

WOOLSTENHOLMES



EASTERN REGION

**NN**

**2**

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 7 JANUARY**

**TO**

**FRIDAY 13 JANUARY 1984**

**INCLUSIVE**

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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.

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# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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

**To join the Signalling Record Society visit**

[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

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

**SUNDAY 8 JANUARY – YORK YARD SOUTH**

The Down Reception No.2/Back Siding will be taken out of use pending removal. All associated signals or signal routes will be abolished.

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

Facing connection leading from Down Reception No.1 to Down Reception No.2.

Facing connection leading from "B" line in the vicinity of the signal box to Down Scarborough Goods.

Trailing points in Down Scarborough Goods from Up Goods No.1.

Facing connection (in the vicinity of Branches Yard/ from "B" line to Down Scarborough Goods.

The signal routes on the following position-light signals will be abolished :-

**No.2** applying from Down Scarborough Goods towards Departure line "A" or to Up Sidings.

**No.13** (Branches Yard area) applying from "B" line towards Down Scarborough Goods.

Down Scarborough Goods signal **No.18** applying towards "B" line No.29 position light signal.

"B" line **No.31** signal applying towards Down Scarborough Goods signal YYS19. (5)

**SUNDAY 8 JANUARY – GRANGETOWN**

Up Goods line signal G704 will be repositioned 30 yards nearer to the signal box. (5)

**DETAILS OF WORK ALREADY CARRIED OUT**

**SEABANKS BRANCH**

The "Long" siding has been removed and all associated signalling abolished. (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. (3)

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

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

\* **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.

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.

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

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

**\* STILLINGTON GOODS YARD**

The Main connection into the Yard has been secured out of use pending removal. (2)

**\* 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)

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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 BR30054

PART 6 – WHITE PAGES

Clause H1/9. Single Pipe Automatic Air Brake – Freight Trains

Amend MGR trains to read:–

Freight Trains formed of HAA and HDA wagons.

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE D

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
<b>Page 154</b>		
<b>NEWCASTLE WEST JUNCTION TO NEWBURN</b>		
<b>Delete and substitute:–</b>		
Elswick and Newburn	Newcastle Station	Station Supervisor (Platform 8). (6D)

TABLE W

Signal box	Movement	See Special Instructions on page
<b>Page 175</b>		
<b>NEWCASTLE WEST JUNCTION TO NEWBURN</b>		
	Delete authority.	(6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

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)

Page 277

NEWCASTLE WEST JUNCTION TO NEWBURN

Elswick Ground Frame

Delete both route heading and instruction.

(6D)

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 when discharging .....	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 whilst the locomotive passes through the Hopper House.

Paragraph 2.5

Amend:–

Over gross and tare weighbridges .....	8 m.p.h.
Through Hopper House when discharging .....	½ m.p.h.
Over remainder of lines .....	15 m.p.h. (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 must immediately advise their Supervisor. An explanatory leaflet will accompany the Absolute Block Regulations.

**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. (UFN)

**\* \* 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)



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. <b>(Restricted clearance</b> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	(From 08 00 9 January)

York

MP.32/NN

R.M. WILLIAMS  
Chief Operating Manager

23, DECEMBER, 1983



## **POLICY STATEMENTS – LOCAL ARRANGEMENTS**

Did you know that the Safety Policy Statement – Local Arrangements concerns you and should be drawn to your attention?

Did you know that there is an appendix in the statement that lists the common hazards and particular hazards of your job?

**ASK TO SEE THE POLICY STATEMENTS.**

**THINK SAFETY – WORK SAFELY**



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WOOLSTENHOLMES



EASTERN REGION

**NN**

**3**

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 14 JANUARY**

**TO**

**FRIDAY 20 JANUARY 1984**

**INCLUSIVE**

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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.

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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

**YORK YARD SOUTH – REMODELLING**

Commencing on **Sunday 15 January** track remodelling (and signalling alterations) will take place over a period of weeks in the area of York Yard South Signalbox. |

A diagram which illustrates the final layout when all remodelling has been completed will be included herein throughout this period to assist in following the weekly progress of the work. |

The following will be carried out on **Sunday 15 January**. |

The facing connection – leading from Down Goods to Down Reception No.1 will be secured out of use pending replacement further north. |

**Signalling Alterations :-**

Position light signal No.39, on the Down Reception No.1 will be repositioned 15 yards further north, and will only apply along Down Reception No.1 (towards No.27 signal) **until Sunday 22 January**. |

(The signal routes from Down Leeds Goods and Up Scarborough Goods signals to Down Reception No.1 will not be available until the facing connection leading from Down Goods to Down Reception No.1 is replaced further north **on Sunday 22 January**). | (U.F.N.)

**SUNDAY 15 JANUARY – TYNE AND WEAR METRO – KENTON LINE – FAWDON AUTOMATIC OPEN LEVEL CROSSING**

The flashing white lights associated with the level crossing protecting signals will be removed. | (6)

**MONDAY 16 JANUARY – BETWEEN KING EDWARD BRIDGE EAST JN. AND HIGH LEVEL BRIDGE JN.**

The 10 m.p.h. Permanent Speed Restriction on the Down line between 0m. 16ch. and 0m. 00ch. will be removed. | (6)

**MONDAY 16 JANUARY – BETWEEN LOW FELL JN. AND LOW FELL SIDINGS JN.**

The 10 m.p.h. Permanent Speed Restriction on the Down and Up lines between 0¾ m.p. and 1 m.p. will be removed. | (6)

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

**DETAILS OF WORK ALREADY CARRIED OUT**

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

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Trailing points in Down Scarborough Goods from Up Goods No.1.

Facing connection (in the vicinity of Branches Yard/ from "B" line to Down Scarborough Goods.)

The signal routes on the following position-light signals have been abolished:—

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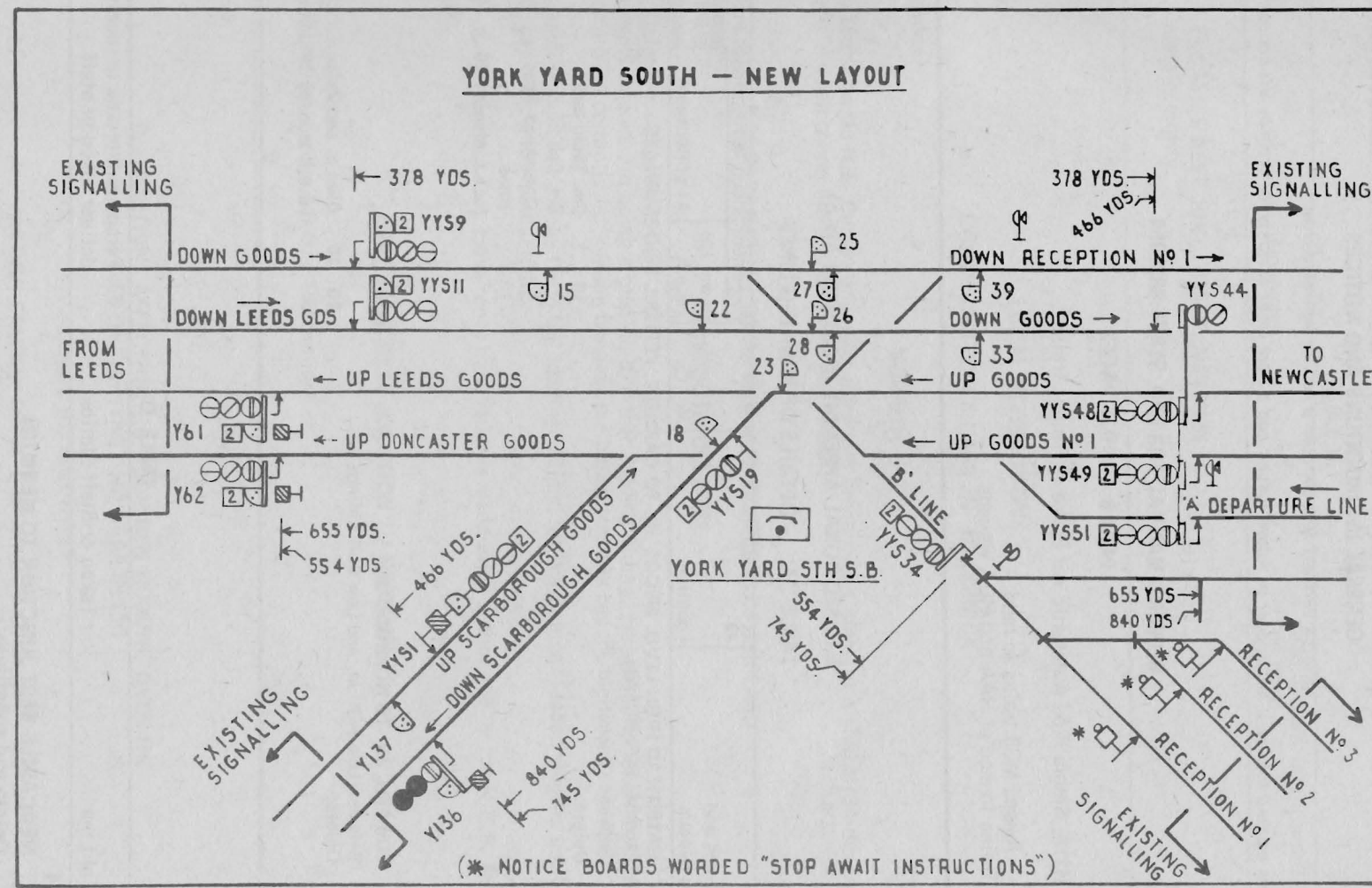
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SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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WORKING MANUAL FOR RAIL STAFF BR30054

PART 6 – WHITE PAGES

Clause H1/9. Single Pipe Automatic Air Brake – Freight Trains

Amend MGR trains to read:–  
Freight Trains formed of HAA and HDA wagons.

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	
<b>Page 148</b> (Page 54, PON ND49D) GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE, PETERIL BRIDGE JN. EXC. Between Greensfield Jn. and KEB East Jn. Delete:–			10	0m. 16ch. and 0m. 0ch. Gateshead West lines. (w.e.f. Monday 16 January) (6D)	
<b>Page 153</b> LOW FELL JN. TO NORWOOD JN. Between Low Fell Jn. and Low Fell Sidings Jn. Delete:–			10 10	0¼m.p. and 2m.p. (w.e.f. Monday 16 January) (6D)	

TABLE D

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<b>Page 154</b> NEWCASTLE WEST JUNCTION TO NEWBURN Delete and substitute:– Elswick and Newburn	Newcastle Station	Station Supervisor (Platform 8). (6D)



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ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

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)

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NEWCASTLE WEST JUNCTION TO NEWBURN

Elswick Ground Frame

Delete both route heading and instruction.

(6D)

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

LOCAL INSTRUCTIONS

Page 283

Add:–

FAWDON STATION LEVEL CROSSING (A.O.C.L.)

**General Appendix Section 7 : Automatic Open Crossings : Locally monitored (A.O.C.L.)**

3. **At Crossings where trains are not required to stop.**  
Speed restriction signs and flashing white lights, are not provided at the above crossing.

Clause 3 is therefore modified in relation to this crossing.

(w.e.f. 15.1.84) (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 when discharging .....	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 whilst the locomotive passes through the Hopper House.

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Amend :-

Over gross and tare weighbridges .....	8 m.p.h.
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2. Re-issue of Signalmen's Instructions in respect of Trains conveying out-of-gauge and exceptional loads – BR30062/5
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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**

**W.E.F. Monday 16 January**, the "Stop board on Platform 8A applicable to southbound HST's will be repositioned approximately 50 yards nearer the south end of the platform and Drivers of southbound HST's should stop their trains with the leading cab adjacent to the repositioned "Stop" board. (6)

**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. <b>(Restricted clearance</b> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

York

MP.32/NN

**R.M. WILLIAMS**  
Chief Operating Manager

6 JANUARY, 1984



## SAFE SYSTEMS OF WORK

The method of doing every job should be laid down.

Any hazards/dangers should have been discovered and account taken of them.

If protective clothing and equipment is necessary it should be provided and used/worn.

The sequence or order in which the job is done should be known and followed.

In other words there should be a SAFE SYSTEM OF WORK for all jobs.

If you consider any of the jobs you do don't have a safe system of work discuss it with your Safety Representative and tell your supervisor.

**THINK SAFETY - WORK SAFELY**



WOOLSTENHOLMES



EASTERN REGION

**NN**

**4**

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 21 JANUARY**

**TO**

**FRIDAY 27 JANUARY 1984**

**INCLUSIVE**

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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.

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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

**YORK YARD SOUTH – REMODELLING**

Commencing on **Sunday 22 January** track remodelling (and signalling alterations) will take place over a period of weeks in the area of York Yard South Signalbox. |

A diagram which illustrates the final layout when all remodelling has been completed will be included herein throughout this period to assist in following the weekly progress of the work. |

The following will be carried out on **Sunday 22 January**. |

The facing connection – leading from Down Goods to Down Reception No.1 will be secured out of use pending replacement further north. |

**Signalling Alterations :-**

Position light signal No.39, on the Down Reception No.1 will be repositioned 15 yards further north, and will only apply along Down Reception No.1 (towards No.27 signal) **until Sunday 29 January**. |

(The signal routes from Down Leeds Goods and Up Scarborough Goods signals to Down Reception No.1 will not be available until the facing connection leading from Down Goods to Down Reception No.1 is replaced further north on **Sunday 29 January**). | (U.F.N.)

**SUNDAY 22 JANUARY – TYNE (DURHAM STATION)**

The trailing points leading from Up Slow to Up Main will be relocated 90 yards northwards. The catch-points in the Up Slow line at 66m. 26ch. (530 yards before reaching signal TY.370) will be replaced by a plain line.

The position light signal no.363 (applying set back – Up Main to Down Fast) will be repositioned (northwards) to the Up Main point ends of the trailing crossover. (7)

**SUNDAY 22 JANUARY – GRANGETOWN**

Up Goods line signal G704 will be repositioned 30 yards nearer to the signal box. (5)

DETAILS OF WORK ALREADY CARRIED OUT

**BISHOP AUCKLAND**

The platform line has been shortened by 60 feet. (New item) (7)

**TYNE DOCK (PORT OF TYNE AUTHORITIES)**

The above sidings have been shortened to approximately 280 yds. in length and buffer stops erected. (New item) (7)



EASTERN REGION

**NN**

**5**

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 28 JANUARY**

TO

**FRIDAY 3 FEBRUARY 1984**

INCLUSIVE

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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.

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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

## YORK YARD SOUTH – REMODELLING

Track remodelling (and signalling alterations) are taking place over a period of weeks in the area of York Yard South Signalbox.

A diagram which illustrates the final layout when all remodelling has been completed will be included herein throughout this period to assist in following the weekly progress of the work.

## SATURDAY 28 and SUNDAY 29 JANUARY – BETWEEN HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. AND RYHOPE GRANGE

The South Hetton Branch will be singled. The Up Branch will become redundant and 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.

Seaton and Murton signal boxes will be reduced in status to gateboxes.

**Ryhope Grange**

The points – Up Branch to Down Branch will be secured out of use in the reverse position towards the former Down Branch.

**Signalling Alterations (Ryhope Grange)**

The Up Branch Starting signal will be abolished.

The miniature arm shunting signal applying Down Main to Branch; to Branch sidings or set back along Down Main, will be replaced by a full signal arm and re-designated Down Main Starting signal to the South Hetton Branch single line.

An elevated shunting signal will be provided adjacent to the starting signal and this will apply Down Main to Branch Sidings or to Down Main.

All Up direction signals formerly applicable to the Up Branch will now apply to the South Hetton Branch single line.

**Hawthorne Combined Mine & Coke Plant (N.C.B.)**

The first N.C.B. Up direction colour light signal on the Branch Single line will be repositioned on the right-hand side of the line.

A Distant board having the same function as the caution aspect of a semaphore Distant signal, will be provided 200 yards on the approach side of the above signal. (8)



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

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

**SUNDAY 29 JANUARY – YORK YARD SOUTH**

The facing connection leading from Down Goods to Down Reception No.1 will be brought back into use and repositioned 63 yards further north of its former position.

The trailing crossover between the Down and Up Goods lines will be repositioned 25 yards further north. The associated slip connection forming the route between Up Goods and the Down Reception lines will be removed.

**Signalling Alterations**

The position light signal No.33 applying set back Down Goods to Down Scarborough Goods; to Up Leeds Goods or to Down Goods position light signal No.28 will be repositioned 53 yards further north.

Routes will be restored on signals applying from Down Leeds Goods and Up Scarborough Goods to Down Reception No.1.

Routes on Down Reception No.1 No.39 position light applying towards Down Scarborough Goods; to Up Leeds Goods or towards Down Goods will also be restored. (8)

**TUESDAY 31 JANUARY – HENDON**

The gantry carrying the miniature arm shunting signals applying from 7 to 12 sidings towards the Through siding will be abolished and the signals will be mounted as separate straight post signals 10 yards further from the signal box as follows:-

The signal applicable to 7, 8 and 9 sidings will be 15 ft above rail level and on the left – hand side of the line

The signal applicable to 10, 11 and 12 sidings will be 16 ft above rail level and on the right hand side of the line. (8)

**DETAILS OF WORK ALREADY CARRIED OUT**

**YORK YARD SOUTH**

The Down Reception No.2/Back Siding has been taken out of use pending removal. All associated signals or signal routes have been abolished.

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

Facing connection leading from Down Reception No.1 to Down Reception No.2.

Facing connection leading from "B" line in the vicinity of the signal box to Down Scarborough Goods.

Trailing points in Down Scarborough Goods from Up Goods No.1.

**The signal routes on the following position – light signals have been abolished:-**

No.2 applying from Down Scarborough Goods towards Departure line "A"

Down Scarborough Goods signal No.18 applying towards "B" line No.29 position light signal.

