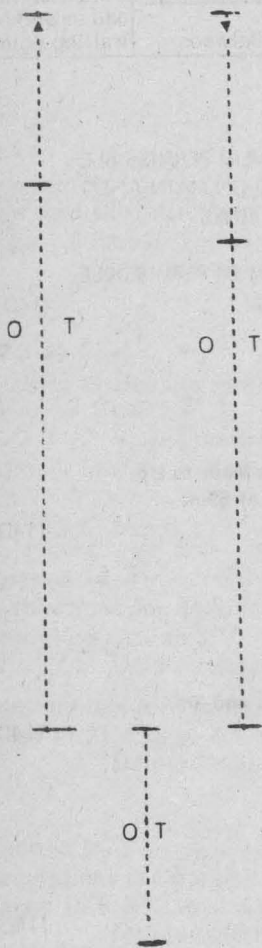
Page 152

NEWCASTLE WEST JN. TO NEWBURN

Delete all particulars and substitute:-

NEWCASTLE WEST JN. AND NEWBURN

25 25 MAXIMUM PERMISSIBLE SPEED



Newcastle West Jn. 0 11
(See page 30)

15 0m. 23ch. and 0m. 11ch.

C.Up Scotswood at 0m. 70ch. 825 yards before reaching signal N.308

Signal 322 (Up)

C.Up Scotswood at 1m. 25ch. 616 yards before reaching signal N.322

Signal 237 (Down)

C.Up Scotswood at 1m. 70ch. 759 yards before reaching signal U1 B

C.Up Scotswood at 2m. 24ch. 1354 yards before reaching signal U1 B

Site of Scotswood Jn. 2 66
0 00

15 15 0m. 0ch. and 0m. 10ch.

Scotswood Tunnel (269 yards) 0 22
to 0 34

Newburn LC 2 47

Newburn 2 58

(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE D

Section of line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
Add:–		
NEWCASTLE WEST JUNCTION TO NEWBURN		
Signal 237 Down – Newburn – Signal 322 Up	Newcastle Station	Station Supervisor (Platform 8) (14D)

TABLE F

	Between	Line	Number of vehicles and special conditions
Page 161			
Delete:–			
NEWCASTLE WEST JN. TO NEWBURN			
Newcastle West Jn.	Newburn	Down/Up Single	2 freight brakevans (14D)

LOCAL INSTRUCTIONS

Page 277

Add:–

NEWCASTLE WEST JN. TO NEWBURN

Elswick Ground Frame

To facilitate working at Elswick ground frame, the locomotive, of a train standing at this ground frame awaiting return to Newcastle or to be propelled to Scotswood, is permitted to run-round and return to the ground frame whilst the single line is so occupied.

(14D)

MISCELLANEOUS NOTICES

FULLY FITTED FREIGHT TRAINS

The number of vehicles on which the automatic brake must be operative at the rear of a fully fitted train is now **three** and the necessary amendments to the Rule Book and General Appendix are shown elsewhere in this Notice.

(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—
Clifton Carriage Sidings, Main Shed line and Washing Plant line affected.	Installing new sidings	Until further notice	

York
25 FEBRUARY, 1983

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager



NN

EASTERN REGION

11

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 12 MARCH

TO

FRIDAY 18 MARCH 1983

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 14 MARCH – NEWCASTLE

The Fish Dock, Fish Dock Siding and Platform lines 1, 2 and 3 will be abolished.

All associated points will be secured out of use pending removal.

All associated signals/ signal routes will be disconnected and/or abolished. (14)

DETAILS OF WORK ALREADY CARRIED OUT

TEES YARD

Up Arrival line 2 and Up Arrival line 1 have been brought into use. Up Arrival line 1 is the former Transfer Road 2 re-named.

Transfer Road 1 has become the Transfer Road.

The points leading to the Reverse Road have been secured out of use pending removal of the Reverse Road and the ground position light exit signal has been abolished.

A new facing connection leading from Up Goods 2 to Up Arrival 1 has been provided and new slip points have been provided leading from this connection to Up Arrival 2.

A 3-way stencil route indicator has been provided on Up Goods 2 3-aspect signal No. TY145 and this when read in conjunction with the subsidiary signal applies as follows :-

Route Indication	Destination
"G"	Up Goods 2 line occupied
"2"	Up Arrival 2
"1"	Up Arrival 1

Notice Boards worded "STOP AWAIT INSTRUCTIONS" have been provided at the exit (signal box end) of the Up Arrival lines and Transfer Road. (13)

REDHEUGH BRANCH

The Redheugh Branch has been slued approximately 40 ft. northwards between 3¼ m.p. and 3m 72ch. Signal No. TY79 has been repositioned accordingly as has the 'ONE TRAIN WORKING' Staff Instrument and associated telephone. (13)

BETWEEN HETT MILL LEVEL CROSSING AND DURHAM

The catch points situated at 64m. 47ch. in the Down (East Coast) Main Line (914 yards before reaching Tyne signal TY399) have been removed and plain line installed. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WARDLEY

Depot ground frame has been abolished. The points – Down Leamside/Freightliner terminal have become power-operated from the signal box.

A Freightliner terminal outlet ground position light signal No.12 has been provided applying – Freightliner terminal to Down Leamside.

A new ground position light signal No.11 has been provided 75 yards West of the signal box applying Down Leamside to Freightliner terminal.

The (right-hand) ground disc signal at the exit from the N.C.B. Sidings (formerly applying N.C.B. Sidings to Down Leamside or to Freightliner Terminal) now applies N.C.B. Sidings to Down Leamside 'LIMIT OF SHUNT' indicator only.

The ground disc signal adjacent to the Up Leamside Home signal (formerly applying Up Leamside to Down Leamside 'LIMIT OF SHUNT' indicator or to Freightliner Depot) now applies Up Leamside to Freightliner terminal only.

The Banner Repeating signal on the Down Leamside (R.15A) and on the Depot line (R.15B) (associated with the Down Leamside 4-aspect Starting signal W15) have both been abolished.

Notice Boards worded "SHUNT BACK" have been provided on the Down Leamside line at 9, 14 and 19 vehicle lengths from ground position light signal No.11 and these are illuminated when that ground position light signal is cleared.

Notice Boards indicating the position of trains on the Down Leamside line (worded "10 vehicles ; 15 vehicles and 20 vehicles") have been provided at 10, 15 and 20 vehicle lengths from ground position light signal No.11. (12)

NEWCASTLE – SCOTSWOOD

Scotswood signal box, together with all signals worked therefrom has been abolished.

The points-Branch to Up West have been secured in the reverse position. The points at the Down West end of the facing crossover have been secured out of use in the reverse position and the points at the Up West end have been converted to hand operation.

All signalling West of N237 signal on the Down West and all signalling West of U1B signal on the Up West has been abolished.

U1B signal is maintained at Yellow.

From N237 signal on the Down West and Up to N322 signal on the Up West, the Branch is operated in accordance with the 'ONE TRAIN WORKING' Regulations by Train Staff. Trains will enter from N237 signal on the Down West line and return to N322 signal on the Up West line. After examination of the Hand Points at Scotswood.

The Train Staff will be kept in platform 8 Supervisor's office on Newcastle Central Station. (Amended Item) (12)

TEES YARD

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

- Trailing crossover between the Down and Up Goods
- Up Goods to Up Receptions 1 to 6
- Up Goods to Up Receptions 7 to 12.

(12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**
* TEES YARD

Lines 2, 4 and 5 in the Up Yard have been secured out of use pending removal to accommodate Ballast Stockpile. Lines 3, 6, 7 and 8 to be called D.C.E. Sidings. (11)

**
* KELLOE BANK FOOT BRANCH

The following signals have been replaced by Distant Signal Marker Boards, having the same function as the caution aspect of a semaphore Distant signal.

Up Distant Signal for West Cornforth level crossing
 Down Distant Signal for West Cornforth level crossing
 Up Distant Signal for Steetleys Ground Frame (11)

**
* EASINGTON

The Arrival line has been taken out of use, and associated signalling abolished. (11)

ERYHOLME GROUND FRAME

The trailing crossover at 38m. 65ch. has been secured out of use **until further notice.** (UFN)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

RULE BOOK

Section H

Clause 6.1

Delete reference in first sentence to "last two vehicles" and substitute "last three vehicles".

Clause 14.1

Delete reference in first sentence to "last two vehicles" and substitute "last three vehicles". (14D)

GENERAL APPENDIX

PART I

Section 1

Standard Classification of Trains

Page 1.6 Para 3 (2nd Sentence and "Note")

Delete both references to "last two vehicles" and substitute "last three vehicles". (14D)

Section 4

Working of Departmental Trains – Engineers' Self-Propelled "On-Track" Machines

Page 4.7 Clause 21.1

Amend maximum permitted speed of Ballast Cleaning Machine RM 62(2), (3), and (4) when running in train formation to read 50 m.p.h. (14D)

PART II

Section 14

Instructions for Working the Automatic Vacuum Brake

Page 14.5 Clause 3.10 (3th line)

Delete reference to "last two vehicles" and substitute "last three vehicles". (14D)

Instructions for Testing the Automatic Vacuum Brake on Freight Vehicles

Page 14.21 Clause 4.4 (6th line)

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Section 16

Regulations for Working the Automatic Air Brake etc.

Pages 16.8/9 Clause 3.6 (2nd paragraph)

Delete both references to "two vehicles" and substitute "three vehicles".

Page 16.17 Clause 11.4.3(a) (2nd paragraph)

Delete reference to "either of the last two vehicles" and substitute "any of the last three vehicles". (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

WORKING MANUAL FOR RAIL STAFF (BR.30054) WHITE PAGES - PART 6

Section H - Local Instructions (Eastern Region)

Clause H1/2 Class 9 Trains

Delete second paragraph

Clause H1/4 Classification

Class 6b- Amend last two vehicles to read last three vehicles and amend reference to Clause C4/4 to read C4/2.

Clause H1/12 Conveyance of Dangerous Goods on Fitted and Partially Fitted Freight Trains

Delete all after first paragraph.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

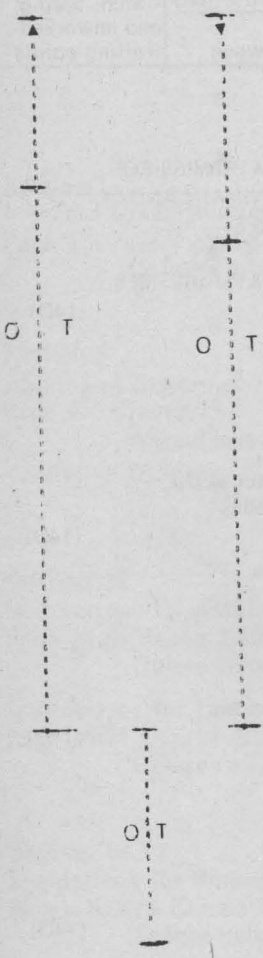
Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 15	DONCASTER BLACK CARR JN. TO BERWICK					
	Amend second and third maximum permissible speeds					
	NEWCASTLE AND ALNMOUTH (NORTH OF)					
		35m. 70ch.		100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
	ALNMOUTH (NORTH OF) 35m. 70ch. AND					
		BEAL (SOUTH OF) 56m. 40ch.		125	125	MAXIMUM PERMISSIBLE SPEED (14D)
Page 36	DONCASTER BLACK CARR JN. TO BERWICK					
	Between Beal LC and No.193 LC					
	Add:-					
				25	25	Down Main to Up Main at 59m. 30ch. (14D)
Page 48	FERRYHILL TURSDALE JN. TO PELAW					
	Between Tursdale Jn. and Whitwell LC					
	Amend:-					
				40		3m.p. and 3m. 30ch. (14D)
Page 137	MONKWEARMOUTH TO AUSTIN AND PICKERSGILL'S SHIPYARD					
	Delete:- † between Wearmouth Colliery					
	Jn. and Austin & Pickersgills Shipyard and					
	delete "† See page 222" from Remarks column. (14D)					

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
<p>Page 137 (page 41 ND6D) PELAW TO SIMONSDALE WAGON WORKS Between Pelaw Jn. and Hebburn Amend:-</p>						
				15	15	To, over and from Hebburn Goods Loop 1m. 38ch. and 1m. 59ch.
<p>Between Hebburn and Jarrow Delete:-</p>						
				25		From and to Hebburn Goods Loop (14D)
<p>Page 152 NEWCASTLE WEST JN. TO NEWBURN Delete all particulars and substitute:- NEWCASTLE WEST JN. AND NEWBURN</p>						
		Newcastle West Jn. (See page 30)	0 11	25	25	MAXIMUM PERMISSIBLE SPEED
		Signal 322 (Up)		15		0m. 23ch. and 0m. 11ch.
		Signal 237 (Down)				C.Up Scotswood at 0m. 70ch. 825 yards before reaching signal N.308
						C.Up Scotswood at 1m. 25ch. 616 yards before reaching signal N.322
						C.Up Scotswood at 1m. 70ch. 759 yards before reaching signal U1 B
						C.Up Scotswood at 2m. 24ch. 1354 yards before reaching signal U1 B
		Site of Scotswood Jn.	$\frac{2\ 66}{0\ 00}$	15	15	0m. 0ch. and 0m. 10ch.
		Scotswood Tunnel (269 yards)	0 22 to 0 34			
		Newburn LC	2 47			
		Newburn	2 58			(14D)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE D

Section of line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
Add:–		
NEWCASTLE WEST JUNCTION TO NEWBURN		
Signal 237 Down – Newburn – Signal 322 Up	Newcastle Station	Station Supervisor (Platform 8) (14D)

TABLE F

	Between	Line	Number of vehicles and special conditions
Page 161			
Delete:–			
NEWCASTLE WEST JN. TO NEWBURN			
Newcastle West Jn.	Newburn	Down/Up Single	2 freight brakevans (14D)

LOCAL INSTRUCTIONS

Page 277

Add:–

NEWCASTLE WEST JN. TO NEWBURN

Elswick Ground Frame

To facilitate working at Elswick ground frame, the locomotive, of a train standing at this ground frame awaiting return to Newcastle or to be propelled to Scotswood, is permitted to run-round and return to the ground frame whilst the single line is so occupied. (14D)

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

The item on page 86 (ND6D) and on page 168 (SD6D) is withdrawn with immediate effect. (14)

FULLY FITTED FREIGHT TRAINS

The number of vehicles on which the automatic brake must be operative at the rear of a fully fitted train is now **three** and the necessary amendments to the Rule Book and General Appendix are shown elsewhere in this Notice. (14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—
Clifton Carriage Sidings, Main Shed line and Washing Plant line affected.	Installing new sidings	Until further notice	

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

York
4 MARCH, 1983



NN

EASTERN REGION

12

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 MARCH

TO

FRIDAY 25 MARCH 1983

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

The Fish Dock, Fish Dock Siding and Platform lines 1, 2 and 3 have been abolished.

All associated points have been secured out of use pending removal.

All associated signals/signal routes have been disconnected and/or abolished. (14)

TEES YARD

Up Arrival line 2 and Up Arrival line 1 have been brought into use. Up Arrival line 1 is the former Transfer Road 2 re-named.

Transfer Road 1 has become the Transfer Road.

The points leading to the Reverse Road have been secured out of use pending removal of the Reverse Road and the ground position light exit signal has been abolished.

A new facing connection leading from Up Goods 2 to Up Arrival 1 has been provided and new slip points have been provided leading from this connection to Up Arrival 2.

A 3-way stencil route indicator has been provided on Up Goods 2 3-aspect signal No. TY145 and this when read in conjunction with the subsidiary signal applies as follows :-

Route Indication	Destination
"G"	Up Goods 2 line occupied
"2"	Up Arrival 2
"1"	Up Arrival 1

Notice Boards worded **"STOP AWAIT INSTRUCTIONS"** have been provided at the exit (signal box end) of the Up Arrival lines and Transfer Road. (13)

REDHEUGH BRANCH

The Redheugh Branch has been slued approximately 40 ft. northwards between 3¼ m.p. and 3m 72ch. Signal No. TY79 has been repositioned accordingly as has the 'ONE TRAIN WORKING' Staff Instrument and associated telephone. (13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BETWEEN HETT MILL LEVEL CROSSING AND DURHAM**

The catch points situated at 64m. 47ch. in the Down (East Coast) Main Line (914 yards before reaching Tyne signal TY399) have been removed and plain line installed. (12)

**** WARDLEY**

Depot ground frame has been abolished. The points – Down Leamside/Freightliner terminal have become power-operated from the signal box.

A Freightliner terminal outlet ground position light signal No.12 has been provided applying – Freightliner terminal to Down Leamside.

A new ground position light signal No.11 has been provided 75 yards West of the signal box applying Down Leamside to Freightliner terminal.

The (right-hand) ground disc signal at the exit from the N.C.B. Sidings (formerly applying N.C.B. Sidings to Down Leamside or to Freightliner Terminal) now applies N.C.B. Sidings to Down Leamside 'LIMIT OF SHUNT' indicator only.

The ground disc signal adjacent to the Up Leamside Home signal (formerly applying Up Leamside to Down Leamside 'LIMIT OF SHUNT' indicator or to Freightliner Depot) now applies Up Leamside to Freightliner terminal only.

The Banner Repeating signal on the Down Leamside (R.15A) and on the Depot line (R.15B) (associated with the Down Leamside 4-aspect Starting signal W15) have both been abolished.

Notice Boards worded "SHUNT BACK" have been provided on the Down Leamside line at 9, 14 and 19 vehicle lengths from ground position light signal No.11 and these are illuminated when that ground position light signal is cleared.

Notice Boards indicating the position of trains on the Down Leamside line (worded "10 vehicles; 15 vehicles and 20 vehicles") have been provided at 10, 15 and 20 vehicle lengths from ground position light signal No.11. (12)

**** NEWCASTLE – SCOTSWOOD**

Scotswood signal box, together with all signals worked therefrom has been abolished.

The points-Branch to Up West have been secured in the reverse position. The points at the Down West end of the facing crossover have been secured out of use in the reverse position and the points at the Up West end have been converted to hand operation.

All signalling West of N237 signal on the Down West and all signalling West of U1B signal on the Up West has been abolished.

U1B signal is maintained at Yellow.

From N237 signal on the Down West and Up to N322 signal on the Up West, the Branch is operated in accordance with the 'ONE TRAIN WORKING' Regulations by Train Staff. Trains will enter from N237 signal on the Down West line and return to N322 signal on the Up West line. After examination of the Hand Points at Scotswood.

The Train Staff will be kept in platform 8 Supervisor's office on Newcastle Central Station. (12)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** TEES YARD

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

Trailing crossover between the Down and Up Goods

Up Goods to Up Receptions 1 to 6

Up Goods to Up Receptions 7 to 12.

(12)

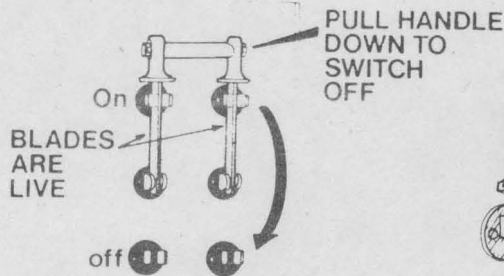
ERYHOLME GROUND FRAME

The trailing crossover at 38m. 65ch. has been secured out of use until further notice.

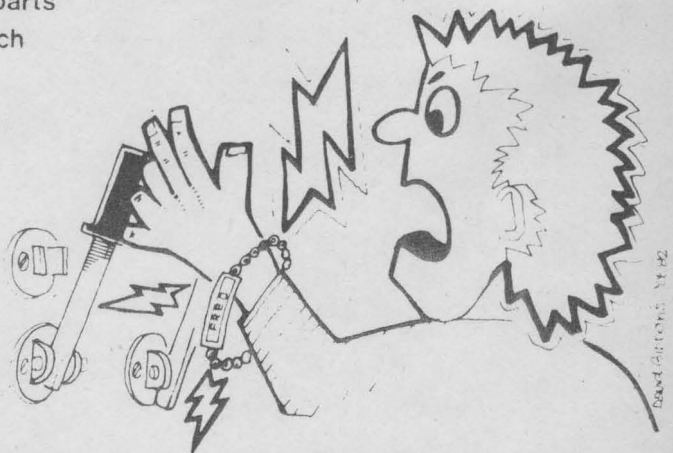
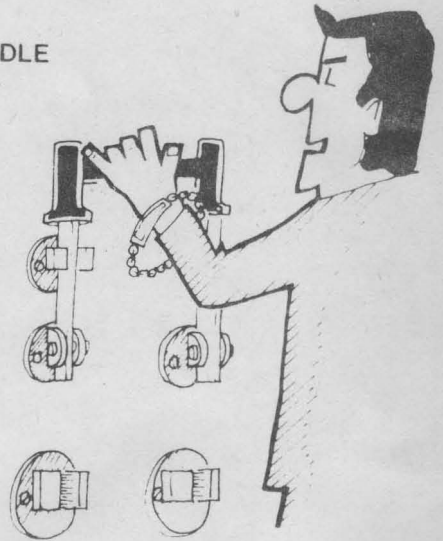
(UFN)

this knife may shock you....

KNIFE SWITCH



An identity bracelet, tiepin chain— even a handlamp— could touch the live parts of a knife switch



DO NOT BRING ANY METAL OBJECTS INTO CONTACT WITH LIVE EQUIPMENT OR PARTS

BRAND ELECTRONICS, NY 92



NN

EASTERN REGION

13

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 MARCH

TO

FRIDAY 1 APRIL 1983

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 MARCH – BLAYDON – COWENS CROSSING – ADDISON

Cowens Crossing signal box, together with all signals worked therefrom will be abolished.

The Absolute Block Regulations will apply between Addison and Blaydon.

The facing Main to Main crossover and the connection in the Up Carlisle leading to Stella Power Station will be brought under the control of Blaydon.

Blaydon

A new 3-aspect colour light Up Carlisle 1st. Home signal B12 will be provided 1,277 yards before reaching B13 signal which will become the 2nd Home signal.

A right-hand offset subsidiary signal applying towards Stella Power Station will be provided on Down Carlisle Starting Signal B32.

A new ground position light signal (B5) will be provided at the outlet from Stella Power Station applying towards the Up Carlisle line.

A new ground position light signal (B7) will be provided on the Up Carlisle and this will apply – set back – Up Carlisle towards Stella Power Station. (16)

MONDAY 28 MARCH – WEARMOUTH

The Miniature Yellow arm applying Down Siding to Down Main will be abolished. (16)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN OUSTON JN. AND BLACKHILL STATION

The line between Consett North Jn. (Consett Low Yard) and Blackhill Station has been closed and the maximum permissible speed over the remainder of the branch reduced to 20m.p.h. in both directions. (New item) (15)

BETWEEN HETT MILL LEVEL CROSSING AND DURHAM

The catch points situated at 64m. 47ch. in the Down (East Coast) Main Line etc.

THIS WORK HAS NOT BEEN CARRIED OUT

(15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

NEWCASTLE

The Fish Dock, Fish Dock Siding and Platform lines 1, 2 and 3 have been abolished.

All associated points have been secured out of use pending removal.

All associated signals/signal routes have been disconnected and/or abolished.

(14)

** TEES YARD

Up Arrival line 2 and Up Arrival line 1 have been brought into use. Up Arrival line 1 is the former Transfer Road 2 re-named.

Transfer Road 1 has become the Transfer Road.

The points leading to the Reverse Road have been secured out of use pending removal of the Reverse Road and the ground position light exit signal has been abolished.

A new facing connection leading from Up Goods 2 to Up Arrival 1 has been provided and new slip points have been provided leading from this connection to Up Arrival 2.

A 3-way stencil route indicator has been provided on Up Goods 2 3-aspect signal No. TY145 and this when read in conjunction with the subsidiary signal applies as follows :-

Route Indication	Destination
"G"	Up Goods 2 line occupied
"2"	Up Arrival 2
"1"	Up Arrival 1

Notice Boards worded "STOP AWAIT INSTRUCTIONS" have been provided at the exit (signal box end) of the Up Arrival lines and Transfer Road.

(13)

** REDHEUGH BRANCH

The Redheugh Branch has been slued approximately 40 ft. northwards between 3¾ m.p. and 3m 72ch. Signal No. TY79 has been repositioned accordingly as has the 'ONE TRAIN WORKING' Staff Instrument and associated telephone.

(13)

ERYHOLME GROUND FRAME

The trailing crossover at 38m. 65ch. has been secured out of use until further notice.

(UFN)



NN

EASTERN REGION

14/15

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 2 APRIL
TO
FRIDAY 15 APRIL 1983

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

THURSDAY 7 APRIL – NORTON-ON-TEES WEST AND NORTON-ON-TEES SOUTH

Norton West Down Branch Starting signal, together with Norton South Down Branch Inner Distant signal below, will be abolished. (17)

SATURDAY 9 and SUNDAY 10 APRIL – CLIFF HOUSE AND STRANTON

Between Stranton and Cliff House

The Up Goods line will be reinstated. A new facing lead from Up Main to Up Goods will be brought into use at Stranton.

The Permissive Block Regulations will apply on the Up Goods line between Stranton and Cliff House.

Stranton

The Shunt-Ahead semaphore signal (below the Up Main Home signal arm) will be abolished.

A new Up Main Home to Up Goods (with the arm 15ft above rail level) with an Up Goods "Calling-On" arm below, will be provided on the left-hand side of the Up Main Home signal.

The ground disc on the Up Main applying set back – Up Main to Down Main will be repositioned on the Cliff House side of the new points – Up Main to Up Goods.

The ground disc signal adjacent to the signal box applying set-back – Down Main to Down Siding (route indication "S") or to Up Main (route indication "M") will now also apply towards the Up Goods with additional route indication "G".

Cliff House

A Distant signal will be provided on the Up Goods line 1350 yards before reaching the Up Goods Home signal.

The Down Goods Loop will be reinstated.

A new facing lead from Down Main to Down Goods, will be provided immediately on the Cliff House side of Seaton Carew Station.

A new trailing crossover between Up Goods and Down Main will be provided on the north side of Cliff House Signal Box. (This will be formed by utilising the crossovers leading to/from the former Down Goods)

The associated disc (one of two) applying set back from Up Goods to former Down Goods will now apply Up Goods to Down Main.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 9 and SUNDAY 10 APRIL – CLIFF HOUSE AND STRANTON – continued

Altered Signals

A position "1" Junction Indicator applying – Down Main to Down Goods Loop, will be provided on the Down Main 3–aspect colour light signal No.123 and a left-hand off–set subsidiary signal applying – Down Main to Down Goods Loop line occupied will also be provided.

The ground disc applying – East Sidings to Goods Sidings or Up Goods will be re-positioned 60 yards further from the signal box.

The route indicator on the ground disc signal on the Up Cliff House Branch applying–Route Indication "G"–towards Up Goods Loop, or to Up Main–Route Indication "M", will be altered to read:–

- "X" – Down Goods Loop line occupied
- "M" – Up Main

The following facing connections will be abolished

- Up Main to Up Goods Loop (South of signal box)
- Down Main to Down Goods (adjacent to signal box)
- Up Main to Up Goods (North of signal box)

All associated signalling will be abolished.

The following signals will also be abolished

Down Goods Starting Signal Gantry carrying also the Down Goods Starting to Down Main.

Up Main Home (miniature arm) to Up Goods.

(Ground Disc Signals)

- Shunting–Down Siding
- Up Goods Loop to Up Main
- Down Siding to Down Goods
- Down Main to Down Goods
- Down Goods to Up Goods

(18)

MONDAY 11 APRIL – BSC HARTLEPOOL SOUTH WORKS

The B.S.C. signal box will be abolished. All signals worked therefrom dispensed with and the internal track layout reduced.

The double line between the B.R. single lead and B.S.C. sidings will be reduced to a single line under the control of the Signaller at Greatham.

A notice board worded "STOP FOR ORDERS" will be provided 466 yards from the B.R. connection facing inward movements. Similar notice boards will be provided for departing trains/shunting movements at each of the two exits from "B" Grid. (18)

DETAILS OF WORK ALREADY CARRIED OUT

BLAYDON –COWENS CROSSING – ADDISON

Cowens Crossing signal box, together with all signals worked therefrom has been abolished.

The Absolute Block Regulations apply between Addison and Blaydon.

The facing Main to Main crossover and the connection in the Up Carlisle leading to Stella Power Station has been brought under the control of Blaydon.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLAYDON – COWENS CROSSING – ADDISON – continued

Blaydon

A new 3-aspect colour light Up Carlisle 1st, Home signal B12 has been provided 1,277 yards before reaching B13 signal which has become the 2nd Home signal.

A right-hand offset subsidiary signal applying towards Stella Power Station has been provided on Down Carlisle Starting Signal B32.

A new ground position light signal (B5) has been provided at the outlet from Stella Power Station applying towards the Up Carlisle line.

A new ground position light signal (B7) has been provided on the Up Carlisle and this applies – set back – Up Carlisle towards Stella Power Station. (16)

WEARMOUTH

The Miniature Yellow arm applying Down Siding to Down Main has been abolished. (16)

**** BETWEEN OUSTON JN. AND BLACKHILL STATION**

The line between Consett North Jn. (Consett Low Yard) and Blackhill Station has been closed and the maximum permissible speed over the remainder of the branch reduced to 20m.p.h. in both directions. (15)

**** BETWEEN HETT MILL LEVEL CROSSING AND DURHAM**

The catch points situated at 64m. 47ch. in the Down (East Coast) Main Line etc.

THIS WORK HAS NOT BEEN CARRIED OUT (15)

**** NEWCASTLE**

The Fish Dock, Fish Dock Siding and Platform lines 1, 2 and 3 have been abolished.

All associated points have been secured out of use pending removal.

All associated signals/signal routes have been disconnected and/or abolished. (14)

**** REDHEUGH BRANCH**

The Redheugh Branch has been slued approximately 40 ft. northwards between 3¼ m.p. and 3m 72ch. Signal No. TY79 has been repositioned accordingly as has the 'ONE TRAIN WORKING' Staff Instrument and associated telephone. (14/15)

**** ERYHOLME GROUND FRAME**

The trailing crossover at 38m. 65ch. has been secured out of use **until further notice.** (15)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

GENERAL APPENDIX

Page 3.10

EQUIPMENT FOR GUARDS VANS

Clause 2.1 Tool Box

Delete:- from list of contents -
Crowbar (short)
Extension Tube
Panel Cutting Tool
2 Wedges (steel)
Safety Hand Lamp, electric with cable.

(23D)

MISCELLANEOUS NOTICES

M.G.R. WORKING INSTRUCTIONS BOOKLET (REVISED)

The revised edition of the above publication to be operative from April is being distributed and all staff concerned must ensure they are in receipt of a copy. Request for copies must be made by staff to their immediate superior officer if they are not received within the next seven days.

MP.32/NN

R.M. WILLIAMS
Chief Operating ManagerYork
25 MARCH, 1983

WOOLSTENHOLMES



EASTERN REGION

NN

16

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 APRIL

TO

FRIDAY 22 APRIL 1983

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 17 APRIL – BETWEEN OUSTON JUNCTION AND TYNE

Up Slow line signal No. TY.268 will be repositioned 30 yards nearer to Tyne signal box.

Down Slow line automatic signal No. D73BS will be abolished. (19)

SUNDAY 17 APRIL – TYNE (SWALWELL JUNCTION)

Swalwell Jn. will be re-modelled. The trailing crossover between the Up and Down Carlisle lines at 3m. 79ch., together with the associated slip connections to Swalwell Opencast disposal point and to the Redheugh Branch Single line will be secured out of use pending removal or abolished and replaced as shown below.

Derwenthaugh ground frame will be abolished.

The connection from the Shunt Spur to Raine Sidings will also be secured out of use pending removal.

Re-modelling

The new trailing crossover between the Down and Up Carlisle lines (previously laid in approximately 80' yards further east) will be brought into use.

The new facing points leading from Up Carlisle to the Redheugh Branch Single line (previously laid in immediately on the east side of the new trailing crossover) will be brought into use.

A new facing connection from Down Carlisle to Swalwell opencast disposal point will be brought into use immediately on the west side of the new trailing crossover.

The access line to West Dunston Yard will be slued and connected by new points into the Redheugh Branch approximately 60 yards further east.

Signalling Alterations

Up Carlisle ground position light signal No. TY75, applying (indication "D" towards Swalwell opencast disposal point or indicated "M" – Down Carlisle) will be re-positioned 118 yards further east.

Shunt Spur ground position light signal No. TY80 will be re-positioned 120 yards further east.

West Dunston Yard outwards ground position light signal No. TY77 will be re-positioned 95 yards further east.

A new left hand offset subsidiary will be provided on Down Carlisle 3-aspect signal TY81. This will apply – Down Carlisle towards Swalwell Opencast disposal point. (19)

DETAILS OF WORK ALREADY CARRIED OUT

NORTON-ON-TEES WEST AND NORTON-ON-TEES SOUTH

Norton West Down Branch Starting signal, together with Norton South Down Branch Inner Distant signal below, has been abolished. (17)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CLIFF HOUSE AND STRANTON

Between Stranton and Cliff House

The Up Goods line has been reinstated. A new facing lead from Up Main to Up Goods has been brought into use at Stranton.

The Permissive Block Regulations now apply on the Up Goods line between Stranton and Cliff House.

Stranton

The Shunt-Ahead semaphore signal (below the Up Main Home signal arm) has been abolished.

A new Up Main Home to Up Goods (with the arm 15ft. above rail level) with an Up Goods "Calling-On" arm below, has been provided on the left-hand side of the Up Main Home signal.

The ground disc on the Up Main applying set back – Up Main to Down Main has been repositioned on the Cliff House side of the new points – Up Main to Up Goods.

The ground disc signal adjacent to the signal box applying set-back – Down Main to Down Siding (route indication "S") or to Up Main (route indication "M") now also applies towards the Up Goods with additional route indication "G".

Cliff House

A Distant signal has been provided on the Up Goods line 1350 yards before reaching the Up Goods Home signal.

The Down Goods Loop has been reinstated.

A new facing lead from Down Main to Down Goods, has been provided immediately on the Cliff House side of Seaton Carew Station.

A new trailing crossover between Up Goods and Down Main has been provided on the north side of Cliff House Signal Box. (This has been formed by utilising the crossovers leading to/from the former Down Goods).

The associated disc (one of two) applying set back from Up Goods to former Down Goods now applies Up Goods to Down Main.

Altered Signals

A position "1" Junction Indicator applying – Down Main to Down Goods Loop, has been provided on the Down Main 3-aspect colour light signal No.123 and a left-hand off-set subsidiary signal applying – Down Main to Down Goods Loop line occupied has also been provided.

The ground disc applying – East Sidings to Goods Sidings or Up Goods has been re-positioned 60 yards further from the signal box.

The route indicator on the ground disc signal on the Up Cliff House Branch applying–Route Indication "G"–towards Up Goods Loop, or to Up Main–Route Indication "M", has been altered to read:–

- "X" – Down Goods Loop line occupied
- "M" – Up Main

The following facing connections have been abolished.

- Up Main to Up Goods Loop (South of signal box)
- Down Main to Down Goods (adjacent to signal box)
- Up Main to Up Goods (North of signal box)

All associated signalling has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CLIFF HOUSE AND STRANTON – continued

The following signals have also been abolished.

Down Goods Starting Signal Gantry carrying also the Down Goods Starting to Down Main.

Up Main Home (miniature arm) to Up Goods.

(Ground Disc Signals)

Shunting-Down Siding

Up Goods Loop to Up Main

Down Siding to Down Goods

Down Main to Down Goods

Down Goods to Up Goods

(18)

BSC HARTLEPOOL SOUTH WORKS

The B.S.C. signal box has been abolished. All signals worked therefrom dispensed with and the internal track layout reduced.

The double line between the B.R. single lead and B.S.C. sidings has been reduced to a single line under the control of the Signaller at Greatham.

A notice board worded "STOP FOR ORDERS" has been provided 466 yards from the B.R. connection facing inward movements. Similar notice boards have been provided for departing trains/shunting movements at each of the two exists from "B" Grid.

(18)

**** BLAYDON – COWENS CROSSING – ADDISON**

Cowens Crossing signal box, together with all signals worked therefrom has been abolished.

The Absolute Block Regulations apply between Addison and Blaydon.

The facing Main to Main crossover and the connection in the Up Carlisle leading to Stella Power Station has been brought under the control of Blaydon.

Blaydon

A new 3-aspect colour light Up Carlisle 1st, Home signal B12 has been provided 1,277 yards before reaching B13 signal which has become the 2nd Home signal.

A right-hand offset subsidiary signal applying towards Stella Power Station has been provided on Down Carlisle Starting Signal B32.

A new ground position light signal (B5) has been provided at the outlet from Stella Power Station applying towards the Up Carlisle line.

A new ground position light signal (B7) has been provided on the Up Carlisle and this applies – set back – Up Carlisle towards Stella Power Station.

(16)

**** WEARMOUTH**

The Miniature Yellow arm applying Down Siding to Down Main has been abolished.

(16)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

GENERAL APPENDIX

Page 3.10

EQUIPMENT FOR GUARDS VANS

Clause 2.1 Tool Box

- Delete:**— from list of contents —
 Crowbar (short)
 Extension Tube
 Panel Cutting Tool
 2 Wedges (steel)
 Safety Hand Lamp, electric with cable.