"B" line No.31 signal applying towards Down Scarborough Goods signal YYS19.

(Amended Item) (8)

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

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

**YORK YARD SOUTH – REMODELLING**

The facing connection – leading from Down Goods to Down Reception No.1 has been secured out of use pending replacement further north.

**Signalling Alterations :-**

Position light signal No.39, on the Down Reception No.1 has been repositioned 15 yards further north, and will only apply along Down Reception No.1 (towards No.27 signal) until **Sunday 29 January**.

(The signal routes from Down Leeds Goods and Up Scarborough Goods signals to Down Reception No.1 will not be available until the facing connection leading from Down Goods to Down Reception No.1 is replaced further north on **Sunday 29 January**). (U.F.N.)

**TYNE (DURHAM STATION)**

The trailing points leading from Up Slow to Up Main have been relocated 90 yards northwards. The catch-points in the Up Slow line at 66m. 26ch. (530 yards before reaching signal TY.370) have been replaced by a plain line.

The position light signal No.363 (applying set back – Up Main to Down Fast) has been repositioned (northwards) to the Up Main point ends of the trailing crossover. (7)

**GRANGETOWN**

Up Goods line signal G704 has been repositioned 30 yards nearer to the signal box. (5)

**BISHOP AUCKLAND**

The platform line has been shortened by 60 feet. (7)

**TYNE DOCK (PORT OF TYNE AUTHORITIES)**

The above sidings have been shortened to approximately 280 yds. in length and buffer stops erected. (7)

**TYNE AND WEAR METRO – KENTON LINE – FAWDON AUTOMATIC OPEN LEVEL CROSSING**

The flashing white lights associated with the level crossing protecting signals have been removed.(6)

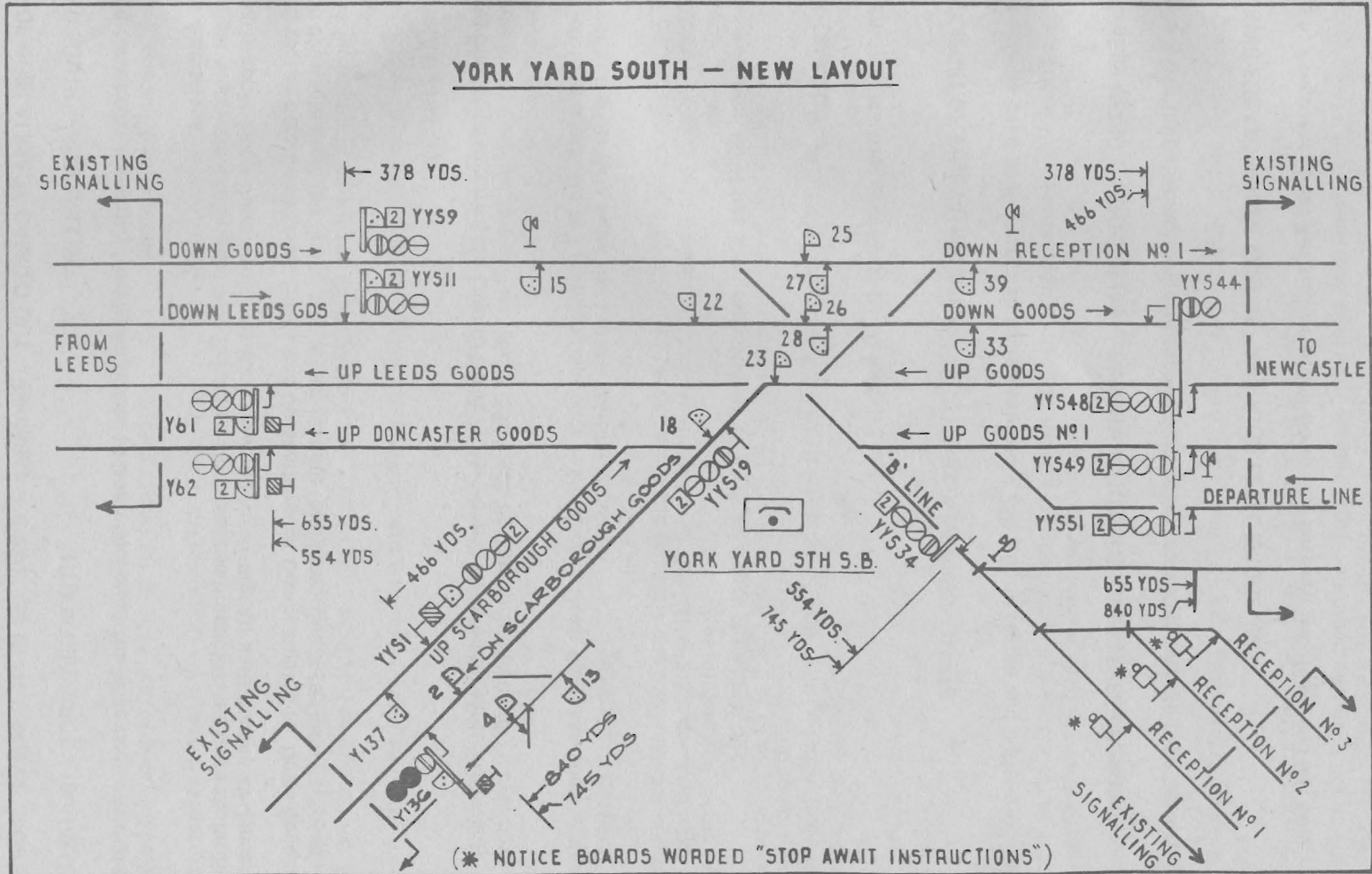
**BETWEEN KING EDWARD BRIDGE EAST JN. AND HIGH LEVEL BRIDGE JN.**

The 10 m.p.h. Permanent Speed Restriction on the Down line between 0m. 16ch. and 0m. 00ch. has been removed. (6)

**BETWEEN LOW FELL JN. AND LOW FELL SIDINGS JN.**

The 10 m.p.h. Permanent Speed Restriction on the Down and Up lines between 0¼m.p. and 1 m.p. has been removed. (6)

### YORK YARD SOUTH - NEW LAYOUT



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 BR30054

PART 6 - WHITE PAGES

Clause H1/9. Single Pipe Automatic Air Brake - Freight Trains

Amend MGR trains to read:-  
Freight Trains formed of HAA and HDA wagons.

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	
<b>GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC.</b>					
Page 148	(Page 54, PON ND49D)				
	Between Greensfield Jn. and KEB East Jn.				
	Delete:-		10	0m. 16ch. and 0m. 0ch. Gateshead West lines.	(6D)
<b>LOW FELL JN. TO NORWOOD JN.</b>					
Page 153					
	Between Low Fell Jn. and Low Fell Sidings Jn.				
	Delete:-		10 10	0½m.p. and 1 m.p.	(6D)

TABLE D

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
<b>NEWCASTLE WEST JUNCTION TO NEWBURN</b>		
<b>Delete and substitute:-</b>		
Elswick and Newburn	Newcastle Station	Station Supervisor (Platform 8). (6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

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:-

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)

Page 277

NEWCASTLE WEST JUNCTION TO NEWBURN

Elswick Ground Frame

Delete both route heading and instruction.

(6D)

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

LOCAL INSTRUCTIONS

Page 283

Add:-

FAWDON STATION LEVEL CROSSING (A.O.C.L.)

**General Appendix Section 7 : Automatic Open Crossings : Locally monitored (A.O.C.L.)**

3. At Crossings where trains are not required to stop. Speed restriction signs and flashing white lights, are not provided at the above crossing.

Clause 3 is therefore modified in relation to this crossing.

(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 when discharging.....	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 whilst the locomotive passes through the Hopper House.

Paragraph 2.5

Amend :-

Over gross and tare weighbridges .....	8 m.p.h.	
Through Hopper House when discharging.....	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
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 has not received an appropriate copy of the publications listed above must promptly advise 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 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**

The "Stop" board on Platform 8A applicable to southbound HST's has been repositioned approximately 50 yards nearer the south end of the platform and Drivers of southbound HST's should stop their trains with the leading cab adjacent to the repositioned "Stop" board. (6)

**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. <b>(Restricted clearance</b> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

York

20 JANUARY, 1984

MP.32/NN

**R.M. WILLIAMS**  
Chief Operating Manager



EASTERN REGION

**NN**

**6**

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 4 FEBRUARY**

TO

**FRIDAY 10 FEBRUARY 1984**

INCLUSIVE

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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.

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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

## YORK YARD SOUTH – REMODELLING

Track remodelling (and signalling alterations) are taking place over a period of weeks in the area of York Yard South Signalbox.

A diagram which illustrates the final layout when all remodelling has been completed will be included herein throughout this period to assist in following the weekly progress of the work.

## SATURDAY 4 FEBRUARY – BETWEEN YORK YARD SOUTH AND YORK YARD NORTH

The Permissive Block Regulations between York Yard South and York Yard North will cease to apply on the Down and Up Goods lines and the **Absolute Block Regulations** will apply on these lines.

## SATURDAY 4 FEBRUARY – BETWEEN YORK YARD NORTH AND SKELTON

The Permissive Block Regulations between York Yard North and Skelton will cease to apply on the Shunting Line and the **Absolute Block Regulations** will apply on this line. (9)

## SATURDAY 4 FEBRUARY – BETWEEN STRANTON AND CLIFF HOUSE

The Permissive Block Regulations will cease to apply on the Up Goods line which will now be worked in accordance with the **Absolute Block Regulations**. (9)

## SUNDAY 5 FEBRUARY – YORK YARD SOUTH

The facing connection leading from Down Goods to Down Reception No.1 will be brought back into use and repositioned 63 yards further north of its former position.

The trailing crossover between the Down and Up Goods lines will be repositioned 25 yards further north. The associated slip connection forming the route between Up Goods and the Down Reception lines will be removed.

**Signalling Alterations**

The position light signal No.33 applying set back Down Goods to Down Scarborough Goods; to Up Leeds Goods or to Down Goods position light signal No.28 will be repositioned 53 yards further north.

Routes will be restored on signals applying from Down Leeds Goods and Up Scarborough Goods to Down Reception No.1.

Routes on Down Reception No.1 No.39 position light applying towards Down Scarborough Goods; to Up Leeds Goods or towards Down Goods will also be restored. (8)

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

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

**TUESDAY 7 FEBRUARY – TYNE (BIRTLEY)**

The facing connection leading from Down Fast to Down Slow will be secured out of use in the normal position pending removal.

**Associated Signalling Alterations**

The junction indicators position 1 and 2, also the associated position light will be removed from Down Fast signal TY253. (9)

**DETAILS OF WORK ALREADY CARRIED OUT**

**BETWEEN HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. AND RYHOPE GRANGE**

The South Hetton Branch has been singled. The Up Branch has become redundant and the Down Branch line has become the South Hetton Branch Single line and is operated in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations.

Seaton and Murton signal boxes have been reduced in status to gateboxes.

**Ryhope Grange**

The points – Up Branch to Down Branch have been secured out of use in the reverse position towards the former Down Branch.

**Signalling Alterations (Ryhope Grange)**

The Up Branch Starting signal has been abolished.

The miniature arm shunting signal applying Down Main to Branch; to Branch sidings or set back along Down Main, have been replaced by a full signal arm and re-designated Down Main Starting signal to the South Hetton Branch single line.

An elevated shunting signal has been provided adjacent to the starting signal and this applies Down Main to Branch Sidings or to Down Main.

All Up direction signals formerly applicable to the Up Branch now apply to the South Hetton Branch single line.

**Hawthorne Combined Mine & Coke Plant (N.C.B.)**

The first N.C.B. Up direction colour light signal on the Branch Single line has been repositioned on the right-hand side of the line.

A Distant board having the same function as the caution aspect of a semaphore Distant signal, has been provided 200 yards on the approach side of the above signal. (8)

**HENDON**

The gantry carrying the miniature arm shunting signals applying from 7 to 12 sidings towards the Through siding has been abolished and the signals mounted as separate straight post signals 10 yards further from the signal box as follows:—

The signal applicable to 7, 8 and 9 sidings is 15ft. above rail level and on the left – hand side of the line.

The signal applicable to 10, 11 and 12 sidings is 16ft. above rail level and on the right hand side of the line.

(8)

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

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

**YORK YARD SOUTH**

The Down Reception No.2/Back Siding has been taken out of use pending removal. All associated signals or signal routes have been abolished.

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

Facing connection leading from Down Reception No.1 to Down Reception No.2.

Facing connection leading from "B" line in the vicinity of the signal box to Down Scarborough Goods.

Trailing points in Down Scarborough Goods from Up Goods No.1.

**The signal routes on the following position – light signals have been abolished:—**

No.2 applying from Down Scarborough Goods towards Departure line "A"

Down Scarborough Goods signal No.18 applying towards "B" line No.29 position light signal.

"B" line No.31 signal applying towards Down Scarborough Goods signal YYS19. (8)

**YORK YARD SOUTH – REMODELLING**

The facing connection – leading from Down Goods to Down Reception No.1 has been secured out of use pending replacement further north.

**Signalling Alterations :—**

Position light signal No.39, on the Down Reception No.1 has been repositioned 15 yards further north, and will only apply along Down Reception No.1 (towards No.27 signal) **until Sunday 5 February.**

(The signal routes from Down Leeds Goods and Up Scarborough Goods signals to Down Reception No.1 will not be available until the facing connection leading from Down Goods to Down Reception No.1 is replaced further north **on Sunday 5 February.** (U.F.N.)

**TYNE (DURHAM STATION)**

The trailing points leading from Up Slow to Up Main have been relocated 90 yards northwards. The catch-points in the Up Slow line at 66m. 26ch. (530 yards before reaching signal TY.370) have been replaced by a plain line.

The position light signal No.363 (applying set back – Up Main to Down Fast) has been repositioned (northwards) to the Up Main point ends of the trailing crossover. (7)

**\*\* GRANGETOWN**

Up Goods line signal G704 has been repositioned 30 yards nearer to the signal box. (5)

**BISHOP AUCKLAND**

The platform line has been shortened by 60 feet. (7)

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

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

**TYNE DOCK (PORT OF TYNE AUTHORITIES)**

The above sidings have been shortened to approximately 280 yds. in length and buffer stops erected. (7)

**\* \* TYNE AND WEAR METRO – KENTON LINE – FAWDON AUTOMATIC OPEN LEVEL CROSSING**

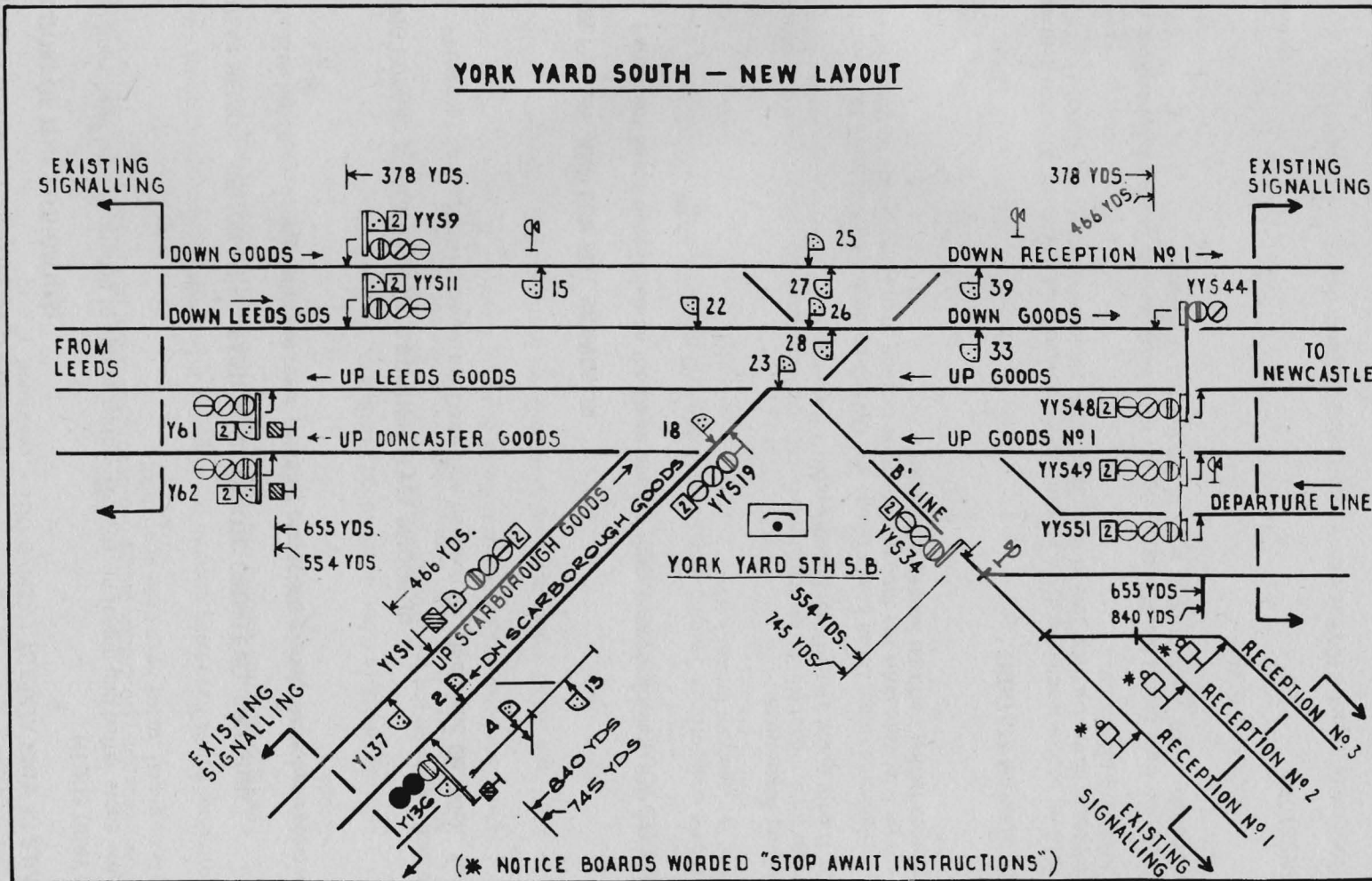
The flashing white lights associated with the level crossing protecting signals have been removed. (6)

**\* \* BETWEEN KING EDWARD BRIDGE EAST JN. AND HIGH LEVEL BRIDGE JN.**

The 10 m.p.h. Permanent Speed Restriction on the Down line between 0m. 16ch. and 0m. 00ch. has been removed. (6)

**\* \* BETWEEN LOW FELL JN. AND LOW FELL SIDINGS JN.**

The 10 m.p.h. Permanent Speed Restriction on the Down and Up lines between 0 $\frac{3}{4}$ m.p. and 1 m.p. has been removed. (6)





EASTERN REGION

**NN**

**7**

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 11 FEBRUARY**

**TO**

**FRIDAY 17 FEBRUARY 1984**

**INCLUSIVE**

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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 12 FEBRUARY – YORK YARD NORTH

Entrance to the Up Reception lines 1 and 2 from the north end will now be via the present Down Mineral line and Frodingham line renamed Up Reception 1 and 2 respectively. Up Reception No.4 will be abolished. (10)

## SUNDAY 12 FEBRUARY – YORK YARD SOUTH

The facing points and associated slip connection, forming the route from the Down Leeds Goods to Up Goods No.1 and to Up Sidings will be secured out of use in the normal position pending removal.