(23D)

MISCELLANEOUS NOTICES

1. **RULE BOOK AMENDMENT PAGES – ISSUE NO. 8 – BR.87109/32**
2. **GENERAL APPENDIX AMENDMENT PAGES – ISSUE NO. 2 – BR.29944/29**
3. **ALTERATIONS AND ADDITIONS TO THE EXTRACTS FROM RULE BOOK – SUPPLEMENT NO. 2 – BR.87109/33**

The above mentioned publications are in the course of distribution but will not operate until Monday, 16 May, 1983.

Any member of the staff who is in possession of the current issue of the Rule Book, General Appendix or Extracts from Rule Book who does not receive a copy of the appropriate Amendment Pages/ Supplement by 30 April must promptly advise his Supervisor. (19)

**** M.G.R. WORKING INSTRUCTIONS BOOKLET (REVISED)**

The revised edition of the above publication to be operative from April is being distributed and all staff concerned must ensure they are in receipt of a copy. Request for copies must be made by staff to their immediate superior officer if they are not received within the next seven days.



EASTERN REGION

NN

17

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 23 APRIL

TO

FRIDAY 29 APRIL 1983

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

SATURDAY 23 APRIL – BETWEEN MORPETH AND PEGSWOOD

Attention is drawn to the alteration to the **Permanent Speed Restrictions** on the **Down** line shown in Section D. (20)

SUNDAY 24 APRIL – SHILDON

The trailing Main to Main crossover will be repositioned 65 yards further from the signal box.

The associated ground disc signal applying – set back – Up Main to Down Main or to Down Branch will be repositioned accordingly in the cess of the Up Main line.

Signalling Alterations

The Down Main Home signal will be repositioned 164 yards before reaching the signal box (55 yards further than previously).

The offset miniature arm applying – Down Main to Down Branch, will be replaced by an adjacent ground disc signal.

The Down Distant signal will be repositioned 229 yards further from the signal box to a position 1,000 yards before reaching the repositioned Down Home signal. (20)

SUNDAY 24 APRIL – BETWEEN ASHINGTON AND MARCHEYS HOUSE

Attention is drawn to the alteration to the **Permanent Speed Restrictions** on the **Up** line shown in Section D. (20)

MONDAY 25 APRIL – BERWICK STATION

An "Off" indicator will be provided on the Down Platform 90 yards before reaching the Down Platform signal T28. This indicator will be illuminated when T28 signal is displaying a proceed aspect.

An "Off" indicator will be provided on the Up Platform 136 yards before reaching the Up Platform signal T44. This indicator will be illuminated when T44 signal is displaying a proceed aspect. (20)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

postponed?

THURSDAY 28 APRIL – MARTON LANE LEVEL CROSSING AT 3m. 62ch. (Between North Ormesby and Nunthorpe)

Marton Lane level crossing will be converted to an Open (A.O.C.L.) Crossing equipped with flashing Red Road signals and pedestrian audible alarms.

A Drivers flashing white light signal will be provided on the Down and Up lines adjacent to the crossing to indicate that the road signals are working.

A combined St. Andrews Cross/Speed Restriction sign will be provided 235 yards before reaching the crossing in the Down direction in the form



Up Main

A combined St. Andrews Cross/Speed Restriction sign will be provided 352 yards before reaching the crossing in the Up direction in the form



A St. Georges Cross Advance Warning Board will be provided 528 yards before reaching the combined St. Andrews Cross/Speed Restriction sign in the Down direction and 405 yards before reaching the St. Andrews Cross/Speed Restriction signs in the Up Direction. (20)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN OUSTON JUNCTION AND TYNE

Up Slow line signal No.TY.268 has been repositioned 30 yards nearer to Tyne signal box.

Down Slow line automatic signal No.D73BS has been abolished.

TYNE (SWALWELL JUNCTION)

Swalwell Jn. has been re-modelled. The trailing crossover between the Up and Down Carlisle lines at 3m. 79ch. together with the associated slip connections to Swalwell Opencast disposal point and to the Redheugh Branch Single line have been secured out of use pending removal or abolished and replaced as shown below.

Derwentaugh ground frame has been abolished.

The connection from the Shunt Spur to Raine Sidings has also been secured out of use pending removal.

Re-modelling

The new trailing crossover between the Down and Up Carlisle lines (previously laid in approximately 80 yards further east) has been brought into use.

The new facing points leading from Up Carlisle to the Redheugh Branch Single line (previously laid in immediately on the east side of the new trailing crossover) have been brought into use.

A new facing connection from Down Carlisle to Swalwell opencast disposal point has been brought into use immediately on the west side of the new trailing crossover.

The access line to West Dunston Yard has been Slued and connected by new points into the Redheugh Branch approximately 60 yards further east.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TYNE (SWALWELL JUNCTION) – continued

Signalling Alterations

Up Carlisle ground position light signal No.TY.75, applying (indication "D" towards Swalwell opencast disposal point or indicated "M" – Down Carlisle) has been re-positioned 118 yards further east.

Shunt Spur ground position light signal No.TY.80 has been re-positioned 120 yards further east.

West Dunston Yard outwards ground position light signal No. TY77 has been repositioned 95 yards further east.

A new left hand offset subsidiary has been provided on Down Carlisle 3-aspect signal TY81. This applies – Down Carlisle towards Swalwell Opencast disposal point.

*** * NORTON-ON-TEES WEST AND NORTON-ON-TEES SOUTH**

*

Norton West Down Branch Starting signal, together with Norton South Down Branch Inner Distant signal below, has been abolished. (17)

CLIFF HOUSE AND STRANTON

Between Stranton and Cliff House

The Up Goods line has been reinstated. A new facing lead from Up Main to Up Goods has been brought into use at Stranton.

The Permissive Block Regulations now apply on the Up Goods line between Stranton and Cliff House.

Stranton

The Shunt-Ahead semaphore signal (below the Up Main Home signal arm) has been abolished.

A new Up Main Home to Up Goods (with the arm 15ft. above rail level) with an Up Goods "Calling-On" arm below, has been provided on the left-hand side of the Up Main Home signal.

The ground disc on the Up Main applying set back – Up Main to Down Main has been repositioned on the Cliff House side of the new points – Up Main to Up Goods.

The ground disc signal adjacent to the signal box applying set-back – Down Main to Down Siding (route indication "S") or to Up Main (route indication "M") now also applies towards the Up Goods with additional route indication "G".

Cliff House

A Distant signal has been provided on the Up Goods line 1350 yards before reaching the Up Goods Home signal.

The Down Goods Loop has been reinstated.

A new facing lead from Down Main to Down Goods, has been provided immediately on the Cliff House side of Seaton Carew Station.

A new trailing crossover between Up Goods and Down Main has been provided on the north side of Cliff House Signal Box. (This has been formed by utilising the crossovers leading to/from the former Down Goods).

The associated disc (one of two) applying set back from Up Goods to former Down Goods now applies Up Goods to Down Main.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CLIFF HOUSE AND STRANTON – continued

Altered Signals

A position "1" Junction Indicator applying – Down Main to Down Goods Loop, has been provided on the Down Main 3-aspect colour light signal No.123 and a left-hand off-set subsidiary signal applying – Down Main to Down Goods Loop line occupied has also been provided.

The ground disc applying – East Sidings to Goods Sidings or Up Goods has been re-positioned 60 yards further from the signal box.

The route indicator on the ground disc signal on the Up Cliff House Branch applying–Route Indication "G"–towards Up Goods Loop, or to Up Main–Route Indication "M", has been altered to read:–

- "X" – Down Goods Loop line occupied
- "M" – Up Main

The following facing connections have been abolished.

- Up Main to Up Goods Loop (South of signal box)
- Down Main to Down Goods (adjacent to signal box)
- Up Main to Up Goods (North of signal box)

All associated signalling has been abolished.

The following signals have also been abolished.

Down Goods Starting Signal Gantry carrying also the Down Goods Starting to Down Main.

Up Main Home (miniature arm) to Up Goods.

(Ground Disc Signals)

- Shunting-Down Siding
- Up Goods Loop to Up Main
- Down Siding to Down Goods
- Down Main to Down Goods
- Down Goods to Up Goods

(18)

BSC HARTLEPOOL SOUTH WORKS

The B.S.C. signal box has been abolished. All signals worked therefrom dispensed with and the internal track layout reduced.

The double line between the B.R. single lead and B.S.C. sidings has been reduced to a single line under the control of the Signaller at Greatham.

A notice board worded "STOP FOR ORDERS" has been provided 466 yards from the B.R. connection facing inward movements. Similar notice boards have been provided for departing trains/shunting movements at each of the two exists from "B" Grid.

(18)

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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GENERAL APPENDIX

Page 3.10

EQUIPMENT FOR GUARDS VANS

Clause 2.1 Tool Box

Delete:— from list of contents —
 Crowbar (short)
 Extension Tube
 Panel Cutting Tool
 2 Wedges (steel)
 Safety Hand Lamp, electric with cable.

(23D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up m.p.h.	
DONCASTER BLACK CARR JN. TO BERWICK					
Page 32	At Morpeth				
Amend :—			70		16m. 50ch. and 17m. 28ch.
Page 33	Between Morpeth North Jn. and Pegswood				
Delete :—			90		17m. 57ch. and 18m. 16ch.
			80		17m. 61ch. and 17m. 28ch.
Add :—			80	80	17m. 28ch. and 17m. 61ch. w.e.f. Saturday 23 April (23D)
BEDLINGTON TO LYNEMOUTH COLLIERY NCB					
Page 57	Between Green Lane LC and Ashington				
Amend :—			30		2m. 43ch. and 1m. 41ch.
			25		2m. 70ch. and 3m. 02ch.
Add :—			25		3m. 02ch. and 2m. 43ch. w.e.f. Sunday 24 April (23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
MIDDLESBOROUGH GUISBOROUGH JN. TO WHITBY					
Page 144	Amend :-	Marion Lane LC (AOCL)	3 62	20 $\frac{10}{30}$	Approaching level crossing. w.e.f. Thursday 28 April (23D)

MISCELLANEOUS NOTICES

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Any member of the staff who is in possession of the current issue of the Rule Book, General Appendix or Extracts from Rule Book who does not receive a copy of the appropriate Amendment Pages/ Supplement by 30 April must promptly advise his Supervisor. (19)

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

York
15 APRIL, 1983



EASTERN REGION

NN

18

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 30 APRIL

TO

FRIDAY 6 MAY 1983

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 MAY – BETWEEN FENCEHOUSES AND SIGNAL UH125.

The Down line will be slued 11ft. westwards between 13m. 45ch. and 14m. 17ch. (21)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MORPETH AND PEGSWOOD

Attention is drawn to the alteration to the **Permanent Speed Restrictions** on the **Down** line shown in Section D. (20)

SHILDON

The trailing Main to Main crossover has been repositioned 65 yards further from the signal box.

The associated ground disc signal applying – set back – Up Main to Down Main or to Down Branch has been repositioned accordingly in the cess of the Up Main line.

Signalling Alterations

The Down Main Home signal has been repositioned 164 yards before reaching the signal box (55 yards further than previously).

The offset miniature arm applying – Down Main to Down Branch, has been replaced by an adjacent ground disc signal.

The Down Distant signal has been repositioned 229 yards further from the signal box to a position 1,000 yards before reaching the repositioned Down Home signal. (20)

BETWEEN ASHINGTON AND MARCHEYS HOUSE

Attention is drawn to the alteration to the **Permanent Speed Restrictions** on the **Up** line shown in Section D. (20)

BERWICK STATION

An "Off" indicator has been provided on the Down Platform 90 yards before reaching the Down Platform signal T28. This indicator is illuminated when T28 signal is displaying a proceed aspect.

An "Off" indicator has been provided on the Up Platform 136 yards before reaching the Up Platform signal T44. This indicator is illuminated when T44 signal is displaying a proceed aspect. (20)


SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued


MARTON LANE LEVEL CROSSING AT 3m. 62ch. (Between North Ormesby and Nunthorpe)

Marton Lane level crossing has been converted to an Open (A.O.C.L.) Crossing equipped with flashing Red Road signals and pedestrian audible alarms.

A Drivers flashing white light signal has been provided on the Down and Up lines adjacent to the crossing to indicate that the road signals are working.

A combined St. Andrews Cross/Speed Restriction sign has been provided 235 yards before reaching the crossing in the Down direction in the form 

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Down Slow line automatic signal No.D73BS has been abolished. (19)

TYNE (SWALWELL JUNCTION)

Swalwell Jn. has been re-modelled. The trailing crossover between the Up and Down Carlisle lines at 3m. 79ch. together with the associated slip connections to Swalwell Opencast disposal point and to the Redheugh Branch Single line have been secured out of use pending removal or abolished and replaced as shown below.

Derwenthaugh ground frame has been abolished.

The connection from the Shunt Spur to Raine Sidings has also been secured out of use pending removal.

Re-modelling

The new trailing crossover between the Down and Up Carlisle lines (previously laid in approximately 80 yards further east) has been brought into use.

The new facing points leading from Up Carlisle to the Redheugh Branch Single line (previously laid in immediately on the east side of the new trailing crossover) have been brought into use.

A new facing connection from Down Carlisle to Swalwell opencast disposal point has been brought into use immediately on the west side of the new trailing crossover.

The access line to West Dunston Yard has been Slued and connected by new points into the Redheugh Branch approximately 60 yards further east.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****TYNE (SWALWELL JUNCTION) – continued****Signalling Alterations**

Up Carlisle ground position light signal No.TY.75, applying (indication "D" towards Swalwell opencast disposal point or indicated "M" – Down Carlisle) has been re-positioned 118 yards further east.

Shunt Spur ground position light signal No.TY.80 has been re-positioned 120 yards further east.

West Dunston Yard outwards ground position light signal No. TY77 has been repositioned 95 yards further east.

A new left hand offset subsidiary has been provided on Down Carlisle 3-aspect signal TY81. This applies – Down Carlisle towards Swalwell Opencast disposal point. (19)

**** CLIFF HOUSE AND STRANTON****Between Stranton and Cliff House**

The Up Goods line has been reinstated. A new facing lead from Up Main to Up Goods has been brought into use at Stranton.

The Permissive Block Regulations now apply on the Up Goods line between Stranton and Cliff House.

Stranton

The Shunt-Ahead semaphore signal (below the Up Main Home signal arm) has been abolished.

A new Up Main Home to Up Goods (with the arm 15ft. above rail level) with an Up Goods "Calling-On" arm below, has been provided on the left-hand side of the Up Main Home signal.

The ground disc on the Up Main applying set back – Up Main to Down Main has been repositioned on the Cliff House side of the new points – Up Main to Up Goods.

The ground disc signal adjacent to the signal box applying set-back – Down Main to Down Siding (route indication "S") or to Up Main (route indication "M") now also applies towards the Up Goods with additional route indication "G".

Cliff House

A Distant signal has been provided on the Up Goods line 1350 yards before reaching the Up Goods Home signal.

The Down Goods Loop has been reinstated.

A new facing lead from Down Main to Down Goods, has been provided immediately on the Cliff House side of Seaton Carew Station.

A new trailing crossover between Up Goods and Down Main has been provided on the north side of Cliff House Signal Box. (This has been formed by utilising the crossovers leading to/from the former Down Goods).

The associated disc (one of two) applying set back from Up Goods to former Down Goods now applies Up Goods to Down Main.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****TYNE (SWALWELL JUNCTION) – continued****Signalling Alterations**

Up Carlisle ground position light signal No.TY.75, applying (indication "D" towards Swalwell opencast disposal point or indicated "M" – Down Carlisle) has been re-positioned 118 yards further east.

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The associated disc (one of two) applying set back from Up Goods to former Down Goods now applies Up Goods to Down Main.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** CLIFF HOUSE AND STRANTON – continued**

Altered Signals

A position "1" Junction Indicator applying – Down Main to Down Goods Loop, has been provided on the Down Main 3-aspect colour light signal No.123 and a left-hand off-set subsidiary signal applying – Down Main to Down Goods Loop line occupied has also been provided.

The ground disc applying – East Sidings to Goods Sidings or Up Goods has been re-positioned 60 yards further from the signal box.

The route indicator on the ground disc signal on the Up Cliff House Branch applying–Route Indication "G"–towards Up Goods Loop, or to Up Main–Route Indication "M", has been altered to read:–

"X" – Down Goods Loop line occupied
 "M" – Up Main

The following facing connections have been abolished.

Up Main to Up Goods Loop (South of signal box)
 Down Main to Down Goods (adjacent to signal box)
 Up Main to Up Goods (North of signal box)

All associated signalling has been abolished.

The following signals have also been abolished.

Down Goods Starting Signal Gantry carrying also the Down Goods Starting to Down Main.

Up Main Home (miniature arm) to Up Goods.

(Ground Disc Signals)

Shunting-Down Siding
 Up Goods Loop to Up Main
 Down Siding to Down Goods
 Down Main to Down Goods
 Down Goods to Up Goods

(18)

**** BSC HARTLEPOOL SOUTH WORKS**

The B.S.C. signal box has been abolished. All signals worked therefrom dispensed with and the internal track layout reduced.

The double line between the B.R. single lead and B.S.C. sidings has been reduced to a single line under the control of the Signaller at Greatham.

A notice board worded "STOP FOR ORDERS" has been provided 466 yards from the B.R. connection facing inward movements. Similar notice boards have been provided for departing trains/shunting movements at each of the two exists from "B" Grid.

(18)



EASTERN REGION

NN

19

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 MAY

TO

FRIDAY 13 MAY 1983

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

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DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 7 and SUNDAY 8 MAY – EASINGTON

The following signals will be abolished:-

- Disc – Departure line to Colliery
- Miniature Arm – Colliery to Departure line.
- Up Main Home
- Up Main Starting

The former Departure line (adjacent to the Down Main) will be re-named Reception line and a new facing crossover between the Down and Up Main lines will be brought into use adjacent to the signal box.

New Signals

A new 3-aspect colour light Up Main Home signal with right-hand offset subsidiary applying towards the Reception line, will be brought into use 243yds.before reaching the signal box.

A new 3-aspect colour light Up Main Intermediate Block Home signal will be brought into use. 1228 yds after passing the signal box.

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

Signal	Line	Route Indication	Destination
25	Reception Line	“F” “A” “D” “M”	Fulls Sidings Arrival Line 1 or Arrival Line 2 Departure Line Down Main
26	Down Main		Reception Line
29	Fulls Sidings		Reception Line
31	Departure Line		Reception Line
33	Arrival Line 1		Reception Line
35	Arrival Line 2		Reception Line

Altered Signal

The route indications on ground position light signal No.5 at the Up Main end of the trailing crossover at the south end of the Reception line will be altered as follows:-

- Up Main to Down Main – Route Indication “M”
- Up Main to Reception Line – Route Indication “R”

No.3 ground frame will be abolished. The associated points will now be power operated from the signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

MONDAY 9 MAY – PERCY MAIN

A temporary crossing will be installed at 03m. 42ch. from 09 00 Monday 9 May.

A "Stop Await Instructions" notice board will be provided, 25 yds. from the crossing for trains approaching from Earsdon. (22)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN FENCEHOUSES AND SIGNAL UH125

The Down line has been slued 11ft. westwards between 13m. 45ch. and 14m. 17ch. (21)

BETWEEN MORPETH AND PEGSWOOD

Attention is drawn to the alteration to the **Permanent Speed Restrictions** on the **Down** line shown in Section D. (20)

SHILDON

The trailing Main to Main crossover has been repositioned 65 yards further from the signal box.

The associated ground disc signal applying – set back – Up Main to Down Main or to Down Branch has been repositioned accordingly in the cess of the Up Main line.

Signalling Alterations

The Down Main Home signal has been repositioned 164 yards before reaching the signal box (55 yards further than previously).

The offset miniature arm applying – Down Main to Down Branch, has been replaced by an adjacent ground disc signal.

The Down Distant signal has been repositioned 229 yards further from the signal box to a position 1,000 yards before reaching the repositioned Down Home signal. (20)

BETWEEN ASHINGTON AND MARCHEYS HOUSE

Attention is drawn to the alteration to the **Permanent Speed Restrictions** on the **Up** line shown in Section D. (20)

BERWICK STATION

An "Off" indicator has been provided on the Down Platform 90 yards before reaching the Down Platform signal T28. This indicator is illuminated when T28 signal is displaying a proceed aspect.

An "Off" indicator has been provided on the Up Platform 136 yards before reaching the Up Platform signal T44. This indicator is illuminated when T44 signal is displaying a proceed aspect. (20)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

Thurs. 10.5.1983?

MARTON LANE LEVEL CROSSING AT 3m. 62ch. (Between North Ormesby and Nunthorpe)

Marton Lane level crossing has been converted to an Open (A.O.C.L.) Crossing equipped with flashing Red Road signals and pedestrian audible alarms.

A Drivers flashing white light signal has been provided on the Down and Up lines adjacent to the crossing to indicate that the road signals are working.

A combined St. Andrews Cross/Speed Restriction sign has been provided 235 yards before reaching the crossing in the Down direction in the form



Up Main

A combined St. Andrews Cross/Speed Restriction sign has been provided 352 yards before reaching the crossing in the Up direction in the form



A St. Georges Cross Advance Warning Board has been provided 528 yards before reaching the combined St. Andrews Cross/Speed Restriction sign in the Down direction and 405 yards before reaching the St. Andrews Cross/Speed Restriction signs in the Up Direction. (20)

**** BETWEEN OUSTON JUNCTION AND TYNE**

Up Slow line signal No.TY.268 has been repositioned 30 yards nearer to Tyne signal box.

Down Slow line automatic signal No.D73BS has been abolished.

(19)

**** TYNE (SWALWELL JUNCTION)**

Swalwell Jn. has been re-modelled. The trailing crossover between the Up and Down Carlisle lines at 3m. 79ch. together with the associated slip connections to Swalwell Opencast disposal point and to the Redheugh Branch Single line have been secured out of use pending removal or abolished and replaced as shown below.

Derwenthaugh ground frame has been abolished.

The connection from the Shunt Spur to Raine Sidings has also been secured out of use pending removal.

Re-modelling

The new trailing crossover between the Down and Up Carlisle lines (previously laid in approximately 80 yards further east) has been brought into use.

The new facing points leading from Up Carlisle to the Redheugh Branch Single line (previously laid in immediately on the east side of the new trailing crossover) have been brought into use.

A new facing connection from Down Carlisle to Swalwell opencast disposal point has been brought into use immediately on the west side of the new trailing crossover.

The access line to West Dunston Yard has been Slued and connected by new points into the Redheugh Branch approximately 60 yards further east.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** TYNE (SWALWELL JUNCTION) - continued

Signalling Alterations

Up Carlisle ground position light signal No.TY.75, applying (indication "D" towards Swalwell opencast disposal point or indicated "M" - Down Carlisle) has been re-positioned 118 yards further east.

Shunt Spur ground position light signal No.TY.60 has been re-positioned 120 yards further east.

West Dunston Yard outwards ground position light signal No.TY77 has been repositioned 95 yards further east.

A new left hand offset subsidiary has been provided on Down Carlisle 3-aspect signal TY81. This applies - Down Carlisle towards Swalwell Opencast disposal point. (19)



EASTERN REGION

NN

20

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 14 MAY

TO

FRIDAY 20 MAY 1983

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

SATURDAY 14 MAY – BETWEEN HOLYWELL AND HARTLEY LC

Attention is drawn to the alterations to the **Permanent Speed Restrictions** on the **Down and Up lines** shown in Section D. (23)

DETAILS OF WORK ALREADY CARRIED OUT

STRANTON

The connection Down Main to M.P.D. has been secured out of use pending removal. All associated signalling has been disconnected. (New Item) (22)

****BETWEEN MORPETH AND PEGSWOOD**

Attention is drawn to the alteration to the **Permanent Speed Restrictions** on the **Down line** shown in Section D. (20)

****BERWICK STATION**

An "Off" indicator has been provided on the Down Platform 90 yards before reaching the Down Platform signal T28. This indicator is illuminated when T28 signal is displaying a proceed aspect. |

An "Off" indicator has been provided on the Up Platform 136 yards before reaching the Up Platform signal T44. This indicator is illuminated when T44 signal is displaying a proceed aspect. | (20)

****SHILDON**

The trailing Main to Main crossover has been repositioned 65 yards further from the signal box. |

The associated ground disc signal applying – set back – Up Main to Down Main or to Down Branch has been repositioned accordingly in the cess of the Up Main line. |

Signalling Alterations

The Down Main Home signal has been repositioned 164 yards before reaching the signal box (55 yards further than previously). |

The offset miniature arm applying – Down Main to Down Branch, has been replaced by an adjacent ground disc signal. |

The Down Distant signal has been repositioned 229 yards further from the signal box to a position 1,000 yards before reaching the repositioned Down Home signal. | (20)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN FENCEHOUSES AND SIGNAL UH125

The Down line has been slued 11ft. westwards between 13m. 45ch. and 14m. 17ch. (21)

PERCY MAIN

A temporary crossing has been installed at 03m. 42ch.

A "Stop Await Instructions" notice board has been provided, 25 yards from the crossing for trains approaching from Earsdon. (22)

**** BETWEEN ASHINGTON AND MARCHEYS HOUSE**

Attention is drawn to the alteration to the **Permanent Speed Restrictions** on the **Up** line shown in Section D. (20)

EASINGTON

The following signals have been abolished:–

- Disc – Departure line to Colliery
- Miniature Arm – Colliery to Departure line.
- Up Main Home
- Up Main Starting

The former Departure line (adjacent to the Down Main) has been re-named Reception line and a new facing crossover between the Down and Up Main lines has been brought into use adjacent to the signal box.

New Signals

A new 3-aspect colour light Up Main Home signal with right-hand offset subsidiary applying towards the Reception line, has been brought into use 243yds. before reaching the signal box.

A new 3-aspect colour light Up Main Intermediate Block Home signal has been brought into use. 1228 yds. after passing the signal box.

The following new ground position light signals have been provided:–

Signal	Line	Route Indication	Destination
25	Reception Line	"F" "A" "D" "M"	Fulls Sidings Arrival Line 1 or Arrival Line 2 Departure Line Down Main
26	Down Main		Reception Line
29	Fulls Sidings		Reception Line
31	Departure Line		Reception Line
33	Arrival Line 1		Reception Line
35	Arrival Line 2		Reception Line

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

EASINGTON – continued

Altered Signal

The route indications on ground position light signal No.5 at the Up Main end of the trailing crossover at the south end of the Reception line have been altered as follows:—


- Up Main to Down Main – Route Indication "M"
- Up Main to Reception Line – Route Indication "R"

No.3 ground frame has been abolished. The associated points are now power operated from the signal box. (22)


MARTON LANE LEVEL CROSSING AT 3m. 62ch. (Between North Ormesby and Nunthorpe)

Marton Lane level crossing has been converted to an Open (A.O.C.L.) Crossing equipped with flashing Red Road signals and pedestrian audible alarms.

A Drivers flashing white light signal has been provided on the Down and Up lines adjacent to the crossing to indicate that the road signals are working.

A combined St. Andrews Cross/Speed Restriction sign has been provided 235 yards before reaching the crossing in the Down direction in the form 

Up Main

A combined St. Andrews Cross/Speed Restriction sign has been provided 352 yards before reaching the crossing in the Up direction in the form 

A St. Georges Cross Advance Warning Board has been provided 528 yards before reaching the combined St. Andrews Cross/Speed Restriction sign in the Down direction and 405 yards before reaching the St. Andrews Cross/Speed Restriction signs in the Up Direction. (22)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

RULE BOOK

Section P, Clause 1.1 (as amended in Supplement No.8)

The second paragraph of this Clause will not come into effect until October 1983. An appropriate entry drawing attention to the introduction will be published in a future Periodical Operating Notice. (23D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (BR.29960)

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM

Regulation 3 – LOCOMOTIVES AND LOCOMOTIVES AND BRAKE VAN COUPLED TOGETHER

**Delete and substitute w.e.f. Monday 16 May:—
LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER**

Two or more light locomotives coupled together must be signalled as a light locomotive.

A locomotive hauling one or more "dead" locomotives must be signalled in accordance with the General Appendix instructions.

A locomotive (s) with a brake van (s) attached must be signalled as a freight train.

In each case the Signaller in advance must be advised the formation. (23D)

Regulation 10 – LOCOMOTIVE ASSISTING IN REAR OF TRAIN

- Delete Clauses (a) to (d) inclusive and substitute w.e.f. Monday 16 May:—**
- (a) After the **Train entering section** signal has been sent and the block indicator has been placed to **Train on line** for a train assisted by a locomotive in rear the **Locomotive assisting in rear of train** signal (2-2) must be sent to the Signaller in advance. The signal must at once be recorded in the train register.
 - (b) If the train is assisted in rear by more than one locomotive, the Signaller in advance must be advised of the formation. Both Signalmen must record the formation in the train register.
 - (c) The **Train out of section** signal must not be sent until the assisting locomotive (s) has arrived.
 - (d) If the assisting locomotive (s) does not proceed into the section after the **Locomotive assisting in rear of train** signal has been acknowledged the Signaller must advise the Signaller in advance accordingly and each Signaller must make an appropriate entry in the train register. (23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

Regulation 3 – LOCOMOTIVES AND LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER

Delete and substitute w.e.f. Monday 16 May:–
LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER

Two or more light locomotives coupled together must be signalled as a light locomotive.

A light locomotive hauling one or more "dead" locomotives must be signalled in accordance with the General Appendix instructions.

A locomotive (s) with a brake van (s) attached must be signalled as a freight train.

In each case the Signalman in advance must be advised the formation. (23D)

Regulation 10 – LOCOMOTIVE ASSISTING IN REAR OF TRAIN

Delete Clauses (a) to (d) inclusive and substitute w.e.f. Monday 16 May:–

- (a) After the **Train entering section** signal has been sent and acknowledged for a train assisted by a locomotive in rear the **Locomotive assisting in rear of train** signal (2-2) must be sent to the Signalman in advance. The signal must at once be recorded in the train register.
- (b) If the train is assisted in rear by more than one locomotive the Signalman in advance must be advised of the formation. Both Signalmen must record the formation in the train register.
- (c) The **Train out of section** signal must not be sent until the assisting locomotive (s) has arrived.
- (d) If the assisting locomotive (s) does not proceed into the section after the **Locomotive assisting in rear of train** signal has been acknowledged the Signalman must advise the Signalman in advance accordingly and each Signalman must make an appropriate entry in the train register. (23D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (BR.30062)

SIGNALMEN'S GENERAL INSTRUCTIONS

Page 7

4 Bell Signals – Delete w.e.f. Monday 16 May:–

Locomotives with one or two brake vans assisting in rear of train – 2-3-1. (23D)

REGULATIONS FOR TRAIN SIGNALLING BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 3 – Mode of Signalling

Delete Clauses 3.3.1 and 3.3.2 and substitute w.e.f. Monday 16 May:–

- 3.3.1 Two or more light locomotives coupled together must be described as a light locomotive.
- 3.3.2 A locomotive hauling one or more dead locomotives must be dealt with in accordance with the General Appendix instructions. A locomotive (s) with brake van (s) attached must be described as a freight train. (23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

GENERAL APPENDIX

Page 3.5 (as amended in Supplement No.2)

PARCELS TRAIN AND EMPTY COACHING STOCK TRAINS COMPOSED OF VEHICLES WITH DIFFERENT BRAKING SYSTEMS

Delete Clause 3 and substitute w.e.f. Monday 16 May:—

3. The automatic brake must be coupled up and in use on not less than half the vehicles and the train must be signalled as a Class 9 train. (23D)

Page 3.10

EQUIPMENT FOR GUARDS VANS

Clause 2.1 Tool Box

Delete:— from list of contents –

- Crowbar (short)
- Extension Tube
- Panel Cutting Tool
- 2 Wedges (steel)
- Safety Hand Lamp, electric with cable.

(23D)

Page 11.3 – BATTERY ELECTRIC TAIL LAMPS

Delete Clause 1.1 and substitute w.e.f. Monday 16 May:—

Except where specially authorised by the Regional Chief Operating Manager, battery electric tail lamps will be used on highly flammable liquid and flammable gas trains (Clause 6). They will also be used when available on other trains as shown in Clauses 7 and 8. (23D)

Page 11.6

Delete Clause 7.1 and substitute w.e.f. Monday 16 May:—

When a fully charged battery electric tail lamp is available this should be used. The lamp provided should belong to the "Home" or destination terminal. (23D)

**WORKING MANUAL FOR RAIL STAFF BR 30054
WHITE PAGES – PART 6**

B. Assessing the Train (Except Freightliner Trains)

1. Manual (non-TOPS) and TOPS Train Preparation

Revised Classification of Freight Trains – Alterations to Booked Class of Train

Attention is drawn to the revision of the classification of freight trains introduced from 16 May 1983. In future the classification of a freight train will reflect its maximum permitted speed as an aid to the regulation of trains. Details appear in Section A of the Working Manual for Rail Staff, White Pages as amended pages dated May 1983.

Where the maximum permitted speed of a vehicle actually conveyed on the train is such as to change the class of train from that booked, as described in Paragraph A3 of the White Pages of the Working Manual, the person in charge of the yard, or in the case of a location and unstaffed at the time, the member of staff responsible for train preparation, must ensure that the class of train is altered accordingly. If necessary, prior agreement must be obtained to the reclassification. He must advise the driver and all other staff concerned of the altered class of train and maximum permissible speed, and inform the signaller responsible for the location from which the train will run under a different class from that booked of this fact so that the train is correctly signalled. (23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
DONCASTER BLACK CARR JN. TO BERWICK					
Page 32	At Morpeth				
Amend :-			70	16m. 50ch. and 17m. 28ch.	
Page 33	Between Morpeth North Jn. and Pegswood				
Delete :-			90	17m. 57ch. and 18m. 16ch.	
			80	17m. 61ch. and 17m. 28ch.	
Add :-			80	80 17m. 28ch. and 17m. 61ch.	(23D)
BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON					
Page 53	Between Holywell and Seghill North L.C.				
Amend:-			30	8m. 63ch. and 9m. 30ch.	
At Seghill North L.C.					
Delete:-			15	9m. 30ch. and 9m. 03ch.	
Between Seghill North L.C. and Hartley L.C.					
Amend:-			30	10m. 10ch. and 9m. 03ch. w.e.f. Saturday 14 May (23D)	
BEDLINGTON TO LYNEMOUTH COLLIERY NCB					
Page 57	Between Green Lane LC and Ashington				
Amend :-			30	2m. 43ch. and 1m. 41ch.	
			25	2m. 70ch. and 3m. 02ch.	
Add :-			25	3m. 02ch. and 2m. 43ch.	(23D)
MIDDLESBOROUGH GUISBOROUGH JN. TO WHITBY					
Page 144	Amend :-	Marton Lane LC (AOCL)	3 62	20 $\frac{10}{30}$	Approaching level crossing.
					(23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 269

TYNE DOCK BRANCH

Add:–

JARROW YARD

If an Up Class 9 train cannot be shunted into the spur for subsequent departure from signal 702, owing to its length, the Signaller must be advised and arrangements made for it to be hauled on to the single line by the pilot locomotive to the rear of signal 708. (23D)

MISCELLANEOUS NOTICES

** WORKING MANUAL FOR RAIL STAFF B.R. 30054

WHITE PAGES

Amended classification of freight trains, commencing 16 May. Staff to note that amended pages are now being distributed.

Further Supplements to the Rule Book and General Appendix, as shown hereunder, incorporating alterations and additions following the introduction of Guardless trains and certain other amendments, are in the course of distribution but will not operate until Saturday, 4 June, 1983 :–

1. RULE BOOK AMENDMENT PAGES –
ISSUE NO.9 – BR 87109/34
2. GENERAL APPENDIX AMENDMENT PAGES –
ISSUE NO.3 – BR 29944/30

Any member of the staff who is in possession of the current issue of the Rule Book or General Appendix who does not receive a copy of the appropriate Amendment Pages by 23 May, must promptly advise his Supervisor. (23D)

ALTERATIONS AND ADDITIONS TO THE RULE BOOK – ISSUE NO.8

On the list of re-issued pages inside the cover, please note that page T.15 should refer to new clauses 9.5 to 9.10. (22)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

ALTERATIONS AND ADDITIONS TO THE GENERAL APPENDIX - ISSUE NO.2

On the list of Minor Alterations on Amendment Sheet No.2, please note that reference to Page 3.8 should read Page 3.18. (22)

- ** 1. RULE BOOK AMENDMENT PAGES - ISSUE NO. 8 - BR.87109/32
- 2. GENERAL APPENDIX AMENDMENT PAGES - ISSUE NO. 2 - BR.29944/29
- 3. ALTERATIONS AND ADDITIONS TO THE EXTRACTS FROM RULE BOOK - SUPPLEMENT NO. 2 - BR.87109/33

The above mentioned publications are in the course of distribution but will not operate until Monday, 16 May, 1983.

Any member of the staff who is in possession of the current issue of the Rule Book, General Appendix or Extracts from Rule Book who has not received a copy of the appropriate Amendment Pages/Supplement must promptly advise his Supervisor. (19)

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

York
6 MAY, 1983



EASTERN REGION

NN

21

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 MAY

TO

FRIDAY 27 MAY 1983

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 MAY – NORTHALLERTON

The Up Passenger Loop between 30m. 59ch. and 32m. 17ch. will be abolished together with the associated signalling.

Up Main signals N2, N5 and N8 will be replated as automatic signals.

The Junction Indicator Position '1' (applying Up Main to Up Loop) will be removed from N2 signal. (24)

MONDAY 23 MAY – CLIFF HOUSE (SEATON SNOOK JUNCTION)

Cliff House South No.3 ground frame will be abolished.

The Up Siding trap points will be secured out of use pending removal. The Branch Loop points will be converted to hand-operation and a noticeboard worded "STOP EXAMINE POINTS" will be provided on the immediate approach to these points. (24)

MONDAY 23 to FRIDAY 27 MAY – NORTH SHORE

The points adjacent to the signalbox leading to the Up and Down Goods Loops and Nos.1, 2 and 3 Reception Sidings will be secured out of use pending removal.

All associated signalling will be abolished.

The trailing crossover between the Down and Up Main Lines will be secured out of use pending removal.

The associated position-light signals, (Nos. 912 and 913) together with the "LIMIT OF SHUNT" indicator will be abolished. (24)

DETAILS OF WORK ALREADY CARRIED OUT

**** BETWEEN FENCEHOUSES AND SIGNAL UH125**

The Down line has been slued 11ft. westwards between 13m. 45ch. and 14m. 17ch. (21)

PERCY MAIN

A temporary crossing has been installed at 03m. 42ch.

A "Stop Await Instructions" notice board has been provided, 25 yards from the crossing for trains approaching from Earsdon. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN HOLYWELL AND HARTLEY LC

Attention is drawn to the alterations to the **Permanent Speed Restrictions** on the **Down and Up** lines shown in Section D. (23)

STRANTON

The connection Down Main to M.P.D. has been secured out of use pending removal. All associated signalling has been disconnected. (22)

EASINGTON

The following signals have been abolished:-

- Disc – Departure line to Colliery
- Miniature Arm – Colliery to Departure line.
- Up Main Home
- Up Main Starting

The former Departure line (adjacent to the Down Main) has been re-named Reception line and a new facing crossover between the Down and Up Main lines has been brought into use adjacent to the signal box.

New Signals

A new 3-aspect colour light Up Main Home signal with right-hand offset subsidiary applying towards the Reception line, has been brought into use 243yds. before reaching the signal box.

A new 3-aspect colour light Up Main Intermediate Block Home signal has been brought into use. 1228 yds. after passing the signal box.

The following new ground position light signals have been provided:-

Signal	Line	Route Indication	Destination
25	Reception Line	“F” “A” “D” “M”	Fulls Sidings Arrival Line 1 or Arrival Line 2 Departure Line Down Main
26	Down Main		Reception Line
29	Fulls Sidings		Reception Line
31	Departure Line		Reception Line
33	Arrival Line 1		Reception Line
35	Arrival Line 2		Reception Line

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

EASINGTON – continued

Altered Signal

The route indications on ground position light signal No.5 at the Up Main end of the trailing crossover at the south end of the Reception line have been altered as follows:—

- Up Main to Down Main – Route Indication "M"
- Up Main to Reception Line – Route Indication "R"

No.3 ground frame has been abolished. The associated points are now power operated from the signal box. (22)

MARTON LANE LEVEL CROSSING AT 3m. 62ch. (Between North Ormesby and Nunthorpe)

Marion Lane level crossing has been converted to an Open (A.O.C.L.) Crossing equipped with flashing Red Road signals and pedestrian audible alarms.

A Drivers flashing white light signal has been provided on the Down and Up lines adjacent to the crossing to indicate that the road signals are working.

A combined St. Andrews Cross/Speed Restriction sign has been provided 235 yards before reaching the crossing in the Down direction in the form



Up Main

A combined St. Andrews Cross/Speed Restriction sign has been provided 352 yards before reaching the crossing in the Up direction in the form



A St. Georges Cross Advance Warning Board has been provided 528 yards before reaching the combined St. Andrews Cross/Speed Restriction sign in the Down direction and 405 yards before reaching the St. Andrews Cross/Speed Restriction signs in the Up Direction. (22)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

RULE BOOK

Section P, Clause 1.1 (as amended in Supplement No.8)

The second paragraph of this Clause will not come into effect until October 1983. An appropriate entry drawing attention to the introduction will be published in a future Periodical Operating Notice. (23D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (BR.29960)**REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM****Regulation 3 – LOCOMOTIVES AND LOCOMOTIVES AND BRAKE VAN COUPLED TOGETHER**

Delete and substitute :-

LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER

Two or more light locomotives coupled together must be signalled as a light locomotive.

A locomotive hauling one or more "dead" locomotives must be signalled in accordance with the General Appendix instructions.

A locomotive (s) with a brake van (s) attached must be signalled as a freight train.

In each case the Signaller in advance must be advised the formation. (23D)

Regulation 10 – LOCOMOTIVE ASSISTING IN REAR OF TRAIN

Delete Clauses (a) to (d) inclusive and substitute :-

- (a) After the **Train entering section** signal has been sent and the block indicator has been placed to **Train on line** for a train assisted by a locomotive in rear the **Locomotive assisting in rear of train** signal (2-2) must be sent to the Signaller in advance. The signal must at once be recorded in the train register.
- (b) If the train is assisted in rear by more than one locomotive, the Signaller in advance must be advised of the formation. Both Signallers must record the formation in the train register.
- (c) The **Train out of section** signal must not be sent until the assisting locomotive (s) has arrived.
- (d) If the assisting locomotive (s) does not proceed into the section after the **Locomotive assisting in rear of train** signal has been acknowledged the Signaller must advise the Signaller in advance accordingly and each Signaller must make an appropriate entry in the train register. (23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

Regulation 3 – LOCOMOTIVES AND LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER

Delete and substitute :-

LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER

Two or more light locomotives coupled together must be signalled as a light locomotive.

A light locomotive hauling one or more "dead" locomotives must be signalled in accordance with the General Appendix instructions.

A locomotive (s) with a brake van (s) attached must be signalled as a freight train.

In each case the Signaller in advance must be advised the formation. (23D)

Regulation 10 – LOCOMOTIVE ASSISTING IN REAR OF TRAIN

Delete Clauses (a) to (d) inclusive and substitute :-

- (a) After the **Train entering section** signal has been sent and acknowledged for a train assisted by a locomotive in rear the **Locomotive assisting in rear of train** signal (2-2) must be sent to the Signaller in advance. The signal must at once be recorded in the train register.
- (b) If the train is assisted in rear by more than one locomotive the Signaller in advance must be advised of the formation. Both Signallers must record the formation in the train register.
- (c) The **Train out of section** signal must not be sent until the assisting locomotive (s) has arrived.
- (d) If the assisting locomotive (s) does not proceed into the section after the **Locomotive assisting in rear of train** signal has been acknowledged the Signaller must advise the Signaller in advance accordingly and each Signaller must make an appropriate entry in the train register. (23D)

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (BR.30062)

SIGNALMEN'S GENERAL INSTRUCTIONS

Page 7

4 Bell Signals – Delete :-

Locomotives with one or two brake vans assisting in rear of train – 2-3-1. (23D)

REGULATIONS FOR TRAIN SIGNALLING BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 3 – Mode of Signalling

Delete Clauses 3.3.1 and 3.3.2 and substitute :-

3.3.1 Two or more light locomotives coupled together must be described as a light locomotive.

3.3.2 A locomotive hauling one or more dead locomotives must be dealt with in accordance with the General Appendix instructions. A locomotive (s) with brake van (s) attached must be described as a freight train. (23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

GENERAL APPENDIX

Page 3.5 (as amended in Supplement No.2)

PARCELS TRAIN AND EMPTY COACHING STOCK TRAINS COMPOSED OF VEHICLES WITH DIFFERENT BRAKING SYSTEMS

Delete Clause 3 and substitute :-

3. The automatic brake must be coupled up and in use on not less than half the vehicles and the train must be signalled as a Class 9 train. (23D)

Page 3.10

** EQUIPMENT FOR GUARDS VANS

Clause 2.1 Tool Box

Delete:- from list of contents -

- Crowbar (short)
- Extension Tube
- Panel Cutting Tool
- 2 Wedges (steel)
- Safety Hand Lamp, electric with cable.

(21)

Page 11.3 - BATTERY ELECTRIC TAIL LAMPS

Delete Clause 1.1 and substitute :-

Except where specially authorised by the Regional Chief Operating Manager, battery electric tail lamps will be used on highly flammable liquid and flammable gas trains (Clause 6). They will also be used when available on other trains as shown in Clauses 7 and 8. (23D)

Page 11.6

Delete Clause 7.1 and substitute :-

When a fully charged battery electric tail lamp is available this should be used. The lamp provided should belong to the "Home" or destination terminal. (23D)

WORKING MANUAL FOR RAIL STAFF BR 30054
WHITE PAGES - PART 6

B. Assessing the Train (Except Freightliner Trains)

1. Manual (non-TOPS) and TOPS Train Preparation

Revised Classification of Freight Trains - Alterations to Booked Class of Train

Attention is drawn to the revision of the classification of freight trains introduced from 16 May 1983. In future the classification of a freight train will reflect its maximum permitted speed as an aid to the regulation of trains. Details appear in Section A of the Working Manual for Rail Staff, White Pages as amended pages dated May 1983.

Where the maximum permitted speed of a vehicle actually conveyed on the train is such as to change the class of train from that booked, as described in Paragraph A3 of the White Pages of the Working Manual, the person in charge of the yard, or in the case of a location and unstaffed at the time, the member of staff responsible for train preparation, must ensure that the class of train is altered accordingly. If necessary, prior agreement must be obtained to the reclassification. He must advise the driver and all other staff concerned of the altered class of train and maximum permissible speed, and inform the signalman responsible for the location from which the train will run under a different class from that booked of this fact so that the train is correctly signalled. (23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
DONCASTER BLACK CARR JN. TO BERWICK					
Page 32	At Morpeth				
Amend :-			70		16m. 50ch. and 17m. 28ch.
BETWEEN MORPETH NORTH JN. AND PEGSWOOD					
Page 33	Between Morpeth North Jn. and Pegswood				
Delete :-			90		17m. 57ch. and 18m. 16ch.
			80		17m. 61ch. and 17m. 28ch.
Add :-			80	80	17m. 28ch. and 17m. 61ch.
(23D)					
BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON					
Page 53	Between Holywell and Seghill North L.C.				
Amend:-			30		8m. 63ch. and 9m. 30ch.
	At Seghill North L.C.				
Delete:-			15		9m. 30ch. and 9m. 03ch.
	Between Seghill North L.C. and Hartley L.C.				
Amend:-			30		10m. 10ch. and 9m. 03ch.
(23D)					
BEDLINGTON TO LYNEMOUTH COLLIERY NCB					
Page 57	Between Green Lane LC and Ashington				
Amend :-			30		2m. 43ch. and 1m. 41ch.
			25		2m. 70ch. and 3m. 02ch.
Add :-			25		3m. 02ch. and 2m. 43ch.
(23D)					
MIDDLESBOROUGH GUISBOROUGH JN. TO WHITBY					
Page 144	Amend :-	Marton Lane LC (AOCL)	3 62	20	$\frac{10}{30}$ Approaching level crossing.
(23D)					

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 269

TYNE DOCK BRANCH

Add:-

JARROW YARD

If an Up Class 9 train cannot be shunted into the spur for subsequent departure from signal 702, owing to its length, the Signaller must be advised and arrangements made for it to be hauled on to the single line by the pilot locomotive to the rear of signal 708. (23D)

MISCELLANEOUS NOTICES

Further Supplements to the Rule Book and General Appendix, as shown hereunder, incorporating alterations and additions following the introduction of Guardless trains and certain other amendments, are in the course of distribution but will not operate until Saturday, 4 June, 1983 :-

1. RULE BOOK AMENDMENT PAGES -
ISSUE NO.9 - BR 87109/34
2. GENERAL APPENDIX AMENDMENT PAGES -
ISSUE NO.3 - BR 29944/30

Any member of the staff who is in possession of the current issue of the Rule Book or General Appendix who does not receive a copy of the appropriate Amendment Pages by 23 May, must promptly advise his Supervisor. (23D)

ALTERATIONS AND ADDITIONS TO THE RULE BOOK - ISSUE NO.8

On the list of re-issued pages inside the cover, please **note** that page T.15 should refer to new clauses 9.5 to 9.10. (22)

ALTERATIONS AND ADDITIONS TO THE GENERAL APPENDIX - ISSUE NO.2

On the list of Minor Alterations on Amendment Sheet No.2, please **note** that reference to Page 3.8 should read Page 3.18. (22)

MP.32/NN

R.M. WILLIAMS
Chief Operating ManagerYork
13 MAY, 1983



EASTERN REGION

NN

22/23

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 28 MAY

TO

FRIDAY 10 JUNE 1983

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 29 MAY – BETWEEN WHITEHOUSE AND GRANGETOWN

The Grangetown Gantry-mounted Down Main Signal No.G717 will be renewed as a straight post signal.
Up Main Signal No.G724 will be renewed on a straight post.

The Whitehouse ground-mounted 3-aspect signal No.W21 will be elevated to normal height on a straight post. (25)

WEDNESDAY 1 JUNE – HARTLEPOOL

The connection Down Main to the North Bay Platform and Bay Siding will be secured out of use pending renewal.

All associated signalling will be abolished. (25)

SUNDAY 5 JUNE – OUSTON JUNCTION AND THE CONSETT BRANCH

The Down Branch line will be slued into the former Up Branch at 0m. 05ch. and the Up Branch line to Consett will be dispensed with. The Down Branch will be operated as a Single line in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations.

Ouston Junction

The Down Slow line will be slued into the Up Slow at 73½ m.p. to form a single ended facing connection – Down single line to Down slow.

Signalling Alterations

An additional route indication "S" applying towards the Down Slow will be provided on Up Main No.270 position light signal.

Up Slow 4-aspect automatic signal No.TY262 will be converted to a controlled signal. (26)

DETAILS OF WORK ALREADY CARRIED OUT

NORTHALLERTON

The Up Passenger Loop between 30m. 59ch. and 32m. 17ch. has been abolished together with the associated signalling.

Up Main signals N2, N5 and N8 have been replated as automatic signals.

The Junction Indicator Position "1" (applying Up Main to Up Loop) has been removed from N2 signal. (24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORKS ALREADY CARRIED OUT – continued

CLIFF HOUSE (SEATON SNOOK JUNCTION)

Cliff House South No.3 ground frame has been abolished.

The Up Siding trap points have been secured out of use pending removal. The Branch Loop points have been converted to hand-operation and a notice board worded "STOP EXAMINE POINTS" has been provided on the immediate approach to these points. (24)

NORTH SHORE

The points adjacent to the signalbox leading to the Up and Down Goods Loops and Nos.1, 2 and 3 Reception Sidings have been secured out of use pending removal.

All associated signalling has been abolished.

The trailing crossover between the Down and Up Main lines has been secured out of use pending removal.

The associated position-light signals, (Nos. 912 and 913) together with the "LIMIT OF SHUNT" indicator has been abolished. (24)

**** PERCY MAIN**

A temporary crossing has been installed at 03m. 42ch.

A "Stop Await Instructions" notice board has been provided, 25 yards from the crossing for trains approaching from Earsdon. (22)

**** BETWEEN HOLYWELL AND HARTLEY LC**

Attention is drawn to the alterations to the **Permanent Speed Restrictions** on the **Down and Up** lines shown in Section D. (23)

**** STRANTON**

The connection Down Main to M.P.D. has been secured out of use pending removal. All associated signalling has been disconnected. (22)

**** EASINGTON**

The following signals have been abolished:-

- Disc – Departure line to Colliery
- Miniature Arm – Colliery to Departure line.
- Up Main Home
- Up Main Starting

The former Departure line (adjacent to the Down Main) has been re-named Reception line and a new facing crossover between the Down and Up Main lines has been brought into use adjacent to the signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** EASINGTON – continued

New Signals

A new 3-aspect colour light Up Main Home signal with right-hand offset subsidiary applying towards the Reception line, has been brought into use 243yds. before reaching the signal box.

A new 3-aspect colour light Up Main Intermediate Block Home signal has been brought into use. 1228 yds. after passing the signal box.

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

Signal	Line	Route Indication	Destination
25	Reception Line	“F” “A” “D” “M”	Fulls Sidings Arrival Line 1 or Arrival Line 2 Departure Line Down Main
26	Down Main		Reception Line
29	Fulls Sidings		Reception Line
31	Departure Line		Reception Line
33	Arrival Line 1		Reception Line
35	Arrival Line 2		Reception Line

Altered Signal

The route indications on ground position light signal No.5 at the Up Main end of the trailing crossover at the south end of the Reception line have been altered as follows:—


- Up Main to Down Main – Route Indication “M”
- Up Main to Reception Line – Route Indication “R”

No.3 ground frame has been abolished. The associated points are now power operated from the signal box. (22)


** MARTON LANE LEVEL CROSSING AT 3m. 62ch. (Between North Ormesby and Nunthorpe)

Marton Lane level crossing has been converted to an Open (A.O.C.L.) Crossing equipped with flashing Red Road signals and pedestrian audible alarms.

A Drivers flashing white light signal has been provided on the Down and Up lines adjacent to the crossing to indicate that the road signals are working.

A combined St. Andrews Cross/Speed Restriction sign has been provided 235 yards before reaching the crossing in the Down direction in the form 

Up Main

A combined St. Andrews Cross/Speed Restriction sign has been provided 352 yards before reaching the crossing in the Up direction in the form 

A St. Georges Cross Advance Warning Board has been provided 528 yards before reaching the combined St. Andrews Cross/Speed Restriction sign in the Down direction and 405 yards before reaching the St. Andrews Cross/Speed Restriction signs in the Up Direction. (22)

WOOLSTENHOLMES



EASTERN REGION

NN

24

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 JUNE

TO

FRIDAY 17 JUNE 1983

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*

BETWEEN WHITCHESTER TUNNEL AND HALTWHISTLE

The **40 m.p.h. Permanent Speed Restriction** published in ND 23D to apply on the **Up** line between **37 m.p.** and **36¼ m.p.** is amended to apply between **37 m.p.** and **36¾ m.p.** (See Section D). **(New Item) (27)**

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 11 JUNE – BETWEEN NORTH SEATON LC AND GREEN LANE LC

The **30 m.p.h. Permanent Speed Restriction** on the **Down** line between **2m 03ch** and **2m 43ch** will be reduced to **25 m.p.h.** between **2m 18ch** and **2m 43ch.** (See Section 'D'). **(27)**

SATURDAY 11 JUNE – BETWEEN RYHOPE GRANGE AND HENDON

Attention is drawn to the increased Maximum Permissible Speed and the new Permanent Speed Restrictions shown in Section 'D'. **(27)**

SUNDAY 12 JUNE – BETWEEN BISHOP AUCKLAND EAST AND EASTGATE A.P.C.M.

Wolsingham Signal Box, together with all signals worked therefrom will be abolished.

The points to/from the Down Loop and Up Sidings will be secured out of use pending their removal. Wolsingham ground frame will also be abolished.

The Up Loop at Wolsingham will become part of the single line and the "One Train Working" Regulations will apply throughout between Bishop Auckland East and Eastgate A.P.C.M. Ltd.

The key to operate Etherley ground frame also the keys for Eastgate No.1 and 2 and the A.P.C.M. Ltd. ground frames will be transferred to the new train staff. (Obtained from the signalman at Bishop Auckland East). **(27)**

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN WHITEHOUSE AND GRANGETOWN

The Grangetown Gantry-mounted Down Main Signal No. G717 has been renewed as a straight post signal.

Up Main Signal No. G724 has been renewed on a straight post.

The Whitehouse ground-mounted 3-aspect signal No. W21 has been elevated to normal height on a straight post. **(25)**

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORKS ALREADY CARRIED OUT – continued

HARTLEPOOL

The connection Down Main to the North Bay Platform and Bay Siding has been secured out of use pending removal.

All associated signalling has been abolished. (25)

OUSTON JUNCTION AND THE CONSETT BRANCH

The Down Branch line has been slued into the former Up Branch at 0m. 05ch. and the Up Branch line to Consett has been dispensed with. The Down Branch is now operated as a Single line in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations.

Ouston Junction

The Down Slow line has been slued into the Up Slow at 7 3/4m.p. to form a single ended facing connection – Down single line to Down Slow.

Signalling Alterations

An additional route indication "S" applying towards the Down Slow has been provided on Up Main No.270 position light signal.

Up Slow 4-aspect automatic signal No. TY262 has been converted to a controlled signal. (26)

**** NORTHALLERTON**

The Up Passenger Loop between 30m. 59ch. and 32m. 17ch. has been abolished together with the associated signalling.

Up Main signals N2, N5 and N8 have been replated as automatic signals.

The Junction Indicator Position "1" (applying Up Main to Up Loop) has been removed from N2 signal. (24)

**** CLIFF HOUSE (SEATON SNOOK JUNCTION)**

Cliff House South No.3 ground frame has been abolished.

The Up Siding trap points have been secured out of use pending removal. The Branch Loop points have been converted to hand-operation and a notice board worded "STOP EXAMINE POINTS" has been provided on the immediate approach to these points. (24)

**** NORTH SHORE**

The points adjacent to the signalbox leading to the Up and Down Goods Loops and Nos.1, 2 and 3 Reception Sidings have been secured out of use pending removal.

All associated signalling has been abolished.

The trailing crossover between the Down and Up Main lines has been secured out of use pending removal.

The associated position-light signals, (Nos. 912 and 913) together with the "LIMIT OF SHUNT" indicator has been abolished. (24)

S A F E T Y A T W O R K

There was a chap who was unimpressed,
At the sense of wearing a H.V. vest,
But the failure to wear was a costly affair,
At family gatherings he's no longer there!

FOR YOUR FAMILY & SAFETY'S SAKE – WEAR IT



EASTERN REGION

NN

25

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 JUNE

TO

FRIDAY 24 JUNE 1983

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 BISHOP AUCKLAND EAST AND EASTGATE A.P.C.M.

Wolsingham Signal Box, together with all signals worked therefrom has been abolished.

The points to/from the Down Loop and Up Sidings have been secured out of use pending their removal. Wolsingham ground frame has also been abolished.

The Up Loop at Wolsingham has become part of the single line and the "One Train Working" Regulations apply throughout between Bishop Auckland East and Eastgate A.P.C.M. Ltd.

The key to operate Etherley ground frame also the keys for Eastgate No.1 and 2 and the A.P.C.M. Ltd. ground frames have been transferred to the new train staff. (Obtained from the signalman at Bishop Auckland East). (27)

OUSTON JUNCTION AND THE CONSETT BRANCH

The Down Branch line has been slued into the former Up Branch at 0m. 05ch. and the Up Branch line to Consett has been dispensed with. The Down Branch is now operated as a Single line in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations.

Ouston Junction

The Down Slow line has been slued into the Up Slow at 7 3/2m.p. to form a single ended facing connection - Down single line to Down Slow.

Signalling Alterations

An additional route indication "S" applying towards the Down Slow has been provided on Up Main No.270 position light signal.

Up Slow 4-aspect automatic signal No. TY262 has been converted to a controlled signal. (26)

**** HARTLEPOOL**

The connection Down Main to the North Bay Platform and Bay Siding has been secured out of use pending removal.

All associated signalling has been abolished. (25)



EASTERN REGION

NN

26

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 25 JUNE

TO

FRIDAY 1 JULY 1983

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 26 JUNE – BOWESFIELD

Vulcan Ironworks Groundframe will be secured out of use pending removal. (29)

SUNDAY 26 JUNE – TEES (THORNABY STATION)

Down Main Signal TY.213 will be repositioned 15 yds. further from the signalbox. (29)

SUNDAY 26 JUNE – GATESHEAD – BETWEEN GREENSFIELD JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION

The Down and Up Goods lines will be secured out of use pending removal.

All associated signalling will be abolished. (29)

MONDAY 27 to WEDNESDAY 29 JUNE – SPRINGWELL LANE LEVEL CROSSING (LOW GATES) BETWEEN ROMANBY ROAD LEVEL CROSSING AND NORTHALLERTON EAST JUNCTION

Springwell Lane accommodation level crossing will be converted to an Automatic Open Crossing (A.O.C.R.) equipped with Red flashing road signals.

The crossing will be monitored by Low Gates signal box and telephone communication will be provided between the crossing and Low Gates.

A Local Control Unit will be provided with the keys available in the Low Gates signal box.

Signalling Alterations

Low Gates Down Main 3-aspect signal LG50 will be abolished. Down Main LG51 signal (the signal on the immediate approach to LG50) will then be 809 yards before reaching the next signal ahead (LG45) and LG51 signal will be converted to a 3-aspect signal.

Down Loop signal, LB2 (to Down Main LG51 signal), will be converted to a 4-aspect signal.

Whistle Boards

A "WHISTLE" board will be provided 147 yards from the crossing in the Down direction and 172 yards from the crossing in the Up direction. (29)

MONDAY 27 JUNE – BETWEEN LOW GATES AND NORTHALLERTON EAST JN.

A 50m.p.h. Permanent Speed Restriction will be introduced on the Up line between 43m. 25ch. and 43m.p. (29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BISHOP AUCKLAND EAST AND EASTGATE A.P.C.M.

Wolsingham Signal Box, together with all signals worked therefrom has been abolished.

The points to/from the Down Loop and Up Sidings have been secured out of use pending their removal. Wolsingham ground frame has also been abolished.

The Up Loop at Wolsingham has become part of the single line and the "One Train Working" Regulations apply throughout between Bishop Auckland East and Eastgate A.P.C.M. Ltd.

The key to operate Etherley ground frame also the keys for Eastgate No.1 and 2 and the A.P.C.M. Ltd. ground frames have been transferred to the new train staff. (Obtained from the signalman at Bishop Auckland East). (27)

**** OUSTON JUNCTION AND THE CONSETT BRANCH**

The Down Branch line has been slued into the former Up Branch at 0m. 05ch. and the Up Branch line to Consett has been dispensed with. The Down Branch is now operated as a Single line in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations.

Ouston Junction

The Down Slow line has been slued into the Up Slow at 7 3/4m.p. to form a single ended facing connection – Down single line to Down Slow.

Signalling Alterations

An additional route indication "S" applying towards the Down Slow has been provided on Up Main No.270 position light signal.

Up Slow 4—aspect automatic signal No. TY262 has been converted to a controlled signal. (26)

BETWEEN RYHOPE GRANGE AND HENDON

Attention is drawn to the increased Maximum Permissible Speed and the new Permanent Speed Restrictions shown in Section 'D'. (27)

BETWEEN NORTH SEATON LC AND GREEN LANE LC

The 30 m.p.h. Permanent Speed Restriction on the Down line between 2m 03ch and 2m 43ch has been reduced to 25 m.p.h. between 2m 18ch and 2m 43ch. (See Section 'D'). (27)

BETWEEN WHITCHESTER TUNNEL AND HALTWHISTLE

The 40 m.p.h. Permanent Speed Restriction published in ND 23D to apply on the Up line between 37 m.p. and 36 1/4 m.p. is amended to apply between 37 m.p. and 36 1/4 m.p. (See Section D). (27)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a 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 TO WORKING TIMETABLES
AND BOOKS OF RULES AND REGULATIONS**

PART I

SECTION 1 – List of Pages (Re-issued June 1983) –

Page 1 (i)

Add:–

Page	Latest Issue
1.3/1.4	April 1982/June 1981

SECTION 4 – List of Pages (Re-issued June 1983) –

Page 4 (i)

Amend:–

Page	Latest Issue
4.27/4.28	April 1981

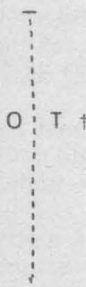
4.31	April 1981
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(32D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up m.p.h.	
Page 46 DARLINGTON NORTHGATE JN. TO EASTGATE A.P.C.M. Delete :- Wolsingham 7.43, Signal box dot and CL94. Note : One Train Working applies between Bishop Auckland East and Eastgate A.P.C.M. (32D)					
Page 50/51 (Page 13 – 23D) CONSETT LOW YARD TO OUSTON JN. Delete table and substitute :- CONSETT LOW YARD AND OUSTON JN.			20	20	MAXIMUM PERMISSIBLE SPEED A.W.S. not provided.
	Consett Low Yard	13.57	15	15	13m. 57ch. and 13m. 32ch.
	Consett High Yard	12.33	15	15	10m. 54ch. and 10m. 36ch. † No Staff – See page 222
	Beamish Tunnel (62 yards)	3.74 to 3.71	15	15	4m. 18ch. and 3m. 64ch.
	Ouston Junction (See page 437)	0.00			(32D)
Page 56 BEDLINGTON TO LYNEMOUTH COLLIERY NCB Between North Seaton LC and Green Lane LC Amend :- Add :-			30		2m. 03ch. and 2m. 18ch. 25 2m. 18ch. and 2m. 43ch. (32D)
Page 122 NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Between Romanby Road LC and Northallerton East Jn. Add :- Springwell LC (A & R) 42,65 At Low Gates LC Add :-			50		43m. 25ch. and 43m.p. (w.e.f. Monday 27 June) (32D)
Page 126 Between Ryhope Grange and Sunderland South Tunnels Amend:-			25		Up line to Hendon line. (32D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up m.p.h. At or Between	
Page 135					
RYHOPE GRANGE TO HENDON (as amended Page 29 ND.23D)					
Delete all details and substitute:-					
RYHOPE GRANGE TO HENDON					
			30	30	MAXIMUM PERMISSIBLE SPEED
			25	0m. 03ch. and 0m.p.	AWS not provided.
			20	1m. 17ch. and 1m. 53ch. including Single to Down line.	
	Ryhope Grange (see page 126)	0.00			
	Grangetown LC	0.30			
	Londonderry	1.28			
	Hendon (see page 136)	1.53			(32D)
Page 136					
PALLION YARD TO HENDON JN.					
Between Pallion Jn. and Hendon					
Amend:-					
			10	10	0m. 66ch. and 1m. 06ch. (32D)
Page 150 (Page A33 - ND.23D)					
GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETERIL BRIDGE JN. (EXCLUSIVE)					
Between Whitcheater Tunnel and Haltwhistle					
Amend:-					
			40	37 m.p. and 36 3/4 m.p.	(32D)

TABLE D

Section of line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
Page 154 (Page 36 - 23D)		
CONSETT BRANCH		
Delete heading and entry (32D)		



EASTERN REGION

NN

27

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 2 JULY

TO

FRIDAY 8 JULY 1983

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

SATURDAY 2 and SUNDAY 3 JULY – CEMETERY NORTH

All disc and small arm semaphore shunting signals will be abolished and the following points will be secured out of use in the normal position pending removal :-

Trailing crossover between the Down and Up Main lines
Facing connection – Up Main to Up Siding
Trailing connection – Up Main to Shunt Spur

Permanent Way alterations :-

A new Main to Main facing crossover will be brought into use 50 yards south of the signal box.

A new trailing connection leading from Up Main to Up Sidings will be brought into use adjacent to the Signal Box and immediately north of the new facing crossover.

Signalling alterations :-

The Down Main Home signal will be repositioned 100 yards before reaching the signal box (25 yards further than previously). A right-hand offset small semaphore arm shunting signal will be provided applying towards the Shunt Spur.

Down Main Intermediate Block Home signal No.14 will be renumbered CN5.

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

No.CN10 – Up Main to Shunt Spur (situated opposite the Down Main end of the Main to Main crossover).

No.CN11 – Up Sidings to Shunt Spur (opposite the Up Main end of the new connection Up Main to Up Siding).

No.CN13 – Shunt Spur to Up Sidings or Up Main (adjacent to the Sidings end of the new connection Up Main to Up Sidings).

A 2-way stencil route indicator will be provided and the following indications will apply :-

“Y” – Shunt Spur to Up Sidings

“M” – Shunt Spur to Up Main.

(30)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SCOTSWOOD AND NEWCASTLE WEST JUNCTION

Up West colour light signal No. U1B has been replaced by a reflectorised Distant board,(having the same function as the caution aspect of a semaphore Distant signal) 614 yards before reaching N322 signal

(New Item) (29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** * BETWEEN BISHOP AUCKLAND EAST AND EASTGATE A.P.C.M.**

Wolsingham Signal Box, together with all signals worked therefrom has been abolished.

The points to/from the Down Loop and Up Sidings have been secured out of use pending their removal. Wolsingham ground frame has also been abolished.

The Up Loop at Wolsingham has become part of the single line and the "One Train Working" Regulations apply throughout between Bishop Auckland East and Eastgate A.P.C.M. Ltd.

The key to operate Etherley ground frame also the keys for Eastgate No.1 and 2 and the A.P.C.M. Ltd. ground frames have been transferred to the new train staff. (Obtained from the signalman at Bishop Auckland East). (27)

SPRINGWELL LANE LEVEL CROSSING (LOW GATES) BETWEEN ROMANBY ROAD LEVEL CROSSING AND NORTHALLERTON EAST JUNCTION

Springwell Lane accommodation level crossing has been converted to an Automatic Open Crossing (A.O.C.R.) equipped with Red flashing road signals.

The crossing is monitored by Low Gates signal box and telephone communication is provided between the crossing and Low Gates.

A Local Control Unit has been provided with the keys available in the Low Gates signal box.

Signalling Alterations

Low Gates Down Main 3-aspect signal LG50 has been abolished. Down Main LG51 signal (the signal on the immediate approach to LG50) is now 809 yards before reaching the next signal ahead (LG45) and LG51 signal has been converted to a 3-aspect signal.

Down Loop signal, LB2 (to Down Main LG51 signal), has been converted to a 4-aspect signal.

Whistle Boards

A "WHISTLE" board has been provided 147 yards from the crossing in the Down direction and 172 yards from the crossing in the Up direction. (29)

BETWEEN LOW GATES AND NORTHALLERTON EAST JN.

A 50m.p.h. Permanent Speed Restriction has been introduced on the Up line between 43m. 25ch. and 43m.p. (29)

BOWESFIELD

Vulcan Ironworks Groundframe has been secured out of use pending removal. (29)

TEES (THORNABY STATION)

Down Main Signal TY.213 has been repositioned 15 yds. further from the signalbox. (29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BETWEEN RYHOPE GRANGE AND HENDON**

Attention is drawn to the increased Maximum Permissible Speed and the new Permanent Speed Restrictions shown in Section 'D'.

(27)

**** BETWEEN NORTH SEATON LC AND GREEN LANE LC**

The 30 m.p.h. Permanent Speed Restriction on the Down line between 2m 03ch and 2m 43ch has been reduced to 25 m.p.h. between 2m 18ch and 2m 43ch. (See Section 'D').

(27)

GATESHEAD – BETWEEN GREENSFIELD JUNCTION AND KINGS EDWARD BRIDGE SOUTH JUNCTION

The Down and Up Goods lines have been secured out of use pending removal.

All associated signalling has been abolished.

(29)

**** BETWEEN WHITCHESTER TUNNEL AND HALTWHISTLE**

The 40 m.p.h. Permanent Speed Restriction published in ND 23D to apply on the Up line between 37 m.p. and 36¼ m.p. is amended to apply between 37 m.p. and 36¼ m.p. (See Section D).

(27)



EASTERN REGION

NN

28

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 9 JULY

TO

FRIDAY 15 JULY 1983

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

SATURDAY 9 TO MONDAY 11 JULY – BOWESFIELD – TEES YARD – THORNABY EAST JUNCTION

Remodelling and/or resignalling will take place at Bowesfield and at Thornaby East Jn.

A diagram illustrating the revised layout (also the new crossovers in the Thornaby Station area) together with the associated signalling alterations is included herein.

Between Stockton Cut Junction and Bowesfield

No.1 Down Loop and the Up Loop will be taken out of use.

Stockton Cut Junction

The points leading to and from these Loop lines in the Down and Up Main lines will be secured out of use pending removal.

Signalling Alterations (Bowesfield)

The following signals/signal routes will be abolished or disconnected:—

Associated Junction Indicator position "1" and position light on Down Main signal B8 will be disconnected.

No.1 Down Loop 3-aspect Signal B11.

Up Loop 3-aspect Signal B109.

Route indication "L" will be abolished from Up Main Signal B128 and this signal will no longer apply towards the Up Loop. The associated position light will be disconnected.

The 3-way route indicator will be abolished from Up Goods Signal B119 and the associated position light will now apply towards the Shunt Spur only.

Down Main 4-aspect Signal B23 will be replated T214 and converted to a 3-aspect signal. The signal-post telephone will now communicate with Tees.

A "LIMIT OF SHUNT" indicator will be provided on the Down Main line, 180 yds. on the Bowesfield side of T213 signal.

Signalling Alterations (Tees)

A Junction Indicator position "1"; position light and 2-way stencil-type route indicator will be provided on Down Main T213 signal and the route applications will be as shown in the "Description of Signals" below.