The facing points at the Up Goods No.1 end of the connection leading to Up Goods, will be remodelled as a plain line route along the Up Goods No.1 towards Up Goods.

The Down Mineral line and Frodingham line will be taken out of use and will be slued into the Reception lines 1 and 2 respectively at the north end. Remodelling will take place at the convergence of "B" line and Up Goods No.1 adjacent to York Yard South Signal Box.

**Signalling alterations**

Notice boards worded "STOP AND AWAIT INSTRUCTIONS" will be provided applicable to Up direction movements on Up Reception Lines 1, 2 and 3.

The position light signal (No.23) applicable to Down direction movements from Up Leeds Goods or Down Scarborough Goods will be repositioned 20 yards further north.

The position light signal associated with Departure line signal YYS51, and the route applying along the Departure line towards Down Scarborough Goods line, together with route indication "S" will be abolished. (Route indications "G" and "L" will henceforward be read in conjunction with the main aspect(s) only).

The position light signal associated with "B" line signal YYS34, will be abolished (the existing route indications will be read in conjunction with the main aspect(s) only).

The position light signal associated with Down Goods signal YYS44, applying towards Down Main Goods line occupied will be abolished.

The position light signal associated with Up Goods signal YYS48, will be abolished (the existing route indications will be read in conjunction with the main aspect(s) only).

The position light signal associated with Up Goods No.1 signal YYS49, and the route applying along Up Goods No.1 towards Down Scarborough Goods line, together with route indication "S" will be abolished. (Route indications "G" and "L" will henceforward be read in conjunction with the main aspect(s) only).

Route indication "Y" will be abolished from Up Scarborough Goods 3-aspect signal YYS1 and the signal will no longer apply towards the Down Mineral.

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

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

**SUNDAY 12 FEBRUARY – YORK YARD SOUTH – continued**

**Signalling alterations – continued**

Route indication "Y" will be abolished from Down Goods 3—aspect signal **YYS9** and from Down Leeds Goods signal **YYS11** and these signals will no longer apply towards Down Mineral. The routes towards Frodingham line and Departure lines A and B will also be abolished from these signals.

Up (Leeds) Goods position light No.23 will no longer apply towards the Frodingham line or Down Mineral. The following position light signals will be abolished:—

**No. 2** – Down Scarborough Goods

**No.14** – Up Goods No.1

**No.29** – Departure line "B"

**No.31** – Departure line "B"

**No.37** – Frodingham line

**No.46** – Down Mineral

(10)

**SUNDAY 12 FEBRUARY – TYNE AND WEAR METRO – KENTON LINE – BRUNTON LANE AUTOMATIC OPEN LEVEL CROSSING**

The flashing white lights associated with the crossing protecting signals will be removed. (10)

**MONDAY 13 FEBRUARY – BETWEEN NEWCASTLE WEST JN. AND SCOTSWOOD JN.**

The Down/Up Siding line will be renamed Siding line. (10)

**DETAILS OF WORK ALREADY CARRIED OUT**

**YORK YARD SOUTH – REMODELLING**

Track remodelling (and signalling alterations) are taking place over a period of weeks in the area of York Yard South Signalbox.

A diagram which illustrates the final layout when all remodelling has been completed will be included herein throughout this period to assist in following the weekly progress of the work.

**BETWEEN YORK YARD SOUTH AND YORK YARD NORTH**

The Permissive Block Regulations between York Yard South and York Yard North have ceased to apply on the Down and Up Goods lines and the **Absolute Block Regulations** apply on these lines.

**BETWEEN YORK YARD NORTH AND SKELTON**

The Permissive Block Regulations between York Yard North and Skelton have ceased to apply on the Shunting Line and the **Absolute Block Regulations** apply on this line. (9)



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

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

**BETWEEN STRANTON AND CLIFF HOUSE**

The Permissive Block Regulations have ceased to apply on the Up Goods line which is now worked in accordance with the Absolute Block Regulations. (9)

**YORK YARD SOUTH**

The facing connection leading from Down Goods to Down Reception No.1 has been brought back into use and repositioned 63 yards further north of its former position.

The trailing crossover between the Down and Up Goods lines has been repositioned 25 yards further north. The associated slip connection forming the route between Up Goods and the Down Reception lines has been removed.

**Signalling Alterations**

The position light signal No.33 applying set back Down Goods to Down Scarborough Goods; to Up Leeds Goods or to Down Goods position light signal No.28 has been repositioned 53 yards further north.

Routes have been restored on signals applying from Down Leeds Goods and Up Scarborough Goods to Down Reception No.1.

Routes on Down Reception No.1 No.39 position light applying towards Down Scarborough Goods; to Up Leeds Goods or towards Down Goods have also been restored. (8)

**TYNE (BIRTLEY)**

The facing connection leading from Down Fast to Down Slow has been secured out of use in the normal position pending removal.

**Associated Signalling Alterations**

The junction indicators position 1 and 2, also the associated position light have been removed from Down Fast signal TY253. (9)

**BETWEEN HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. AND RYHOPE GRANGE**

The South Hetton Branch has been singled. The Up Branch has become redundant and the Down Branch line has become the South Hetton Branch Single line and is operated in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations.

Seaton and Murton signal boxes have been reduced in status to gateboxes.

**Ryhope Grange**

The points – Up Branch to Down Branch have been secured out of use in the reverse position towards the former Down Branch.

**Signalling Alterations (Ryhope Grange)**

The Up Branch Starting signal has been abolished.

The miniature arm shunting signal applying Down Main to Branch; to Branch sidings or set back along Down Main, have been replaced by a full signal arm (16 ft. above rail level) and re-designated Down Main Starting signal to the South Hetton Branch single line.

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

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

**BETWEEN HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. AND RYHOPE GRANGE – continued**

**Signalling Alterations (Ryhope Grange) – continued**

An elevated shunting signal has been provided adjacent to the starting signal and this applies Down Main to Branch Sidings or to Down Main.

All Up direction signals formerly applicable to the Up Branch now apply to the South Hetton Branch single line.

**Hawthorne Combined Mine & Coke Plant (N.C.B.)**

The first N.C.B. Up direction colour light signal on the Branch Single line has been repositioned on the right-hand side of the line.

A Distant board having the same function as the caution aspect of a semaphore Distant signal, has been provided 200 yards on the approach side of the above signal. (Amended Item) (8)

**HENDON**

The gantry carrying the miniature arm shunting signals applying from 7 to 12 sidings towards the Through siding has been abolished and the signals mounted as separate straight post signals 10 yards further from the signal box as follows:—

The signal applicable to 7, 8 and 9 sidings is 15ft. above rail level and on the left – hand side of the line.

The signal applicable to 10, 11 and 12 sidings is 16ft. above rail level and on the right hand side of the line. (8)

**YORK YARD SOUTH**

The Down Reception No.2/Back Siding has been taken out of use pending removal. All associated signals or signal routes have been abolished.

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

Facing connection leading from Down Reception No.1 to Down Reception No.2.

Facing connection leading from "B" line in the vicinity of the signal box to Down Scarborough Goods.

Trailing points in Down Scarborough Goods from Up Goods No.1.

**The signal routes on the following position – light signals have been abolished:—**

No.2 applying from Down Scarborough Goods towards Departure line "A"

Down Scarborough Goods signal No.18 applying towards "B" line No.29 position light signal.

"B" line No.31 signal applying towards Down Scarborough Goods signal YYS19. (8)

**\*\*YORK YARD SOUTH – REMODELLING**

The facing connection – leading from Down Goods to Down Reception No.1 has been secured out of use pending replacement further north.

**Signalling Alterations :-**

Position light signal No.39, on the Down Reception No.1 has been repositioned 15 yards further north (7)

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

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

**\*\* TYNE (DURHAM STATION)**

The trailing points leading from Up Slow to Up Main have been relocated 90 yards northwards. The catch-points in the Up Slow line at 66m. 26ch. (530 yards before reaching signal TY.370) have been replaced by a plain line.

The position light signal No.363 (applying set back – Up Main to Down Fast) has been repositioned (northwards) to the Up Main point ends of the trailing crossover. (7)

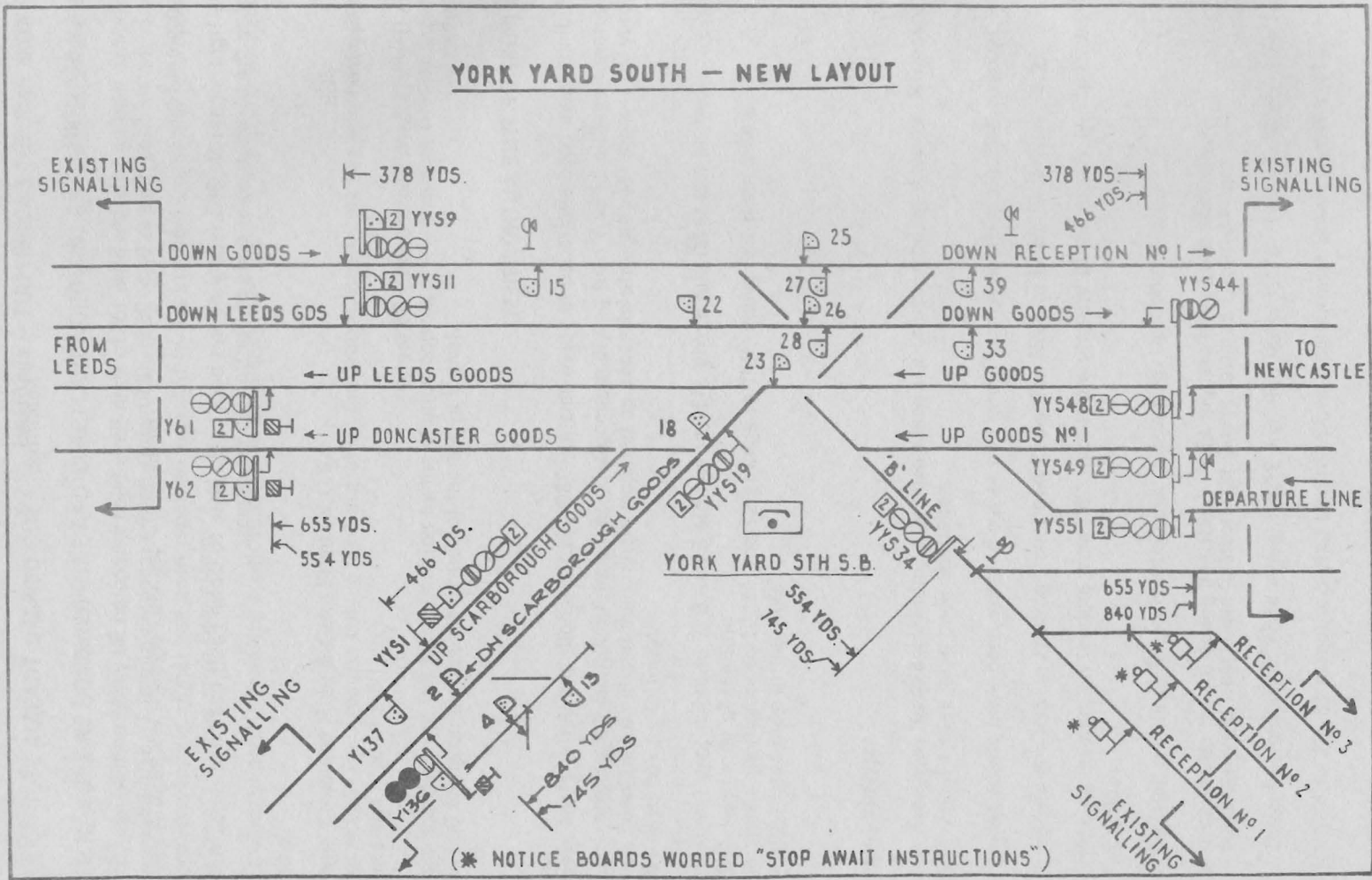
**\*\* BISHOP AUCKLAND**

The platform line has been shortened by 60 feet. (7)

**\*\* TYNE DOCK (PORT OF TYNE AUTHORITIES)**

The above sidings have been shortened to approximately 280 yds. in length and buffer stops erected. (7)

### YORK YARD SOUTH - NEW LAYOUT



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 BR30054

PART 6 - WHITE PAGES

Clause H1/9. Single Pipe Automatic Air Brake - Freight Trains

Amend MGR trains to read:-  
Freight Trains formed of HAA and HDA wagons.

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.	

**YORK HOLGATE JN. TO SKELTON**

Page 40 - Between York Yard South, York Yard North and Skelton  
Amend :- PB to AB. |

**FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH**

Page 48  
Between Norton-on-Tees West and Norton-on-Tees South  
Amend :-

25 25 0m. 30ch. and  
0m. 00ch.

(15D)

**NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN**

Page 124

Delete all details between Stockton and Norton-on-Tees East and substitute :-

↑ P ↑ ● A B ● A B ● ↓	↓ P ↓ ● A B ● A B ● ↓	Stockton	60 04		
		North Shore (NS) (See page 130)	60 47	20	To Stockton Freightliner Terminal Branch.
		Norton-on-Tees South (See page 48)	61 71	25	To Norton-on- Tees West line.
				30 20	61m. 70ch. and 62m. 22ch.
		Norton-on-Tees East (See page 131)	62 19	30	To Norton-on- Tees West line.

(15D)

Page 125 (Page ND No.8)

Between Stranton and Cliffe House Amend PB on Up Goods to AB. |

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE B – SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
<b>Page 154</b>			
<b>Add :-</b>			
<b>DONCASTER, BLACK CARR JN. TO BERWICK</b>			
Dringhouses Yard	Holgate Jn.	All	H 50 SLU.
York	Skelton	Down Main Up Main Up Goods	H -
Northallerton Station (signal 127)	Castle Hills Jn.	Down Main/ Down Slow	F 45 SLU BV.
Tyne Yard	Newcastle station	All	F 2 freight brakevans.
Newcastle	Heaton	All	H -
Morpeth	Widdrington Opencast Sidings	All	F 2 freight brakevans.
Tweedmouth	Berwick	Down, Up	H 3 SLU.
Berwick signals T18 and T19	Fishbank Sidings	Up	H -
<b>YORK, HOLGATE JN. TO SKELTON</b>			
Holgate Jn.	York Yard South	All	F ECS and freight vehicles. H 50 SLU.
York Yard South	York Yard North	Down Goods Up Goods	F ECS and freight vehicles. H 50 SLU.
York Yard North	Skelton	Down Goods Up Goods Down Goods Up Goods	F 20 ECS fitted or unfitted. F ECS and freight vehicles. H 50 SLU.
<b>YORK YARD SOUTH TO YORK, CLIFTON</b>			
York Yard South	Clifton	Down Goods Up Goods	F ECS. 20 SLU BV. In clear weather only. H -
<b>BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON</b>			
Earsdon	Hepscott Jn.	All	F 2 freight brakevans.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE B - continued

Between	Lines	Authorities	Restrictions
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Page 154 - Add - continued

**NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN**

Northallerton station	Low Gates	Down	F	6 ECS or 20 SLU BV. In clear weather only.
		Up	F	Freight vehicles.
High Level Bridge Jn.	Newcastle	All	H	-

**MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS' SHIPYARD**

Monkwearmouth	Austin and Pickersgills' Shipyards	Down/Up/ Single	F	2 freight brakevans.
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**BOLDON COLLIERY TO GREEN LANE JN.**

Boldon Colliery	Green Lane Jn.	Single	F	2 freight brakevans. In clear weather only.
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**GATESHEAD, PARK LANE JN. TO GREENSFIELD JN.**

Park Lane Jn.	Greensfield Jn.	Down, Up	F	2 freight brakevans.
Gateshead TCFD	Gateshead TMD	Down, Up	H	10 SLU.