New 206 position light signal will be provided on the site of the former Down Goods 3-aspect Signal T208 which will be repositioned 150 yds. nearer to Tees Yard signal box. (The route indications will be as shown in the "Description of Signals").

Down Main 3-aspect Signal T205 will be abolished. Down Main automatic Signal D12 will be renumbered T205.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 9 TO MONDAY 11 JULY – BOWSFIELD – TEES YARD – THORNABY EAST JN. – continued

Signalling Alterations (Tees) – continued

The route indications on the following signals will be altered in accordance with the table below :-

No.	Line	Aspect M = Main PL = Position light	Route Indication	Destination
T194	No.1 Up Goods	M	"G"	Up Goods
		M	"M"	Up Main
		PL	"G"	Up Goods line occupied
		PL	"W"	Down Main "LIMIT OF SHUNT"
T195	Wagon Repair Depot	M	"G"	Up Goods
		M	"M"	Up Main
		PL	"G"	Up Goods line occupied
		PL	"L"	Loco Spur
		PL	"W"	Down Main "LIMIT OF SHUNT"
T196	Engine Line	M	"G"	Up Goods
		M	"M"	Up Main
		PL	"G"	Up Goods line occupied
		PL	"L"	Loco Spur
		PL	"W"	Down Main "LIMIT OF SHUNT"
T197	Up Departure	M	"G"	Up Goods
		M	"M"	Up Main
		PL	"G"	Up Goods line occupied
		PL	"W"	Down Main "LIMIT OF SHUNT"
T198	No.2 Up Goods	M	"G"	Up Goods
		M	"M"	Up Main
		PL	"G"	Up Goods line occupied
		PL	"W"	Down Main "LIMIT OF SHUNT"
Description of new signals		T = Tees signal box		
T208	Down Goods	M		Down Goods
		PL	"D"	Down Siding
		PL	"G"	Down Goods line occupied
		PL	"R"	Down Reception
		PL	"S"	Down Staging
		PL	"Z"	"Z" line
T213	Down Main	M		Down Main T205
		M	Junction Indicator Position 1	Down Goods
		PL	Junction Indicator Position 1	Down Goods line occupied
		PL	"E"	Wagon Repair Depot
T215	Down Goods	PL	"L"	Loco Depot Arrival
		M		Down Goods
		PL	"G"	Down Goods line occupied
		PL	"E"	Wagon Repair Depot
		PL	"L"	Loco Depot Arrival

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 9 TO MONDAY 11 JULY – BOWESFIELD – TEES YARD – THORNABY EAST JN. – continued

Position Light Signals

No.	Line	Route Indication	Destination
T206	Down Goods	"G"	Up Goods
		"W"	Down Main "LIMIT OF SHUNT"
		"U"	Up Main
T207	Up Goods	"E"	Engine Line
		"L"	Loco Depot Arrival
T209	Up Main	"G"	Down Goods
		"U"	T207 Signal
		"M"	Down Main
T211	Up Goods	"G"	T208
		"U"	T207

T211R

T211R will be cleared when T211 is showing a proceed aspect.

(31)

DETAILS OF WORK ALREADY CARRIED OUT

CEMETERY NORTH

All disc and small arm semaphore shunting signals have been abolished and the following points have been secured out of use in the normal position pending removal:—

- Trailing crossover between the Down and Up Main lines
- Facing connection – Up Main to Up Siding
- Trailing connection – Up Main to Shunt Spur

Permanent Way alterations:—

A new Main to Main facing crossover has been brought into use 50 yards south of the signal box.

A new trailing connection leading from Up Main to Up Sidings has been brought into use adjacent to the Signal Box and immediately north of the new facing crossover.

Signalling alterations:—

The Down Main Home signal has been repositioned 100 yards before reaching the signal box (25 yards further than previously). A right-hand offset small semaphore arm shunting signal have been provided applying towards the Shunt Spur.

Down Main Intermediate Block Home signal No.14 has been renumbered CN5.

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

No.CN10 – Up Main to Shunt Spur (situated opposite the Down Main end of the Main to Main crossover).

No.CN11 – Up Sidings to Shunt Spur (opposite the Up Main end of the new connection Up Main to Up Siding).

No.CN13 – Shunt Spur to Up Sidings or Up Main (adjacent to the Sidings end of the new connection Up Main to Up Sidings).

A 2-way stencil route indicator has been provided and the following indications apply:—

- "Y" – Shunt Spur to Up Sidings
- "M" – Shunt Spur to Up Main.

(30)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN SCOTSWOOD AND NEWCASTLE WEST JUNCTION

Up West colour light signal No. U1B has been replaced by a reflectorised Distant board, (having the same function as the caution aspect of a semaphore Distant signal) 614 yards before reaching N322 signal (29)

SPRINGWELL LANE LEVEL CROSSING (LOW GATES) BETWEEN ROMANBY ROAD LEVEL CROSSING AND NORTHALLERTON EAST JUNCTION

Springwell Lane accommodation level crossing has been converted to an Automatic Open Crossing (A.O.C.R.) equipped with Red flashing road signals.

The crossing is monitored by Low Gates signal box and telephone communication is provided between the crossing and Low Gates.

A Local Control Unit has been provided with the keys available in the Low Gates signal box.

Signalling Alterations

Low Gates Down Main 3-aspect signal LG50 has been abolished. Down Main LG51 signal (the signal on the immediate approach to LG50) is now 809 yards before reaching the next signal ahead (LG45) and LG51 signal has been converted to a 3-aspect signal.

Down Loop signal, LB2 (to Down Main LG51 signal), has been converted to a 4-aspect signal.

Whistle Boards

A "WHISTLE" board has been provided 147 yards from the crossing in the Down direction and 172 yards from the crossing in the Up direction. (29)

BETWEEN LOW GATES AND NORTHALLERTON EAST JN.

A 50m.p.h. Permanent Speed Restriction has been introduced on the Up line between 43m. 25ch. and 43m.p. (29)

BOWESFIELD

Vulcan Ironworks Groundframe has been secured out of use pending removal. (29)

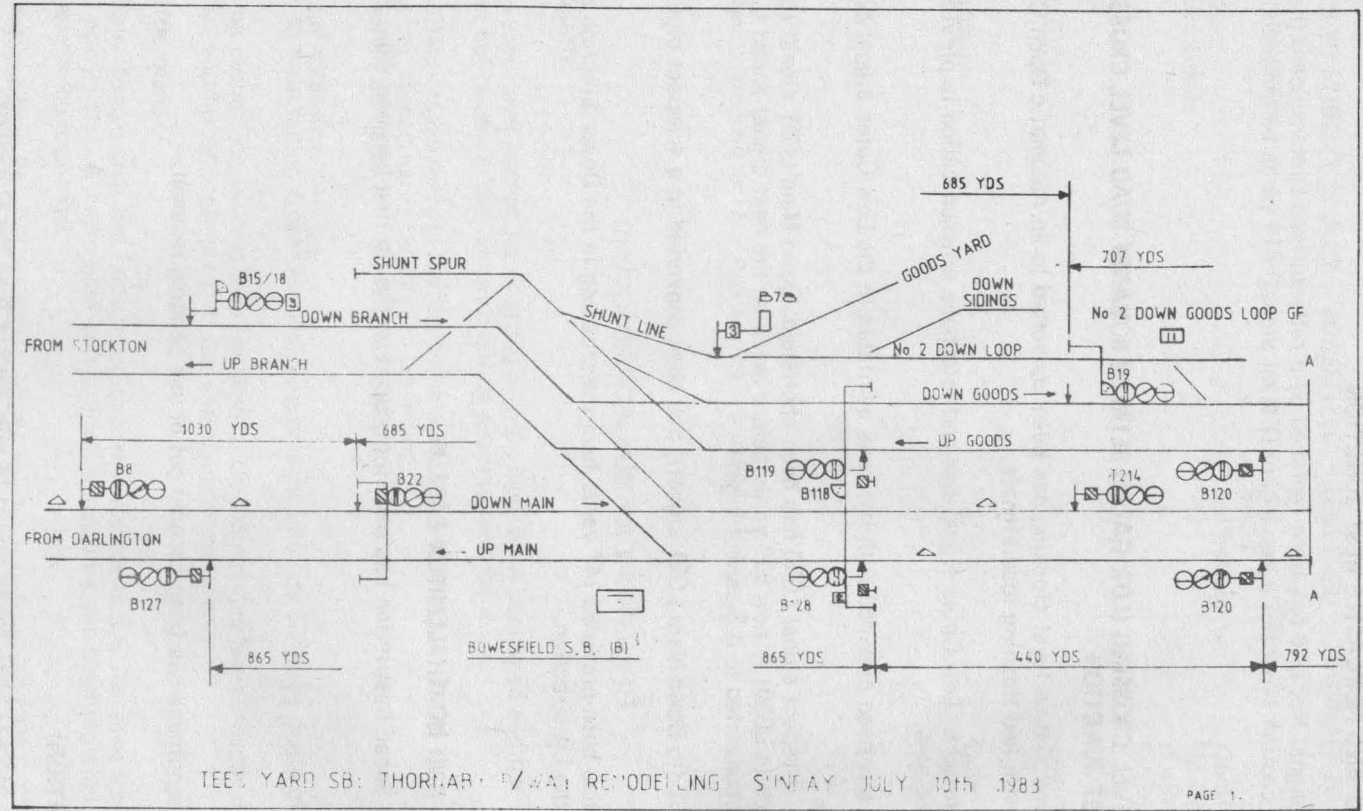
TEES (THORNABY STATION)

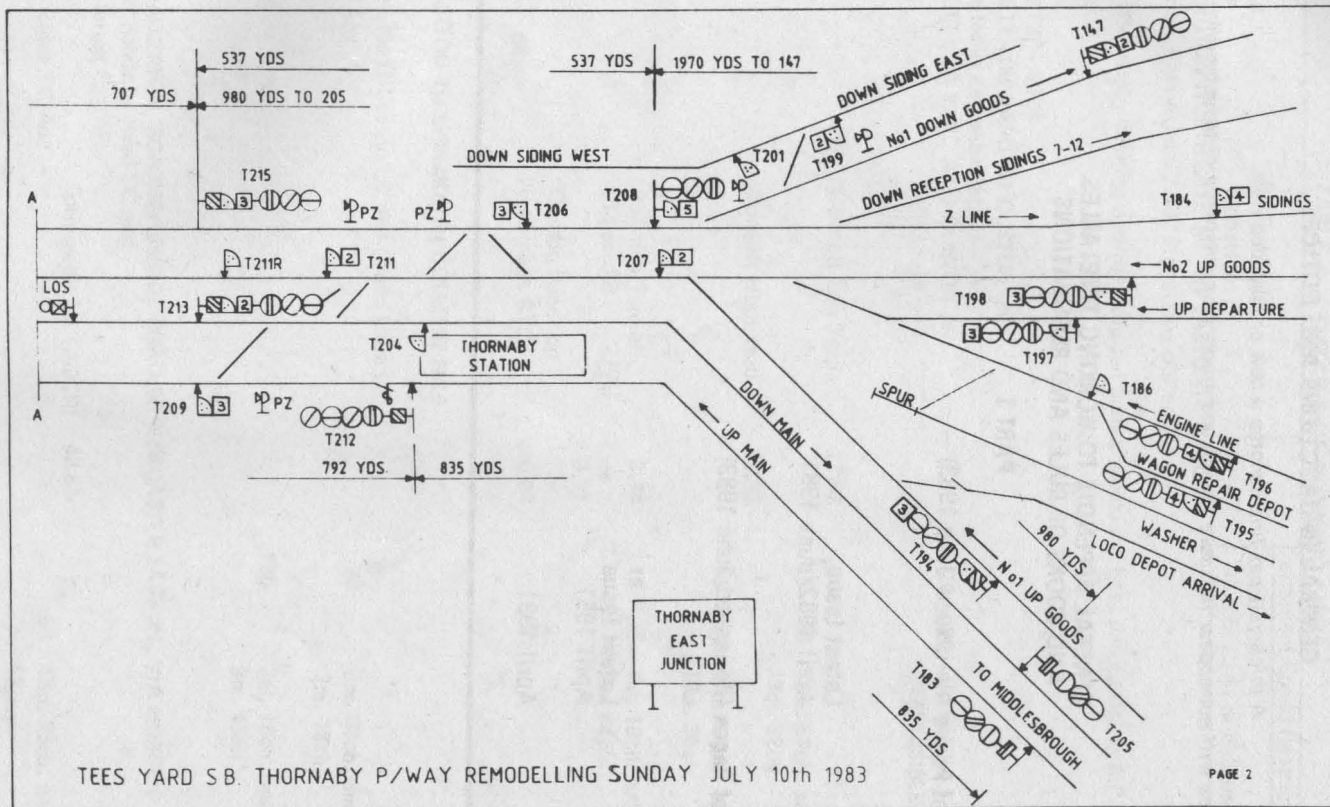
Down Main Signal TY.213 has been repositioned 15 yds. further from the signalbox. (29)

GATESHEAD – BETWEEN GREENSFIELD JUNCTION AND KINGS EDWARD BRIDGE SOUTH JUNCTION

The Down and Up Goods lines have been secured out of use pending removal.

All associated signalling has been abolished. (29)





SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a 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 TO WORKING TIMETABLES
 AND BOOKS OF RULES AND REGULATIONS**

PART I

SECTION 1 – List of Pages (Re-issued June 1983) –

Page 1 (i)

Add:–

Page

1.3/1.4

Latest Issue

April 1982/June 1981

SECTION 4 –List of Pages (Re-issued June 1983) –

Page 4 (i)

Amend:–

Page

4.27/4.28

Latest Issue

April 1981

4.31

April 1981

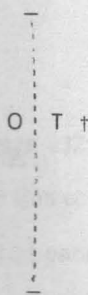
(32D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
<p>Page 46 DARLINGTON NORTHGATE JN. TO EASTGATE A.P.C.M. Delete :- Wolsingham 7.43, Signal box dot and CL94.</p> <p>Note : One Train Working applies between Bishop Auckland East and Eastgate A.P.C.M. (32D)</p>					
<p>Page 50/51 (Page 13 – 23D) CONSETT LOW YARD TO OUSTON JN. Delete table and substitute :- CONSETT LOW YARD AND OUSTON JN.</p>			20	20	MAXIMUM PERMISSIBLE SPEED A.W.S. not provided.
	Consett Low Yard	13.57	15	15	13m. 57ch. and 13m. 32ch.
	Consett High Yard	12.33	15	15	10m. 54ch. and 10m. 36ch.
	Beamish Tunnel (62 yards)	3.74 to 3.71	15	15	4m. 18ch. and 3m. 64ch.
	Ouston Junction (See page 437)	0.00			(32D)
<p>Page 56 BEDLINGTON TO LYNEMOUTH COLLIERY NCB Between North Seaton LC and Green Lane LC Amend :-</p> <p>Add :-</p>			30		2m. 03ch. and 2m. 18ch. 2m. 18ch. and 2m. 43ch. (32D)
<p>Page 122 NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Between Romanby Road LC and Northallerton East Jn. Add :- Springwell LC (AO CR) 42.65 At Low Gates LC Add :-</p>			50		43m. 25ch. and 43m.p. (32D)
<p>Page 126 Between Ryhope Grange and Sunderland South Tunnels Amend :-</p>			25		Up line to Hendon line. (32D)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – continued

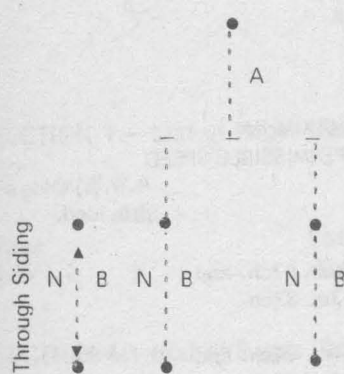
Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	

Page 135

RYHOPE GRANGE TO HENDON (as amended Page 29 ND.23D)

Delete all details and substitute:–

RYHOPE GRANGE TO HENDON



Ryhope Grange (see page 126)	0.00
Grangetown LC	0.30
Londonderry	1.28
Hendon (see page 136)	1.53

30	30	MAXIMUM PERMISSIBLE SPEED
25	0m. 03ch. and 0m.p.	AWS not provided.
20	1m. 17ch. and 1m. 53ch. including Single to Down line.	

(32D)

Page 136

PALLION YARD TO HENDON JN.

Between Pallion Jn. and Hendon

Amend:–

10	10	0m. 66ch. and 1m. 06ch.
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(32D)

GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. (EXCLUSIVE)

Page 150 (Page A33 – ND.23D)

Between Whitchester Tunnel

and Haltwhistle

Amend:–

40	37 m.p. and 36¼ m.p.
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(32D)

TABLE D

Section of line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
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Page 154 (Page 36 – 23D)

CONSETT BRANCH

Delete heading and entry

(32D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE H – WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS
WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum No. of vehicles (SLU's) and special conditions
Page 165			
NEWSHAM TO ISABELLA COLLIERY			
Amend :-			
Newsham	Isabella Colliery	Single	30
Isabella Colliery	Newsham	Single	30 (32D)

LOCAL INSTRUCTIONS

DONCASTER, BLACK CARR JN. TO BERWICK

YORK

Page 232

Trainmen working Passenger and Freight trains into York

First paragraph

Amend last two lines to read :-
possible direct by telephone to the Resources Controller at Doncaster Divisional Control, telephone
number 027 – 2903 (32D)

York
1 JULY, 1983

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager



EASTERN REGION

NN

29

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 JULY

TO

FRIDAY 22 JULY 1983

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 16 JULY : BETWEEN WITTON LE WEAR AND BROADWOOD LC

The 20m.p.h. permanent speed restriction applicable to Down and Up trains between 8½m.p. and 9½m.p. will be extended and will now apply between 7m. 30ch. and 9½m.p. (32)

SUNDAY 17 JULY – GATESHEAD (GREENSFIELD JUNCTION)

Down Gateshead West line signal G125 will be repositioned on a straight post 36 yards further from the signalbox.

The trailing crossover between the Down and Up Greensfield lines will be secured out of use pending removal and the associated signalling/signal routes abolished. (32)

MONDAY 18 JULY – NEWCASTLE CENTRAL STATION

Platforms 13 and 14 will be shortened by 35 feet. (32)

DETAILS OF WORK ALREADY CARRIED OUT

** SPRINGWELL LANE LEVEL CROSSING (LOW GATES) BETWEEN ROMANBY ROAD LEVEL CROSSING AND NORTHALLERTON EAST JUNCTION

Springwell Lane accommodation level crossing has been converted to an Automatic Open Crossing (A.O.C.R.) equipped with Red flashing road signals.

The crossing is monitored by Low Gates signal box and telephone communication is provided between the crossing and Low Gates.

A Local Control Unit has been provided with the keys available in the Low Gates signal box.

Signalling Alterations

Low Gates Down Main 3-aspect signal LG50 has been abolished. Down Main LG51 signal (the signal on the immediate approach to LG50) is now 809 yards before reaching the next signal ahead (LG45) and LG51 signal has been converted to a 3-aspect signal.

Down Loop signal, LB2 (to Down Main LG51 signal), has been converted to a 4-aspect signal.

Whistle Boards

A "WHISTLE" board has been provided 147 yards from the crossing in the Down direction and 172 yards from the crossing in the Up direction. (29)



British Rail

EASTERN REGION

NN

30

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS
TEMPORARY ENGINEERING WORKS
SIGNALLING AND
PERMANENT WAY ALTERATIONS
GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 23 JULY

TO

FRIDAY 29 JULY 1983

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

SATURDAY 23 JULY – BETWEEN DURHAM AND HETT MILL LC

The 70 m.p.h. Permanent Speed Restriction on the Up line between 63m. 03ch. and 62¼ m.p. will be increased to an 80 m.p.h. Permanent Speed Restriction. (See Section 'D'). (33)

SATURDAY 23 JULY – BETWEEN TURSDALE JN. AND WHITWELL

The 20 m.p.h. Permanent Speed Restriction on the Down line between 5 m.p. and 5m. 30ch. will be removed. (See Section 'D'). (33)

SUNDAY 24 JULY – RYHOPE GRANGE – SOUTH HETTON BRANCH – (between Hawthorne Combined Mine & Coke Plant North Junction and Ryhope Grange)

The South Hetton Branch will be singled.

The Down Branch line will become the South Hetton Branch single line and will be operated in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations.

The Up Branch line to Hawthorn Colliery will be taken out of use pending removal.

Ryhope Grange

The points –Up Branch/Down Branch will be secured in the reverse position for movements to/from the new single line pending replacement by plain line.

Signalling Alterations

The Ryhope Grange Up Branch starting signal will be abolished.

The signal routes at Ryhope Grange (formerly applying towards the Up Branch) will now apply from the Up Hendon or the Up Main towards the Up South Hetton single line.

Seaton and Murton signal boxes will be reduced in status to gate boxes, controlling the existing signals at each location. (33)

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE CENTRAL STATION

Platforms 13 and 14 have been shortened by 35 feet. (32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN WITTON LE WEAR AND BROADWOOD LC

The 20m.p.h. permanent speed restriction applicable to Down and Up trains between 8½m.p. and 9½m.p. has been extended and now applies between 7m. 30ch. and 9½m.p. (32)

**** CEMETERY NORTH**

All disc and small arm semaphore shunting signals have been abolished and the following points have been secured out of use in the normal position pending removal:-

- Trailing crossover between the Down and Up Main lines
- Facing connection – Up Main to Up Siding
- Trailing connection – Up Main to Shunt Spur

Permanent Way alterations :-

A new Main to Main facing crossover has been brought into use 50 yards south of the signal box.

A new trailing connection leading from Up Main to Up Sidings has been brought into use adjacent to the Signal Box and immediately north of the new facing crossover.

Signalling alterations :-

The Down Main Home signal has been repositioned 100 yards before reaching the signal box (25 yards further than previously). A right-hand offset small semaphore arm shunting signal have been provided applying towards the Shunt Spur.

Down Main Intermediate Block Home signal No.14 has been renumbered CN5.

The following new position light shunting signals have been provided:-

No.CN10 – Up Main to Shunt Spur (situated opposite the Down Main end of the Main to Main crossover).

No.CN11 – Up Sidings to Shunt Spur (opposite the Up Main end of the new connection Up Main to Up Siding).

No.CN13 – Shunt Spur to Up Sidings or Up Main (adjacent to the Sidings end of the new connection Up Main to Up Sidings).

A 2-way stencil route indicator has been provided and the following indications apply:-

- “Y” – Shunt Spur to Up Sidings
- “M” – Shunt Spur to Up Main.

(30)

BOWESFIELD – TEES YARD – THORNABY EAST JUNCTION

Remodelling and/or resignalling has taken place at Bowesfield and at Thornaby East Jn.

A diagram illustrating the revised layout (also the new crossovers in the Thornaby Station area) together with the associated signalling alterations is included herein.

Between Stockton Cut Junction and Bowesfield

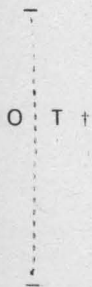
No.1 Down Loop and the Up Loop has been taken out of use.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up m.p.h.	
DONCASTER BLACK CARR JN. TO BERWICK					
Page 27	Between Hett Mill LC and Durham				
	Amend :-		80	63m. 03ch. and 62¼m.p.	(32D)
Page 28	At Ouston Jn.				
	Amend :-		20	Slow to Consett line.	(32D)
DARLINGTON NORTH JN. TO EASTGATE APCM					
Page 46	Between Witton-le-Wear LC and Broadwood LC (AOCL)				
	Add :-		20	20 7m. 30ch. and 9½ m.p.	(32D)
	Between Witton-le-Wear and Broadwood LC (AOCL)				
	Delete :-		20	20 8½ m.p. and 9½ m.p.	(32D)
	Delete :- Wolsingham 7.43, Signal box dot and CL94.				
	Note : One Train Working applies between Bishop Auckland East and Eastgate A.P.C.M.				(32D)
FERRYHILL TURSDALE JN. TO PELAW					
Page 49	Between TurSDale Jn. and Whitwell				
	Delete		20	5m.p. and 5m. 30ch.	(32D)
CONSETT LOW YARD TO OUSTON JN.					
Page 50/51 (Page 13 - 23D)	Delete table and substitute :-				
	CONSETT LOW YARD AND OUSTON JN.		20	20 MAXIMUM PERMISSIBLE SPEED	A.W.S. not provided.
	Consett Low Yard	13.57	15	15 13m. 57ch. and 13m. 32ch.	
	Consett High Yard	12.33	15	15 10m. 54ch. and 10m. 36ch.	† No Staff - See page 222
	Beamish Tunnel (62 yards)	3.74 to 3.71	15	15 4m. 18ch. and 3m. 64ch.	
	Ouston Junction (See page 437)	0.00			(32D)
BEDLINGTON TO LYNEMOUTH COLLIERY NCB					
Page 56	Between North Seaton LC and Green Lane LC				
	Amend :-		30	2m. 03ch. and 2m. 18ch.	
	Add :-		25	2m. 18ch. and 2m. 43ch.	(32D)

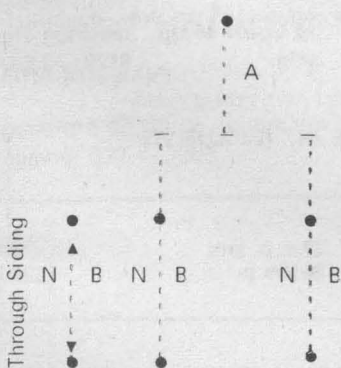


SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
<p>Page 122</p> <p>NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</p> <p>Between Romanby Road LC and Northallerton East Jn.</p> <p>Add:- Springwell LC (AOCR) 42.65</p> <p>At Low Gates LC Add:-</p>			50	43m. 25ch. and 43m.p.	(32D)
<p>Page 126</p> <p>Between Ryhope Grange and Sunderland South Tunnels</p> <p>Amend:-</p>			25	Up line to Hendon line.	(32D)
<p>Page 135</p> <p>RYHOPE GRANGE TO HENDON (as amended Page 29 ND.23D)</p> <p>Delete all details and substitute:-</p> <p>RYHOPE GRANGE TO HENDON</p>			30	30 MAXIMUM PERMISSIBLE SPEED	
	Ryhope Grange (see page 126)	0.00			AWS not provided.
	Grangetown LC	0.30	25	0m. 03ch. and 0m.p.	
	Londonderry	1.28	20	1m. 17ch. and 1m. 53ch. including Single to Down line.	
	Hendon (see page 136)	1.53			(32D)
<p>Page 136</p> <p>PALLION YARD TO HENDON JN.</p> <p>Between Pallion Jn. and Hendon</p> <p>Amend:-</p>			10	10 0m. 66ch. and 1m. 06ch.	(32D)
<p>Page 140</p> <p>DARLINGTON SOUTH JN. TO SALTBURN</p> <p>Delete complete page and substitute :-</p>			25	25 Stockton to Middlesbrough lines at 9m. 05ch.	C. Up Middlesbrough at 9m. 58ch. 813 yards before reaching signal B808.
			45	45 10m. 14ch. and 10m. 34ch.	
			45	45 Main lines 10m. 72ch. and 11m. 04ch.	



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up At or Between	
DARLINGTON SOUTH JN. TO SALT BURN - continued					
Page 140 - substitute - continued					
	Bowesfield (See page 130)	10.76	15	To Hartburn Jn. line. Passenger trains (Loaded or empty) postal and Newspaper trains not conveying four wheeled vehicles may exceed this speed by 10 m.p.h.	
			35	35	Main lines 11m. 24ch. and 11m. 77ch.
	Thornaby	11.63	20	Down Main to Down Goods.	C. Up Main at 11m. 58ch. 755 yards before reaching signal B129. (32D)
			20	Up Goods to Up Main.	

GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETERIL BRIDGE JN. (EXCLUSIVE)

Page 150 (Page A33 - ND.23D)

Between Whitcheater Tunnel and Haltwhistle

Amend:-

40 37 m.p. and 36 3/4 m.p. (32D)

TABLE D

Section of line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
Page 154 (Page 36 - 23D)		
CONSETT BRANCH		
Delete heading and entry		(32D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE H – WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS
WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum No. of vehicles (SLU's) and special conditions
Page 165			
NEWSHAM TO ISABELLA COLLIERY			
Amend :-			
Newsham	Isabella Colliery	Single	30
Isabella Colliery	Newsham	Single	30 (32D)

LOCAL INSTRUCTIONS

DONCASTER, BLACK CARR JN. TO BERWICK

YORK

Page 232

Trainmen working Passenger and Freight trains into York

First paragraph

Amend last two lines to read :-
possible direct by telephone to the Resources Controller at Doncaster Divisional Control, telephone
number 027 – 2903 (32D)

MISCELLANEOUS NOTICES

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
Thornaby M.P.D. All lines	Construction work. (Restricted clearance where indicated on site).	Until further notice	From 07 00 Monday 18 July.

York
14 JULY, 1983

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager



EASTERN REGION

NN

31

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 30 JULY

TO

FRIDAY 5 AUGUST 1983

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 31 JULY – BETWEEN ASKEW ROAD TUNNEL AND NEWCASTLE

The 20 m.p.h. Permanent Speed Restriction applicable on all lines between 79m. 34ch. and 79m. 70ch. will be reduced to a 15 m.p.h. Permanent Speed Restriction and will apply on all lines between 79m. 34ch. and 0m. 25ch. (between Newcastle East Jn. and Manors Station). (See Section 'D'). (34)

SUNDAY 31 JULY – BETWEEN HIGH LEVEL BRIDGE JN. AND KING EDWARD BRIDGE SOUTH JN. (0m. 53ch.)

The maximum permissible speed will be reduced to 15 m.p.h. (See Section 'D'). (34)

SUNDAY 31 JULY – GATESHEAD – KING EDWARD BRIDGE SOUTH JUNCTION

The points at each end of the double junction between the Down and Up Gateshead West lines and the Down and Up Carlisle lines will be secured out of use in the reverse position pending replacement by plain line. The double junction will thus be replaced by plain line forming part of the route between these lines.

All movements between the Down and Up Gateshead West lines and the Down and Up Carlisle lines, or between the Down and Up Gateshead West lines and the Down and Up Main lines will be via this newly formed plain line route.

The Down and Up Connecting lines giving direct access between the Main lines and the Gateshead West lines will be secured out of use pending removal.

Signalling Alterations

In consequence of the above, the Junction Route Indicator Position '1' (formerly applying towards Down Main D79 signal) will be removed from Down Main 4-aspect signal G152 and the route indications from this signal will now be as follows:—

Aspect	Junction Indicator Position No.	Destinations
Main	—	Down Main D79
Main	Position '4'	Down K.E.B. West G140 Signal
Main	Position '5'	Down Gateshead West G134 Signal

(34)

MONDAY 1 AUGUST – BARDON MILL

The trailing lead in the Up Main to Up Siding at 32m. 35ch. will be secured out of use pending removal.

The associated signalling will be abolished. (34)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HETT MILL LEVEL CROSSING AND DURHAM

The catch points in the Down (East Coast) Main line at 64m. 47ch. (914 yards before reaching Tyne signal TY399 have been secured out of use pending replacement by plain line **(New Item) (33)**

RYHOPE GRANGE – SOUTH HETTON BRANCH – (between Hawthorne Combined Mine & Coke Plant North Junction and Ryhope Grange)

The South Hetton Branch etc.

THIS WORK HAS NOT BEEN CARRIED OUT (33)

BETWEEN DURHAM AND HETT MILL LC

The **70 m.p.h. Permanent Speed Restriction** on the **Up** line between **63m. 03ch.** and **62¼ m.p.** has been increased to an **80 m.p.h. Permanent Speed Restriction.** (See Section 'D'). **(33)**

NEWCASTLE CENTRAL STATION

Platforms 13 and 14 have been shortened by 35 feet. **(32)**

BETWEEN WITTON LE WEAR AND BROADWOOD LC

The **20m.p.h. permanent speed restriction** applicable to Down and Up trains between **8½m.p.** and **9½m.p.** has been extended and now applies between **7m. 30ch.** and **9½m.p.** **(32)**

BETWEEN TURSDALE JN. AND WHITWELL

The **20 m.p.h. Permanent Speed Restriction** on the **Down** line between **5 m.p.** and **5m. 30ch.** has been removed. (See Section 'D'). **(33)**

**** BOWSFIELD – TEES YARD – THORNABY EAST JUNCTION**

Remodelling and/or resignalling has taken place at Bowesfield and at Thornaby East Jn.

A diagram illustrating the revised layout (also the new crossovers in the Thornaby Station area) together with the associated signalling alterations is included herein.

Between Stockton Cut Junction and Bowesfield

No.1 Down Loop and the Up Loop has been taken out of use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BOWESFIELD – TEES YARD – THORNABY EAST JN. – continued**

Stockton Cut Junction

The points leading to and from these Loop lines in the Down and Up Main lines have been secured out of use pending removal.

Signalling Alterations (Bowesfield)

The following signals/signal routes have been abolished or disconnected:—

Associated Junction Indicator position "1" and position light on Down Main signal B8 has been disconnected.

No.1 Down Loop 3-aspect Signal B11.

Up Loop 3-aspect Signal B109.

Route indication "L" has been abolished from Up Main Signal B128 and this signal no longer applies towards the Up Loop. The associated position light has been disconnected.

The 3-way route indicator has been abolished from Up Goods Signal B119 and the associated position light now applies towards the Shunt Spur only.

Down Main 4-aspect Signal B23 has been replaced T214 and converted to a 3-aspect signal. The signal-post telephone now communicates with Tees.

A "LIMIT OF SHUNT" indicator has been provided on the Down Main line, 180 yds. on the Bowesfield side of T213 signal.

Signalling Alterations (Tees)

A Junction Indicator position "1"; position light and 2-way stencil-type route indicator have been provided on Down Main T213 signal and the route applications are as shown in the "Description of Signals" below.

New 206 position light signal has been provided on the site of the former Down Goods 3-aspect Signal T208 which has been repositioned 150 yds. nearer to Tees Yard signal box. (The route indications is as shown in the "Description of Signals").

Down Main 3-aspect Signal T205 has been abolished. Dow Main automatic Signal D12 has been renumbered T205.

The route indications on the following signals have been altered in accordance with the table below:—

No.	Line	Aspect M = Main PL = Position light	Route Indication	Destination
T194	No.1 Up Goods	M	"G"	Up Goods
		M	"M"	Up Main
		PL	"G"	Up Goods line occupied
		PL	"W"	Down Main "LIMIT OF SHUNT"
T195	Wagon Repair Depot	M	"G"	Up Goods
		M	"M"	Up Main
		PL	"G"	Up Goods line occupied
		PL	"L"	Loco Spur
		PL	"W"	Down Main "LIMIT OF SHUNT"

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

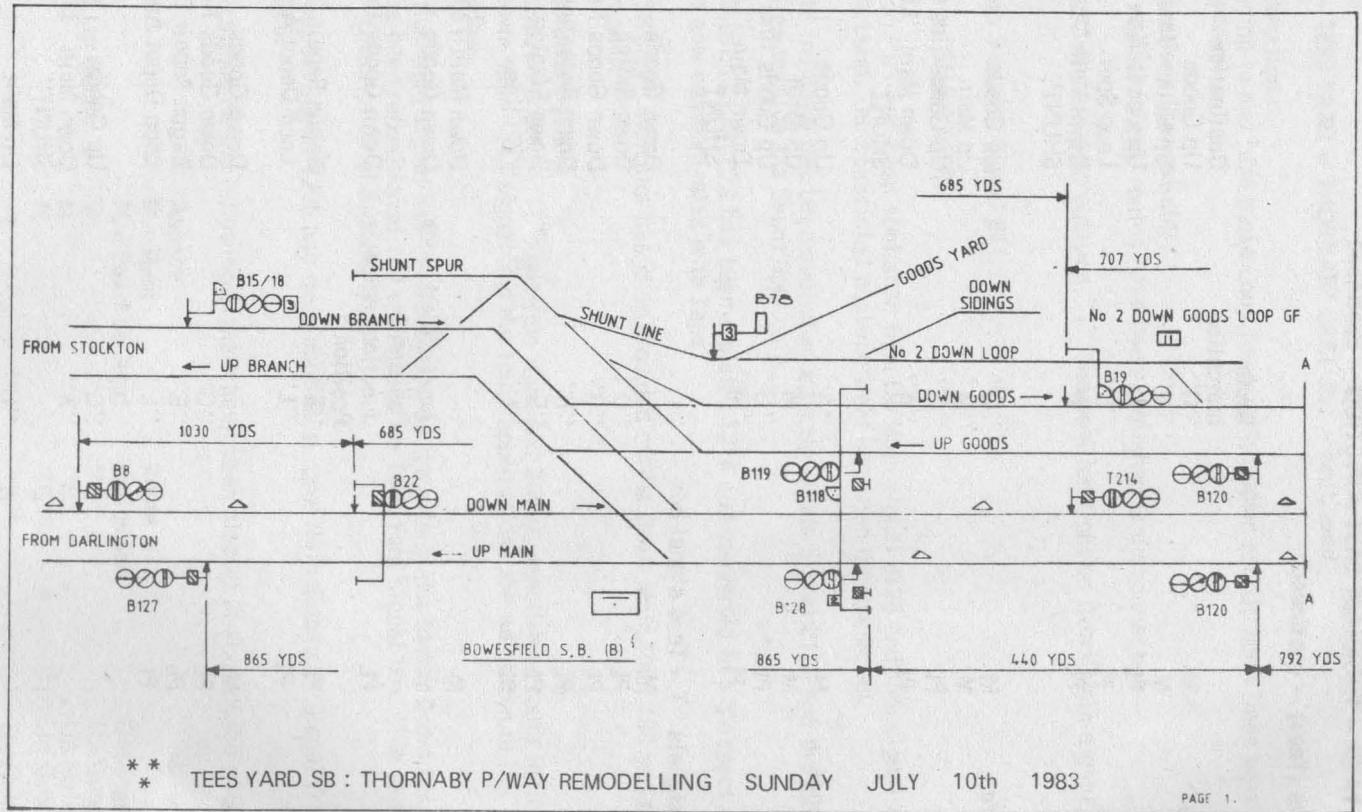
DETAILS OF WORK ALREADY CARRIED OUT - continued

** BOWSFIELD - TEES YARD - THORNABY EAST JUNCTION - continued

Signalling Alterations (Tees) - continued

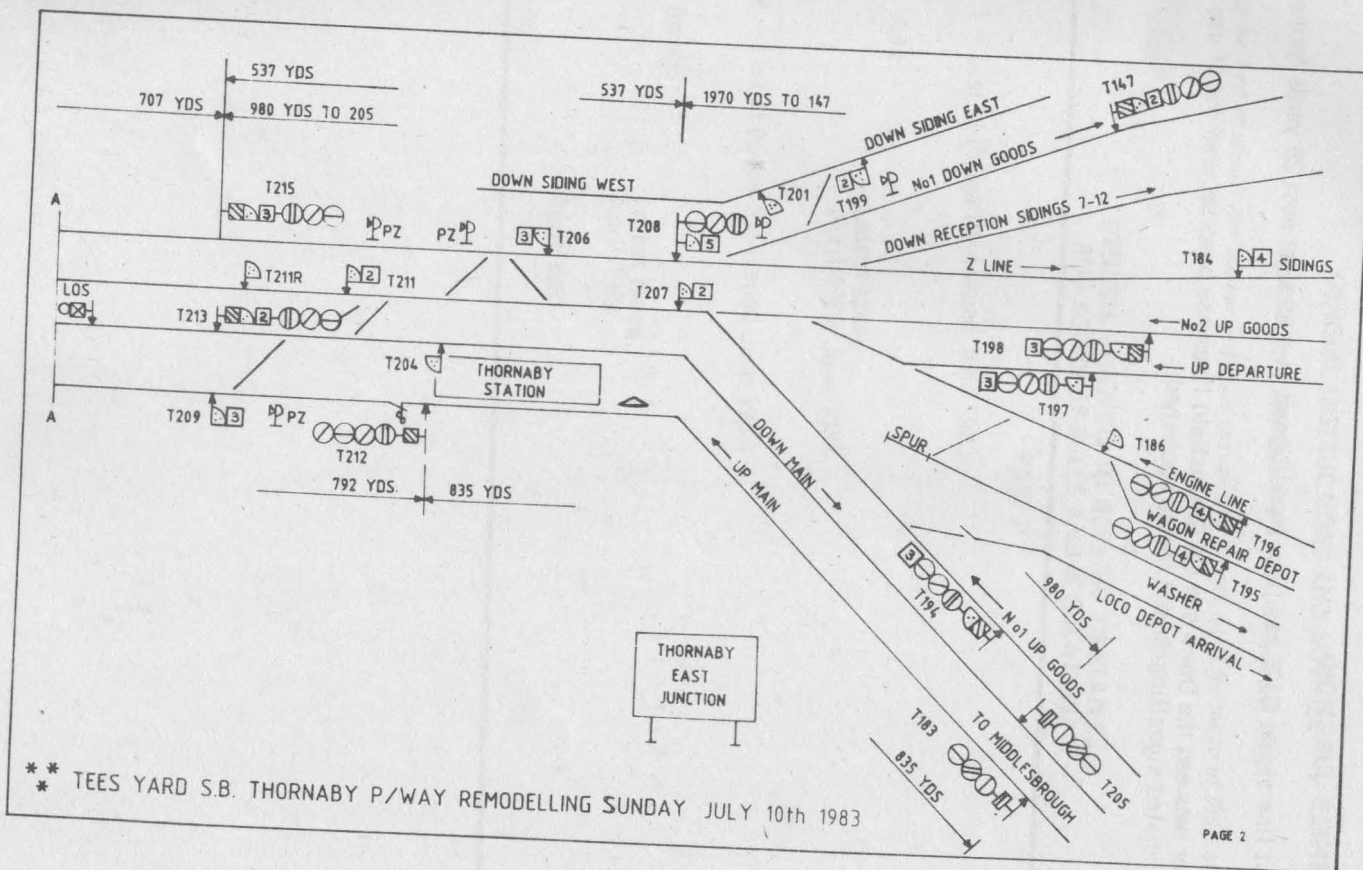
No.	Line		Route Indication	Destination
T196	Engine Line	M M PL PL PL	"G" "M" "G" "L" "W"	Up Goods Up Main Up Goods line occupied Loco Spur Down Main "LIMIT OF SHUNT"
T197	Up Departure	M M PL PL	"G" "M" "G" "W"	Up Goods Up Main Up Goods line occupied Down Main "LIMIT OF SHUNT"
T198	No.2 Up Goods	M M PL PL	"G" "M" "G" "W"	Up Goods Up Main Up Goods line occupied Down Main "LIMIT OF SHUNT"
Description of new signals		T = Tees signal box		
T208	Down Goods	M PL PL PL PL PL	"D" "G" "R" "S" "Z"	Down Goods Down Siding Down Goods line occupied Down Reception Down Staging "Z" line
T213	Down Main	M M PL PL PL	 Junction Indicator Position 1 Junction Indicator Position 1 "E" "L"	Down Main T205 Down Goods Down Goods line occupied Wagon Repair Depot Loco Depot Arrival
T215	Down Goods	M PL PL PL	"G" "E" "L"	Down Goods Down Goods line occupied Wagon Repair Depot Loco Depot Arrival
Position Light Signals				
T206	Down Goods		"G" "W" "U"	Up Goods Down Main "LIMIT OF SHUNT" Up Main
T207	Up Goods		"E" "L"	Engine Line Loco Depot Arrival
T209	Up Main		"G" "U" "M"	Down Goods T207 Signal Down Main
T211	Up Goods		"G" "U"	T208 T207

T211R
T211R will be cleared when T211 is showing a proceed aspect.



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

NN-23



** TEES YARD S.B. THORNABY P/WAY REMODELLING SUNDAY JULY 10th 1983

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD (GREENSFIELD JUNCTION)

Down Gateshead West line signal G125 has been repositioned on a straight post 36 yards further from the signalbox.

The trailing crossover between the Down and Up Greensfield lines has been secured out of use pending removal and the associated signalling/signal routes abolished.

(32)

Alas for Jim his train was late
He had to sign on at half-past eight,
The short-cut route would be alright,
He'd report on time, though it was tight,
He had not got his H.V. Vest
To put upon his manly chest,
But off along the track he sped,
Not dead on time. On time he's dead.



EASTERN REGION

NN

32

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 AUGUST

TO

FRIDAY 12 AUGUST 1983

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 DURHAM AND HETT MILL LC

The **70 m.p.h. Permanent Speed Restriction** on the **Up** line between **63m. 03ch.** and **62¼ m.p.** has been increased to an **80 m.p.h. Permanent Speed Restriction.** (See Periodical Operating Notice). (33)

BETWEEN HETT MILL LEVEL CROSSING AND DURHAM

The catch points in the Down (East Coast) Main line at 64m. 47ch. (914 yards before reaching Tyne signal TY399 have been secured out of use pending replacement by plain line (33)

BETWEEN ASKEW ROAD TUNNEL AND NEWCASTLE

The **20m.p.h. Permanent Speed Restriction** applicable on all lines between **79m. 34ch.** and **79m. 70ch.** has been **reduced** to a **15m.p.h. Permanent Speed Restriction** and applies on all lines between **79m. 34ch.** and **0m. 25ch.** (between Newcastle East Jn. and Manors Station) (See Periodical Operating Notice). (34)

BETWEEN HIGH LEVEL BRIDGE JN. AND KING EDWARD BRIDGE SOUTH JN. (0m. 53ch.)

The maximum permissible speed has been **reduced** to **15m.p.h.** (See Periodical Operating Notice). (34)

GATESHEAD – KING EDWARD BRIDGE SOUTH JUNCTION

The points at each end of the double junction between the Down and Up Gateshead West lines and the Down and Up Carlisle lines have been secured out of use in the reverse position pending replacement by plain line. The double junction has thus been replaced by plain line forming part of the route between these lines.

All movements between the Down and Up Gateshead West lines and the Down and Up Carlisle lines, or between the Down and Up Gateshead West lines and the Down and Up Main lines will be via this newly formed plain line route.

The Down and Up Connecting lines giving direct access between the Main lines and the Gateshead West lines have been secured out of use pending removal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD – KING EDWARD BRIDGE SOUTH JUNCTION – continued

Signalling Alterations

In consequence of the above, the Junction Route Indicator Position '1' (formerly applying towards Down Main D79 signal) has been removed from Down Main 4-aspect signal G152 and the route indications from this signal are now as follows:-

Aspect	Junction Indicator Position No.	Destinations	
Main	–	Down Main D79	
Main	Position '4'	Down K.E.B. West G140 Signal	
Main	Position '5'	Down Gateshead West G134 Signal	(34)

**** NEWCASTLE CENTRAL STATION**

Platforms 13 and 14 have been shortened by 35 feet. (32)

**** BETWEEN WITTON LE WEAR AND BROADWOOD LC**

The 20m.p.h. permanent speed restriction applicable to Down and Up trains between 8½m.p. and 9½m.p. has been extended and now applies between 7m. 30ch. and 9½m.p. (32)

BETWEEN TURSDALE JN. AND WHITWELL

The 20 m.p.h. Permanent Speed Restriction on the Down line between 5 m.p. and 5m. 30ch. has been removed. (See Periodocal Operating Notice). (33)

RYHOPE GRANGE – SOUTH HETTON BRANCH – (between Hawthorne Combined Mine & Coke Plant North Junction and Ryhope Grange)

The South Hetton Branch etc.

THIS WORK HAS NOT BEEN CARRIED OUT (33)

**** GATESHEAD (GREENSFIELD JUNCTION)**

Down Gateshead West line signal G125 has been repositioned on a straight post 36 yards further from the signalbox.

The trailing crossover between the Down and Up Greensfield lines has been secured out of use pending removal and the associated signalling/signal routes abolished. (32)

BARDON MILL

The trailing lead in the Up Main to Up Siding at 32m. 35ch. has been secured out of use pending removal.

The associated signalling has been abolished. (34)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a 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)

OTHER GENERAL INSTRUCTIONS

Page 217

WEED-KILLING TRAIN

1. **Classification and Signalling**

Amend to read:-

The train must always be signalled and dealt with as a Class 7 freight train.

(40D)

Page 223 **WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS**

Sixth paragraph, **Amend** reference to Rule Book, Section H, clause 13.9.1 to read :- clause 13.10.1.

(40D)

MISCELLANEOUS NOTICES

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
Thornaby M.P.D. All lines	Construction work. (Restricted clearance where indicated on site).	Until further notice	

York
29 JULY, 1983

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

SAFETY AT WORK

**DON'T BE COLOUR PREJUDICED,
WEAR YOUR HIGH VISIBILITY VEST.**



EASTERN REGION

NN

33

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 AUGUST

TO

FRIDAY 19 AUGUST 1983

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

NORTON-ON-TEES EAST

The main to main Trailing Crossover has been secured out of use pending removal and all associated signalling dispensed with. (New Item) (35)

NEWCASTLE CENTRAL STATION

Platforms 13 and 14 etc. – **THIS WORK HAS NOT BEEN CARRIED OUT** (35)

****** **BETWEEN DURHAM AND HETT MILL LC**

The **70 m.p.h. Permanent Speed Restriction** on the **Up** line between **63m. 03ch.** and **62¼ m.p.** has been increased to an **80 m.p.h. Permanent Speed Restriction.**(See Periodical Operating Notice). (33)

****** **BETWEEN HETT MILL LEVEL CROSSING AND DURHAM**

The catch points in the Down (East Coast) Main line at 64m. 47ch. (914 yards before reaching Tyne signal TY399 have been secured out of use pending replacement by plain line (33)

BETWEEN ASKEW ROAD TUNNEL AND NEWCASTLE

The **20m.p.h. Permanent Speed Restriction** applicable on all lines between **79m. 34ch.** and **79m. 70ch.** has been reduced to a **15m.p.h. Permanent Speed Restriction** and applies on all lines between **79m. 34ch.** and **0m. 25ch.** (between Newcastle East Jn. and Manors Station) (See Periodical Operating Notice). (34)

BETWEEN HIGH LEVEL BRIDGE JN. AND KING EDWARD BRIDGE SOUTH JN. (0m. 53ch.)

The maximum permissible speed has been reduced to **15m.p.h.** (See Periodical Operating Notice). (34)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD – KING EDWARD BRIDGE SOUTH JUNCTION

The points at each end of the double junction between the Down and Up Gateshead West lines and the Down and Up Carlisle lines have been secured out of use in the reverse position pending replacement by plain line. The double junction has thus been replaced by plain line forming part of the route between these lines.

All movements between the Down and Up Gateshead West lines and the Down and Up Carlisle lines, or between the Down and Up Gateshead West lines and the Down and Up Main lines will be via this newly formed plain line route.

The Down and Up Connecting lines giving direct access between the Main lines and the Gateshead West lines have been secured out of use pending removal.

Signalling Alterations

In consequence of the above, the Junction Route Indicator Position '1' (formerly applying towards Down Main D79 signal) has been removed from Down Main 4-aspect signal G152 and the route indications from this signal are now as follows:-

Aspect	Junction Indicator Position No.	Destinations	
Main	—	Down Main D79	
Main	Position '4'	Down K.E.B. West G140 Signal	
Main	Position '5'	Down Gateshead West G134 Signal	(34)

BETWEEN TURSDALE JN. AND WHITWELL

The 20 m.p.h. Permanent Speed Restriction on the Down line between 5 m.p. and 5m. 30ch. has been removed. (See Periodocal Operating Notice). (33)

**** RYHOPE GRANGE – SOUTH HETTON BRANCH – (between Hawthorne Combined Mine & Coke Plant North Junction and Ryhope Grange)**

The South Hetton Branch etc.

THIS WORK HAS NOT BEEN CARRIED OUT (33)

BARDON MILL

The trailing lead in the Up Main to Up Siding at 32m. 35ch. has been secured out of use pending removal.

The associated signalling has been abolished. (34)

S A F E T Y A T W O R K

**There was a chap who was unimpressed,
At the sense of wearing a H.V. vest,
But the failure to wear was a costly affair,
At family gatherings he's no longer there!**

FOR YOUR FAMILY & SAFETY'S SAKE – WEAR IT



EASTERN REGION

NN

34

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 AUGUST

TO

FRIDAY 26 AUGUST 1983

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

NEWCASTLE CENTRAL STATION

Platforms 13 and 14 have been shortened by 35 feet.

(New Item) (36)

****** BETWEEN ASKEW ROAD TUNNEL AND NEWCASTLE

The **20m.p.h. Permanent Speed Restriction** applicable on all lines between **79m. 34ch.** and **79m. 70ch.** has been **reduced** to a **15m.p.h. Permanent Speed Restriction** and applies on all lines between **79m. 34ch.** and **0m. 25ch.** (between Newcastle East Jn. and Manors Station) (See Periodical Operating Notice). (34)

****** BETWEEN HIGH LEVEL BRIDGE JN. AND KING EDWARD BRIDGE SOUTH JN. (0m. 53ch.)

The maximum permissible speed has been **reduced** to **15m.p.h.** (See Periodical Operating Notice). (34)

NORTON-ON-TEES EAST

The main to main Trailing Crossover has been secured out of use pending removal and all associated signalling dispensed with. (35)

****** GATESHEAD - KING EDWARD BRIDGE SOUTH JUNCTION

The points at each end of the double junction between the Down and Up Gateshead West lines and the Down and Up Carlisle lines have been secured out of use in the reverse position pending replacement by plain line. The double junction has thus been replaced by plain line forming part of the route between these lines.

All movements between the Down and Up Gateshead West lines and the Down and Up Carlisle lines, or between the Down and Up Gateshead West lines and the Down and Up Main lines will be via this newly formed plain line route.

The Down and Up Connecting lines giving direct access between the Main lines and the Gateshead West lines have been secured out of use pending removal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** GATESHEAD – KING EDWARD BRIDGE SOUTH JUNCTION – continued**

Signalling Alterations

In consequence of the above, the Junction Route Indicator Position '1' (formerly applying towards Down Main D79 signal) has been removed from Down Main 4-aspect signal G152 and the route indications from this signal are now as follows:—

Aspect	Junction Indicator Position No.	Destinations	
Main	—	Down Main D79	
Main	Position '4'	Down K.E.B. West G140 Signal	
Main	Position '5'	Down Gateshead West G134 Signal	(34)

**** BETWEEN TURSDALE JN. AND WHITWELL**

The 20 m.p.h. Permanent Speed Restriction on the Down line between 5 m.p. and 5m. 30ch. has been removed. (See Periodocal Operating Notice). (33)

**** BARDON MILL**

The trailing lead in the Up Main to Up Siding at 32m. 35ch. has been secured out of use pending removal.

The associated signalling has been abolished. (34)



EASTERN REGION

NN

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 27 AUGUST

TO

FRIDAY 9 SEPTEMBER 1983

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 4 SEPTEMBER – YORK CHALONERS WHIN JUNCTION**

The Warning Indicators (and associated Automatic Warning System Permanent Magnets) immediately north of Chaloners Whin Junction, giving warning of the change in the Permanent Speed Restriction from **90m.p.h.** to **15m.p.h.** at 187m. 50ch. on the Down Leeds and Down Main lines, will be resited 2,280 before reaching the **15m.p.h.** speed restrictions signs (195 yards further south than at present). (39)

SUNDAY 4 SEPTEMBER – BETWEEN GOSWICK L.C. AND SCREMERSTON L.C.

The catch points in the Down (E.C.M.L.) at 61m. 67ch. will be removed and plain line installed. (39)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN EARSDON AND ESSO SIDINGS GROUND FRAME**

The Single line to Esso Sidings has been closed to traffic and the points at Earsdon have been secured in the normal position for the Benton direction. (New item) (38)

NEWCASTLE CENTRAL STATION

Platforms 13 and 14 have been shortened by 35 feet. (36)

* NORTON-ON-TEES EAST**

The main to main Trailing Crossover has been secured out of use pending removal and all associated signalling dispensed with. (35)

DO YOU WORK ON OR ABOUT THE TRACK?
IF YOU DO LOOK OUT FOR

SAFETY LINE - '83

THIS IS A SAFETY CAMPAIGN STARTING
IN SEPTEMBER AND WILL LAST FOR
3 MONTHS.

YOUR MANAGER, SUPERVISOR, SAFETY
REPRESENTATIVE AND YOUR TRADE UNION
OFFICERS WILL ALL BE WORKING TOGETHER
TO MAKE THIS MAJOR CAMPAIGN A SUCCESS.

WATCH THIS SPACE FOR MORE INFORMATION



EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 SEPTEMBER

TO

FRIDAY 16 SEPTEMBER 1983

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 12 SEPTEMBER – SUNDERLAND SOUTH TUNNELS

The Permanent Speed Restrictions through Sunderland South Tunnels on the **Down** and **Up** lines will be increased to 20 m.p.h. (See Section D). (40)

DETAILS OF WORK ALREADY CARRIED OUT

GATESHEAD KING EDWARD BRIDGE SOUTH JUNCTION

The double junction between the Down and Up Main and Down and Up Carlisle lines, together with the associated signal routes has been taken out of use **until further notice**.

The Junction points in the Down and Up Carlisle lines have been removed and replaced by plain line.

The trailing crossover between the Down and Up Carlisle lines has been repositioned 175 yards further from Gateshead Signal Box and the associated position light signal No. 148 (applying Down Carlisle to Up Carlisle) has been repositioned accordingly. (New Item) (39)

BETWEEN GOSWICK L.C. AND SCREMERSTON L.C.

THIS WORK HAS NOT BEEN CARRIED OUT

YORK CHALONERS WHIN JUNCTION

The Warning Indicators (and associated Automatic Warning System Permanent Magnets) immediately north of Chaloners Whin Junction, giving warning of the change in the Permanent Speed Restriction from **90m.p.h.** to **15m.p.h.** at 187m. 50ch. on the Down Leeds and Down Main lines, have been resited 2,280 yards before reaching the **15m.p.h.** speed restriction signs (195 yards further south than at present). (39)

****** NEWCASTLE CENTRAL STATION

*

Platforms 13 and 14 have been shortened by 35 feet. |

(36)

BETWEEN EARSDON AND ESSO SIDINGS GROUND FRAME

The Single line to Esso Sidings has been closed to traffic and the points at Earsdon have been secured in the normal position for the Benton direction. (38)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a 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	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
			Down m.p.h.	Up m.p.h.	
DONCASTER BLACK CARR JN. TO BERWICK					
Page 27	Between Hett Mill LC and Durham				
	Delete:-				C. Down at 64m. 47ch. 914 yards before reaching signal TY399. (40D)
BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON					
Page 53	Between Hartley L.C. and Newsham South				
	Add:-	10		11m. 53ch. and 11m. 70ch.	(40D)
NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN					
Page 126	(Page 36, ND 32D)				
	At Sunderland South Tunnels				
	Delete :-	$\frac{20}{20}$		89m. 05ch. and 89m. 45ch.	
	Add :-	$\frac{20}{40}$	$\frac{20}{40}$	89m. 05ch. and 89m. 45ch.	
	Amend :-	20	20	89m. 45ch. and 89m. 76ch.	
Page 127	(Page 36, ND 32D)				
	At Sunderland North Tunnel				
	Delete :-		20	89m. 76ch. and 89m. 05ch.	w.e.f. Monday 12 September (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS

Page 217

WEED-KILLING TRAIN

1. Classification and Signalling

Amend to read:—

The train must always be signalled and dealt with as a Class 7 freight train.

(40D)

Page 223 WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS

Sixth paragraph, Amend reference to Rule Book, Section H, clause 13.9.1 to read :— clause 13.10.1.

(40D)

MISCELLANEOUS NOTICES

BETWEEN FENHAM LOW MOOR L.C. AND BEAL

In connection with work on the new alignment of the Down Main line between 57m. 08ch. and 57m. 72ch., Engineers trains may be working on the new track whilst trains pass on the Down Main line.

(39)

** MANORS STATION

The Up Tynemouth Platform has been taken out of use.

(37)

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
Thornaby M.P.D. All lines	Construction work. (Restricted clearance where indicated on site).	Until further notice	

SAFETY LINE - '83

IS LOOKOUT PROTECTION PROVIDED?

IS PEE WEE EQUIPMENT AVAILABLE AND IS IT BEING USED?

DOES EVERYBODY WORKING OR WALKING ON OR ABOUT THE TRACK WEAR A BRIGHT, CLEAN HIGH VISIBILITY VEST/TABARD?

HAVE YOU GOT A TRACK WALKING CARD B.R.29995/12? EVERYONE SHOULD HAVE ONE IF THEY EVER HAVE OCCASION TO GO ON THE TRACK.

THESE ARE JUST SOME OF THE QUESTIONS WHICH MUST BE ANSWERED OVER THE NEXT THREE MONTHS.



EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 17 SEPTEMBER

TO

FRIDAY 23 SEPTEMBER 1983

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 18 SEPTEMBER – EAGLESCLIFFE SOUTH JUNCTION

The catch points in the Up Main line, will be altered to become "self restored" operation to the run-off position after the passage of a train. (41)

SUNDAY 18 SEPTEMBER – TEES (THORNABY EAST JUNCTION)

Down Goods signal TY208 will be replaced by a straight post signal. (41)

MONDAY 19 SEPTEMBER – BETWEEN WARDEN AND HEXHAM

The 30 m.p.h. Permanent Speed Restriction on the Up line between 21m. 32ch. and 20¼ m.p. will be removed. (See Section 'D'). (41)

DETAILS OF WORK ALREADY CARRIED OUT

MONKWEARMOUTH

The Up Southwick Branch semaphore Starting signal has been repositioned on the opposite (right-hand) side of the line. (New item) (41)

YORK CHALONERS WHIN JUNCTION

The Warning Indicators (and associated Automatic Warning System Permanent Magnets) immediately north of Chaloners Whin Junction, giving warning of the change in the Permanent Speed Restriction from 90m.p.h. to 15m.p.h. at 187m. 50ch. on the Down Leeds and Down Main lines, have been resited 2,280 yards before reaching the 15m.p.h. speed restriction signs (195 yards further south than at present). (39)

GATESHEAD KING EDWARD BRIDGE SOUTH JUNCTION

The double junction between the Down and Up Main and Down and Up Carlisle lines, together with the associated signal routes has been taken out of use **until further notice**.

The Junction points in the Down and Up Carlisle lines have been removed and replaced by plain line.

The trailing crossover between the Down and Up Carlisle lines has been repositioned 175 yards further from Gateshead Signal Box and the associated position light signal No. 148 (applying Down Carlisle to Up Carlisle) has been repositioned accordingly. (39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN GOSWICK L.C. AND SCREMERSTON L.C.

THIS WORK HAS NOT BEEN CARRIED OUT

* * BETWEEN EARSDON AND ESSO SIDINGS GROUND FRAME

The Single line to Esso Sidings has been closed to traffic and the points at Earsdon have been secured in the normal position for the Benton direction. (38)

SUNDERLAND SOUTH TUNNELS

The Permanent Speed Restrictions through Sunderland South Tunnels on the **Down** and **Up** lines has been increased to $\frac{20}{40}$ m.p.h. (See Section D). (40)

SAFETY LINE - '83

NEITHER HE NOR HIS COMPANION WORE A HIGH VISIBILITY VEST WHICH HAD BEEN ISSUED. FORGOT TO KEEP A SHARP LOOKOUT.

LOOKOUT FAILED TO GIVE ADEQUATE WARNING.

WALKED IN FOUR FOOT WITH HIS BACK TO TRAFFIC.

MAN MOVED FROM A POSITION OF SAFETY AND PLACED HIMSELF FOUL OF THE DOWN LINE. DID NOT MOVE ALTHOUGH THE DRIVER SOUNDED HIS HORN.

FAILED TO GET LOOKOUTMAN'S PERMISSION TO MOVE ALONGSIDE THE TAMPING MACHINE.

CANNOT BE ESTABLISHED WHY HE WAS ON THE TRACK WHEN HIS DUTIES DID NOT REQUIRE HIM TO BE THERE.

THE ABOVE EXTRACTS OF COMMENTS MADE BY THE DEPARTMENT OF TRANSPORT OFFICERS REGARDING **FATAL ACCIDENTS** SERVE TO ILLUSTRATE WHY **SAFETY LINE - '83** IS AIMED AT YOU.



EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 24 SEPTEMBER

TO

FRIDAY 30 SEPTEMBER 1983

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 25 SEPTEMBER – BETWEEN CHALONERS WHIN JUNCTION AND DRINGHOUSES YARD

Remodelling/resignalling will be commissioned. Full details are shown in **Supplementary Notice of Signalling Alterations No.125** and all concerned must be in possession of a copy of this notice.

BETWEEN CHURCH FENTON/HAMBLETON NORTH JUNCTION AND DRINGHOUSES JUNCTION

Attention is drawn to the alterations to line speeds and permanent speed restrictions published in Section 'D'. (42)

SUNDAY 25 SEPTEMBER – GATESHEAD KING EDWARD BRIDGE SOUTH JUNCTION

The double junction between the Down and Up Main and Down and Up Carlisle lines will be reinstated together with the associated signal routes. (42)

DETAILS OF WORK ALREADY CARRIED OUT

**** YORK CHALONERS WHIN JUNCTION**

The Warning Indicators (and associated Automatic Warning System Permanent Magnets) immediately north of Chaloners Whin Junction, giving warning of the change in the Permanent Speed Restriction from **90m.p.h.** to **15m.p.h.** at 187m. 50ch. on the Down Leeds and Down Main lines, have been resited 2,280 yards before reaching the **15m.p.h.** speed restriction signs (195 yards further south than at present). (39)

**** GATESHEAD KING EDWARD BRIDGE SOUTH JUNCTION**

The double junction between the Down and Up Main and Down and Up Carlisle lines, together with the associated signal routes has been taken out of use **Until Sunday 25 September.**

The Junction points in the Down and Up Carlisle lines have been removed and replaced by plain line. **Until Sunday 25 September.**

The trailing crossover between the Down and Up Carlisle lines has been repositioned 175 yards further from Gateshead Signal Box and the associated position light signal No. 148 (applying Down Carlisle to Up Carlisle) has been repositioned accordingly. (39)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

EAGLESCLIFFE SOUTH JN.

The catch points in the Up Main line, have been altered to become "self restored" operation to the run-off position after the passage of a train. (41)

SUNDERLAND SOUTH TUNNELS

The Permanent Speed Restrictions through Sunderland South Tunnels on the **Down** and **Up** lines has been increased to $\frac{20}{40}$ m.p.h. (See Section D). (40)

MONKWEARMOUTH

The Up Southwick Branch semaphore Starting signal has been repositioned on the opposite (right-hand) side of the line. (41)

TEES (THORNABY EAST JUNCTION)


Down Goods signal TY208 has been replaced by a straight post signal. (41)

BETWEEN WARDEN AND HEXHAM

The 30 m.p.h. Permanent Speed Restriction on the **Up** line between 21m. 32ch. and 20¼ m.p. have been removed. (See Section 'D'). (41)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
			Down m.p.h.	Up m.p.h.		
U Main D Main U Leads D Leads	DONCASTER BLACK Pages 19 to 22 - Delete Balne					
	CARR JN. TO BERWICK					
	L.C. to Clifton all particulars and substitute: (Note - the alterations to Table A between Balne L.C. and Hambleton North Jn. exclusive do not apply until 2.10.83)					
	Balne L.C.	165.70				
	Temple Hirst Jn. (See page 39)	169.16	70		To Selby line 169m. 07 ch. and 169m. 55ch.	Temple Hirst Jn. to Clifton controlled from York box.
			60		169¼m.p. and 174m. 70ch.	
	Hambleton South Jn. (See page 40)	174.10	50		To Hambleton West Jn. line.	
			60		174m. 70ch. and 169¼m.p.	
			100		Main line 174m. 70ch. and 186¼m.p.	
	Hambleton North Jn. (See page 40)	174.75	40		To Hambleton East Jn. line.	
Colton Jn. (See page 85)	182.79					
Colton North Jn. (See page 85)	183.65	70		Down Main to Down Leeds.		
		70		Up Leeds to Up Main.		
		100		Leeds line Colton North Jn. and 186¼m.p.		
Earfit Lane LC (R/G)	184.05					
Copmanthorpe No.2 LC (R/G)	185.22					
		100		Main line 186¼m.p. and 174m. 70ch.		
		100		Leeds line 186¼m.p. and Colton North Jn.		
		80	80	Main and Leeds lines 186¼m.p. and 186m. 43ch.		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 E.R. SECTIONAL APPENDIX (NORTHERN AREA)
 TABLE A - DETAILS OF RUNNING LINES
 NN-20

Running Lines and Signalling System	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
DONCASTER BLACK Pages 19 to 22 - substitute - 	CARR JN. TO BERWICK - continued	continued					
	Dringhouses Jn.	186.67	90		Main and Leeds lines 186m. 43ch. and 187m. 79ch.		
			50		Down Leeds to Down Main.		
			50		Up Main to Up Leeds.		
			25		Down Main to Up Leeds at 187m. 38ch.		
			25	25	Up Leeds to Down Leeds and Down Leeds to Down Holgate Loop at 187m. 44ch.		
			10		Up Holgate Loop to all Reception lines in Dringhouses Up Yard.		
90		Main and Leeds lines 187m. 79ch. and 186m. 43ch.					

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 ER SECTIONAL APPENDIX (NORTHERN AREA) - continued
 TABLE A - DETAILS OF RUNNING LINES - continued
 NN-21

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
			Down m.p.h.	Up m.p.h.		
<p>DONCASTER BLACK Pages 19 to 22 – substitute –</p> <p>Plat.8 UM DM Plat.9 Line X Plat.14 Line W Plat.15 Plat.16 UG</p>	<p>CARR JN. TO BERWICK continued Holgate Jn. (See page 40)</p> <p>York (Y) (See page 41)</p> <p>Clifton (See page 41)</p>	<p>continued</p> <p>188.08</p> <p>$\frac{188.40}{0.00}$</p>				<p>DGL 104 UGL 113</p> <p>Loco Water Permissive working authorised on platforms 8, 9, 14, 15 and 16.</p>
			25	25	Main lines in right direction 187m. 79ch. and 0m. 42ch.	
			15	15	All other passenger lines and connections 187m. 79ch. and 0m. 42ch.	
			15	15	All lines to and from Scarborough direction York Station and 0m. 26ch.	

(w.e.f. Sunday 25 September) (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
 E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued
 TABLE A – DETAILS OF RUNNING LINES – continued

S A F E T Y L I N E ' 8 3

S A F E T Y R E P R E S E N T A T I V E S

S A F E T Y R E P R E S E N T A T I V E S A R E V E R Y M U C H I N V O L V E D
I N T H I S C A M P A I G N .

S O M E A R E L O O K I N G A T R E F U G E S T O S E E I F T H E Y A R E
A D E Q U A T E A N D K E P T T I D Y .

S O M E A R E L O O K I N G A T W A R N I N G S Y S T E M S , P E E W E E S
A N D T H E P R O B L E M S O F L O O K O U T P R O T E C T I O N .

S O M E A R E L O O K I N G A T Y O U F R O M T H E C A B O F A
L O C O M O T I V E A N D R E C O R D I N G W H A T T H E Y S E E A N D T H E
D A N G E R S Y O U H A V E T O F A C E .

O T H E R S A R E E X A M I N I N G A U T H O R I S E D W A L K I N G R O U T E S .

T A L K T O Y O U R S A F E T Y R E P R E S E N T A T I V E A B O U T S A F E T Y
A N D P A R T I C U L A R L Y T R A C K S A F E T Y .



EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 1 OCTOBER

TO

FRIDAY 7 OCTOBER 1983

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 2 OCTOBER – ASHINGTON COLLIERY BRANCH (BETWEEN ASHINGTON STATION AND ASHINGTON COLLIERY N.C.B.)

The Absolute Block Regulations will apply and the Permissive Block Regulations will be discontinued. (43)

SUNDAY 2 OCTOBER – BETWEEN WINNING AND MARCHEY'S HOUSE

The Absolute Block Regulations will apply and the Permissive Block Regulations will be discontinued. (43)

SUNDAY 2 OCTOBER – DENTON VILLAGE LEVEL CROSSING AT 43m. 65chs. (Between Blenkinsop and Low Row)

The Up Distant signal will be renewed at a reduced height of 15ft. above rail level. (43)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CHALONERS WHIN JUNCTION AND DRINGHOUSES YARD

Remodelling/resignalling has been commissioned. Full details are shown in **Supplementary Notice of Signalling Alterations No.125** and all concerned must be in possession of a copy of this notice.

BETWEEN CHURCH FENTON/HAMBLETON NORTH JUNCTION AND DRINGHOUSES JUNCTION

Attention is drawn to the alterations to line speeds and permanent speed restrictions published in ND Book 40D. (42)

GATESHEAD KING EDWARD BRIDGE SOUTH JUNCTION

The double junction between the Down and Up Main and Down and Up Carlisle lines has been reinstated together with the associated signal routes. (42)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

EAGLESLIFFE SOUTH JN.

The catch points in the Up Main line, have been altered to become "self restored" operation to the run-off position after the passage of a train. (41)

SUNDERLAND SOUTH TUNNELS

The Permanent Speed Restrictions through Sunderland South Tunnels on the **Down** and **Up** lines has been increased to $\frac{20}{40}$ m.p.h. (See ND40D). (40)

MONKWEARMOUTH

The Up Southwick Branch semaphore Starting signal has been repositioned on the opposite (right-hand) side of the line. (41)

TEES (THORNABY EAST JUNCTION)

Down Goods signal TY208 has been replaced by a straight post signal. (41)

BETWEEN WARDEN AND HEXHAM

The 30 m.p.h. Permanent Speed Restriction on the **Up** line between 21m. 32ch. and 20 $\frac{1}{2}$ m.p. have been removed. (See ND40D). (41)



EASTERN REGION

NN

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 15 OCTOBER

TO

FRIDAY 21 OCTOBER 1983

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 17 OCTOBER – TYNE & WEAR METRO, COMMISSIONING OF NEW COLOUR LIGHT SIGNALLING

The section of line – Hebburn – South Shields, will be brought into service on **Monday 17 October.**

(45)

DETAILS OF WORK ALREADY CARRIED OUT

YORK DRINGHOUSES UP SIDINGS

No. 7 Siding has been secured out of use.