**DARLINGTON SOUTH JN. TO SALTBURN**

Bowesfield	Whitehouse	All Down and Up Goods lines including Middlesbrough Goods Yard Arrival and Departure lines.	H	-
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**MIDDLESBROUGH, GUIBOROUGH JN. TO WHITBY**

Bog Hall	Whitby station	Down, Up	F	ECS.
		Down, Up	G	ECS and light locomotives only.
		Down, Up	H	-

**BEAM MILL JN. TO SLAG ROAD (LACKENBY)**

Lackenby	Tees Dock	Beam Mill Single	H	Up direction only.
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SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

TABLE B – continued

Between		Lines	Authorities	Restrictions
<b>Page 154– Add – continued</b>				
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETERIL BRIDGE JN. EXC.</b>				
High Level Bridge Jn.	Greensfield Jn.	Down, Up	H	–
Greensfield Jn.	Blaydon	Down, Up	F	2 freight brakevans.
<b>SWALWELL COLLIERY BRANCH</b>				
Swalwell Jn.	Swalwell Opencast Sidings	Single	F H	Freight vehicles. –
<b>LOW FELL SIDINGS JN. TO BENSAM CURVE JN.</b>				
Low Fell Sidings Jn.	Bensham Curve Jn.	Down, Up	F	2 freight brakevans.
<b>LOW FELL JN. TO NORWOOD JN.</b>				
Low Fell Jn.	Norwood Jn.	Down, Up	F	2 freight brakevans.
<b>REDHEUGH BRANCH</b>				
Redheugh Bank Foot	Swalwell Jn.	Single	F H	2 freight brakevans. –

MISCELLANEOUS NOTICES

YORK STATION

Commencing 13 February 1984, drivers of trains stopping at Platforms 2,4,5,10,11,12 and 13 must observe directions of hand signalman and/or warning boards while roof repairs are carried out.

TRAIN REGISTER BOOKS BR24847/1

Reference to Regulation 4 and 5 should be amended to read Regulation 3.4 and 3.5 respectively.

\*\* YORK STATION

The "Stop" board on Platform 8A applicable to southbound HST's has been repositioned approximately 50 yards nearer the south end of the platform and Drivers of southbound HST's should stop their trains with the leading cab adjacent to the repositioned "Stop" board. (6)



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. <b>(Restricted clearance</b> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

York

MP.32/NN

R.M. WILLIAMS  
Chief Operating Manager

3 FEBRUARY, 1984

SATURDAY 11 FEBRUARY  
FRIDAY 17 FEBRUARY 1984  
INCLUSIVE



EASTERN REGION

**NN**

**8**

# **WEEKLY OPERATING NOTICE**

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 18 FEBRUARY**

**TO**

**FRIDAY 24 FEBRUARY 1984**

**INCLUSIVE**

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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.

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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

## YORK YARD SOUTH – REMODELLING

Track remodelling (and signalling alterations) are taking place over a period of weeks in the area of York Yard South Signalbox.

A diagram which illustrates the final layout when all remodelling has been completed will be included herein throughout this period to assist in following the weekly progress of the work. |

## SATURDAY 18 and SUNDAY 19 FEBRUARY – GRANGETOWN

1340

The points – Wilton Works branch to Lackenby West Coatham Sidings Branch will be removed and replaced by plain line for the route to I.C.I. Wilton.

The Lackenby West Coatham Sidings Branch will be abolished.

The associated route indication "L" on G747 signal will be disconnected. (11)

## SATURDAY 18 to MONDAY 20 FEBRUARY – CLARENCE ROAD

The main to main facing crossover and the main to main trailing crossover together with the associated slip connection to the Shunt Neck will be secured out of use pending removal. All associated signalling will be abolished. |

A new main to main facing crossover will be provided immediately on the north side of the signalbox together with a new lead (and traps) from the Up Main to the Dock Siding. |

**Signalling Alterations**

A junction Route Indicator position "4" applying towards the Down Main, will be provided on the Up Main Home signal (No.18). |

The Down Main 2nd Home signal will be moved forward of the platform and replaced by a straight post signal 15ft above rail level and 15 yards nearer to Clarence Road signalbox. An adjacent shunting signal applying towards the Dock Siding will be provided. ("Diamond" signs will be provided on these signals). |

A miniature arm shunting signal (12ft above rail level) will be provided at the outlet of the Dock Siding applying towards the Up Main. |

A shunting signal applying – Up Main to Dock Siding will be provided on the Up Main opposite the signalbox end of the new facing crossover. | (11)

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

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

**SUNDAY 19 FEBRUARY – YORK YARD SOUTH**

Remodelling will take place in the area (south of the signal box) at the convergence of the Down and Up Scarborough Goods, Up Doncaster Goods and Up Leeds Goods.

The Up Scarborough Goods end of the facing connection between the Up and Down Scarborough Goods lines will be remodelled as a plain line route along the Up Scarborough Goods towards the Down Scarborough Goods.

The Down Leeds Goods to Down Goods trailing lead will be secured out of use in the reverse position pending replacement by plain line for through running – Down Leeds Goods to Down Goods.

**Signalling Alterations**

The lines will be slued to suit the requirements of the remodelling and signals will be repositioned accordingly.

The position light signal associated with Down Scarborough Goods signal **YYS19**, will be abolished. (The existing route indications will be read in conjunction with the main aspect (s) only).

The position light signals associated with 3-aspect signals **YYS9**, **YYS11** and **YYS1**, will no longer apply along their respective lines in line occupied conditions.

Position light signal No.17, applying set back along Up Scarborough Goods will be abolished.

The route on Down Goods position light signal No.28 towards Up Scarborough Goods will be abolished. (11)

**SUNDAY 19 FEBRUARY – TYNE & WEAR METRO – KENTON LINE – FAWDON AUTOMATIC OPEN LEVEL CROSSING**

The flashing white lights associated with the level crossing protecting signals will be removed. (11)

**MONDAY 20 FEBRUARY – BENTON (KILLINGWORTH)**

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

All associated signalling will be abolished. (11)

**MONDAY 20 FEBRUARY – BLENKINSOP**

The 30m.p.h. Permanent Speed Restriction on the Down line between 40½m.p. and 40m. 35ch. will be removed.

The 55m.p.h. Permanent Speed Restriction on the Down line between 40m.p. and 40½m.p. will be extended to apply between 40m.p. and 40m. 32ch. (See Section D). (11)

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

## DETAILS OF WORK ALREADY CARRIED OUT

## TEES YARD

The "LIMIT OF SHUNT" indicator on the Loco Depot Arrival line has been repositioned 47 yards further east. (New Item) (11)

## BEDALE

Bedale Yard Ground Frame has been abolished. (New Item) (11)

## YORK YARD NORTH

Entrance to the Up Reception lines 1 and 2 from the north end is now via the present Down Mineral line and Frodingham line renamed Up Reception 1 and 2 respectively. Up Reception No.4 has been abolished. (10)

## YORK YARD SOUTH

The facing points and associated slip connection, forming the route from the Down Leeds Goods to Up Goods No.1 and to Up Sidings have been secured out of use in the normal position pending removal.

The facing points at the Up Goods No.1 end of the connection leading to Up Goods, have been remodelled as a plain line route along the Up Goods No.1 towards Up Goods.

The Down Mineral line and Frodingham line have been taken out of use and will be slued into the Reception lines 1 and 2 respectively at the north end. Remodelling has taken place at the convergence of "B" line and Up Goods No.1 adjacent to York Yard South Signal Box.

**Signalling alterations**

Notice boards worded "STOP AND AWAIT INSTRUCTIONS" have been provided applicable to Up direction movements on Up Reception Lines 1, 2 and 3.

The position light signal (No.23) applicable to Down direction movements from Up Leeds Goods or Down Scarborough Goods have been repositioned 20 yards further north.

The position light signal associated with Departure line signal YYS51, and the route applying along the Departure line towards Down Scarborough Goods line, together with route indication "S" have been abolished. (Route indications "G" and "L" will now be read in conjunction with the main aspect(s) only.

The position light signal associated with "B" line signal YYS34, has been abolished (the existing route indications are now read in conjunction with the main aspect(s) only.

The position light signal associated with Down Goods signal YYS44, applying towards Down Main Goods line occupied has been abolished.

The position light signal associated with Up Goods signal YYS48, has been abolished (the existing route indications are now read in conjunction with the main aspect(s) only).

The position light signal associated with Up Goods No. 1 signal YYS49, and the route applying along Up Goods No. 1 towards Down Scarborough Goods Line, together with route indication "S" have been abolished (Route indications "G" and "L" will now be read in conjunction with the main aspect(s) only.

Route indication "Y" has been abolished from Up Scarborough Goods 3-aspect signal YYS1 and the signal no longer applies towards the Down Mineral.

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

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

**YORK YARD SOUTH – continued**

**Signalling alterations – continued**

Route Indication "Y" has been abolished from Down Goods 3-aspect signal **YYS9** and from Down Leeds Goods signal **YYS11** and these signals no longer apply towards Down Mineral. The routes towards Frodingham line and Departure lines A and B have also been abolished from these signals. |

Up (Leeds) Goods position light No.23 no longer apply towards the Frodingham line or Down Mineral. |

The following position light signals have been abolished :-

**No.14** – Up Goods No.1

**No.29** – Departure line "B"

**No.31** – Departure line "B"

**No.37** – Frodingham line

**No.46** – Down Mineral

(NOTE :- **No.2** – Down Scarborough Goods position light signal has been retained). | (Amended Item) (10)

**TYNE AND WEAR METRO – KENTON LINE – BRUNTON LANE AUTOMATIC OPEN LEVEL CROSSING**

The flashing white lights associated with the crossing protecting signals have been removed. | (10)

**BETWEEN NEWCASTLE WEST JN. AND SCOTSWOOD JN.**

The Down/Up Siding line has been renamed Siding line. | (10)

**BETWEEN YORK YARD SOUTH AND YORK YARD NORTH**

The Permissive Block Regulations between York Yard South and York Yard North have ceased to apply on the Down and Up Goods lines and the **Absolute Block Regulations** apply on these lines. (9)

**BETWEEN YORK YARD NORTH AND SKELTON**

The Permissive Block Regulations between York Yard North and Skelton have ceased to apply on the Shunting Line and the **Absolute Block Regulations** apply on this line. (9)

**BETWEEN STRANTON AND CLIFF HOUSE**

The Permissive Block Regulations have ceased to apply on the Up Goods line which is now worked in accordance with the **Absolute Block Regulations**. (9)

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

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

**\*\* YORK YARD SOUTH**

The facing connection leading from Down Goods to Down Reception No.1 has been brought back into use and repositioned 63 yards further north of its former position.

The trailing crossover between the Down and Up Goods lines has been repositioned 25 yards further north. The associated slip connection forming the route between Up Goods and the Down Reception lines has been removed.

**Signalling Alterations**

The position light signal No.33 applying set back Down Goods to Down Scarborough Goods; to Up Leeds Goods or to Down Goods position light signal No.28 has been repositioned 53 yards further north.

Routes have been restored on signals applying from Down Leeds Goods and Up Scarborough Goods to Down Reception No.1.

Routes on Down Reception No.1 No.39 position light applying towards Down Scarborough Goods; to Up Leeds Goods or towards Down Goods have also been restored. (8)

**TYNE (BIRTLEY)**

The facing connection leading from Down Fast to Down Slow has been secured out of use in the normal position pending removal.

**Associated Signalling Alterations**

The junction indicators position 1 and 2, also the associated position light have been removed from Down Fast signal TY253. (9)

**\*\* BETWEEN HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. AND RYHOPE GRANGE**

The South Hetton Branch has been singled. The Up Branch has become redundant and the Down Branch line has become the South Hetton Branch Single line and is operated in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations.

Seaton and Murton signal boxes have been reduced in status to gateboxes.

**Ryhope Grange**

The points – Up Branch to Down Branch have been secured out of use in the reverse position towards the former Down Branch.

**Signalling Alterations (Ryhope Grange)**

The Up Branch Starting signal has been abolished.

The miniature arm shunting signal applying Down Main to Branch; to Branch sidings or set back along Down Main, have been replaced by a full signal arm (16 ft. above rail level) and re-designated Down Main Starting signal to the South Hetton Branch single line.

An elevated shunting signal has been provided adjacent to the starting signal and this applies Down Main to Branch Sidings or to Down Main.

All Up direction signals formerly applicable to the Up Branch now apply to the South Hetton Branch single line.

**Hawthorne Combined Mine & Coke Plant (N.C.B.)**

The first N.C.B. Up direction colour light signal on the Branch Single line has been repositioned on the right-hand side of the line.

A Distant board having the same function as the caution aspect of a semaphore Distant signal, has been provided 200 yards on the approach side of the above signal. (8)

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

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

**\*\* HENDON**

The gantry carrying the miniature arm shunting signals applying from 7 to 12 sidings towards the Through siding has been abolished and the signals mounted as separate straight post signals 10 yards further from the signal box as follows:—

The signal applicable to 7, 8 and 9 sidings is 15ft. above rail level and on the left – hand side of the line.

The signal applicable to 10, 11 and 12 sidings is 16ft. above rail level and on the right hand side of the line.

(8)

**\*\* YORK YARD SOUTH**

The Down Reception No.2/Back Siding has been taken out of use pending removal. All associated signals or signal routes have been abolished.

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

Facing connection leading from Down Reception No.1 to Down Reception No.2.

Facing connection leading from "B" line in the vicinity of the signal box to Down Scarborough Goods.

Trailing points in Down Scarborough Goods from Up Goods No.1.

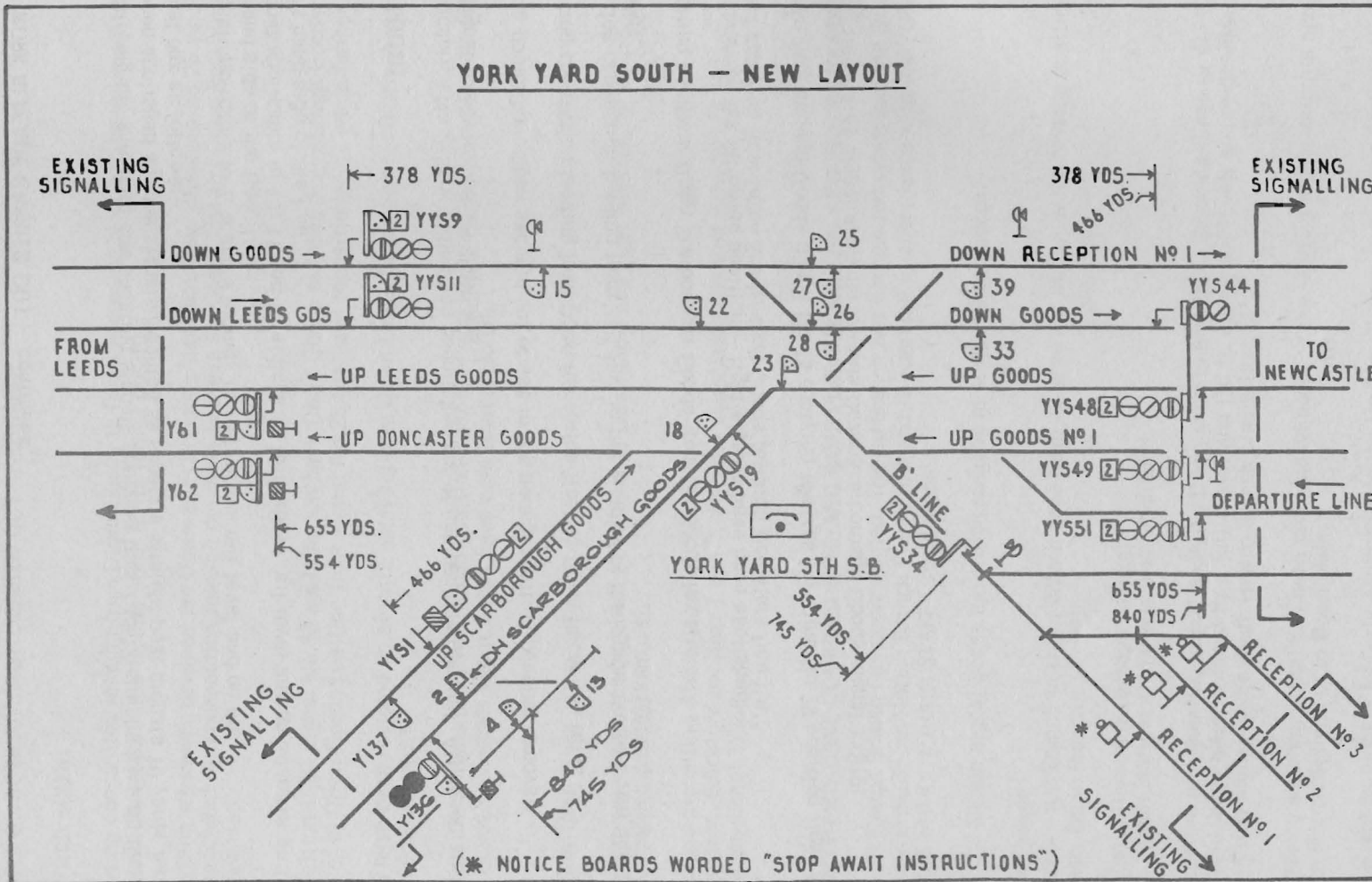
**The signal routes on the following position – light signals have been abolished:—**  
**No.2** applying from Down Scarborough Goods towards Departure line "A"

Down Scarborough Goods signal **No.18** applying towards "B" line No.29 position light signal.

"B" line **No.31** signal applying towards Down Scarborough Goods signal YYS19.

(8)





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 BR30054

PART 6 – WHITE PAGES

Clause H1/9. Single Pipe Automatic Air Brake – Freight Trains

Amend MGR trains to read:–  
Freight Trains formed of HAA and HDA wagons.

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. At or Between	

**YORK HOLGATE JN. TO SKELTON**

Page 40 – Between York Yard South, York Yard North and Skelton  
Amend :– PB to AB. |

**FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH**

Page 48  
Between Norton-on-Tees West and Norton-on-Tees South  
Amend :–  
25 25 0m. 30ch. and 0m. 00ch.

(15D)

**NORTHALLERTON BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN**

Page 124  
Delete all details between Stockton and Norton-on-Tees East and substitute :–

	<table border="0"> <tr> <td>Stockton</td> <td style="padding-left: 20px;">60 04</td> <td></td> <td></td> <td></td> </tr> <tr> <td>North Shore (NS) (See page 130)</td> <td style="padding-left: 20px;">60 47</td> <td style="padding-left: 20px;">20</td> <td></td> <td>To Stockton Freightliner Terminal Branch.</td> </tr> <tr> <td>Norton-on-Tees South (See page 48)</td> <td style="padding-left: 20px;">61 71</td> <td style="padding-left: 20px;">25</td> <td></td> <td>To Norton-on- Tees West line.</td> </tr> <tr> <td></td> <td></td> <td style="padding-left: 20px;">30</td> <td style="padding-left: 20px;">20</td> <td>61m. 70ch. and 62m. 22ch.</td> </tr> <tr> <td>Norton-on-Tees East (See page 131)</td> <td style="padding-left: 20px;">62 19</td> <td style="padding-left: 20px;">30</td> <td></td> <td>To Norton-on- Tees West line.</td> </tr> </table>	Stockton	60 04				North Shore (NS) (See page 130)	60 47	20		To Stockton Freightliner Terminal Branch.	Norton-on-Tees South (See page 48)	61 71	25		To Norton-on- Tees West line.			30	20	61m. 70ch. and 62m. 22ch.	Norton-on-Tees East (See page 131)	62 19	30		To Norton-on- Tees West line.
Stockton	60 04																									
North Shore (NS) (See page 130)	60 47	20		To Stockton Freightliner Terminal Branch.																						
Norton-on-Tees South (See page 48)	61 71	25		To Norton-on- Tees West line.																						
		30	20	61m. 70ch. and 62m. 22ch.																						
Norton-on-Tees East (See page 131)	62 19	30		To Norton-on- Tees West line.																						

(15D)

Page 125 (Page ND No.6)  
Between Stranton and Cliffe House Amend PB on Up Goods to AB. |

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 and other remarks
			Down m.p.h.	Up m.p.h. At or Between	
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC.</b>					
Page 150	At Whitchester Tunnel				
Amend reference to Block Regulation 9 in "Catch, Spring and Unworked trailing points etc" column to read:– Block Regulation 3.9.					
Between Haltwhistle and Blenkinsop					
Amend:–			55	40m.p. and 40m. 32ch.	
	At Blenkinsop				
Delete:–			30	40m.p. and 40m. 35ch.	
(w.e.f. Monday 20 February) (15D)					

TABLE B – SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
Page 154	Add :–		
<b>DONCASTER, BLACK CARR JN. TO BERWICK</b>			
Dringhouses Yard	Holgate Jn.	All	H 50 SLU.
York	Skelton	Down Main Up Main Up Goods	H –
Northallerton Station (signal 127)	Castle Hills Jn.	Down Main/ Down Slow	F 45 SLU BV.
Tyne Yard	Newcastle station	All	F 2 freight brakevans.
Newcastle	Heaton	All	H –
Morpeth	Widdrington Opencast Sidings	All	F 2 freight brakevans.
Tweedmouth	Berwick	Down, Up	H 3 SLU.
Berwick signals T18 and T19	Fishbank Sidings	Up	H –

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ER SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE B – continued

Between		Lines	Authorities	Restrictions
<b>Page 154 – Add – continued</b>				
<b>YORK, HOLGATE JN. TO SKELTON</b>				
Holgate Jn.	York Yard South	All	F H	ECS and freight vehicles. 50 SLU.
York Yard South	York Yard North	Down Goods Up Goods	F H	ECS and freight vehicles. 50 SLU.
York Yard North	Skelton	Down Goods Up Goods Down Goods Up Goods	F F H	20 ECS fitted or unfitted. ECS and freight vehicles. 50 SLU.
<b>YORK YARD SOUTH TO YORK, CLIFTON</b>				
York Yard South	Clifton	Down Goods Up Goods	F H	ECS. 20 SLU BV. In clear weather only. –
<b>BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON</b>				
Earsdon	Hepscott Jn.	All	F	2 freight brakevans.
<b>NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>				
Northallerton station	Low Gates	Down	F	6 ECS or 20 SLU BV. In clear weather only.
		Up	F	Freight vehicles.
High Level Bridge Jn.	Newcastle	All	H	–
<b>MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS' SHIPYARD</b>				
Monkwearmouth	Austin and Pickersgills' Shipyard	Down/Up/ Single	F	2 freight brakevans.
<b>BOLDON COLLIERY TO GREEN LANE JN.</b>				
Boldon Colliery	Green Lane Jn.	Single	F	2 freight brakevans. In clear weather only.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE B - continued

Between		Lines	Authorities	Restrictions
<b>Page 154- Add - continued</b>				
<b>GATESHEAD, PARK LANE JN. TO GREENSFIELD JN.</b>				
Park Lane Jn.	Greensfield Jn.	Down, Up	F	2 freight brakevans.
Gateshead TCFD	Gateshead TMD	Down, Up	H	10 SLU.
<b>DARLINGTON SOUTH JN. TO SALTBURN</b>				
Bowesfield	Whitehouse	All Down and Up Goods lines including Middlesbrough Goods Yard Arrival and Departure lines.	H	-
<b>MIDDLESBROUGH, GUISBOROUGH JN. TO WHITBY</b>				
Bog Hall	Whitby station	Down, Up	F	ECS.
		Down, Up	G	ECS and light locomotives only.
		Down, Up	H	-
<b>BEAM MILL JN. TO SLAG ROAD (LACKENBY)</b>				
Lackenby	Tees Dock	Beam Mill Single	H	Up direction only.
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETERIL BRIDGE JN. EXC.</b>				
High Level Bridge Jn.	Greensfield Jn.	Down, Up	H	-
Greensfield Jn. ;	Blaydon	Down, Up	F	2 freight brakevans.
<b>SWALWELL COLLIERY BRANCH</b>				
Swalwell Jn. ;	Swalwell Opencast Sidings	Single	F H	Freight vehicles. -
<b>LOW FELL SIDINGS JN. TO BENSAM CURVE JN.</b>				
Low Fell Sidings Jn.	Bensham Curve Jn.	Down, Up	F	2 freight brakevans.
<b>LOW FELL JN. TO NORWOOD JN.</b>				
Low Fell Jn.	Norwood Jn. ;	Down, Up	F	2 freight brakevans.
<b>REDHEUGH BRANCH</b>				
Redheugh Bank Foot	Swalwell Jn. ;	Single	F H	2 freight brakevans. -

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

YORK STATION

Drivers of trains stopping at Platforms 2,4,5,10,11,12 and 13 must observe directions of hand signalman and/or warning boards while roof repairs are carried out.

TRAIN REGISTER BOOKS BR 24847/1

Reference to Regulation 4 and 5 should be amended to read Regulation 3.4 and 3.5 respectively.

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. <b>(Restricted clearance</b> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

York

MP.32/NN

R.M. WILLIAMS  
Chief Operating Manager

10 FEBRUARY, 1984



EASTERN REGION

**NN**

**9**

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND  
PERMANENT WAY ALTERATIONS  
GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 25 FEBRUARY**

TO

**FRIDAY 2 MARCH 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.

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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**

**YORK YARD SOUTH – REMODELLING**

Track remodelling (and signalling alterations) are taking place over a period of weeks in the area of York Yard South Signalbox.

A diagram which illustrates the final layout when all remodelling has been completed will be included herein throughout this period to assist in following the weekly progress of the work.

**SUNDAY 26 FEBRUARY – YORK YARD SOUTH**

The new facing connection, leading from Down Goods to Down Leeds Goods, in the vicinity of York Yard South signal box, will be repositioned 22 yards further north.

The facing connection south of the signal box, leading from Down Goods to Down Leeds Goods, will be secured out of use pending removal.

Position light signal No.25 (applying Down Goods to Down Reception line No.1), and position light signal No.27, applying set back along Down Goods will be repositioned accordingly.

Down Goods position light signals No.26 and 28 will be repositioned 20 yards further north. (12)

**SUNDAY 26 FEBRUARY – BETWEEN FENHAM LOW MOOR L.C. AND BEAL L.C.**

The Down Main line will be connected to the new alignment between 57 and 58m.p. **From 10 00 Sunday 26 February.** (12)

**SUNDAY 26 FEBRUARY – HEPSCOTT LEVEL CROSSING**

Hepscott Signal Box will be abolished. The Track Circuit Block Regulations will apply between Morpeth and Bedlington North.

Hepscott Level Crossing will be converted to automatic half-barriers with telephone communication provided between the Crossing and Morpeth Signal Box.

**Signalling Alterations (Morpeth)**

Up N.E. Curve Signal No.M134 and Up B. & T. Signal No.M136 will be capable of displaying RED or GREEN aspects only.

The former Hepscott Up Home Signal will be abolished.

A "CALL-BY" plunger will be provided on the Morpeth Signal M159 (60 yds. before reaching Hepscott Level Crossing on the Down B. & T.). (12)

**TUESDAY 28 FEBRUARY – STRANTON**

The "Calling-On" signal below the Up Main Home to Up Goods will be abolished. (12)



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

**DETAILS OF WORK ALREADY CARRIED OUT**

**BETWEEN BEDE JN. AND TYNE DOCK**

The Down Goods line at 0m. 05ch. has been secured out of use over bridge (No.1). (New Item) (12)

**GRANGETOWN**

The points – Wilton Works branch to Lackenby West Coatham Sidings Branch have been removed and replaced by plain line for the route to I.C.I. Wilton.

The Lackenby West Coatham Sidings Branch has been abolished.

The associated route indication "L" on G747 signal has been disconnected. (11)

**CLARENCE ROAD**

The main to main facing crossover and the main to main trailing crossover together with the associated slip connection to the Shunt Neck have been secured out of use pending removal. All associated signalling has been abolished.

A new main to main facing crossover has been provided immediately on the north side of the signalbox together with a new lead (and traps) from the Up Main to the Dock Siding.

**Signalling Alterations**

A junction Route indicator position "4" applying towards the Down Main, has been provided on the Up Main Home signal (No.18).

The Down Main 2nd Home signal has been moved forward of the platform and replaced by a straight post signal 15ft above rail level and 15 yards nearer to Clarence Road signalbox. An adjacent shunting signal applying towards the Dock Siding has been provided. ("Diamond" signs have been provided on these signals).

A miniature arm shunting signal (12ft above rail level) has been provided at the outlet of the Dock Siding applying towards the Up Main.

A shunting signal applying – Up Main to Dock Siding has been provided on the Up Main opposite the signalbox end of the new facing crossover. (11)

**YORK YARD SOUTH**

Remodelling has taken place in the area (south of the signal box) at the convergence of the Down and Up Scarborough Goods, Up Doncaster Goods and Up Leeds Goods.

The Up Scarborough Goods end of the facing connection between the Up and Down Scarborough Goods lines has been remodelled as a plain line route along the Up Scarborough Goods towards the Down Scarborough Goods.

The Down Leeds Goods to Down Goods trailing lead has been secured out of use in the reverse position pending replacement by plain line for through running – Down Leeds Goods to Down Goods.

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

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

**YORK YARD SOUTH – continued**

**Signalling Alterations**

The lines have been slued to suit the requirements of the remodelling and signals have been repositioned accordingly.

The position light signal associated with Down Scarborough Goods signal **YYS19**, has been abolished. (The existing route indications are now read in conjunction with the main aspect(s) only).

The position light signals associated with 3-aspect signals **YYS9**, **YYS11** and **YYS1**, no longer apply along their respective lines in line occupied conditions.

Position light signal No.17, applying set back along Up Scarborough Goods has been abolished.

The route on Down Goods position light signal No.28 towards Up Scarborough Goods has been abolished. (11)

**TYNE & WEAR METRO – KENTON LINE – FAWDON AUTOMATIC OPEN LEVEL CROSSING**

The flashing white lights associated with the level crossing protecting signals have been removed. (11)

**BENTON (KILLINGWORTH)**

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

All associated signalling has been abolished. (11)

**BLINKINSOP**

The **30 m.p.h. Permanent Speed Restriction** on the Down line between **40¼ m.p.** and **40 m. 35ch.** has been removed.

The **55 m.p.h. Permanent Speed Restriction** on the Down line between **40 m.p.** and **40¼ m.p.** has been extended to apply between **40 m.p.** and **40 m. 32ch.** (See Section D). (11)

**TEES YARD**

The "LIMIT OF SHUNT" indicator on the Loco Depot Arrival line has been repositioned 47 yards further east. (11)

**BEDALE**

Bedale Yard Ground Frame has been abolished. (11)

**YORK YARD NORTH**

Entrance to the Up Reception lines 1 and 2 from the north end is now via the present Down Mineral line and Frodingham line renamed Up Reception 1 and 2 respectively. Up Reception No.4 has been abolished. (10)

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

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

**YORK YARD SOUTH**

The facing points and associated slip connection, forming the route from the Down Leeds Goods to Up Goods No.1 and to Up Sidings have been secured out of use in the normal position pending removal.

The facing points at the Up Goods No.1 end of the connection leading to Up Goods, have been remodelled as a plain line route along the Up Goods No.1 towards Up Goods.

The Down Mineral line and Frodingham line have been taken out of use and will be slued into the Reception lines 1 and 2 respectively at the north end. Remodelling has taken place at the convergence of "B" line and Up Goods No.1 adjacent to York Yard South Signal Box.

**Signalling alterations**

Notice boards worded "STOP AND AWAIT INSTRUCTIONS" have been provided applicable to Up direction movements on Up Reception Lines 1, 2 and 3.

The position light signal (No.23) applicable to Down direction movements from Up Leeds Goods or Down Scarborough Goods have been repositioned 20 yards further north.

The position light signal associated with Departure line signal YYS51, and the route applying along the Departure line towards Down Scarborough Goods line, together with route indication "S" have been abolished. (Route indications "G" and "L" will now be read in conjunction with the main aspect(s) only.

The position light signal associated with "B" line signal YYS34, has been abolished (the existing route indications are now read in conjunction with the main aspect(s) only.

The position light signal associated with Down Goods signal YYS44, applying towards Down Main Goods line occupied has been abolished.

The position light signal associated with Up Goods signal YYS48, has been abolished (the existing route indications are now read in conjunction with the main aspect(s) only).

The position light signal associated with Up Goods No. 1 signal YYS49, and the route applying along Up Goods No. 1 towards Down Scarborough Goods Line, together with route indication "S" have been abolished (Route indications "G" and "L" will now be read in conjunction with the main aspect(s) only.

Route indication "Y" has been abolished from Up Scarborough Goods 3-aspect signal YYS1 and the signal no longer applies towards the Down Mineral.

Route Indication "Y" has been abolished from Down Goods 3- aspect signal YYS9 and from Down Leeds Goods signal YYS11 and these signals no longer apply towards Down Mineral. The routes towards Frodingham line and Departure lines A and B have also been abolished from these signals.

Up (Leeds) Goods position light No.23 no longer apply towards the Frodingham line or Down Mineral.

The following position light signals have been abolished :-

**No.14** – Up Goods No.1

**No.29** – Departure line "B"

**No.31** – Departure line "B"

**No.37** – Frodingham line

**No.46** – Down Mineral

(NOTE :- **No.2** – Down Scarborough Goods position light signal has been retained).