(New Item) (45)

GATESHEAD KING EDWARD BRIDGE SOUTH JUNCTION

The trailing crossover between the Down and Up Main lines has been resited on the north side of the double junction points (leading to/from Down and Up Carlisle lines).

Down Main position light signal No.150 (applying towards Up Main) has been repositioned in the cess of the Down Main at the new point ends of the repositioned crossover.

Up Main position light signal No. 151 continues to apply towards the Down Main, but remains at the site of the former point ends in the Up Main.

(44)

GATESHEAD GREENSFIELD JUNCTION

The points in the Down and Up Greensfield lines forming the double junction between the Down and Up Greensfield lines and the Down and Up Gateshead West lines have been secured out of use in the reverse position pending replacement by a plain line route (to/from the Gateshead West lines.)

Signalling Alterations

Down Greensfield signal G118 to Up Gateshead West has been abolished.

Signal G109 now applies (Main aspect) Down Greensfield to Up Gateshead West or (associated Position light) towards the Motive power depot.

(44)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TYNE YARD

The Reception Sidings have been abolished and all associated signal routes disconnected.

The connection – Down Slow to Down Arrival line has been secured out of use in the normal position pending removal and all associated signal routes disconnected.

The Down Arrival line and Up Arrival Shunt Neck has been abolished.

The connection – Up Goods to Down Arrival line has been secured out of use in the reverse position.

The Up Arrival line together with all associated signalling has been abolished. (44)

**** TWEEDMOUTH**

THIS WORK HAS NOT BEEN CARRIED OUT. (44)

ASHINGTON COLLIERY BRANCH (BETWEEN ASHINGTON STATION AND ASHINGTON COLLIERY N.C.B.)

The Absolute Block Regulations now apply and the Permissive Block Regulations have been discontinued. (43)

BETWEEN WINNING AND MARCHEY'S HOUSE

The Absolute Block Regulations now apply and the Permissive Block Regulations have been discontinued. (43)

DENTON VILLAGE LEVEL CROSSING AT 43m. 65chs. (Between Blenkinsop and Low Row)

The Up Distant signal has been renewed at a reduced height of 15ft. above rail level. (43)

BETWEEN CHALONERS WHIN JUNCTION AND DRINGHOUSES YARD

Remodelling/resignalling has been commissioned. Full details are shown in **Supplementary Notice of Signalling Alterations No.125** and all concerned must be in possession of a copy of this notice.

**** BETWEEN CHURCH FENTON/HAMBLETON NORTH JUNCTION AND DRINGHOUSES JUNCTION**

Attention is drawn to the alterations to line speeds and permanent speed restrictions published in ND Book 40D. (42)

**** GATESHEAD KING EDWARD BRIDGE SOUTH JUNCTION**

The double junction between the Down and Up Main and Down and Up Carlisle lines has been reinstated together with the associated signal routes. (42)

SAFETY LINE '83

BE PREPARED

It is the unexpected train that kills.

Don't assume you know the timetable.

Single lines or bi-directional lines
require more care, traffic is less
predictable, protection more important.

ALWAYS BE PREPARED TO DEAL WITH THE
UNEXPECTED



EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 OCTOBER

TO

FRIDAY 28 OCTOBER 1983

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 OCTOBER – BETWEEN GATESHEAD GREENSFIELD JUNCTION AND KING EDWARD BRIDGE EAST JUNCTION

The trailing crossover between the Down and Up Gateshead West lines will be repositioned 40 yards further from Gateshead signal box.

The associated Up Gsteshead West signal G124 will be repositioned accordingly. (46)

SUNDAY 23 OCTOBER – THORNABY MOTIVE POWER DEPOT

The spring-worked points at the Loco-Spur end of the crossover between the Loco-Spur and Engine line will become power operated from the Tees signal box.

A new position light signal No.187 – applying Loco-Spur to Loco-Depot Arrival will be provided on the left hand side of the Loco-Spur.

A new "Limit of Shunt" indicator will be provided at the Thornaby Station end of the Washer Road, applicable to movements towards the Loco-Spur. (46)

MONDAY 24 OCTOBER – BILLINGHAM-ON-TEES

The 30 m.p.h. Permanent Speed Restriction on the Down and Up lines between 63m. 50ch. and 63m. 70ch. will be altered to a 35 m.p.h. Permanent Speed Restriction on the Down and Up lines and extended to apply between 63m. 50ch. and 64m. 02ch.

The Permanent Speed Restriction through the junction to and from the Port Clarence line will be increased to 35 m.p.h. (See Section 'D'). (46)

WEDNESDAY 26 OCTOBER – BETWEEN BEDALE AND REDMIRE

Leyburn Signal Box, together with all signals worked therefrom will be abolished. The Up line at Leyburn will be retained as the Single line.

The line between Bedale and Redmire will be operated in accordance with the "ONE TRAIN WORKING" regulations by Train Staff.

The following level crossings will be converted to "Trainmen Operated" gates and all associated signalling will be abolished.

- Ainderby Gates
- Scruton
- Crake Hall
- Finghall Lane
- Wensley

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

WEDNESDAY 26 OCTOBER – BETWEEN BEDALE AND REDMIRE – continued

"STOP" noticeboards will be provided 27 yds. from the crossings on each rail approach.

St. Georges Cross advance warning boards will be provided 1,200 yds. on each rail approach to Ainderby Gates, Scruton, Crake Hall and Finghall Lane level crossings.

The warning boards on the rail approaches to Wensley level crossing will be replaced by St. Georges Cross signs. (46)

DETAILS OF WORK ALREADY CARRIED OUT

**** BETWEEN CHALONERS WHIN JUNCTION AND DRINGHOUSES YARD**

Remodelling/resignalling has been commissioned. Full details are shown in **Supplementary Notice of Signalling Alterations No.125** and all concerned must be in possession of a copy of this notice.

**** BETWEEN CHURCH FENTON/HAMBLETON NORTH JUNCTION AND DRINGHOUSES JUNCTION**

Attention is drawn to the alterations to line speeds and permanent speed restrictions published in ND Book 40D. (42)

YORK DRINGHOUSES UP SIDINGS

No. 7 Siding has been secured out of use. (45)

TYNE YARD

The Reception Sidings have been abolished and all associated signal routes disconnected.

The connection – Down Slow to Down Arrival line has been secured out of use in the normal position pending removal and all associated signal routes disconnected.

The Down Arrival line and Up Arrival Shunt Neck has been abolished.

The connection – Up Goods to Down Arrival line has been secured out of use in the reverse position.

The Up Arrival line together with all associated signalling has been abolished. (44)

GATESHEAD KING EDWARD BRIDGE SOUTH JUNCTION

The trailing crossover between the Down and Up Main lines has been resited on the north side of the double junction points (leading to/from Down and Up Carlisle lines).

Down Main position light signal No.150 (applying towards Up Main) has been repositioned in the cess of the Down Main at the new point ends of the repositioned crossover.

Up Main position light signal No. 151 continues to apply towards the Down Main, but remains at the site of the former point ends in the Up Main. (44)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** TWEEDEMOUTH**

THIS WORK HAS NOT BEEN CARRIED OUT.

(44)

**** ASHINGTON COLLIERY BRANCH (BETWEEN ASHINGTON STATION AND ASHINGTON COLLIERY N.C.B.)**

The Absolute Block Regulations now apply and the Permissive Block Regulations have been discontinued.

(43)

**** BETWEEN WINNING AND MARCHEY'S HOUSE**

The Absolute Block Regulations now apply and the Permissive Block Regulations have been discontinued.

(43)

TYNE & WEAR METRO, COMMISSIONING OF NEW COLOUR LIGHT SIGNALLING

The section of line – Hebburn – South Shields, has been brought into service.

(45)

GATESHEAD GREENSFIELD JUNCTION

The points in the Down and Up Greensfield lines forming the double junction between the Down and Up Greensfield lines and the Down and Up Gateshead West lines have been secured out of use in the reverse position pending replacement by a plain line route (to/from the Gateshead West lines.)

Signalling Alterations

Down Greensfield signal G118 to Up Gateshead West has been abolished.

Signal G109 now applies (Main aspect) Down Greensfield to Up Gateshead West or (associated Position light) towards the Motive power depot.

(44)

**** DENTON VILLAGE LEVEL CROSSING AT 43m. 65chs. (Between Blenkinsop and Low Row)**

The Up Distant signal has been renewed at a reduced height of 15ft. above rail level.

(43)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points	
			Down m.p.h.	Up m.p.h.		
NORTHALLERTON, CASTLE HILLS JN. TO REDMIRE						
Pages 43 and 44						
Delete all details and substitute:-						
NORTHALLERTON AND LEYBURN (17m. 28ch.)			45	45	MAXIMUM PERMISSIBLE SPEED.	
LEYBURN (17m. 28ch.) AND REDMIRE			25	25	MAXIMUM PERMISSIBLE SPEED.	
	Castle Hills Jn. (See page 24)	0 00	15	15	0m. 00ch. and 0m. 28ch. AWS not provided.	
			0 28 0 48			
	Yafforth LC (AOCL)	1 49	10	10	Approaching level crossing.	
	Ainderby Gates LC (TMO)	2 44				
	Ainderby LC	2 71				
	Scruton LC (TMO)	4 26				
	Ham Hall LC (AOCL)	4 61	10	10	Approaching level crossing.	
	Leeming Bar LC	5 62				
	Aiskew LC	6 34	30	30	7m. 15ch. and 7m. 30ch.	
			15	15	7m. 30ch. and 7m. 49ch.	
	Bedale LC	7 43				
	Crakehall LC (TMO)	9 55				
	Finghall Lane LC (TMO)	13 17				
	Wensley LC (TMO)	19 65				
Redmire	22 34			(w.e.f. Wednesday 26 October) (49D)		

NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

Page 123

At Eaglescliffe South Jn. (for Darlington)
Amend catch points entry:-

C.W. Up at 56m. 75ch. etc. to read:-
C. Up at 56m. 75ch. 1000 yards before reaching signal 824.
(49D)

SAFETY LINE '83

FREE INSURANCE

WEAR A HIGH VISIBILITY VEST



EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 29 OCTOBER

TO

FRIDAY 4 NOVEMBER 1983

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 30 OCTOBER – BETWEEN GATESHEAD GREENSFIELD JUNCTION AND KING EDWARD BRIDGE EAST JUNCTION

The ground frame operated points leading from the Down Gateshead West to the Motive Power Depot will be relayed and become power-operated from a new Ground Switch Panel released from Gateshead Signal Box.


Telephone communication will be provided between the ground switch panel and Gateshead Signal Box. (47)

THURSDAY 3 NOVEMBER – DENTON SCHOOL LEVEL CROSSING AT 43M 23CH (BETWEEN BLENKINSOP AND LOW ROW)

Denton School Level Crossing Gate Box, together with all associated signalling will be abolished.

The Level Crossing will be converted to an Automatic Open (A.O.C.R.) Crossing, equipped with RED flashing road signals.

“WHISTLE” notice boards will be provided on the approach to the Crossing for right direction and wrong direction movements on both the Up and Down Main lines.

Speed restriction signs, showing 25mph (in the form of a black St. Andrews cross/speed restriction sign ) will be provided 650 yards from the Crossing on each **wrong direction approach**.

The Crossing will be monitored by Low Row Signal Box and telephone communication will be provided.

A Local Control unit will be provided with the keys available in Low Row Signal Box. (47)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been secured out of use. (New Item) (47)

YORK DRINGHOUSES UP SIDINGS

No. 7 Siding has been secured out of use. (45)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** TYNE YARD**

The Reception Sidings have been abolished and all associated signal routes disconnected.

The connection – Down Slow to Down Arrival line has been secured out of use in the normal position pending removal and all associated signal routes disconnected.

The Down Arrival line and Up Arrival Shunt Neck has been abolished.

The connection – Up Goods to Down Arrival line has been secured out of use in the reverse position.

The Up Arrival line together with all associated signalling has been abolished. (44)

**** GATESHEAD KING EDWARD BRIDGE SOUTH JUNCTION**

The trailing crossover between the Down and Up Main lines has been resited on the north side of the double junction points (leading to/from Down and Up Carlisle lines).

Down Main position light signal No.150 (applying towards Up Main) has been repositioned in the cess of the Down Main at the new point ends of the repositioned crossover.

Up Main position light signal No. 151 continues to apply towards the Down Main, but remains at the site of the former point ends in the Up Main. (44)

BETWEEN BEDALE AND REDMIRE

Leyburn Signal Box, together with all signals worked therefrom has been abolished. The Up line at Leyburn has been retained as the Single line.

The line between Bedale and Redmire is operated in accordance with the "ONE TRAIN WORKING" regulations by Train Staff.

The following level crossings has been converted to "Trainmen Operated" gates and all associated signalling has been abolished.

Ainderby Gates
 Scruton
 Crake Hall
 Finghall Lane
 Wensley

"STOP" noticeboards have been provided 27 yards from the crossings on each rail approach.

St. Georges Cross advance warning boards have been provided 1,200 yards on each rail approach to Ainderby Gates, Scruton, Crake Hall and Finghall Lane level crossings.

The warning boards on the rail approaches to Wensley level crossing have been replaced by St. Georges Cross signs. (46)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BILLINGHAM-ON-TEES

The 30 m.p.h. Permanent Speed Restriction on the Down and Up lines between 63m. 50ch. and 63m. 70ch. has been altered to a 35 m.p.h. Permanent Speed Restriction on the Down and Up lines and extended to apply between 63m. 50ch. and 64m. 02ch.

The Permanent Speed Restriction through the junction to and from the Port Clarence line will be increased to 35 m.p.h. (See Section 'D'). (46)

TYNE & WEAR METRO, COMMISSIONING OF NEW COLOUR LIGHT SIGNALLING

The section of line – Hebburn – South Shields, has been brought into service. (45)

THORNABY MOTIVE POWER DEPOT

The spring-worked points at the Loco-Spur end of the crossover between the Loco-Spur and Engine line have become power operated from the Tees signal box.

A new position light signal No.187 – applying Loco-Spur to Loco-Depot Arrival has been provided on the left hand side of the Loco-Spur.

A new "Limit of Shunt" indicator has been provided at the Thornaby Station end of the Washer Road applicable to movements towards the Loco-Spur. (46)

**** GATESHEAD GREENSFIELD JUNCTION**

The points in the Down and Up Greensfield lines forming the double junction between the Down and Up Greensfield lines and the Down and Up Gateshead West lines have been secured out of use in the reverse position pending replacement by a plain line route (to/from the Gateshead West lines.)

Signalling Alterations

Down Greensfield signal G118 to Up Gateshead West has been abolished.

Signal G109 now applies (Main aspect) Down Greensfield to Up Gateshead West or (associated Position light) towards the Motive power depot. (44)

BETWEEN GATESHEAD GREENSFIELD JUNCTION AND KING EDWARD BRIDGE EAST JUNCTION

The trailing crossover between the Down and Up Gateshead West lines has been repositioned 40 yards further from Gateshead signal box.

The associated Up Gateshead West signal G124 has been repositioned accordingly. (46)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points	
			Down m.p.h.	Up At or Between		
NORTHALLERTON, CASTLE HILLS JN. TO REDMIRE						
Pages 43 and 44						
Delete all details and substitute:-						
	NORTHALLERTON AND LEYBURN (17m. 28ch.)		45	45	MAXIMUM PERMISSIBLE SPEED.	
	LEYBURN (17m. 28ch.) AND REDMIRE		25	25	MAXIMUM PERMISSIBLE SPEED.	
	Castle Hills Jn. (See page 24)	0 00 0 28 0 48	15	15	0m. 00ch. and 0m. 28ch. AWS not provided.	
	Yafforth LC (AOCL)	1 49	10	10	Approaching level crossing.	
	Ainderby Gates LC (TMO)	2 44				
	Ainderby LC	2 71				
	Scruton LC (TMO)	4 26				
	Ham Hall LC (AOCL)	4 61	10	10	Approaching level crossing.	
	Leeming Bar LC	5 62				
	Aiskew LC	6 34	30	30	7m. 15ch. and 7m. 30ch.	
				15	15	7m. 30ch. and 7m. 49ch.
	Bedale LC	7 43				
	Crakehall LC (TMO)	9 55				
	Finghall Lane LC (TMO)	13 17				
	Wensley LC (TMO)	19 65				
	Redmire	22 34				(49D)

NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

Page 123

At Eaglescliffe South Jn. (for Darlington)
Amend catch points entry:-

C.W. Up at 56m. 75ch. etc. to read:-

C. Up at 56m. 75ch. 1000 yards before reaching signal 824.

(49D)

S A F E T Y L I N E ' 8 3

LOOKOUT PROTECTION

Are you a lookoutman?

Statistics suggest that lookoutmen are more likely to be killed than any other railwaymen.

IF YOU are:- not in the right place;
 preoccupied with the work going on;
 assisting with the work;
 distracted by noises;
 tired;
 unsure of what you are doing.

LOOKOUTMEN have a VERY RESPONSIBLE AND IMPORTANT JOB

REMEMBER what you were trained to do.

MAKE SURE you understand your instructions.

KEEP ALERT.



EASTERN REGION

NN

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 5 NOVEMBER

TO

FRIDAY 11 NOVEMBER 1983

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

SATURDAY 5 NOVEMBER – THORNABY M.P.D.

The connection from line 11 to line 12 at the East End of the Depot will be abandoned. Line 12 will be sluiced into a new connection which will be installed in the siding leading from lines 13 and 14. (48)

MONDAY 7 NOVEMBER – BETWEEN ASKEW ROAD TUNNEL AND NEWCASTLE WEST JN.

The **15m.p.h. Permanent Speed Restriction** on all lines via Newcastle station between **79m. 34ch.** and **0m. 25ch.** (Newcastle to Berwick mileage) will be **increased to 25m.p.h. on the Down and Up Main lines only between 79m. 34ch. and 79m. 70ch.**

The **15m.p.h. Permanent Speed Restriction** will continue to apply on all other lines via Newcastle station between **79m. 42ch.** and **0m. 25ch.** (Newcastle to Berwick mileage). (See Section D). (48)

MONDAY 7 NOVEMBER – NEWCASTLE

The connections – Up and Down West to Platforms 11 to 15 and the Dock will be secured out of use and all signal routes disconnected.

The points/Up West to Wallside Siding, will be secured out of use and all signal routes disconnected. (48)


MONDAY 7 NOVEMBER – BETWEEN HOW MILL AND BROADWATH LC

The **30mph Permanent Speed Restriction** on the **Down** line between **54m. 08ch.** and **54m. 30ch.** will be removed (See Section D). (48)

THURSDAY 10 NOVEMBER & CLARA VALE LEVEL CROSSING AT 7½M.P. (BETWEEN ADDISON AND WYLAM)

Clara Vale level crossing will be converted to an automatic open (A.O.C.R.) crossing equipped with RED flashing road signals.

“WHISTLE” noticeboards will be provided on the approach to the crossing for right direction and wrong direction movements on both Up and Down Main lines.

Speed restriction signs, showing 30mph (in the form of a St. Andrews cross/speed restriction sign ) will be provided 543 yards from the crossing on each **wrong direction approach**.

The crossing will be monitored by Wylam signalbox and telephone communication will be provided.

A Local control unit will be provided with the keys available in Wylam signalbox. (48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HOLGATE JN. AND YORK YARD SOUTH

The following lines have been shortened prior to the installation of a new propane tank :-

- No.1 Road Holgate Dock by 100 yards
- No.2 Road Holgate Dock by 40 yards
- No.3 Road Holgate Dock by 150 yards.

Buffer stops have been erected.

(New Item) (48)

**** YORK DRINGHOUSES UP SIDINGS**

No. 7 Siding has been secured out of use.

(45)

BETWEEN YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been secured out of use.

(47)

BETWEEN BEDALE AND REDMIRE

Leyburn Signal Box, together with all signals worked therefrom has been abolished. The Up line at Leyburn has been retained as the Single line.

The line between Bedale and Redmire is operated in accordance with the "ONE TRAIN WORKING" regulations by Train Staff.

The following level crossings has been converted to "Trainmen Operated" gates and all associated signalling has been abolished.

- Ainderby Gates
- Scruton
- Crake Hall
- Finghall Lane
- Wensley

"STOP" noticeboards have been provided 27 yards from the crossings on each rail approach.

St. Georges Cross advance warning boards have been provided 1,200 yards on each rail approach to Ainderby Gates, Scruton, Crake Hall and Finghall Lane level crossings.

The warning boards on the rail approaches to Wensley level crossing have been replaced by St. Georges Cross signs.

(46)

**** TYNE & WEAR METRO, COMMISSIONING OF NEW COLOUR LIGHT SIGNALLING**

The section of line – Hebburn – South Shields, has been brought into service.

(45)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****THORNABY MOTIVE POWER DEPOT**

The spring-worked points at the Loco-Spur end of the crossover between the Loco-Spur and Engine line have become power operated from the Tees signal box.

A new position light signal No.187 – applying Loco-Spur to Loco-Depot Arrival has been provided on the left hand side of the Loco-Spur.

A new "Limit of Shunt" indicator has been provided at the Thornaby Station end of the Washer Road applicable to movements towards the Loco-Spur. (46)

BETWEEN GATESHEAD GREENSFIELD JUNCTION AND KING EDWARD BRIDGE EAST JUNCTION

The ground frame operated points leading from the Down Gateshead West to the Motive Power Depot has been relayed and become power-operated from a new Ground Switch Panel released from Gateshead Signal Box.

Telephone communication has been provided between the ground switch panel and Gateshead Signal Box. (47)

BETWEEN GATESHEAD GREENSFIELD JUNCTION AND KING EDWARD BRIDGE EAST JUNCTION

The trailing crossover between the Down and Up Gateshead West lines has been repositioned 40 yards further from Gateshead signal box.


The associated Up Gateshead West signal G124 has been repositioned accordingly. (46)

DENTON SCHOOL LEVEL CROSSING AT 43M. 23CH. (BETWEEN BLENKINSOP AND LOW ROW)

Denton School Level Crossing Gate Box, together with all associated signalling has been abolished.

The Level Crossing has been converted to an Automatic Open (A.O.C.R.) Crossing, equipped with RED flashing road signals.

"WHISTLE" notice boards have been provided on the approach to the Crossing for right direction and wrong direction movements on both the Up and Down Main lines.

Speed restriction signs, showing 25mph (in the form of a black St. Andrews cross/speed restriction sign ) has been provided 650 yards from the Crossing on each **wrong direction approach**.

The Crossing is monitored by Low Signal Box and telephone communication has been provided.

A Local Control unit has been provided with the keys available in Low Row Signal Box. (47)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
DONCASTER, BLACK CARR JN. TO BERWICK					
Pages 29/30 (Page 17, P.O.N. ND 40D)					
Delete all details between Askew Road Tunnel and Newcastle West Jn. and substitute :-					
	Askew Road Tunnel (53 yards)	79 26 to 79 29	50	50	79m. 26ch. and 79m. 34ch.
				25	Main line 79m. 34ch. and 79m. 70ch.
	King Edward Bridge South Jn. (See page 148)	79 42	15		To and over Down KEB West/Down East lines to 79m. 70ch. or to Down Gateshead West line.
	King Edward Bridge North Jn. (See page 52)	79 57			
				15	Up East/Up KEB West 79m. 70ch. and KEB South Jn.
				25	Main line 79m. 70ch. and 79m. 34ch.
				15	All lines 79m. 70ch. and 0m. 25ch. (Newcastle to Berwick mileage).
	Newcastle West Jn. (See page 152)	80 05			
					(w.e.f. Monday 7 November) (49D)

Page 30 (Page 17, P.O.N. ND.40D)

Between Newcastle East Jn. and Manors
Amend :-

15 All lines 0m.
25ch. and 79m.
70ch. (York to
Newcastle
mileage).
(w.e.f. Monday 7 November) (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special conditions
Page 161		
Add :-		
BOLDON COLLIERY TO GREEN LANE JN.		
Boldon Colliery	Green Lane Jn.	Single-both directions 2 freight brakevans. Clear weather only. (49D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 203 Add :-
LINESIDE HOT AXLE BOX DETECTORS

The following modification applies on the East Coast Main line south of Reston :-

When a class 253/254 train activates a hot axle box detector on the ECML, the traincrew will (at locations where there is not a Rolling Stock Technician on duty) be instructed to examine the axle which activated the detector, the axle on either side of it and the same three axle boxes on the other side of the train. If traincrew examination does not reveal a hot axle box and the Signaller does not instruct otherwise, the train may proceed at normal speed.

When the train recommences its journey, the Guard must ride in the vehicle which activated the detector until the train reaches line speed and is satisfied that nothing is amiss. (w.e.f. 10.10.83)

LOCAL INSTRUCTIONS

Page 238 **NORTHALLERTON CASTLE HILLS JN. TO REDMIRE**

Delete REDMIRE QUARRY heading and item

Add :-

All Freight Trains must have a brake van in rear in which the Guard must ride. Whenever possible this van should be fitted or piped and equipped with a gauge and Guards valve.

The level crossings shown as T.M.O. in Table A are all secured by similar type padlocks and the keys are kept at Low Gates signal box. The Travelling Chargeman must obtain the keys from the Signaller before joining the train, one key for his own use and one for the Guard. The Chargeman must ride in the rear cab of the locomotive and on arrival at each level crossing, must operate the gates and return to the locomotive. The train will draw forward clear of the level crossing and the Guard must close and lock the gates and rejoin the brakevan. On returning to Northallerton the Guard must hand his key to the Chargeman, who must return them to Low Gates signal box. (49D)

SAFETY LINE '83

AUTHORISED WALKING ROUTES

Authorised walking routes must be agreed between different locations on the railway where personnel have to go to undertake their work. These routes are agreed on the basis of what is reasonable and what is safe.

Agreed authorised walking routes should be clearly described and exhibited on notice boards.

Lighting, underfoot conditions and clearances are all carefully considered.

USE ONLY THE AUTHORISED WALKING ROUTES.



EASTERN REGION

NN

46

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 12 NOVEMBER

TO

FRIDAY 18 NOVEMBER 1983

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 NOVEMBER – DRINGHOUSES JUNCTION

The Warning Indicators (and associated permanent magnet A.W.S. Inductors) immediately south of Dringhouses Junction, giving warning of the change in the permanent speed restriction from 90 m.p.h. to 15 m.p.h. at 187m 50ch on the Down Main and Down Leeds lines, will be re-sited 1,780 yards before reaching the 15 m.p.h. speed restriction signs (500 yards further north than at present). (49)

SUNDAY 13 NOVEMBER – DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE-OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) will be replaced by a new Route Indicator and the indications displayed thereon will be altered as follows :-

Indication "U" applying towards the Up Main will be altered to "UM".

Indication "L" applying towards the Up Leeds line will be altered to indication "UL".

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (49)

SUNDAY 13 NOVEMBER – GATESHEAD – KING EDWARD BRIDGE EAST JUNCTION

Up Gateshead West 4-aspect (gantry-mounted) signal G131, will be renewed as a straight post signal on the left-hand side of the line. (49)

SUNDAY 13 NOVEMBER – BETWEEN MONKWEARMOUTH AND AUSTIN & PICKERGILL'S SHIPYARD (Wearmouth Colliery)

The trailing crossover furthest from Monkwearmouth signal box (at 3m. 77ch) will be abolished and replaced by plain line. (49)

SUNDAY 13 NOVEMBER – BOWESFIELD

The semaphore signal controlling the exit from the Goods Yard will be repositioned 70 yards nearer to the signal box.

Down Main 3-aspect signal B8 will be converted to an automatic signal and replated B801.

Up Main 3-aspect signal B127 will be converted to an automatic signal and replated B799. (49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

MONDAY 14 NOVEMBER – CHOPPINGTON LEVEL CROSSING AT 17m. 6ch. (BETWEEN BEDLINGTON NORTH AND HEPSCOTT)

Choppington Gate Box will be abolished. The level crossing will be converted to automatic half-barriers with telephone communication provided between the crossing and Bedlington North Signal Box.

Bedlington North

Bedlington North Up Distant will be abolished. The 2-aspect gate box Up Home signal (C1), will be altered to display YELLOW or GREEN aspects only and will become the Bedlington North colour light Up Distant (replaced BN12R) at a distance of 1,510 yards before reaching Bedlington North Up Main Home

Choppington Gate Box

The following signals will be abolished.

- Down Home (C2)
- Down Distant
- Up Distant

(49)

DETAILS OF WORK ALREADY CARRIED OUT

WEARMOUTH

The trailing crossover has been secured out of use in the normal position pending removal and the associated signalling abolished. (New Item) (49)

THORNABY M.P.D.

The connection from line 11 to line 12 at the East End of the Depot has been abandoned. Line 12 has been slued into a new connection which has been installed in the siding leading from lines 13 and 14. (48)

BETWEEN ASKEW ROAD TUNNEL AND NEWCASTLE WEST JN.

The **15m.p.h. Permanent Speed Restriction** on all lines via Newcastle station between **79m. 34ch.** and **0m. 25ch.** (Newcastle to Berwick mileage) has been **increased to 25m.p.h. on the Down and Up Main lines only** between **79m. 34ch.** and **79m. 70ch.**

The **15m.p.h. Permanent Speed Restriction** continues to apply on all other lines via Newcastle station between **79m. 42ch.** and **0m. 25ch.** (Newcastle to Berwick mileage). (See Section D). (48)

NEWCASTLE

The connections – Up and Down West to Platforms 11 to 15 and the Dock have been secured out of use and all signal routes disconnected.

The points/Up West to Wallside Siding, have been secured out of use and all signal routes disconnected. (48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

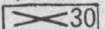
BETWEEN HOW MILL AND BROADWATH LC

The 30mph Permanent Speed Restriction on the Down line between 54m. 08ch. and 54m. 30ch. has been removed (See Section D.) (48)

CLARA VALE LEVEL CROSSING AT 7½M.P. (BETWEEN ADDISON AND WYLAM)

Clara Vale level crossing has been converted to an automatic open (A.O.C.R.) crossing equipped with RED flashing road signals.

“WHISTLE” noticeboards have been provided on the approach to the crossing for right direction and wrong direction movements on both Up and Down Main lines.

Speed restriction signs, showing 30m.p.h. (in the form of a St. Andrews cross/speed restriction sign ) , have been provided 543 yards from the crossing on each **wrong direction approach**.

The crossing is monitored by Wylam signalbox and telephone communication has been provided.

A Local control unit has been provided with the keys available in Wylam signalbox. (48)

BETWEEN HOLGATE JN. AND YORK YARD SOUTH

The following lines have been shortened prior to the installation of a new propane tank :-

- No.1 Road Holgate Dock by 100 yards
- No.2 Road Holgate Dock by 40 yards
- No.3 Road Holgate Dock by 150 yards.

Buffer stops have been erected. (48)

BETWEEN YORK YARD NORTH AND SKELTON

Skelton No.1 Up Arrival line has been secured out of use. (47)

**** BETWEEN BEDALE AND REDMIRE**

Leyburn Signal Box, together with all signals worked therefrom has been abolished. The Up line at Leyburn has been retained as the Single line.

The line between Bedale and Redmire is operated in accordance with the “ONE TRAIN WORKING” regulations by Train Staff.

The following level crossings has been converted to “Trainmen Operated” gates and all associated signalling has been abolished.

- Ainderby Gates
- Scruton
- Crake Hall
- Finghall Lane
- Wensley

“STOP” noticeboards have been provided 27 yards from the crossings on each rail approach.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BETWEEN BEDALE AND REDMIRE – continued**

St. Georges Cross advance warning boards have been provided 1,200 yards on each rail approach to Ainderby Gates, Scruton, Crake Hall and Finghall Lane level crossings.

The warning boards on the rail approaches to Wensley level crossing have been replaced by St. Georges Cross signs.

(46)

**** THORNABY MOTIVE POWER DEPOT**

The spring-worked points at the Loco-Spur end of the crossover between the Loco-Spur and Engine line have become power operated from the Tees signal box.

A new position light signal No.187 – applying Loco-Spur to Loco-Depot Arrival has been provided on the left hand side of the Loco-Spur.

A new "Limit of Shunt" indicator has been provided at the Thornaby Station end of the Washer Road applicable to movements towards the Loco-Spur.

(46)

BETWEEN GATESHEAD GREENSFIELD JUNCTION AND KING EDWARD BRIDGE EAST JUNCTION

The ground frame operated points leading from the Down Gateshead West to the Motive Power Depot has been relayed and become power-operated from a new Ground Switch Panel released from Gateshead Signal Box.

Telephone communication has been provided between the ground switch panel and Gateshead Signal Box.

(47)

**** BETWEEN GATESHEAD GREENSFIELD JUNCTION AND KING EDWARD BRIDGE EAST JUNCTION**

The trailing crossover between the Down and Up Gateshead West lines has been repositioned 40 yards further from Gateshead signal box.

The associated Up Gateshead West signal G124 has been repositioned accordingly.


(47)

DENTON SCHOOL LEVEL CROSSING AT 43M. 23CH. (BETWEEN BLENKINSOP AND LOW ROW)

Denton School Level Crossing Gate Box, together with all associated signalling has been abolished.

The Level Crossing has been converted to an Automatic Open (A.O.C.R.) Crossing, equipped with RED flashing road signals.

"WHISTLE" notice boards have been provided on the approach to the Crossing for right direction and wrong direction movements on both the Up and Down Main lines.

Speed restriction signs, showing 25mph (in the form of a black St. Andrews cross/speed restriction sign ) has been provided 650 yards from the Crossing on each **wrong direction approach**.

The Crossing is monitored by Low Signal Box and telephone communication has been provided.

A Local Control unit has been provided with the keys available in Low Row Signal Box.

(47)

SAFETY LINE '83

PROTECTIVE CLOTHING AND EQUIPMENT

Safety helmets, bump caps, face masks, respirators, goggles, ear muffs, gloves, aprons, knee pads, overalls, high visibility vests/tabards, scotches, 'not to be moved' boards and warning systems are all available for those who require them for their safety.

USE THEM

If you don't know what protective clothing/equipment you should have

ASK your Supervisors.

DISCUSS it with your Safety Representative.



EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 NOVEMBER

TO

FRIDAY 25 NOVEMBER 1983

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 21 NOVEMBER – CHOPPINGTON LEVEL CROSSING AT 17m. 6ch. (BETWEEN BEDLINGTON NORTH AND HEPSCOTT)

Choppington Gate Box will be abolished. The level crossing will be converted to automatic half-barriers with telephone communication provided between the crossing and Bedlington North Signal Box.

Bedlington North

Bedlington North Up Distant will be abolished. The 2-aspect gate box Up Home signal (C1), will be altered to display YELLOW or GREEN aspects only and will become the Bedlington North colour light Up Distant (replated BN12R) at a distance of 1,510 yards before reaching Bedlington North Up Main Home Signal BN12.

Choppington Gate Box

The following signals will be abolished.

- Down Home (C2)
- Down Distant
- Up Distant (50)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MONKWEARMOUTH AND AUSTIN AND PICKERSGILLS SHIPYARD

The following Notice Boards have been moved 30 yards nearer to Monkwearmouth Signal Box.

- (1) Start of "One Train Working."
- (2) Stop for Orders (on Return from Austin and Pickersgill) (50)

DRINGHOUSES JUNCTION

The Warning Indicators (and associated permanent magnet A.W.S. Inductors) immediately south of Dringhouses Junction, giving warning of the change in the permanent speed restriction from 90 m.p.h. to 15 m.p.h. at 187m. 50ch. on the Down Main and Down Leeds lines, have been re-sited 1,780 yards before reaching the 15 m.p.h. speed restriction signs (500 yards further north than at present). (49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE-OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:—

Indication "U" applying towards the Up Main has been altered to "UM".

Indication "L" applying towards the Up Leeds line has been altered to indication "UL".

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

GATESHEAD – KING EDWARD BRIDGE EAST JUNCTION

Up Gateshead West 4-aspect (gantry-mounted) signal G131, has been renewed as a straight post signal on the left-hand side of the line. (49)

BETWEEN MONKWEARMOUTH AND AUSTIN & PICKERGILL'S SHIPYARD (Wearmouth Colliery)

The trailing crossover furthest from Monkwearmouth signal box (at 3m. 77ch.) has been abolished and replaced by plain line. (49)

BOWESFIELD

The semaphore signal controlling the exit from the Goods Yard has been repositioned 70 yards nearer to the signal box.

Down Main 3-aspect signal B8 has been converted to an automatic signal and replated B801.

Up Main 3-aspect signal B127 has been converted to an automatic signal and replated B799. (49)

WEARMOUTH

The trailing crossover has been secured out of use in the normal position pending removal and the associated signalling abolished. (49)

THORNABY M.P.D.

The connection from line 11 to line 12 at the East End of the Depot has been abandoned. Line 12 has been slued into a new connection which has been installed in the siding leading from lines 13 and 14. (48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ASKEW ROAD TUNNEL AND NEWCASTLE WEST JN.