(10)

**TYNE AND WEAR METRO – KENTON LINE – BRUNTON LANE AUTOMATIC OPEN LEVEL CROSSING**

The flashing white lights associated with the crossing protecting signals have been removed. (10)

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

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

**BETWEEN NEWCASTLE WEST JN. AND SCOTSWOOD JN.**

The Down/Up Siding line has been renamed Siding line. | (10)

**\*\* BETWEEN YORK YARD SOUTH AND YORK YARD NORTH**

The Permissive Block Regulations between York Yard South and York Yard North have ceased to apply on the Down and Up Goods lines and the **Absolute Block Regulations** apply on these lines. (9)

**\*\* BETWEEN YORK YARD NORTH AND SKELTON**

The Permissive Block Regulations between York Yard North and Skelton have ceased to apply on the Shunting Line and the **Absolute Block Regulations** apply on this line. (9)

**\*\* BETWEEN STRANTON AND CLIFF HOUSE**

The Permissive Block Regulations have ceased to apply on the Up Goods line which is now worked in accordance with the **Absolute Block Regulations**. (9)

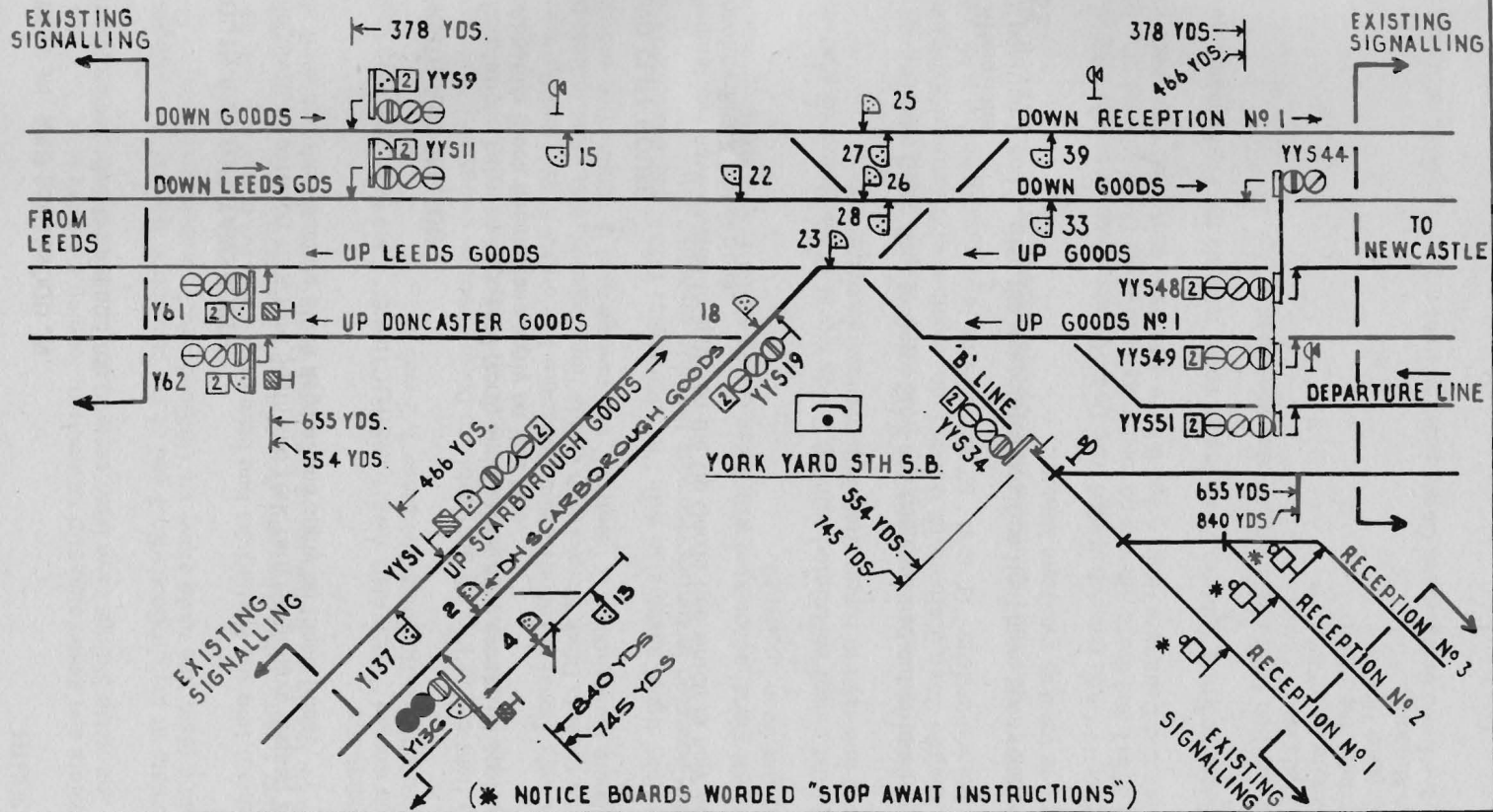
**\*\* TYNE (BIRTLEY)**

The facing connection leading from Down Fast to Down Slow has been secured out of use in the normal position pending removal. |

**Associated Signalling Alterations**

The junction indicators position 1 and 2, also the associated position light have been removed from Down Fast signal TY253. | (9)

**YORK YARD SOUTH - NEW LAYOUT**



NN-22

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

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 BR30054

PART 6 – WHITE PAGES

Clause H1/9. Single Pipe Automatic Air Brake – Freight Trains

Amend MGR trains to read:–  
Freight Trains formed of HAA and HDA wagons.

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	

**YORK HOLGATE JN. TO SKELTON**

Page 40 – Between York Yard South, York Yard North and Skelton  
Amend :– PB to AB. |

**FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH**

Page 48

Between Norton-on-Tees West and Norton-on-Tees South  
Amend :–

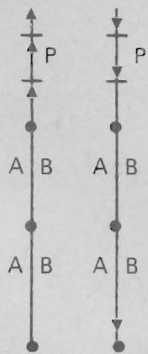
25 25 0m. 30ch. and  
0m. 00ch.

(15D)

**NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN**

Page 124

Delete all details between Stockton and Norton-on-Tees East and substitute :–



Stockton	60 04			
North Shore (NS) (See page 130)	60 47	20		To Stockton Freightliner Terminal Branch.
Norton-on-Tees South (See page 48)	61 71	25		To Norton-on- Tees West line.
		30	20	61m. 70ch. and 62m. 22ch.
Norton-on-Tees East (See page 131)	62 19	30		To Norton-on- Tees West line.

(15D)

Page 125 (Page ND No.6)

Between Stranton and Cliffe House Amend PB on Up Goods to AB. |

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 and other remarks
			Down m.p.h.	Up m.p.h.	

GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE PETERIL BRIDGE JN. EXC.

Page 150

At Whitchester Tunnel

Amend reference to Block Regulation 9 in "Catch, Spring and Unworked trailing points etc" column to read:– Block Regulation 3.9.

Between Haltwhistle and Blenkinsop

Amend:–  
At Blenkinsop

55	40m.p. and 40m. 32ch.
----	-----------------------

Delete:–

30	40½m.p. and 40m. 35ch.
----	------------------------

(w.e.f. Monday 20 February) (15D)

TABLE B – SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
---------	-------	-------------	--------------

Page 154

Add :–

DONCASTER, BLACK CARR JN. TO BERWICK

Dringhouses Yard	Holgate Jn.	All	H	50 SLU.
York	Skelton	Down Main Up Main Up Goods	H	–
Northallerton Station (signal 127)	Castle Hills Jn.	Down Main/ Down Slow	F	45 SLU BV.
Tyne Yard	Newcastle station	All	F	2 freight brakevans.
Newcastle	Heaton	All	H	–
Morpeth	Widdrington Opencast Sidings	All	F	2 freight brakevans.
Tweedmouth	Berwick	Down, Up	H	3 SLU.
Berwick signals T18 and T19	Fishbank Sidings	Up	H	–

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE B - continued

Between		Lines	Authorities	Restrictions
<b>Page 154 - Add - continued</b>				
<b>YORK, HOLGATE JN. TO SKELTON</b>				
Holgate Jn.	York Yard South	All	F H	ECS and freight vehicles. 50 SLU.
York Yard South	York Yard North	Down Goods Up Goods	F H	ECS and freight vehicles. 50 SLU.
York Yard North	Skelton	Down Goods Up Goods Down Goods Up Goods	F F H	20 ECS fitted or unfitted. ECS and freight vehicles. 50 SLU.
<b>YORK YARD SOUTH TO YORK, CLIFTON</b>				
York Yard South	Clifton	Down Goods Up Goods	F H	ECS. 20 SLU BV. In clear weather only. -
<b>BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON</b>				
Earsdon	Hepscott Jn.	All	F	2 freight brakevans.
<b>NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>				
Northallerton station	Low Gates	Down	F	6 ECS or 20 SLU BV. In clear weather only.
		Up	F	Freight vehicles.
High Level Bridge Jn.	Newcastle	All	H	-
<b>MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS' SHIPYARD</b>				
Monkwearmouth	Austin and Pickersgills' Shipyard	Down/Up/ Single	F	2 freight brakevans.
<b>BOLDON COLLIERY TO GREEN LANE JN.</b>				
Boldon Colliery	Green Lane Jn.	Single	F	2 freight brakevans. In clear weather only.



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

TABLE B – continued

Between		Lines	Authorities	Restrictions
<b>Page 154– Add – continued</b>				
<b>GATESHEAD, PARK LANE JN. TO GREENSFIELD JN.</b>				
Park Lane Jn.	Greensfield Jn.	Down, Up	F	2 freight brakevans.
Gateshead TCFD	Gateshead TMD	Down, Up	H	10 SLU.
<b>DARLINGTON SOUTH JN. TO SALTBURN</b>				
Bowesfield	Whitehouse	All Down and Up Goods lines including Middlesbrough Goods Yard Arrival and Departure lines.	H	–
<b>MIDDLESBROUGH, GUISBOROUGH JN. TO WHITBY</b>				
Bog Hall	Whitby station	Down, Up	F	ECS.
		Down, Up	G	ECS and light locomotives only.
		Down, Up	H	–
<b>BEAM MILL JN. TO SLAG ROAD (LACKENBY)</b>				
Lackenby	Tees Dock	Beam Mill Single	H	Up direction only.
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETERIL BRIDGE JN. EXC.</b>				
High Level Bridge Jn.	Greensfield Jn.	Down, Up	H	–
Greensfield Jn.	Blaydon	Down, Up	F	2 freight brakevans.
<b>SWALWELL COLLIERY BRANCH</b>				
Swalwell Jn.	Swalwell Opencast Sidings	Single	F	Freight vehicles.
			H	–
<b>LOW FELL SIDINGS JN. TO BENSAM CURVE JN.</b>				
Low Fell Sidings Jn.	Bensham Curve Jn.	Down, Up	F	2 freight brakevans.
<b>LOW FELL JN. TO NORWOOD JN.</b>				
Low Fell Jn.	Norwood Jn.	Down, Up	F	2 freight brakevans.
<b>REDHEUGH BRANCH</b>				
Redheugh Bank Foot	Swalwell Jn.	Single	F H	2 freight brakevans. –

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Pages 206 – 208

ELECTRICALLY OPERATED POINTS – WORKING BY CRANK  
HANDLE DURING FAILURE

Delete heading and instructions. |

(15D)

LOCAL INSTRUCTIONS

Page 239

Add:– BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON

HEPSCOTT LEVEL CROSSING

When a Driver is authorised to pass Down direction signal M159 at Danger, he must, before passing the signal, operate the special plunger in the telephone box, or if a Handsignalman is in attendance, ensure that this has been done. Before proceeding over Hepscoth level crossing he must satisfy himself that the barriers are in the fully lowered position. |

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 Signalman. | (w.e.f Sunday 26 February) (15D)

MISCELLANEOUS NOTICES

EAST COAST MAIN LINE – TEMPORARY SPEED RESTRICTIONS

Trainmen should note the new item in the preamble to Section 'A' of this book indicating that where two stars are shown in heavy type alongside an entry for a temporary speed restriction, High Speed Trains may run at 20m.p.h. faster than the speed shown for that location. |

The existing arrangement for High Speed Trains to run at 10m.p.h. faster than the speed indicated where one star is shown will continue. | (12)

PERMAQUIP RAIL TRACK OVERHEAD MACHINE  
WORKING INSTRUCTIONS

1. | General Instructions

- 1.1 The machine must work only on lines under Absolute Possession or on Sidings protected in accordance with the instructions on page 5.2 of the General Appendix. |
- 1.2 The machine must not work on a line electrified by an overhead system unless an isolation has been obtained and the CM&EE Supervisor in charge of the machine is in possession of a Permit to work. |
- 1.3 Movements of the machine, and of the cantilever platform must be made only on the instruction of a nominated CM&EE Supervisor. |
- 1.4 When on rail the following equipment must be carried on the machine:–
  - 1.4.1 2 sets of track circuit operating clips. |
  - 1.4.2 Not less than 12 detonators. |
  - 1.4.3 Not less than 2 red flags. |

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS NOTICES – continued****PERMAQUIP RAIL TRACK OVERHEAD MACHINE WORKING INSTRUCTIONS – continued****1. General Instructions – continued**

- 1.5 A red flag (red light at night or during fog or falling snow) must be carried on the machine visible to Drivers of trains or on track machines travelling in either direction on the line on which the machine is working. |
- 1.6 When left by the lineside care must be taken to ensure that the machine and all ancillary equipment is secured to prevent removal of any part which could endanger the safety of trains, if removed by unauthorised persons. |

**2. On-Tracking**

- 2.1 Before the machine is moved from its stillage to an adjacent line on which it will work, the line concerned must be under Absolute Possession and the permission of the Person in Charge of the Possession must have been obtained. |
- 2.2 If a line next to that on which the machine will work is open to traffic it must be protected in accordance with Section T, Part II of the Rule Book before the machine is moved from the stillage. This protection must be maintained until the machine is rail mounted and the on-tracking bars have been removed. |
- 2.3 If the line next to that on which the machine will work is also under Absolute Possession and is being used by the Engineers trains or on-track machines, the Person in Charge of the Possession must not give permission for the Permaquip machine to be put on the line on which it will work until he receives an assurance from the CM&EE Supervisor that one or more handsignalmen have been provided to stop trains on the adjacent line until the machine is rail mounted and the on-tracking bars have been removed. |

**3. Cross-Tracking**

- 3.1 If it is required to move the machine over a line which is open to traffic to obtain access to another line, the intermediate line must be protected in accordance with Section T, part II of the Rule Book. |
- 3.2 The provisions of Instruction 2.1 must be applied in respect of the line to which the machine is being moved. |
- 3.3 The provisions of Instructions 2.2 or 2.3, as appropriate, must be applied to any line beyond the one to which the machine is being moved. |

**4. Off-Tracking**

- 4.1 If the line next to that from which the machine is to be removed is open to traffic it must be protected in accordance with Section T, part II of the Rule Book before the machine is raised from the running line. This protection must be maintained until the machine is on its stillage and the on-tracking bars are removed from the line. |
- 4.2 If the line next to that from which the machine is to be removed is also under Absolute Possession and is being used by Engineers trains or on-track machines, one or more hand-signalmen must be appointed to stop trains on the line concerned until the machine is on its stillage and the on-tracking bars are removed from the line. |
- 4.3 The Person in Charge of the Possession must be advised when the machine is on its stillage and all ancillary equipment has been removed from the line. |

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

**MISCELLANEOUS NOTICES – continued**

**PERMAQUIP RAIL TRACK OVERHEAD MACHINE WORKING INSTRUCTIONS – continued**

**5. Use of Cantilever Platform**

- 5.1 The operating handle must be locked out of use and the key retained by the nominated CM&EE Supervisor until the platform is required to be used.
- 5.2 If it is required to extend the cantilever platform over a line which is open to traffic, the line concerned must be protected in accordance with Section T, part IV, of the Rule Book.
- 5.3 If it is required to extend the platform over a line which is also under Absolute Possession and is being used by Engineers trains or on-track machines the permission of the Person-in-Charge of the Possession must be obtained and one or more handsignalmen must be appointed to stop trains on the line concerned.

**6. Use by CCE Department**

- 6.1 When used by the CCE Department, reference to CM&EE Supervisor applies to CCE's nominated Supervisor. (MO45/1464) (15D)

**YORK STATION**

Commencing Sunday 26 February. Drivers of trains stopping at No.16 platform must heed the directions of the Handsignalman and/or Notice Boards while the Platform is under repair. (12)

**MONDAY 27 FEBRUARY TO FRIDAY 2 MARCH – BISHOP AUCKLAND**

The platform line will be further shortened to accommodate a 4 car D.M.U. and a buffer stop erected.

**YORK STATION**

Drivers of trains stopping at Platforms 2,4,5,10,11,12 and 13 must observe directions of hand signalman and/or warning boards while roof repairs are carried out. (11)

**TRAIN REGISTER BOOKS BR 24847/1**

Reference to Regulation 4 and 5 should be amended to read Regulation 3.4 and 3.5 respectively.

**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.  
Until 10 00 Sunday 26 February

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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

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

Location	Nature of Work	Duration	Commencing Date
Thornaby M.P.D. All lines	Construction work. (Restricted clearance where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

York

17 FEBRUARY, 1984

MP.32/NN

R.M. WILLIAMS  
Chief Operating Manager



EASTERN REGION

**NN**

**10**

# **WEEKLY OPERATING NOTICE**

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND  
PERMANENT WAY ALTERATIONS  
GENERAL INSTRUCTIONS AND NOTICES**

## **SATURDAY 3 MARCH**

**TO**

## **FRIDAY 9 MARCH 1984**

**INCLUSIVE**

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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.

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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 4 MARCH – BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS**

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

- (a) No.545 facing points in the Up Main leading to Up Station line "X" (route to Up Station line "X" via the northernmost facing connection and Down Main switch diamonds which will be abolished).
- (b) No.538 points, (facing in the Down direction), the Up Station line "X" end of the northernmost crossover between Up Station line "X" and Down Station line "W", will be replaced by plain line for through running between these lines.

The northern end of the Up Station line "X" will be removed between points (a) and (b) referred to above.

- (c) No.555 points – (Connection from Up Main to Down Carriage Sidings/Secondary Loco Outlet) and the associated routes – Carriage Sidings/Secondary Loco Outlet to Up Main.

**Signalling Alterations**

**Signals/signal routes abolished**

Up Station line "X" position light signal No.198

Route from Up Station line "X" signal Y191 towards 198

Route from Up Main position light signal 210 towards the Down Carriage Sidings.

The routes on Up Main Y221, Bank Loop Y246, Secondary Loco Outlet signal Y216 and Down Carriage Sidings Y219 towards Up Station line "X" signal Y192.

**Routes on the following signals will be out of use until Sunday 18 March:—**

Secondary Loco Outlet Y216 Main and subsidiary routes to Up Main (Y194)

Down Carriage Sidings 219 position light subsidiary to Up Main (Y194) and Bank Loop (188).

Up Main Y221 main route to Up Station line (Y192).

Bank Loop Y246 main route to Up Station line (Y192).

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

(13)

**SUNDAY 4 MARCH – DURHAM**

The catch points (immediately south of the station) in the Up Main at 65¾ m.p. will be secured out of use pending replacement by plain line. (13)

**SUNDAY 4 MARCH – BIRTLEY**

The trailing crossover at 74m. 23ch. will be secured out of use pending replacement. (13)

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

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

**MONDAY 5 MARCH – STOCKSFIELD**

The **50 m.p.h. Permanent Speed Restriction** on the **Down** and **Up** lines between **13 m.p.** and **13m. 17ch.** will be removed.

The **40 m.p.h. Permanent Speed Restriction** on the **Down** and **Up** lines between **13m. 24ch.** and **13m. 42ch.** will be increased to a **45 m.p.h. Permanent Speed Restriction.** (See Section 'D'). (13)

**MONDAY 5 MARCH – REDHEUGH BRANCH**

The Branch will be shortened and a buffer stop erected at **0m. 55ch.** (13)

**DETAILS OF WORK ALREADY CARRIED OUT**

**KIELDER LEVEL CROSSING (BETWEEN BISHOP AUCKLAND EAST AND EASTGATE APCM)**

Kielder Level crossing at **11m. 54ch.** has reverted to a user-worked gated occupation level crossing.