The **15m.p.h. Permanent Speed Restriction** on all lines via Newcastle station between **79m. 34ch.** and **0m. 25ch.** (Newcastle to Berwick mileage) has been **increased to 25m.p.h. on the Down and Up Main lines only** between **79m. 34ch.** and **79m. 70ch.**

The **15m.p.h. Permanent Speed Restriction** continues to apply on all other lines via Newcastle station between **79m. 42ch.** and **0m. 25ch.** (Newcastle to Berwick mileage). (See Section D). (48)

NEWCASTLE

The connections – Up and Down West to Platforms 11 to 15 and the Dock have been secured out of use and all signal routes disconnected.

The points/Up West to Wallside Siding, have been secured out of use and all signal routes disconnected. (48)


BETWEEN HOW MILL AND BROADWATH LC

The **30mph Permanent Speed Restriction** on the **Down** line between **54m. 08ch.** and **54m. 30ch.** has been removed (See Section D.) (48)

CLARA VALE LEVEL CROSSING AT 7½M.P. (BETWEEN ADDISON AND WYLAM)

Clara Vale level crossing has been converted to an automatic open (A.O.C.R.) crossing equipped with RED flashing road signals.

“WHISTLE” noticeboards have been provided on the approach to the crossing for right direction and wrong direction movements on both Up and Down Main lines.

Speed restriction signs, showing 30m.p.h. (in the form of a St. Andrews cross/speed restriction sign ) have been provided 543 yards from the crossing on each **wrong direction approach.**

The crossing is monitored by Wylam signalbox and telephone communication has been provided.

A Local control unit has been provided with the keys available in Wylam signalbox. (48)

BETWEEN HOLGATE JN. AND YORK YARD SOUTH

The following lines have been shortened prior to the installation of a new propane tank:—

- No.1 Road Holgate Dock by 100 yards
- No.2 Road Holgate Dock by 40 yards
- No.3 Road Holgate Dock by 150 yards.

Buffer stops have been erected.

(48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** BETWEEN YORK YARD NORTH AND SKELTON**

Skelton No.1 Up Arrival line has been secured out of use.

(47)

**** BETWEEN GATESHEAD GREENSFIELD JUNCTION AND KING EDWARD BRIDGE EAST JUNCTION**

The ground frame operated points leading from the Down Gateshead West to the Motive Power Depot has been relayed and become power-operated from a new Ground Switch Panel released from Gateshead Signal Box.

Telephone communication has been provided between the ground switch panel and Gateshead Signal Box.


(47)

**** DENTON SCHOOL LEVEL CROSSING AT 43M. 23CH. (BETWEEN BLENKINSOP AND LOW ROW)**

Denton School Level Crossing Gate Box, together with all associated signalling has been abolished.

The Level Crossing has been converted to an Automatic Open (A.O.C.R.) Crossing, equipped with RED flashing road signals.

"WHISTLE" notice boards have been provided on the approach to the Crossing for right direction and wrong direction movements on both the Up and Down Main lines.

Speed restriction signs, showing 25mph (in the form of a black St. Andrews cross/speed restriction sign ) has been provided 650 yards from the Crossing on each **wrong direction approach**.

The Crossing is monitored by Low Signal Box and telephone communication has been provided.

A Local Control unit has been provided with the keys available in Low Row Signal Box.

(47)

SAFETY LINE '83

WINTER

Fog, falling snow, icy winds and driving rain causes collars to be turned up, caps pulled down and heads kept low to minimise the discomfort.

Vigilance is poor, reactions slow and danger at its greatest.

Railwaymen need to be TOUGH? SELF DISCIPLINED and properly PROTECTED by adequate clothing but more important by LOOKOUT PROTECTION whenever necessary.

KEEP ALERT.

WOOLSTENHOLMES



British Rail

EASTERN REGION

NN

48

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 NOVEMBER

TO

FRIDAY 2 DECEMBER 1983

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 28 NOVEMBER – BETWEEN NEWCASTLE WEST JUNCTION AND NEWBURN

The 'One Train Working' Single line sections will be altered as follows and as shown on the diagrams included herein:—

Between Scotswood Junction and Newburn

The single Branchline section between the site of the former Scotswood signalbox (Scotswood Junction) and Newburn, will be extended to Elswick. New noticeboards will be provided to define the limit of the single line as follows:—

- (A) "START OF ONE TRAIN WORKING. NOT TO BE PASSED UNLESS IN POSSESSION OF STAFF"
- (B) "END OF ONE TRAIN WORKING. STOP. TELEPHONE SIGNALMAN FOR INSTRUCTIONS"
- (C) "STOP EXAMINE POINTS"

The Down and Up Scotswood lines between Newcastle West Junction and the 3-aspect colour light signals forming the previous limit of the single line N322 (Up) and N237 (Down) will be converted to sidings. The sidings will extend to the new commencing point of the single line at the new noticeboards (A) and (B) referred to above.

All catchpoints in the former Up Scotswood between Newcastle West Junction and Scotswood will be replaced by plain line.

Signals N322 and N237 will be abolished.

Newcastle West Junction

The Down and Up East Goods lines will be renamed Down and Up Goods respectively and Up Goods signal No.165 will be abolished.

"Z" Goods line signal N141 and "Y" goods line signal N143 will now apply to Up Goods No.N175 signal.

Down Goods position light signal No.167 will be repositioned 60 yards further West (towards King Edward Bridge North Junction) to a position adjacent to the catchpoints in the Down goods line.

Position light signal No.274 will be repositioned at the west side of the points – Platform 12 to platform 13 (15 yards further from Newcastle station).

The following signal routes will apply on No.N294 signal (on the Up/Down Siding).

Aspect	Route Indication	Destination
Main	'8'	Platform 8
Position light	'8'	Platform 8 Line Occupied
Main	'9'	Platform 9
Position Light	'9'	Platform 9 Line Occupied
Position Light	—	Position Light Signal No.226

No.N294 signal will be repositioned 65 yards nearer to Newcastle Station.

Distant boards having the same function as the caution aspect of a semaphore Distant signal will be provided on the rail approach to each noticeboard at the distances as indicated on the diagrams. (48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

CHOPPINGTON LEVEL CROSSING AT 17m. 6ch. (BETWEEN BEDLINGTON NORTH AND HEPSCOTT)

Choppington Gate box has been abolished. The level crossing has been converted to automatic half-barriers with telephone communication provided between the crossing and Bedlington North Signal Box.

Bedlington North

Bedlington North Up Distant has been abolished. The 2-aspect gate box Up Home signal (C1), has been altered to display YELLOW or GREEN aspects only and has become the Bedlington North colour light Up Distant (replated BN12R) at a distance of 1,510 yards before reaching Bedlington North Up Main Home Signal BN12.

Choppington Gate Box

The following signals have been abolished.

Down Home (C2)
Down Distant
Up Distant

(50)

BETWEEN MONKWEARMOUTH AND AUSTIN AND PICKERSGILLS SHIPYARD

The following Notice Boards have been moved 30 yards further from Monkwearmouth Signal Box.

- (1) Start of "One Train Working."
- (2) Stop for Orders (on Return from Austin and Pickersgill) (Amended item) (50)

DRINGHOUSES JUNCTION

The Warning Indicators (and associated permanent magnet A.W.S. Inductors) immediately south of Dringhouses Junction, giving warning of the change in the permanent speed restriction from 90 m.p.h. to 15 m.p.h. at 187m. 50ch. on the Down Main and Down Leeds lines, have been re-sited 1,780 yards before reaching the 15 m.p.h. speed restriction signs (500 yards further north than at present). (49)

DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE-OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:—

Indication "U" applying towards the Up Main has been altered to "UM".

Indication "L" applying towards the Up Leeds line has been altered to indication "UL".

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD – KING EDWARD BRIDGE EAST JUNCTION

Up Gateshead West 4-aspect (gantry-mounted) signal G131, has been renewed as a straight post signal on the left-hand side of the line. (49)

BETWEEN MONKWEARMOUTH AND AUSTIN & PICKERGILL'S SHIPYARD (Wearmouth Colliery)

The trailing crossover furthest from Monkwearmouth signal box (at 3m. 77ch.) has been abolished and replaced by plain line. (49)

BOWESFIELD

The semaphore signal controlling the exit from the Goods Yard has been repositioned 70 yards nearer to the signal box.

Down Main 3-aspect signal B8 has been converted to an automatic signal and replated B801.

Up Main 3-aspect signal B127 has been converted to an automatic signal and replated B799. (49)

WEARMOUTH

The trailing crossover has been secured out of use in the normal position pending removal and the associated signalling abolished. (49)

**** THORNABY M.P.D.**

The connection from line 11 to line 12 at the East End of the Depot has been abandoned. Line 12 has been slued into a new connection which has been installed in the siding leading from lines 13 and 14. (48)

**** BETWEEN ASKEW ROAD TUNNEL AND NEWCASTLE WEST JN.**

The 15m.p.h. Permanent Speed Restriction on all lines via Newcastle station between 79m. 34ch. and 0m. 25ch. (Newcastle to Berwick mileage) has been increased to 25m.p.h. on the Down and Up Main lines only between 79m. 34ch. and 79m. 70ch.

The 15m.p.h. Permanent Speed Restriction continues to apply on all other lines via Newcastle station between 79m. 42ch. and 0m. 25ch. (Newcastle to Berwick mileage). (See Section D). (48)

**** NEWCASTLE**

The connections – Up and Down West to Platforms 11 to 15 and the Dock have been secured out of use and all signal routes disconnected.

The points/Up West to Wallside Siding, have been secured out of use and all signal routes disconnected. (48)

A
N
F
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F
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C
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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

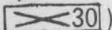
**** BETWEEN HOW MILL AND BROADWATH LC**

The 30mph Permanent Speed Restriction on the Down line between 54m. 08ch. and 54m. 30ch. has been removed (See Section D.) (48)

CLARA VALE LEVEL CROSSING AT 7½M.P. (BETWEEN ADDISON AND WYLAM)

Clara Vale level crossing has been converted to an automatic open (A.O.C.R.) crossing equipped with RED flashing road signals.

"WHISTLE" noticeboards have been provided on the approach to the crossing for right direction and wrong direction movements on both Up and Down Main lines.

Speed restriction signs, showing 30m.p.h. (in the form of a St. Andrews cross/speed restriction sign ) , have been provided 543 yards from the crossing on each **wrong direction approach**.

The crossing is monitored by Wylam signalbox and telephone communication has been provided.

A Local control unit has been provided with the keys available in Wylam signalbox. (51)

**** BETWEEN HOLGATE JN. AND YORK YARD SOUTH**

The following lines have been shortened prior to the installation of a new propane tank :-

- No.1 Road Holgate Dock by 100 yards
- No.2 Road Holgate Dock by 40 yards
- No.3 Road Holgate Dock by 150 yards.


Buffer stops have been erected. (48)

DENTON SCHOOL LEVEL CROSSING AT 43M. 23CH. (BETWEEN BLENKINSOP AND LOW ROW)

Denton School Level Crossing Gate Box, together with all associated signalling has been abolished.

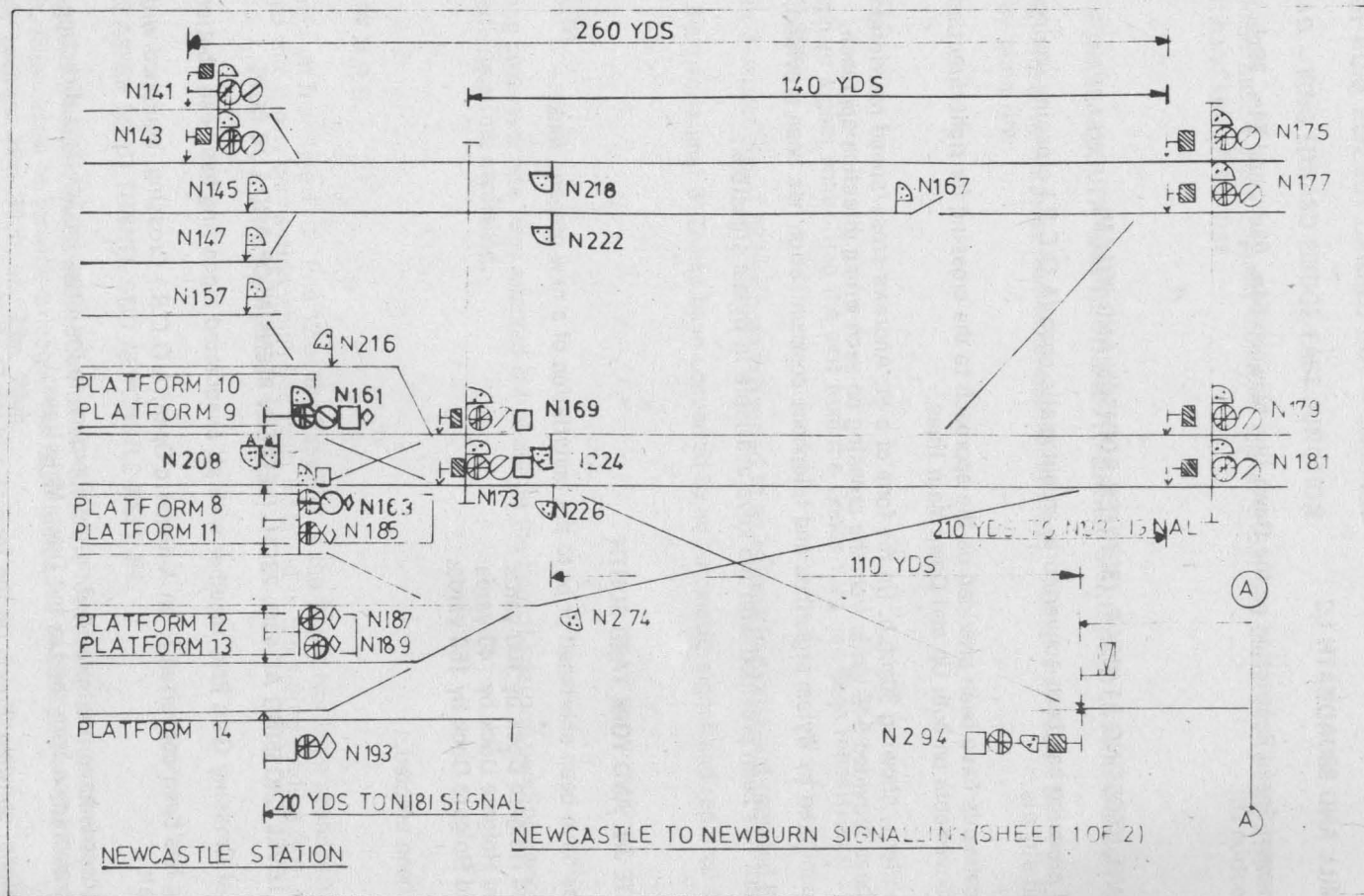
The Level Crossing has been converted to an Automatic Open (A.O.C.R.) Crossing, equipped with RED flashing road signals.

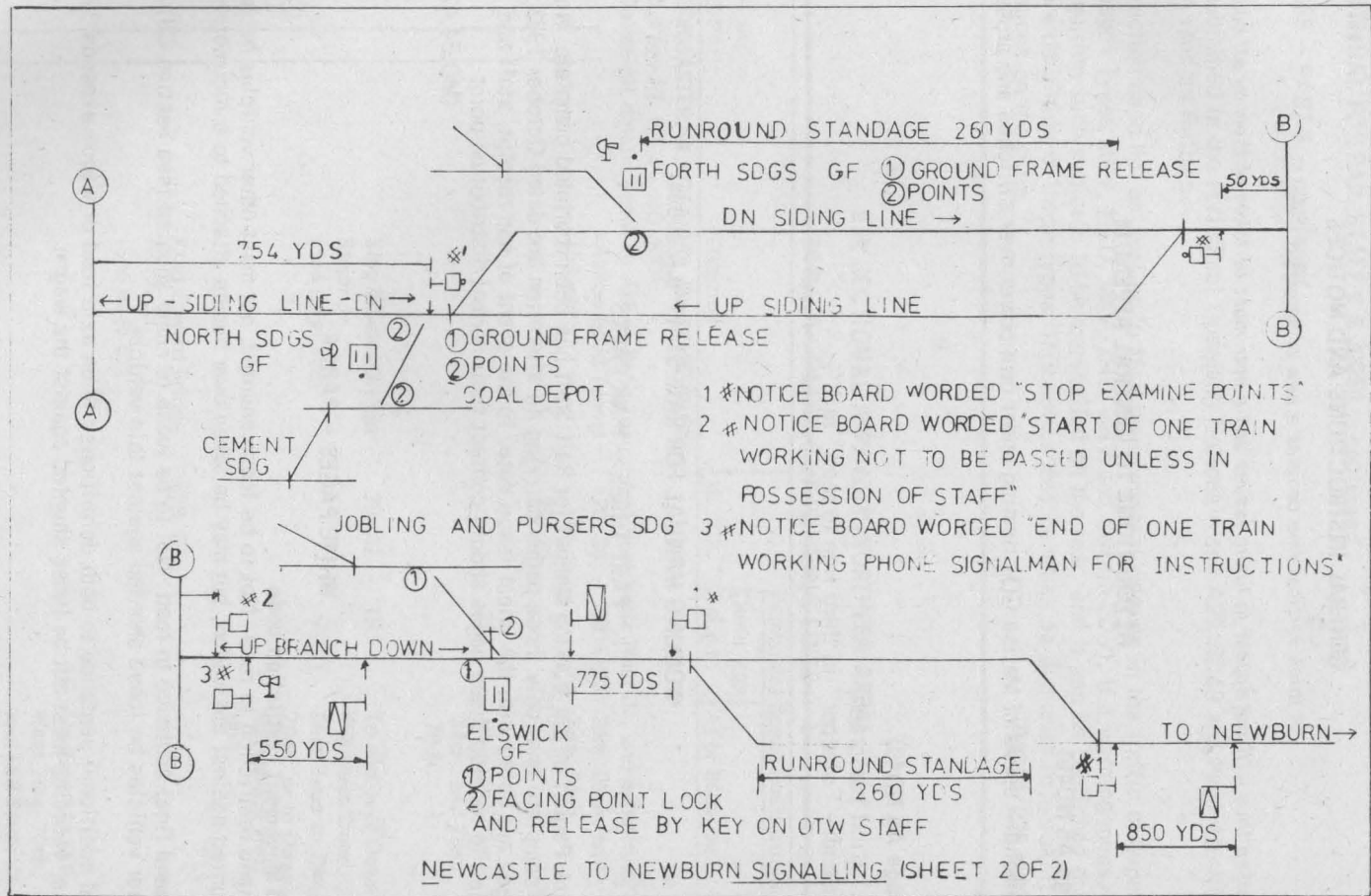
"WHISTLE" notice boards have been provided on the approach to the Crossing for right direction and wrong direction movements on both the Up and Down Main lines.

Speed restriction signs, showing 25mph (in the form of a black St. Andrews cross/speed restriction sign ) , has been provided 650 yards from the Crossing on each **wrong direction approach**.

The Crossing is monitored by Low Signal Box and telephone communication has been provided.

A Local Control unit has been provided with the keys available in Low Row Signal Box. (51)





SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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ALTERATIONS TO GENERAL APPENDIX

Page 4.7 (Page A5 ND40)

Clause 21.1

Amend:— speed of Matisa GO4 running under own power over switches and crossings to read '5mph'.

Page 4.10 (page A5 ND40)

Clause 31.4.1 (first paragraph)

Amend:— "sleeper" in third line to read "rail".

(ND49)

WORKING MANUAL FOR RAIL STAFF B.R.30054

PART THREE – PINK PAGES

Part three (Pink Pages) of the Working Manual for Rail Staff has been reprinted complete. Whilst the re-issue is a complete one, only those pages carrying an alteration are dated October 1983, the unaltered pages are dated with the latest issue date. In the event of non receipt, staff and offices entitled to receive these pages should contact their normal distribution point.

(MO.34.420.6.) (49D)

WHITE PAGES – PART 6

Clause B2/13 Movement restriction code

Code M – **Amend** restriction to read: Not to be loose shunted, nor must other vehicles be loose shunted against the wagon, but may be taken over humps attached to a locomotive.

Code C – **Amend** final sentence to read: Not to be loose or hump shunted (see Section C8) nor must other vehicles be loose shunted against this vehicle.

Code S – **Add** additional sentence to both definitions: When axle load of wagon exceeds 17.75 tonnes, other vehicles must not be loose shunted against the wagon. (49D)

Clause C2/8 – Code Words and Explanations – Movement

SHUNTEX – **Add** to definition: Nor must other vehicles be loose shunted against the wagon. (49D)

Clause C5/2 – **Add** additional sentence: Other vehicles must not be loose shunted against such wagons. (49D)

Clause F.14 – **Add** to end of present instruction: nor must other vehicles be loose shunted against them. (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

WHITE PAGES – PART 6 – continued

Clause C1/6

The item published in the Periodical Operating Notices (Page A21, SD40 and Page A9, ND40) should be amended to read as follows :-

“This instruction need not be applied to 16.5 tonne mineral wagons in the traffic or departmental fleet (T.O.P.S. Wagon Types MCV, MCO, MXV, ZHO, ZHV and certain ZDV). If a warning message appears on T.O.P.S. requiring such vehicles to be marshalled on the rear, and it can be confirmed that the vehicles involved are definitely of these types, this notice may be taken as authority to marshall them in front of heavier wagons on the train.”
(MO34/225 MO34/63) (49D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
			Down m.p.h.	Up At or Between	
DONCASTER, BLACK CARR JN. TO BERWICK					
Pages 29/30 (Page 17, P.O.N. ND 40D)					
Delete all details between Askew Road Tunnel and Newcastle West Jn. and substitute :-					
	Askew Road Tunnel (53 yards)	79 26 to 79 29	50	50	79m. 26ch. and 79m. 34ch.
			25		Main line 79m. 34ch. and 79m. 70ch.
	King Edward Bridge South Jn. (See page 148)	79 42	15		To and over Down KEB West/Down East lines to 79m. 70ch. or to Down Gateshead West line.
	King Edward Bridge North Jn. (See page 52)	79 57			
				15	Up East/Up KEB West 79m. 70ch. and KEB South Jn.
				25	Main line 79m. 70ch. and 79m. 34ch.
				15	All lines 79m. 70ch. and 0m. 25ch. (Newcastle to Berwick mileage).
	Newcastle West Jn. (See page 152)	80 05			

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - DETAILS OF RUNNING LINES - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON					
Page 54	Amend:-	Choppington LC (AHB)	17	06	(49D)
NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN					
Page 123	At Eaglescliffe South Jn. (for Darlington)				
	Amend catch points entry:-				C.W. Up at 56m. 75ch. etc. to read:- C. Up at 56m. 75ch. 1000 yards before reaching signal 824. (49D)
BETWEEN NORTON-ON-TEES LC AND BILLINGHAM-ON-TEES LC					
Page 124	Delete:-		30	30	63m. 50ch. and 63m. 70ch.
	Add:-		35	35	63m. 50ch. and 64m. 02ch.
	At Billingham Jn.				
	Amend:-		35		To Port Clarence line. (49D)
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE					
Page 131	Delete:-	Between Billingham-on-Tees and Belasis Lane		20	0m. 4ch. and 0m. 0ch. (49D)
GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC.					
Page 149	Add:-	Between Addison and Wylam Clara Vale LC (AOCR - X)	7	40	X30 X30 Approaching level crossing in wrong direction. (49D)
BETWEEN DENTON SCHOOL LC AND BROADWATH LC					
Page 151	Amend :-	Denton School LC (AOCR-X)	43	23	X25 X25 Approaching level crossing in wrong direction. (49D)
	Delete:-	Between How Mill and Broadwath LC		30	54m. 08ch. and 54m. 30ch. (49D)



A MESSAGE FROM THE GENERAL MANAGER

- Eastern Region management do care about your safety.
- Although accidents on the region during the last three months are the lowest on record we are not complacent.
- I fully support the Safety Line '83 campaign. It will tell us what more needs to be done to reduce risks. Action **WILL** follow.
- But the final responsibility is **YOURS**.

Paterson.

THINK SAFETY - WORK SAFELY



tssa



EASTERN REGION

NN

49

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 DECEMBER

TO

FRIDAY 9 DECEMBER 1983

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 4 DECEMBER – STOCKTON NORTH SHORE

The Down Main Starting signal will be abolished. (52)

SUNDAY 4 DECEMBER – MONKWEARMOUTH (AND WEARMOUTH)

Monkwearmouth

The slip connection between the Down Main line and the Goods Yard will be secured out of use in the normal position pending removal.

Between Monkwearmouth and Wearmouth

The Up Goods line will be redesignated Shunt Spur 400 yards in length with access at the Monkwearmouth end only.

The Down Goods will be taken out of use from the Wearmouth side of the facing crossover between the Down and Up Goods lines.

Monkwearmouth

The Down Goods end of this facing crossover will be secured out of use in the reverse position for through running between the Goods Yard and new Shunt Spur (former Up Goods).

Monkwearmouth Signalling Alterations

The Goods Yard Starting Signal to Down Main will be abolished. The lower of the two miniature arm shunting signals on the left-hand bracket of this signal will now apply – Goods Yard to Shunts spur.

The following signals will also be abolished:—

Shunting – Down Main to Goods Yard
 Up Goods Banner Repeating signal

Wearmouth

The Down and Up Goods lines will be severed and the connection between the Main and Goods lines will be secured out of use pending removal. (52)

DETAILS OF WORK ALREADY CARRIED OUT

***** **BETWEEN NEWCASTLE WEST JUNCTION AND NEWBURN**

This work has not been carried out.

***** **CHOPPINGTON LEVEL CROSSING AT 17m. 6ch. (BETWEEN BEDLINGTON NORTH AND HEPSCOTT):**

This work has not been carried out.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN MONKWEARMOUTH AND AUSTIN AND PICKERSGILLS SHIPYARD

The following Notice Boards have been moved 30 yards further from Monkwearmouth Signal Box.

- (1) Start of "One Train Working."
- (2) Stop for Orders (on Return from Austin and Pickersgill) (50)

**** DRINGHOUSES JUNCTION**

The Warning Indicators (and associated permanent magnet A.W.S. Inductors) immediately south of Dringhouses Junction, giving warning of the change in the permanent speed restriction from 90 m.p.h. to 15 m.p.h. at 187m. 50ch. on the Down Main and Down Leeds lines, have been re-sited 1,780 yards before reaching the 15 m.p.h. speed restriction signs (500 yards further north than at present). (49)

DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE-OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:—

Indication "U" applying towards the Up Main has been altered to "UM".

Indication "L" applying towards the Up Leeds line has been altered to indication "UL".

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

**** GATESHEAD – KING EDWARD BRIDGE EAST JUNCTION**

Up Gateshead West 4-aspect (gantry-mounted) signal G131, has been renewed as a straight post signal on the left-hand side of the line. (49)

**** BETWEEN MONKWEARMOUTH AND AUSTIN & PICKERGILL'S SHIPYARD (Wearmouth Colliery)**

The trailing crossover furthest from Monkwearmouth signal box (at 3m. 77ch.) has been abolished and replaced by plain line. (49)

**** BOWESFIELD**

The semaphore signal controlling the exit from the Goods Yard has been repositioned 70 yards nearer to the signal box.

Down Main 3-aspect signal B8 has been converted to an automatic signal and replated B801.

Up Main 3-aspect signal B127 has been converted to an automatic signal and replated B799. (49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued


**** WEARMOUTH**

The trailing crossover has been secured out of use in the normal position pending removal and the associated signalling abolished. (49)

CLARA VALE LEVEL CROSSING AT 7½M.P. (BETWEEN ADDISON AND WYLAM)

Clara Vale level crossing has been converted to an automatic open (A.O.C.R.) crossing equipped with RED flashing road signals.

“WHISTLE” noticeboards have been provided on the approach to the crossing for right direction and wrong direction movements on both Up and Down Main lines.

Speed restriction signs, showing 30m.p.h. (in the form of a St. Andrews cross/speed restriction sign ) , have been provided 543 yards from the crossing on each **wrong direction approach**.

The crossing is monitored by Wylam signalbox and telephone communication has been provided.


A Local control unit has been provided with the keys available in Wylam signalbox. (51)

DENTON SCHOOL LEVEL CROSSING AT 43M. 23CH. (BETWEEN BLENKINSOP AND LOW ROW)

Denton School Level Crossing Gate Box, together with all associated signalling has been abolished.

The Level Crossing has been converted to an Automatic Open (A.O.C.R.) Crossing, equipped with RED flashing road signals.

“WHISTLE” notice boards have been provided on the approach to the Crossing for right direction and wrong direction movements on both the Up and Down Main lines.

Speed restriction signs, showing 25mph (in the form of a black St. Andrews cross/speed restriction sign ) , has been provided 650 yards from the Crossing on each **wrong direction approach**.

The Crossing is monitored by Low Signal Box and telephone communication has been provided.

A Local Control unit has been provided with the keys available in Low Row Signal Box. (51)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 269

MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS SHIPYARD

WEARMOUTH COLLIERY

Delete and substitute:-

1. When empty wagons are being propelled to either loading siding, care must be taken that they are positioned correctly for loading beneath the hopper.
2. A locomotive must not proceed into the loading sidings for drawing out loaded wagons until the N.C.B. green light is illuminated.
3. Should the green light fail, movements must only be made when authorised by the N.C.B. Traffic Foreman. (6D)

MISCELLANEOUS NOTICES

1. Re-issue of Absolute Block Regulations – BR30062/2
2. Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads – BR30062/5
3. Alterations and additions to Signalmen's General Instructions Issue No.2 – BR30062/9
4. Alterations and additions to Regulations for Train Signalling by the Track Circuit Block System – BR30062/10
5. Alterations and additions to the General Appendix Issue No.4 – BR29944/31
6. Alterations and additions to the Rule Book Issue No.10 – BR87109/35

The above-mentioned publications are in the course of distribution BUT WILL NOT OPERATE until **Saturday, 4 February 1984**. The publications should be made available to staff concerned as soon as supplies are received.

Any member of the staff who is in possession of the current issue of the Regulations for Train Signalling and Signalmen's General Instructions, the General Appendix or the Rule Book, and who does not receive an appropriate copy of the publications listed above by 16 January 1984 must promptly his Supervisor.

The re-issue of the Absolute Block Regulations BR30062/2 WILL ONLY be issued to those members of the staff directly concerned with the signalling of trains in an Absolute Block area. In this particular case, staff employed on these duties who have not received a copy of the new instructions by 3 January 1984, must immediately advise their Supervisor. An explanatory leaflet will accompany the Absolute Block Regulations. (5)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

BETWEEN FENHAM LOW MOOR L.C. AND BEAL

In connection with work on the new alignment of the Down Main line between 57m. 08ch. and 57m. 72ch., Engineers trains may be working on the new track whilst trains pass on the Down Main line.

(U.F.N.)

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

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

Location	Nature of Work	Duration	Commencing Date
Thornaby M.P.D. All lines	Construction work. (Restricted clearance where indicated on site).	Until further notice	

York

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

25 NOVEMBER, 1983



IF ONLY

If only he'd worn his High Visibility Vest.

If only we'd had an advanced lookoutman.

If only we'd got the Pee Wee equipment with us.

If only he'd used the authorised walking route.

If only the refuge hadn't been full up with equipment.

If only he'd followed the track walking code.

THINK SAFETY - WORK SAFELY



tssa



EASTERN REGION

NN

50

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 DECEMBER

TO

FRIDAY 16 DECEMBER 1983

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

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DETAILS OF WORK REFERRED TO IN SECTION B

WEDNESDAY 14 DECEMBER – PICTON

Down Main Signal No.1 will be converted to an automatic signal and replated D51. (1)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL

The Junction Route Indicator position 1 (applying towards the former Down Passenger Loop) has been removed from the Ferryhill Down Main signal No.F439. (New Item) (1)

CHOPPINGTON LEVEL CROSSING AT 17m. 6ch. (BETWEEN BEDLINGTON NORTH AND HEPSCOTT)

Choppington Gate box has been abolished. The level crossing has been converted to automatic half-barriers with telephone communication provided between the crossing and Bedlington North Signal Box.

Bedlington North

Bedlington North Up Distant has been abolished. The 2-aspect gate box Up Home signal (C1), has been altered to display YELLOW or GREEN aspects only and has become the Bedlington North colour light Up Distant (replated BN12R) at a distance of 1,510 yards before reaching Bedlington North Up Main Home Signal BN12.

Choppington Gate Box

The following signals have been abolished.

Down Home (C2)	
Down Distant	
Up Distant	(New Item) (1)

DARLINGTON DIESEL DEPOT

The shunt neck into the former Northgate Coal Depot has now been shortened to a length of 100 yards and a buffer stop erected. (New Item) (1)

STOCKTON NORTH SHORE

The Down Main Starting signal has been abolished. (52)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MONKWEARMOUTH (AND WEARMOUTH)

Monkwearmouth

The slip connection between the Down Main line and the Goods Yard has been secured out of use in the normal position pending removal.

Between Monkwearmouth and Wearmouth

The Up Goods line has been redesignated Shunt Spur 400 yards in length with access at the Monkwearmouth end only.

The Down Goods has been taken out of use from the Wearmouth side of the facing crossover between the Down and Up Goods lines.

Monkwearmouth

The Down Goods end of this facing crossover has been secured out of use in the reverse position for through running between the Goods Yard and new Shunt Spur (former Up Goods).

Monkwearmouth Signalling Alterations

The Goods Yard Starting Signal to Down Main has been abolished. The lower of the two miniature arm shunting signals on the left-hand bracket of this signal now apply—Goods Yard to Shunts spur.

The following signals have also been abolished:—

- Shunting – Down Main to Goods Yard
- Up Goods Banner Repeating signal

Wearmouth

The Down and Up Goods lines have been severed and the connection between the Main and Goods lines has been secured out of use pending removal. (52)

**** BETWEEN MONKWEARMOUTH AND AUSTIN AND PICKERSGILLS SHIPYARD**

The following Notice Boards have been moved 30 yards further from Monkwearmouth Signal Box.

- (1) Start of "One Train Working."
- (2) Stop for Orders (on Return from Austin and Pickersgill) (50)

DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE-OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:—

Indication "U" applying towards the Up Main has been altered to "UM".

Indication "L" applying towards the Up Leeds line has been altered to indication "UL".

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)


SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CLARA VALE LEVEL CROSSING AT 7½M.P. (BETWEEN ADDISON AND WYLAM)

Clara Vale level crossing has been converted to an automatic open (A.O.C.R.) crossing equipped with RED flashing road signals.

“WHISTLE” noticeboards have been provided on the approach to the crossing for right direction and wrong direction movements on both Up and Down Main lines.

Speed restriction signs, showing 30m.p.h. (in the form of a St. Andrews cross/speed restriction sign ) , have been provided 543 yards from the crossing on each **wrong direction approach**.

The crossing is monitored by Wylam signalbox and telephone communication has been provided.


A Local control unit has been provided with the keys available in Wylam signalbox. (51)

DENTON SCHOOL LEVEL CROSSING AT 43M. 23CH. (BETWEEN BLENKINSOP AND LOW ROW)

Denton School Level Crossing Gate Box, together with all associated signalling has been abolished.

The Level Crossing has been converted to an Automatic Open (A.O.C.R.) Crossing, equipped with RED flashing road signals.

“WHISTLE” notice boards have been provided on the approach to the Crossing for right direction and wrong direction movements on both the Up and Down Main lines.

Speed restriction signs, showing 25 mph (in the form of a black St. Andrews cross/speed restriction sign ) , has been provided 650 yards from the Crossing on each **wrong direction approach**.

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E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 235

Add:—

MORPETH

Working of Trains on Up N.E. Curve. Whenever a train is brought to a stand at signal M134 the Driver must immediately telephone the Signaller of his arrival. (6D)

Page 269

MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS SHIPYARD

WEARMOUTH COLLIERY

Delete and substitute:—

1. When empty wagons are being propelled to either loading siding, care must be taken that they are positioned correctly for loading beneath the hopper.
 2. A locomotive must not proceed into the loading sidings for drawing out loaded wagons until the N.C.B. green light is illuminated.
 3. Should the green light fail, movements must only be made when authorised by the N.C.B. Traffic Foreman. (6D)
-

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

1. Re-issue of Absolute Block Regulations – BR30062/2
2. Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads – BR30062/5
3. Alterations and additions to Signalmen's General Instructions Issue No.2 – BR30062/9
4. Alterations and additions to Regulations for Train Signalling by the Track Circuit Block System – BR30062/10
5. Alterations and additions to the General Appendix Issue No.4 – BR29944/31
6. Alterations and additions to the Rule Book Issue No.10 – BR87109/35

The above-mentioned publications are in the course of distribution BUT WILL NOT OPERATE until **Saturday, 4 February 1984**. The publications should be made available to staff concerned as soon as supplies are received.

Any member of the staff who is in possession of the current issue of the Regulations for Train Signalling and Signalmen's General Instructions, the General Appendix or the Rule Book, and who does not receive an appropriate copy of the publications listed above by 16 January 1984 must promptly his Supervisor.

The re-issue of the Absolute Block Regulations BR30062/2 WILL ONLY be issued to those members of the staff directly concerned with the signalling of trains in an Absolute Block area. In this particular case, staff employed on these duties who have not received a copy of the new instructions by 3 January 1984, must immediately advise their Supervisor. An explanatory leaflet will accompany the Absolute Block Regulations. (5)

**AUTOMATIC HALF BARRIER CROSSINGS (AHB) : AUTOMATIC
OPEN CROSSINGS, REMOTELY MONITORED (AOCR)**

Engineers on-track equipment which cannot be relied upon to actuate track circuits must not proceed over these crossings until the person in charge is satisfied it is safe to do so.

YORK STATION – COMMENCING SUNDAY 11 DECEMBER

Drivers of trains stopping at No.16 Platform must observe directions of hand Signalman and/or Warning boards while platform repairs are carried out.

PICTON – WEDNESDAY 14 DECEMBER

Down Main Signal No.1 will be converted to automatic operation and renumbered D51.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

BETWEEN FENHAM LOW MOOR L.C. AND BEAL

In connection with work on the new alignment of the Down Main line between 57m. 08ch. and 57m. 72ch., Engineers trains may be working on the new track whilst trains pass on the Down Main line.

(U.F.N.)

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

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

Location	Nature of Work	Duration	Commencing Date
Thornaby M.P.D. All lines	Construction work. (Restricted clearance where indicated on site).	Until further notice	

York

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

2 DECEMBER. 1983



JOINT WORKING PARTY REPORT ON THE IMPLEMENTATION OF TRACK SAFETY RECOMMENDATIONS

PEE WEES

Extract from report

"... are already available and being used successfully by many Permanent Way Gangs in B.R. there is some history of staff not using the equipment ...

... the ability and willingness of the gang to use it must be considered and encouraged ...

YOU KNOW IT MAKES SENSE.

THINK SAFETY - WORK SAFELY



tssa



EASTERN REGION

NN

51

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 17 DECEMBER

TO

FRIDAY 23 DECEMBER 1983

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 18 DECEMBER – LONGBECK

The Down Distant signal will be abolished and replaced by a new colour-light Distant signal 1,200 yards before reaching the Down Home signal (125 yards further than at present).

A 3-aspect colour-light head will be provided, but the signal will display Yellow or Green aspects only at this stage. (2)

SUNDAY 18 DECEMBER – BETWEEN NEWCASTLE WEST JUNCTION AND NEWBURN

The 'One Train Working' Single line sections will be altered as follows and as shown on the diagrams included herein:—

Between Scotswood Junction and Newburn

The single Branchline section between the site of the former Scotswood signalbox (Scotswood Junction) and Newburn, will be extended to Elswick. New noticeboards will be provided to define the limit of the single line as follows:—

- (A) "START OF ONE TRAIN WORKING. NOT TO BE PASSED UNLESS IN POSSESSION OF STAFF".
- (B) "END OF ONE TRAIN WORKING. STOP. TELEPHONE SIGNALMAN FOR INSTRUCTIONS".
- (C) "STOP EXAMINE POINTS".

A notice board worded "STOP FOR ORDERS" will be provided at the exit from Forth Bank Sidings.

The Down and Up Scotswood lines between Newcastle West Junction and the 3-aspect colour light signals forming the previous limit of the single line N322 (Up) and N237 (Down) will be converted to sidings. The sidings will extend to the new commencing point of the single line at the new noticeboards (A) and (B) referred to above.

All catchpoints in the former Up Scotswood between Newcastle West Junction and Scotswood will be replaced by plain line.

Signals N322 and N237 will be abolished.

Newcastle West Junction

The Down and Up East Goods lines will be renamed Down and Up Goods respectively and Up Goods signal No.165 will be abolished.

"Z" Goods line signal N141 and "Y" goods line signal N143 will now apply to Up Goods No.N175 signal.

Down Goods position light signal No.167 will be repositioned 60 yards further West (towards King Edward Bridge North Junction) to a position adjacent to the catchpoints in the Down goods line.

Position light signal No.274 will be repositioned at the west side of the points – Platform 12 to platform 13 (15 yards further from Newcastle station).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 18 DECEMBER – BETWEEN NEWCASTLE WEST JUNCTION AND NEWBURN – continued

Newcastle West Junction – continued

The following signal routes will apply on No.N294 signal (on the Up/Down Siding).

Aspect	Route Indication	Destination
Main	'8'	Platform 8
Position light	'8'	Platform 8 Line Occupied
Main	'9'	Platform 9
Position Light	'9'	Platform 9 Line Occupied
Position Light	—	Position Light Signal No.226

No.N294 signal will be repositioned 65 yards nearer to Newcastle Station.

Distant boards having the same function as the caution aspect of a semaphore Distant signal will be provided on the rail approach to each noticeboard at the distances as indicated on the diagrams. (2)

DETAILS OF WORK ALREADY CARRIED OUT

STILLINGTON GOODS YARD

The Main connection into the Yard has been secured out of use pending removal. (New Item) (2)

PICTON

Down Main Signal No. 1 has been converted to an automatic signal and replated D51. (1)

FERRYHILL

The Junction Route Indicator position 1 (applying towards the former Down Passenger Loop) has been removed from the Ferryhill Down Main signal No.F439. (1)

CHOPPINGTON LEVEL CROSSING AT 17m. 6ch. (BETWEEN BEDLINGTON NORTH AND HEPSCOTT)

Choppington Gate box has been abolished. The level crossing has been converted to automatic half-barriers with telephone communication provided between the crossing and Bedlington North Signal Box.

Bedlington North

Bedlington North Up Distant has been abolished. The 2-aspect gate box Up Home signal (C1), has been altered to display YELLOW or GREEN aspects only and has become the Bedlington North colour light Up Distant (replated BN12R) at a distance of 1,510 yards before reaching Bedlington North Up Main Home Signal BN12.

Choppington Gate Box

The following signals have been abolished.

Down Home (C2)
Down Distant
Up Distant

(1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DARLINGTON DIESEL DEPOT

The shunt neck into the former Northgate Coal Depot has now been shortened to a length of 100 yards and a buffer stop erected. (1)

STOCKTON NORTH SHORE

The Down Main Starting signal has been abolished. (52)

MONKWEARMOUTH (AND WEARMOUTH)

Monkwearmouth

The slip connection between the Down Main line and the Goods Yard has been secured out of use in the normal position pending removal.

Between Monkwearmouth and Wearmouth

The Up Goods line has been redesignated Shunt Spur 400 yards in length with access at the Monkwearmouth end only.

The Down Goods has been taken out of use from the Wearmouth side of the facing crossover between the Down and Up Goods lines.

Monkwearmouth

The Down Goods end of this facing crossover has been secured out of use in the reverse position for through running between the Goods Yard and new Shunt Spur (former Up Goods).

Monkwearmouth Signalling Alterations

The Goods Yard Starting Signal to Down Main has been abolished. The lower of the two miniature arm shunting signals on the left-hand bracket of this signal now apply—Goods Yard to Shunts spur.

The following signals have also been abolished:—

Shunting – Down Main to Goods Yard
Up Goods Banner Repeating signal

Wearmouth

The Down and Up Goods lines have been severed and the connection between the Main and Goods lines has been secured out of use pending removal. (52)

DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE-OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:—

Indication "U" applying towards the Up Main has been altered to "UM".

Indication "L" applying towards the Up Leeds line has been altered to indication "UL".

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)


SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CLARA VALE LEVEL CROSSING AT 7½M.P. (BETWEEN ADDISON AND WYLAM)

Clara Vale level crossing has been converted to an automatic open (A.O.C.R.) crossing equipped with RED flashing road signals.

"WHISTLE" noticeboards have been provided on the approach to the crossing for right direction and wrong direction movements on both Up and Down Main lines.

Speed restriction signs, showing 30m.p.h. (in the form of a St. Andrews cross/speed restriction sign ) , have been provided 543 yards from the crossing on each **wrong direction approach**.

The crossing is monitored by Wylam signalbox and telephone communication has been provided.


A Local control unit has been provided with the keys available in Wylam signalbox. (52/1)

DENTON SCHOOL LEVEL CROSSING AT 43M. 23CH. (BETWEEN BLENKINSOP AND LOW ROW)

Denton School Level Crossing Gate Box, together with all associated signalling has been abolished.

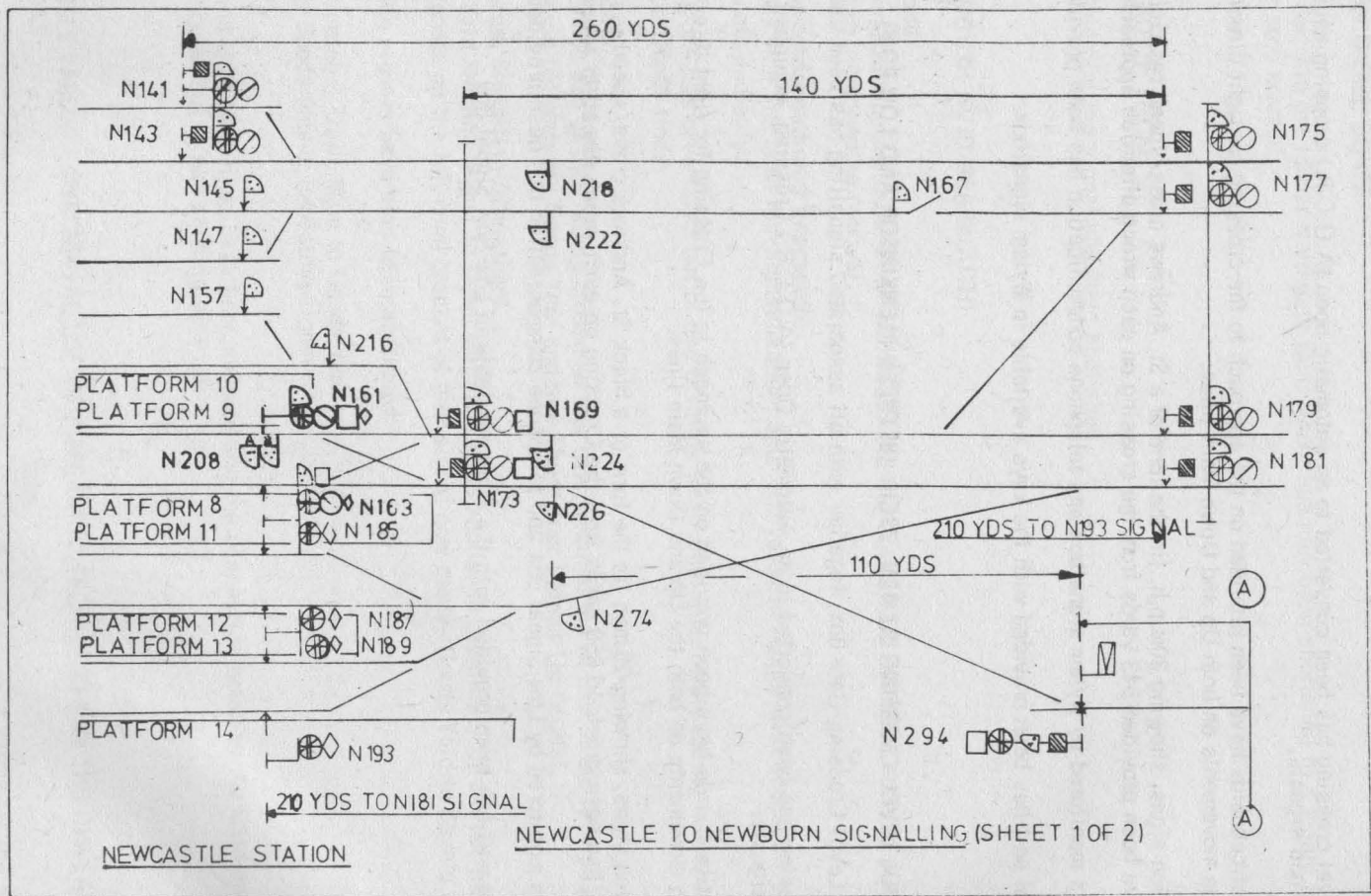
The Level Crossing has been converted to an Automatic Open (A.O.C.R.) Crossing, equipped with RED flashing road signals.

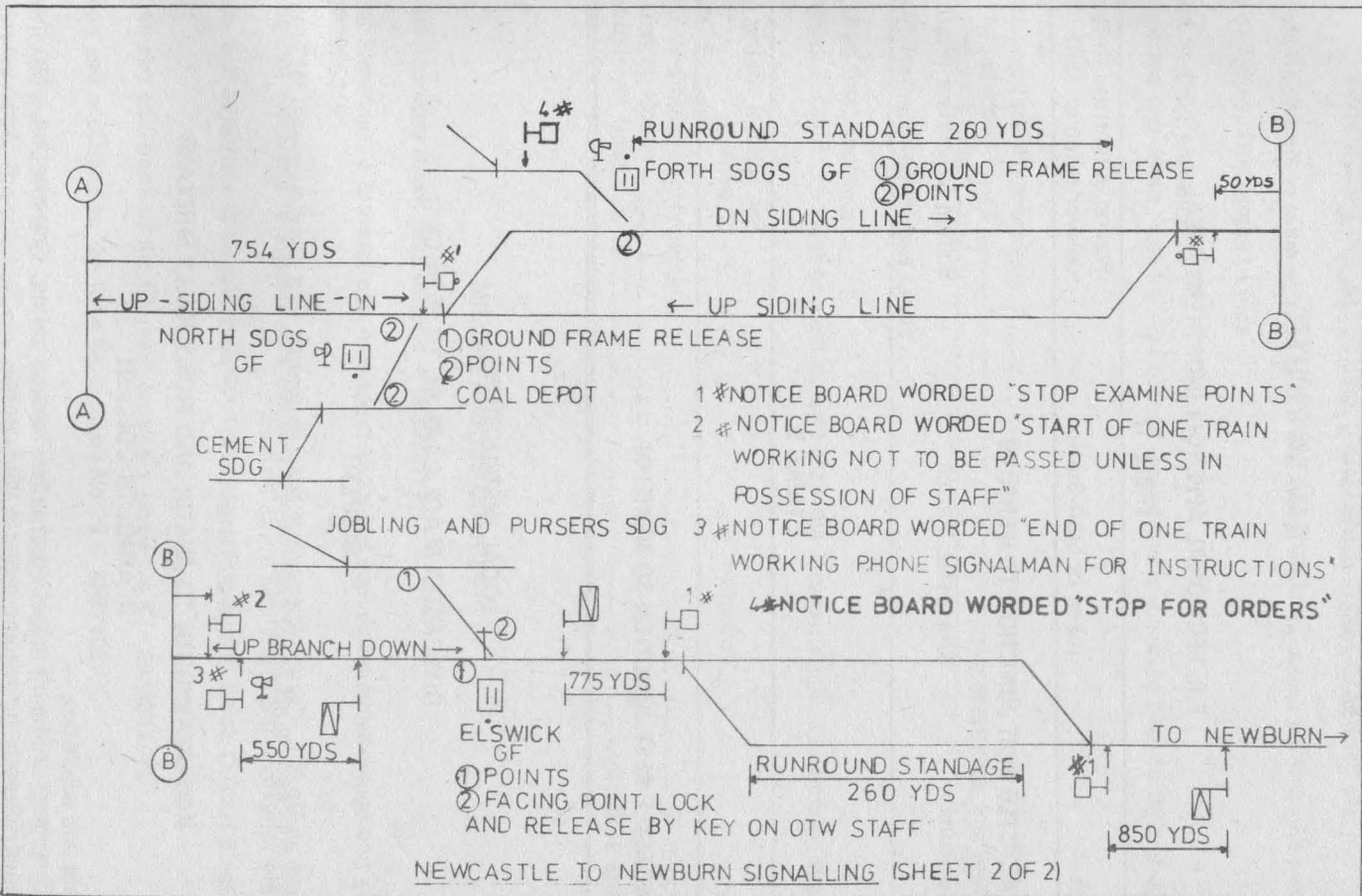
"WHISTLE" notice boards have been provided on the approach to the Crossing for right direction and wrong direction movements on both the Up and Down Main lines.

Speed restriction signs, showing 25mph (in the form of a black St. Andrews cross/speed restriction sign ) , has been provided 650 yards from the Crossing on each **wrong direction approach**.

The Crossing is monitored by Low Signal Box and telephone communication has been provided.

A Local Control unit has been provided with the keys available in Low Row Signal Box. (52/1)





SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

**AUTOMATIC HALF BARRIER CROSSINGS (AHB) : AUTOMATIC
OPEN CROSSINGS, REMOTELY MONITORED (AOCR)**

Engineers on-track equipment which cannot be relied upon to actuate track circuits must not proceed over these crossings until the person in charge is satisfied it is safe to do so. (U.F.N)

YORK STATION

Drivers of trains stopping at No.16 Platform must observe directions of hand Signalman and/or Warning boards while platform repairs are carried out. (2)

PICTON

Down Main Signal No.1 has been converted to automatic operation and renumbered D51. (2)

BETWEEN FENHAM LOW MOOR L.C. AND BEAL

In connection with work on the new alignment of the Down Main line between 57m. 08ch. and 57m. 72ch., Engineers trains may be working on the new track whilst trains pass on the Down Main line. (U.F.N.)

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

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

Location	Nature of Work	Duration	Commencing Date
Thornaby M.P.D. All lines	Construction work. (Restricted clearance where indicated on site).	Until further notice	

York

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

9 DECEMBER, 1983



PLACE OF SAFETY

When the locomotive horn sounds, when the lookoutman taps you on the shoulder, DANGER IS NEAR and you MUST already know your PLACE OF SAFETY.

The wrong decision, time spent thinking, panic or hesitation could mean YOUR DEATH.

THINK SAFETY - WORK SAFELY



tssa

WOOLSTENHOLMES



EASTERN REGION

NN

52/1

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 24 DECEMBER 1983

TO

FRIDAY 6 JANUARY 1984

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

SEABANKS BRANCH

The "Long" siding has been removed and all associated signalling abolished. (New item) (3)

TWEEDMOUTH (BEAL)

The trailing crossover between the Down and Up Main lines at 59m. 30ch. has been taken out of use until further notice. (New item) (3)

LONGBECK

The Down Distant signal has been abolished and replaced by a new colour-light Distant signal 1,200 yards before reaching the Down Home signal (125 yards further than at present).

A 3-aspect colour-light head has been provided, but the signal displays Yellow or Green aspects only at this stage. (2)

BETWEEN NEWCASTLE WEST JUNCTION AND NEWBURN

The 'One Train Working' Single line sections have been altered as follows and as shown on the diagrams included herein:-

Between Scotswood Junction and Newburn

The Single Branch line section between the site of the former Scotswood signalbox (Scotswood Junction) and Newburn, has been extended to Elswick. New noticeboards have been provided to define the limit of the Single line as follows:-

- (A) "START OF ONE TRAIN WORKING."
- (B) "END OF ONE TRAIN WORKING. STOP. TELEPHONE SIGNALMAN FOR INSTRUCTIONS".
- (C) "STOP EXAMINE POINTS".

A notice board worded "STOP FOR ORDERS" has been provided at the exit from Forth Bank Sidings.

The Down and Up Scotswood lines between Newcastle West Junction and the 3-aspect colour light signals forming the previous limit of the single line N322 (Up) and N237 (Down) have been converted to sidings. The sidings extend to the new commencing point of the single line at the new noticeboards

(A) and (B) referred to above.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN NEWCASTLE WEST JUNCTION AND NEWBURN – continued

Between Scotswood Junction and Newburn – continued

All catchpoints in the former Up Scotswood between Newcastle West Junction and Scotswood have been replaced by plain line.

Signals N322 and N237 have been abolished.

Newcastle West Junction

The Down and Up East Goods line have been renamed Down and Up Goods respectively and Up Goods signal No.165 has been abolished.

“Z” Goods line signal N141 and “Y” goods line signal N143 now apply to Up Goods No.N175 signal.

Down Goods position light signal No.167 has been repositioned 60 yards further West (towards King Edward Bridge North Junction) to a position adjacent to the catchpoints in the Down goods line.

Position light signal No.274 has been repositioned at the west side of the points – Platform 12 to platform 13 (15 yards further from Newcastle station).

The following signal routes now apply on No.N294 signal (on the Up/Down Siding).

Aspect	Route Indication	Destination
Main	'8'	Platform 8
Position light	'8'	Platform 8 Line Occupied
Main	'9'	Platform 9
Position Light	'9'	Platform 9 Line Occupied
Position Light	—	Position Light Signal No.226

No.N294 signal will be repositioned 65 yards nearer to Newcastle Station **at a later date.**

Distant boards having the same function as the caution aspect of a semaphore Distant signal have been provided on the rail approach to each noticeboard at the distances as indicated on the diagrams.
(Amended) (2)

STILLINGTON GOODS YARD

The Main connection into the Yard has been secured out of use pending removal. (2)

**** PICTON**

Down Main Signal No. 1 has been converted to an automatic signal and replated D51. (1)

**** FERRYHILL**

The Junction Route Indicator position 1 (applying towards the former Down Passenger Loop) has been removed from the Ferryhill Down Main signal No.F439. (1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** CHOPPINGTON LEVEL CROSSING AT 17m. 6ch. (BETWEEN BEDLINGTON NORTH AND HEPSCOTT)**

Choppington Gate box has been abolished. The level crossing has been converted to automatic half-barriers with telephone communication provided between the crossing and Bedlington North Signal Box.

Bedlington North

Bedlington North Up Distant has been abolished. The 2-aspect gate box Up Home signal (C1), has been altered to display YELLOW or GREEN aspects only and has become the Bedlington North colour light Up Distant (replated BN12R) at a distance of 1,510 yards before reaching Bedlington North Up Main Home Signal BN12.

Choppington Gate Box

The following signals have been abolished.

Down Home (C2)
Down Distant
Up Distant

(1)

**** DARLINGTON DIESEL DEPOT**

The shunt neck into the former Northgate Coal Depot has now been shortened to a length of 100 yards and a buffer stop erected. (1)

**** STOCKTON NORTH SHORE**

The Down Main Starting signal has been abolished. (52)

**** MONKWEARMOUTH (AND WEARMOUTH)**

Monkwearmouth

The slip connection between the Down Main line and the Goods Yard has been secured out of use in the normal position pending removal.

Between Monkwearmouth and Wearmouth

The Up Goods line has been redesignated Shunt Spur 400 yards in length with access at the Monkwearmouth end only.

The Down Goods has been taken out of use from the Wearmouth side of the facing crossover between the Down and Up Goods lines.

Monkwearmouth

The Down Goods end of this facing crossover has been secured out of use in the reverse position for through running between the Goods Yard and new Shunt Spur (former Up Goods).

Monkwearmouth Signalling Alterations

The Goods Yard Starting Signal to Down Main has been abolished. The lower of the two miniature arm shunting signals on the left-hand bracket of this signal now apply—Goods Yard to Shunts spur.

The following signals have also been abolished:—

Shunting – Down Main to Goods Yard
Up Goods Banner Repeating signal

Wearmouth

The Down and Up Goods lines have been severed and the connection between the Main and Goods lines has been secured out of use pending removal. (52)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DRINGHOUSES YARD – EXPERIMENTAL USE OF FIBRE-OPTIC TECHNIQUES IN THE DISPLAY OF ROUTE INDICATIONS

The route indicator on the Dringhouses Yard Up Direction 3-aspect signal Y1002 (at the south end of Dringhouses Yard Reception Sidings) has been replaced by a new Route Indicator and the indications displayed thereon altered as follows:—

Indication "U" applying towards the Up Main has been altered to "UM".

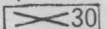
Indication "L" applying towards the Up Leeds line has been altered to indication "UL".

The use of the new route indicator is of an experimental nature which makes use of fibre-optics techniques to provide the illumination. Any comments which trainmen would care to make as to the effectiveness of the illuminations would be welcome and these should be submitted via the normal channels for onwards transmission to the Chief Operating Manager reference MO42. (2)

*** * CLARA VALE LEVEL CROSSING AT 7½M.P. (BETWEEN ADDISON AND WYLAM)**

Clara Vale level crossing has been converted to an automatic open (A.O.C.R.) crossing equipped with RED flashing road signals.

"WHISTLE" noticeboards have been provided on the approach to the crossing for right direction and wrong direction movements on both Up and Down Main lines.

Speed restriction signs, showing 30m.p.h. (in the form of a St. Andrews cross/speed restriction sign ) , have been provided 543 yards from the crossing on each **wrong direction approach**.

The crossing is monitored by Wylam signalbox and telephone communication has been provided.


A Local control unit has been provided with the keys available in Wylam signalbox. (52/1)

*** * DENTON SCHOOL LEVEL CROSSING AT 43M. 23CH. (BETWEEN BLENKINSOP AND LOW ROW)**

Denton School Level Crossing Gate Box, together with all associated signalling has been abolished.

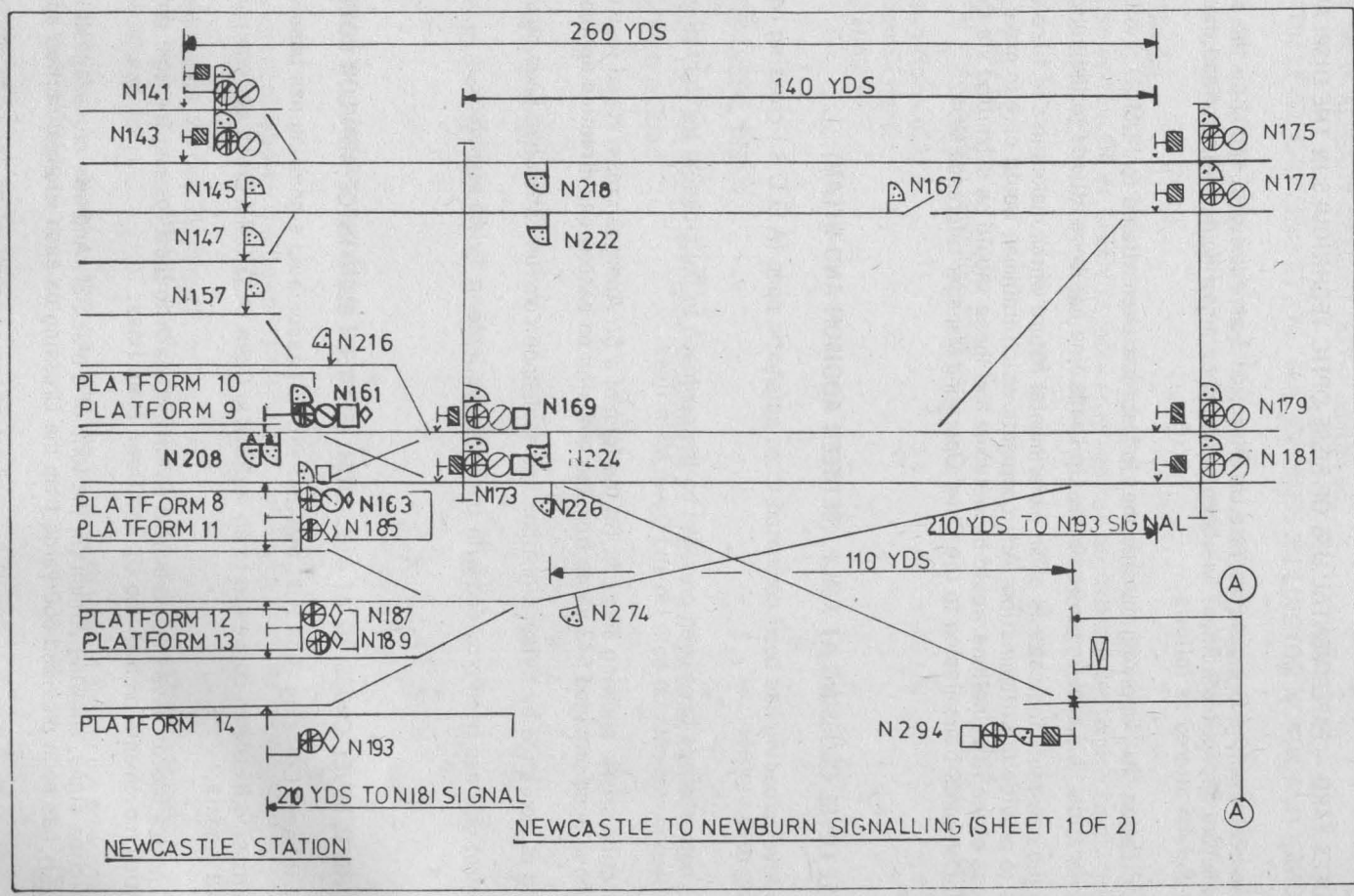
The Level Crossing has been converted to an Automatic Open (A.O.C.R.) Crossing, equipped with RED flashing road signals.

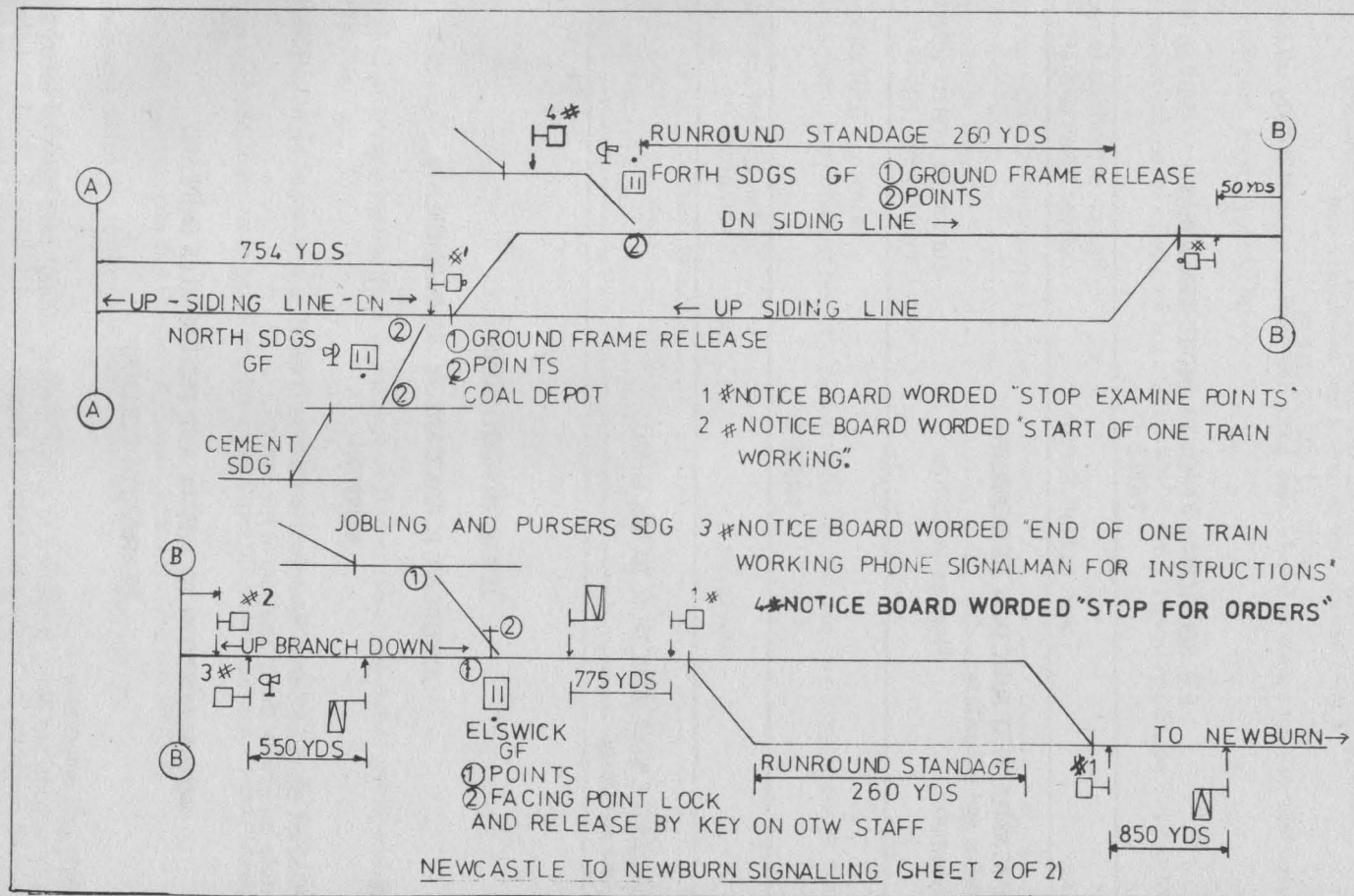
"WHISTLE" notice boards have been provided on the approach to the Crossing for right direction and wrong direction movements on both the Up and Down Main lines.

Speed restriction signs, showing 25mph (in the form of a black St. Andrews cross/speed restriction sign ) , has been provided 650 yards from the Crossing on each **wrong direction approach**.

The Crossing is monitored by Low Signal Box and telephone communication has been provided.

A Local Control unit has been provided with the keys available in Low Row Signal Box. (52/1)





GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a 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 D

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
Page 154		
NEWCASTLE WEST JUNCTION TO NEWBURN		
Delete and substitute:—		
Elswick and Newburn	Newcastle Station	Station Supervisor (Platform 8). (6D)

TABLE W

Signal box	Movement	See Special Instructions on page
Page 175		
NEWCASTLE WEST JUNCTION TO NEWBURN		
Delete authority.		
		(6D)

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 235

Add:—

MORPETH

Working of Trains on Up N.E. Curve. Whenever a train is brought to a stand at signal M134 the Driver must immediately telephone the Signaller of his arrival. (6D)

Page 269

MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS SHIPYARD

WEARMOUTH COLLIERY

Delete and substitute:—

- When empty wagons are being propelled to either loading siding, care must be taken that they are positioned correctly for loading beneath the hopper.
- A locomotive must not proceed into the loading sidings for drawing out loaded wagons until the N.C.B. green light is illuminated.
- Should the green light fail, movements must only be made when authorised by the N.C.B. Traffic Foreman. (6D)

Page 277

NEWCASTLE WEST JUNCTION TO NEWBURN

Elswick Ground Frame

Delete both route heading and instruction.

(6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/
UNLOADING INSTALLATIONS (COLLIERIES, POWER STATIONS etc.)

Page 31

BLYTH POWER STATIONS

1. Working of Trains, East Hopper Lines

Paragraph 1.2

Add as final sentence :-

The locomotive cab doors must be kept closed whilst the locomotive passes through the Hopper House.

Paragraph 1.6

Amend :-

Over gross and tare weighbridges	6 m.p.h.
Through Hopper House	½ m.p.h.
Over remainder of lines	15 m.p.h.

2. Working of Trains, West Hopper Lines

Paragraph 2.1

Add as final sentence :-

The locomotive cab doors must be kept closed until the locomotive passes through the Hopper House.

Paragraph 2.5

Amend :-

Over gross and tare weighbridges	8 m.p.h.	
Through Hopper House	½ m.p.h.	
Over remainder of lines	15 m.p.h.	(6D)

MISCELLANEOUS NOTICES

1. Re-issue of Absolute Block Regulations – BR30062/2
2. Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads – BR30062/5
3. Alterations and additions to Signalmen's General Instructions Issue No.2 – BR30062/9
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Any member of the staff who is in possession of the current issue of the Regulations for Train Signalling and Signalmen's General Instructions, the General Appendix or the Rule Book, and who does not receive an appropriate copy of the publications listed above by 16 January 1984 must promptly his Supervisor.

The re-issue of the Absolute Block Regulations BR30062/2 WILL ONLY be issued to those members of the staff directly concerned with the signalling of trains in an Absolute Block area. In this particular case, staff employed on these duties who have not received a copy of the new instructions by 3 January 1984, must immediately advise their Supervisor. An explanatory leaflet will accompany the Absolute Block Regulations.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

**AUTOMATIC HALF BARRIER CROSSINGS (AHB) : AUTOMATIC
OPEN CROSSINGS, REMOTELY MONITORED (AOCR)**

Engineers on-track equipment which cannot be relied upon to actuate track circuits must not proceed over these crossings until the person in charge is satisfied it is safe to do so. (U.F.N)

YORK STATION

Drivers of trains stopping at No.16 Platform must observe directions of hand Signalman and/or Warning boards while platform repairs are carried out. (2)

PICTON

Down Main Signal No.1 has been converted to automatic operation and renumbered D51. (2)

BETWEEN FENHAM LOW MOOR L.C. AND BEAL

In connection with work on the new alignment of the Down Main line between 57m. 08ch. and 57m. 72ch., Engineers trains may be working on the new track whilst trains pass on the Down Main line. (U.F.N.)

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

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

Location	Nature of Work	Duration	Commencing Date
Thornaby M.P.D. All lines	Construction work. (Restricted clearance where indicated on site).	Until further notice	

York

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

16 DECEMBER, 1983



HIGH VISIBILITY VESTS

High visibility vests save lives.

A fact known and accepted by Trade Unions, Managers, Safety Representatives and Railway Employment Inspectors.

WHY then do some of you appear to have a DEATH WISH?

Is it VANITY? STUPIDITY OR LAZINESS?

Whichever cap fits wear it but better still

WEAR A H.V.V.

REMIND YOUR COLLEAGUES

THINK SAFETY - WORK SAFELY



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