The temporary Automatic-Open-Crossing-locally-monitored equipment has been removed.

(New Item) (13)

**DINSDALE RAIL WELDING DEPOT**

A buffer stop has been erected on the Dinsdale side of Fighting Cocks Level Crossing at **4m. 44ch.** (mileage of the former Fighting Cocks Branch). (New Item) (13)

**YORK YARD SOUTH**

The new facing connection, leading from Down Goods to Down Leeds Goods, in the vicinity of York Yard South signal box, has been repositioned 22 yards further north.

The facing connection south of the signal box, leading from Down Goods to Down Leeds Goods, has been secured out of use pending removal.

Position light signal No.25 (applying Down Goods to Down Reception line No.1), and position light signal No.27, applying set back along Down Goods has been repositioned accordingly.

Down Goods position light signals No.26 and 28 have been repositioned 20 yards further north.

A diagram illustrating the final layout when all remodelling has taken place is included in the notice. (12)

**BETWEEN FENHAM LOW MOOR L.C. AND BEAL L.C.**

The Down Main line has been connected to the new alignment between **57** and **58 m.p.** (12)



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

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

**HEPSCOTT LEVEL CROSSING**

Hepscott Signal Box has been abolished. The Track Circuit Block Regulations now apply between Morpeth and Bedlington North.

Hepscott Level Crossing has been converted to automatic half-barriers with telephone communication provided between the Crossing and Morpeth Signal Box.

**Signalling Alterations (Morpeth)**

Up N.E. Curve Signal No.M134 and Up B. & T. Signal No.M136 are now capable of displaying RED or GREEN aspects only.

The former Hepscott Up Home Signal has been abolished.

A "CALL-BY" plunger has been provided on the Morpeth Signal M159 (60 yds. before reaching Hepscott Level Crossing on the Down B. & T.). (12)

**STRANTON**

The "Calling-On signal below the Up Main Home to Up Goods has been abolished. (12)

**BETWEEN BEDE JN. AND TYNE DOCK**

The Down Goods line at 0m. 05ch. has been secured out of use over bridge (No.1). (12)

**GRANGETOWN**

The points – Wilton Works branch to Lackenby West Coatham Sidings Branch have been removed and replaced by plain line for the route to I.C.I. Wilton.

The Lackenby West Coatham Sidings Branch has been abolished.

The associated route indication "L" on G747 signal has been disconnected. (11)

**CLARENCE ROAD**

The main to main facing crossover and the main to main trailing crossover together with the associated slip connection to the Shunt Neck have been secured out of use pending removal. All associated signalling has been abolished.

A new main to main facing crossover has been provided immediately on the north side of the signalbox together with a new lead (and traps) from the Up Main to the Dock Siding.

**Signalling Alterations**

A junction Route indicator position "4" applying towards the Down Main, has been provided on the Up Main Home signal (No.18).

The Down Main 2nd Home signal has been moved forward of the platform and replaced by a straight post signal 15ft above rail level and 15 yards nearer to Clarence Road signalbox. An adjacent shunting signal applying towards the Dock Siding has been provided. ("Diamond" signs have been provided on these signals).

A miniature arm shunting signal (12ft above rail level) has been provided at the outlet of the Dock Siding applying towards the Up Main.

A shunting signal applying – Up Main to Dock Siding has been provided on the Up Main opposite the signalbox end of the new facing crossover. (11)

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

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

**YORK YARD SOUTH**

Remodelling has taken place in the area (south of the signal box) at the convergence of the Down and Up Scarborough Goods, Up Doncaster Goods and Up Leeds Goods.

The Up Scarborough Goods end of the facing connection between the Up and Down Scarborough Goods lines has been remodelled as a plain line route along the Up Scarborough Goods towards the Down Scarborough Goods.

The Down Leeds Goods to Down Goods trailing lead has been secured out of use in the reverse position pending replacement by plain line for through running – Down Leeds Goods to Down Goods.

**Signalling Alterations**

The lines have been slued to suit the requirements of the remodelling and signals have been repositioned accordingly.

The position light signal associated with Down Scarborough Goods signal **YYS19**, has been abolished. (The existing route indications are now read in conjunction with the main aspect(s) only).

The position light signals associated with 3-aspect signals **YYS9**, **YYS11** and **YYS1**, no longer apply along their respective lines in line occupied conditions.

Position light signal No.17, applying set back along Up Scarborough Goods has been abolished.

The route on Down Goods position light signal No.28 towards Up Scarborough Goods has been abolished.

A diagram illustrating the final layout when all remodelling has taken place is included in the notice. (11)

**TYNE & WEAR METRO – KENTON LINE – FAWDON AUTOMATIC OPEN LEVEL CROSSING**

The flashing white lights associated with the level crossing protecting signals have been removed. (11)

**BENTON (KILLINGWORTH)**

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

All associated signalling has been abolished. (11)

**BLINKINSOP**

The **30 m.p.h. Permanent Speed Restriction** on the Down line between **40¼ m.p.** and **40m. 35ch.** has been removed.

The **55 m.p.h. Permanent Speed Restriction** on the Down line between **40 m.p.** and **40¼ m.p.** has been extended to apply between **40 m.p.** and **40m. 32ch.** (See Section D). (11)

**TEES YARD**

The "LIMIT OF SHUNT" indicator on the Loco Depot Arrival line has been repositioned 47 yards further east. (11)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## BEDALE

Bedale Yard Ground Frame has been abolished. (11)

## \* \* YORK YARD NORTH

Entrance to the Up Reception lines 1 and 2 from the north end is now via the present Down Mineral line and Frodingham line renamed Up Reception 1 and 2 respectively. Up Reception No.4 has been abolished. (10)

## \* \* YORK YARD SOUTH

The facing points and associated slip connection, forming the route from the Down Leeds Goods to Up Goods No.1 and to Up Sidings have been secured out of use in the normal position pending removal.

The facing points at the Up Goods No.1 end of the connection leading to Up Goods, have been remodelled as a plain line route along the Up Goods No.1 towards Up Goods.

The Down Mineral line and Frodingham line have been taken out of use and will be slued into the Reception lines 1 and 2 respectively at the north end. Remodelling has taken place at the convergence of "B" line and Up Goods No.1 adjacent to York Yard South Signal Box.

**Signalling alterations**

Notice boards worded "STOP AND AWAIT INSTRUCTIONS" have been provided applicable to Up direction movements on Up Reception Lines 1, 2 and 3.

The position light signal (No.23) applicable to Down direction movements from Up Leeds Goods or Down Scarborough Goods have been repositioned 20 yards further north.

The position light signal associated with Departure line signal YYS51, and the route applying along the Departure line towards Down Scarborough Goods line, together with route indication "S" have been abolished. (Route indications "G" and "L" will now be read in conjunction with the main aspect(s) only.

The position light signal associated with "B" line signal YYS34, has been abolished (the existing route indications are now read in conjunction with the main aspect(s) only.

The position light signal associated with Down Goods signal YYS44, applying towards Down Main Goods line occupied has been abolished.

The position light signal associated with Up Goods signal YYS48, has been abolished (the existing route indications are now read in conjunction with the main aspect(s) only).

The position light signal associated with Up Goods No. 1 signal YYS49, and the route applying along Up Goods No. 1 towards Down Scarborough Goods Line, together with route indication "S" have been abolished (Route indications "G" and "L" will now be read in conjunction with the main aspect(s) only.

Route indication "Y" has been abolished from Up Scarborough Goods 3-aspect signal YYS1 and the signal no longer applies towards the Down Mineral.

Route Indication "Y" has been abolished from Down Goods 3-aspect signal YYS9 and from Down Leeds Goods signal YYS11 and these signals no longer apply towards Down Mineral. The routes towards Frodingham line and Departure lines A and B have also been abolished from these signals. |

Up (Leeds) Goods position light No.23 no longer apply towards the Frodingham line or Down Mineral. |

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

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

**\*\* YORK YARD SOUTH – continued**

The following position light signals have been abolished :—

- No.14 – Up Goods No.1
- No.29 – Departure line "B"
- No.31 – Departure line "B"
- No.37 – Frodingham line
- No.46 – Down Mineral

(NOTE :— No.2 – Down Scarborough Goods position light signal has been retained). |

A diagram illustrating the final layout when all remodelling has taken place is included in the notice. | (10)

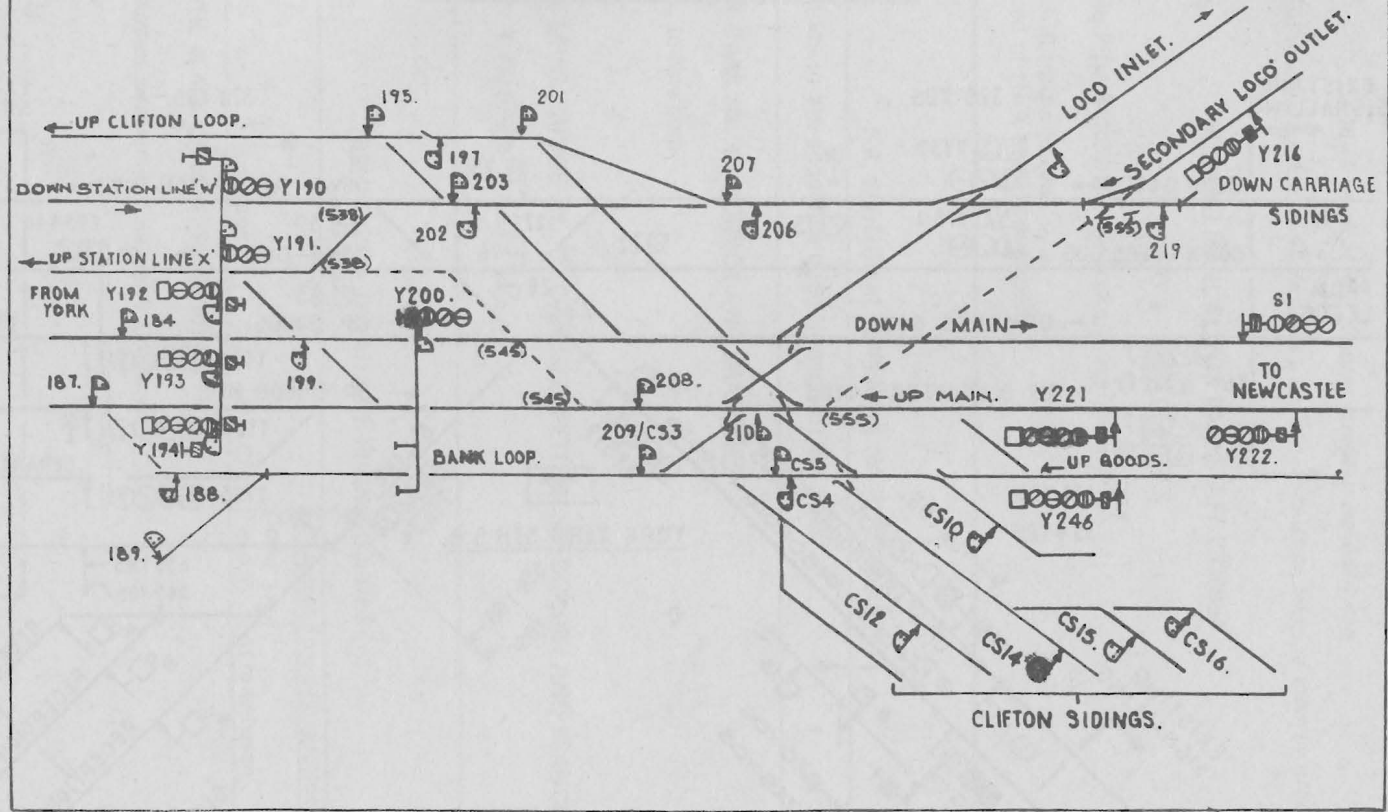
**\*\* TYNE AND WEAR METRO – KENTON LINE – BRUNTON LANE AUTOMATIC OPEN LEVEL CROSSING**

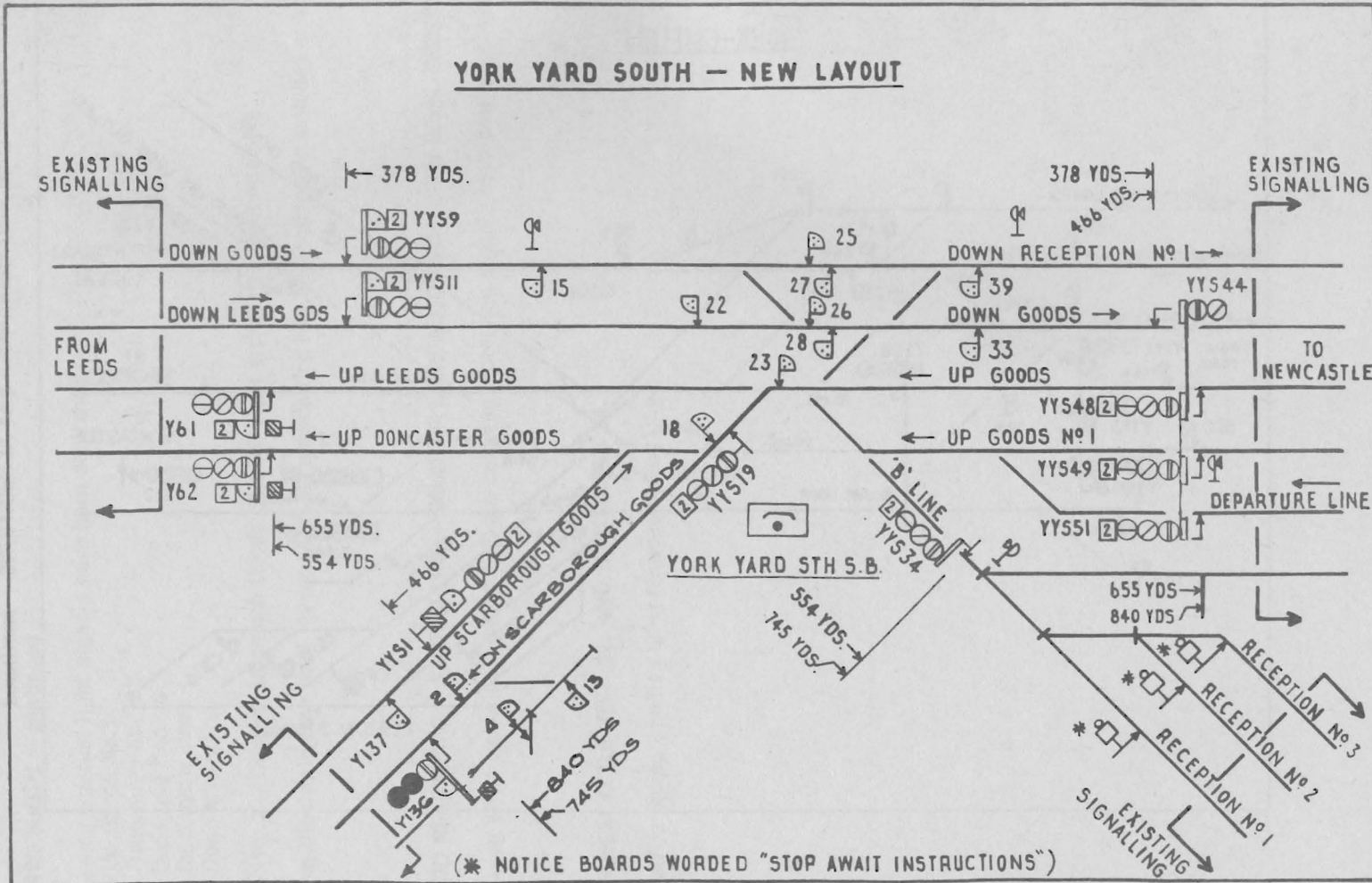
The flashing white lights associated with the crossing protecting signals have been removed. | (10)

**\*\* BETWEEN NEWCASTLE WEST JN. AND SCOTSWOOD JN.**

The Down/Up Siding line has been renamed Siding line. | (10)

# YORK-CLIFTON







EASTERN REGION

**NN**

**11**

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 10 MARCH**

**TO**

**FRIDAY 16 MARCH 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.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY 10 to MONDAY 12 MARCH – TYNE & WEAR METRO – BENTON METRO JUNCTION**

The facing junction points – Metro Out Loop to Up South West Curve will be secured out of use pending removal.

A new single lead between the Down and Up South West Curve lines (together with catch points in the Down South West Curve) will be provided to convert Benton Metro Junction into a single lead junction.

**Signalling Alterations**

The position 4 Junction Route Indicator will be temporarily removed from Metro Out Loop Signal G228 and a position 4 Junction Indicator will be provided on Metro Signal G212 at Four Lane Ends applying – Out Loop to In Loop (a new Metro Signal G218 will be provided on the In Loop line applying towards Benton Metro Junction).

Pending the provision of a new facing crossover at Benton Metro Junction on 1/2 April, B.R. trains will travel in the wrong direction over the In Loop Line (when Metro signal G212 is cleared with Junction Indicator position 4).

For the purposes of this wrong direction working, the route from Metro In Loop 3-aspect signal No.G230 towards the Up South West Curve will not now be via the crossover and Out Loop as hitherto, but direct along the In Loop and new single lead junction. (14)

**SUNDAY 11 MARCH – HETT MILL LEVEL CROSSING**

Hett Mill Gate Box will be abolished. The level crossing will be operated from Ferryhill Signal Box and supervised by the aid of closed circuit television.

Telephone communication will be provided between the level crossing and Ferryhill Signal Box. (14)

**MONDAY 12 MARCH – DARLINGTON STATION**

The 10 m.p.h. Permanent Speed Restriction on No.4 Platform line between 44m. 25ch. and 44m. 30ch. will be increased to 20 m.p.h. A 20 m.p.h. Permanent Speed Restriction will then apply on No.4 Platform line in both directions between 44m. 04ch. and 44m. 37ch. (See Section 'D'). (14)

**DETAILS OF WORK ALREADY CARRIED OUT****BOWSFIELD**

The Tees Bridge Sidings have been abolished. (New Item) (14)

**STOCKTON**

The Coal Yard Sidings have been abolished. (New Item) (14)



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

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

**TWEEDMOUTH (BEAL)**

The trailing crossover between the Down and Up Main lines at 59m. 30ch. has been re-instated. (14)

**BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS**

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

- (a) No.545 facing points in the Up Main leading to Up Station line "X" (route to Up Station line "X" via the northernmost facing connection and Down Main switch diamonds which has been abolished).
- (b) No.538 points (facing in the Down direction), the Up Station line "X" end of the northernmost crossover between Up Station line "X" and Down Station line "W", have been replaced by plain line for through running between these lines.

The northern end of the Up Station line "X" has been removed between points (a) and (b) referred to above.

- (c) No.555 points – (Connection from Up Main to Down Carriage Sidings/Secondary Loco Outlet) and the associated routes – Carriage Sidings/Secondary Loco Outlet to Up Main.

**Signalling Alterations**

**Signals/signal routes abolished**

Up Station line "X" position light signal No.198

Route from Up Station line "X" signal Y191 towards 198

Route from Up Main position light signal 210 towards the Down Carriage Sidings.

The routes on Up Main Y221, Bank Loop Y246, Secondary Loco Outlet signal Y216 and Down Carriage Sidings Y219 towards Up Station line "X" signal Y192.

**Routes on the following signals will be out of use until Sunday 18 March:—**

Secondary Loco Outlet Y216 Main and subsidiary routes to Up Main (Y194)

Down Carriage Sidings 219 position light subsidiary to Up Main (Y194) and Bank Loop (188).

Up Main Y221 main route to Up Station line (Y192).

Bank Loop Y246 main route to Up Station line (Y192).

Reference should be made to the diagram included in this notice. (13)

**DURHAM**

The catch points (immediately south of the station) in the Up Main at 65¾m.p. have been secured out of use pending replacement by plain line. (13)

**BIRTLEY**

The trailing crossover at 74m. 23ch. has been secured out of use pending replacement. (13)

**STOCKSFIELD**

The 50 m.p.h. Permanent Speed Restriction on the Down and Up lines between 13 m.p. and 13m. 17ch. has been removed.

The 40 m.p.h. Permanent Speed Restriction on the Down and Up lines between 13m. 24ch. and 13m. 42ch. has been increased to a 45 m.p.h. Permanent Speed Restriction. (See Section 'D'). (13)

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

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

**REDHEUGH BRANCH**

The Branch has been shortened and a buffer stop erected at 0m. 55ch. (13)

**KIELDER LEVEL CROSSING (BETWEEN BISHOP AUCKLAND EAST AND EASTGATE APCM)**

Kielder Level crossing at 11m. 54ch. has reverted to a user-worked gated occupation level crossing.

The temporary Automatic-Open-Crossing-locally-monitored equipment has been removed. (13)

**DINSDALE RAIL WELDING DEPOT**

A buffer stop has been erected on the Dinsdale side of Fighting Cocks Level Crossing at 4m. 44ch. (mileage of the former Fighting Cocks Branch). (13)

**YORK YARD SOUTH**

The new facing connection, leading from Down Goods to Down Leeds Goods, in the vicinity of York Yard South signal box, has been repositioned 22 yards further north.

The facing connection south of the signal box, leading from Down Goods to Down Leeds Goods, has been secured out of use pending removal.

Position light signal No.25 (applying Down Goods to Down Reception line No.1), and position light signal No.27, applying set back along Down Goods has been repositioned accordingly.

Down Goods position light signals No.26 and 28 have been repositioned 20 yards further north.

A diagram illustrating the final layout when all remodelling has taken place is included in the notice. (12)

**BETWEEN FENHAM LOW MOOR L.C. AND BEAL L.C.**

The Down Main line has been connected to the new alignment between 57 and 58m.p. (12)

**HEPSCOTT LEVEL CROSSING**

Hepscott Signal Box has been abolished. The Track Circuit Block Regulations now apply between Morpeth and Bedlington North.

Hepscott Level Crossing has been converted to automatic half-barriers with telephone communication provided between the Crossing and Morpeth Signal Box.

**Signalling Alterations (Morpeth)**

Up N.E. Curve Signal No.M134 and Up B. & T. Signal No.M136 are now capable of displaying RED or GREEN aspects only.

The former Hepscott Up Home Signal has been abolished.

A "CALL-BY" plunger has been provided on the Morpeth Signal M159 (60 yds. before reaching Hepscott Level Crossing on the Down B. & T.). (12)

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

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

**STRANTON**

The "Calling-On signal below the Up Main Home to Up Goods has been abolished. (12)

**BETWEEN BEDE JN. AND TYNE DOCK**

The Down Goods line at 0m. 05ch. has been secured out of use over bridge (No.1). (12)

**\*\* GRANGETOWN**

The points – Wilton Works branch to Lackenby West Coatham Sidings Branch have been removed and replaced by plain line for the route to I.C.I. Wilton.

The Lackenby West Coatham Sidings Branch has been abolished.

The associated route indication "L" on G747 signal has been disconnected. (11)

**\*\* CLARENCE ROAD**

The main to main facing crossover and the main to main trailing crossover together with the associated slip connection to the Shunt Neck have been secured out of use pending removal. All associated signalling has been abolished.

A new main to main facing crossover has been provided immediately on the north side of the signalbox together with a new lead (and traps) from the Up Main to the Dock Siding.

**Signalling Alterations**

A junction Route indicator position "4" applying towards the Down Main, has been provided on the Up Main Home signal (No.18).

The Down Main 2nd Home signal has been moved forward of the platform and replaced by a straight post signal 15ft above rail level and 15 yards nearer to Clarence Road signalbox. An adjacent shunting signal applying towards the Dock Siding has been provided. ("Diamond" signs have been provided on these signals).

A miniature arm shunting signal (12ft above rail level) has been provided at the outlet of the Dock Siding applying towards the Up Main.

A shunting signal applying – Up Main to Dock Siding has been provided on the Up Main opposite the signalbox end of the new facing crossover. (11)

**\*\* YORK YARD SOUTH**

Remodelling has taken place in the area (south of the signal box) at the convergence of the Down and Up Scarborough Goods, Up Doncaster Goods and Up Leeds Goods.

The Up Scarborough Goods end of the facing connection between the Up and Down Scarborough Goods lines has been remodelled as a plain line route along the Up Scarborough Goods towards the Down Scarborough Goods.

The Down Leeds Goods to Down Goods trailing lead has been secured out of use in the reverse position pending replacement by plain line for through running – Down Leeds Goods to Down Goods.

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

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

**\*\* YORK YARD SOUTH – continued**

**Signalling Alterations**

The lines have been slued to suit the requirements of the remodelling and signals have been repositioned accordingly.

The position light signal associated with Down Scarborough Goods signal **YYS19**, has been abolished. (The existing route indications are now read in conjunction with the main aspect(s) only).

The position light signals associated with 3-aspect signals **YYS9**, **YYS11** and **YYS1**, no longer apply along their respective lines in line occupied conditions.

Position light signal No.17, applying set back along Up Scarborough Goods has been abolished.

The route on Down Goods position light signal No.28 towards Up Scarborough Goods has been abolished.

A diagram illustrating the final layout when all remodelling has taken place is included in the notice. (11)

**\*\* TYNE & WEAR METRO – KENTON LINE – FAWDON AUTOMATIC OPEN LEVEL CROSSING**

The flashing white lights associated with the level crossing protecting signals have been removed. (11)

**\*\* BENTON (KILLINGWORTH) – THIS WORK HAS NOT BEEN CARRIED OUT (11)**

**\*\* BLENKINSOP**

The **30 m.p.h. Permanent Speed Restriction** on the Down line between **40¼ m.p.** and **40 m. 35ch.** has been removed.

The **55 m.p.h. Permanent Speed Restriction** on the Down line between **40 m.p.** and **40¼ m.p.** has been extended to apply between **40 m.p.** and **40 m. 32ch.** (See Section D). (11)

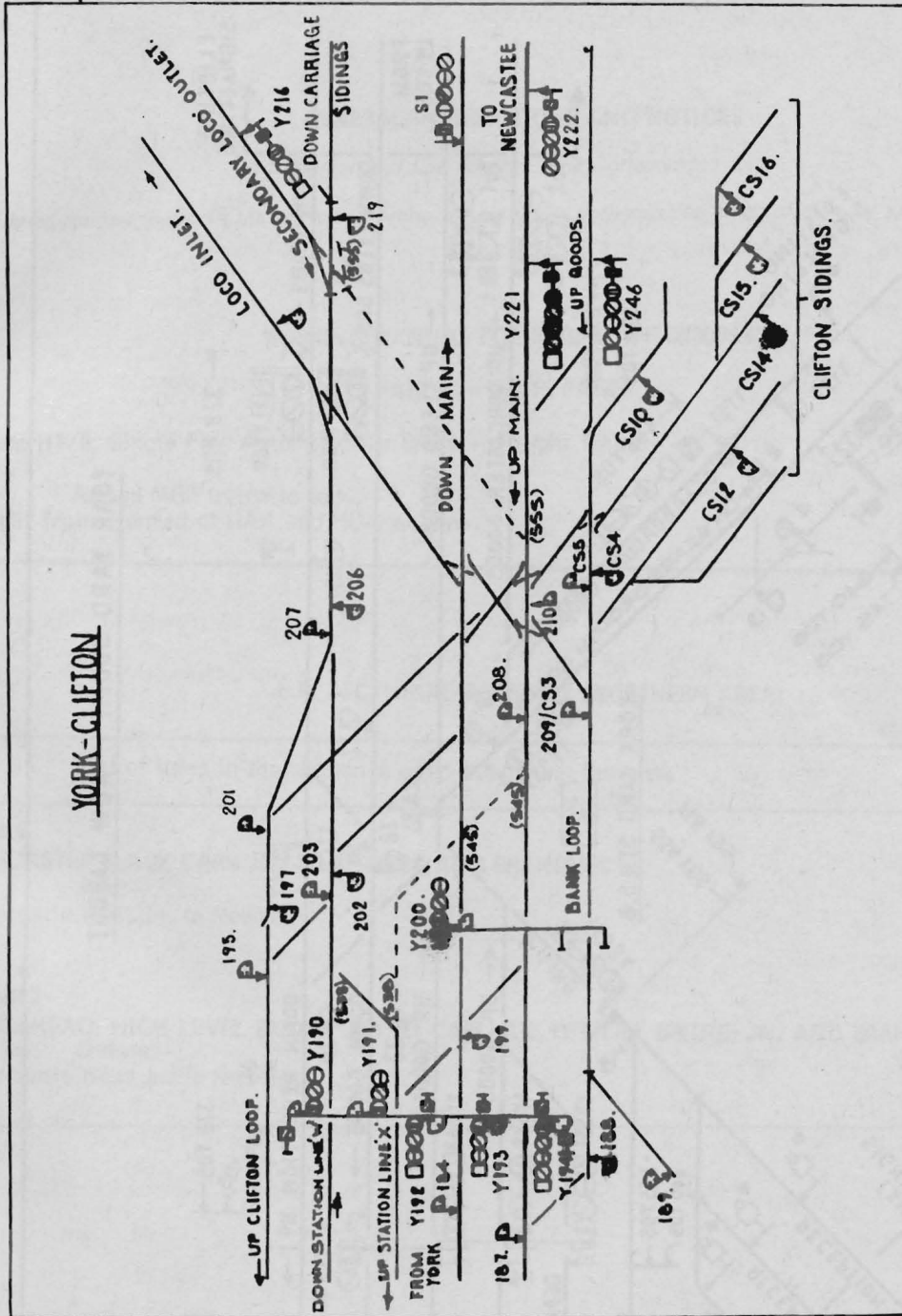
**\*\* TEES YARD**

The "LIMIT OF SHUNT" indicator on the Loco Depot Arrival line has been repositioned 47 yards further east. (11)

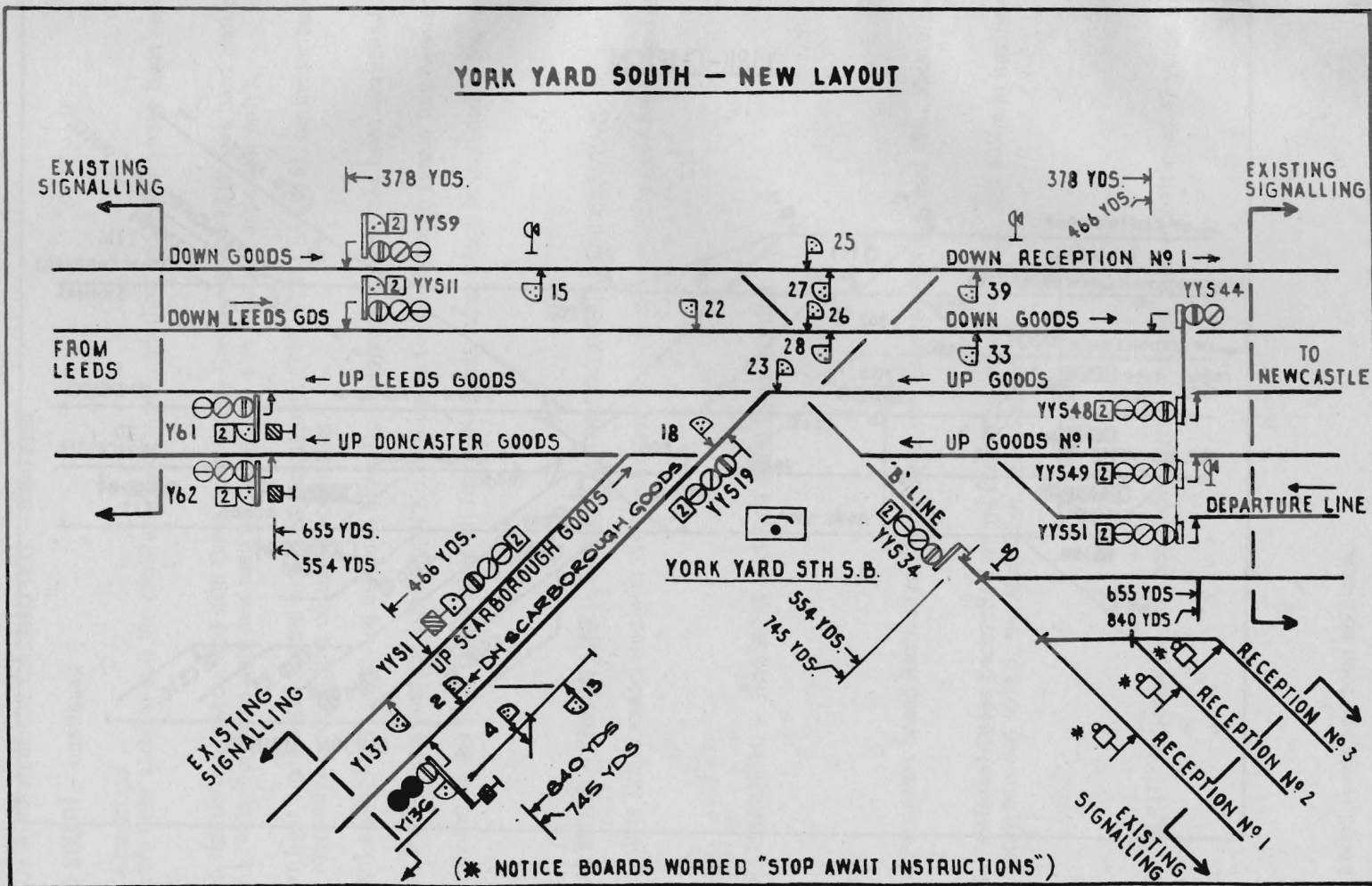
**\*\* BEDALE**

Bedale Yard Ground Frame has been abolished. (11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



**YORK YARD SOUTH - NEW LAYOUT**



(\* NOTICE BOARDS WORDED "STOP AWAIT INSTRUCTIONS")

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 BR30054

PART 6 - WHITE PAGES

Clause H1/9. Single Pipe Automatic Air Brake - Freight Trains

Amend MGR trains to read:-  
Freight Trains formed of HAA and HDA wagons.

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book	Page in Table 'A'
<b>Page 8</b>	
<b>DONCASTER BLACK CARR JN. TO BERWICK AND BRANCHES</b>	
Add:-	
Newcastle West Jn. to Newburn	52
<b>Page 11</b>	
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. AND BRANCHES</b>	
Delete:-	
Newcastle West Jn. to Newburn	152 (15D)

WOOLSTENHOLMES



EASTERN REGION

**NN**

**12**

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND  
PERMANENT WAY ALTERATIONS  
GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 17 MARCH**

TO

**FRIDAY 23 MARCH 1984**

INCLUSIVE

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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.

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY 17 TO MONDAY 19 MARCH – BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS**

Between 08 30 hours on Saturday and 06 00 hours on Monday, total disconnection of points and signalling will take place to enable signalling alterations to be carried out. Reference should be made to the diagram for the resultant signalling and track layout.

The area of disconnection will be between signals:—

- (a) Y216 (Secondary Loco Outlet); Y219 Down Carriage Sidings, Y221 Up Main; Y246 Bank Loop and
- (b) Y190 (Down Station line "W"); Y191 and Y192 (Up Station line "X"); Y193 (Down Main) and Y194 (Up Main).

All movements will be controlled by hand-signalmen and signals will be maintained "ON" as required.

Up trains will be hand-signalled past Up Main Y221 signal into 8 or 9 Platform lines via the Down Main (signal Y193).

Down trains will be platformed into 14, 15 or 16 Platform lines and hand-signalled past Down Station line "W" signal Y190 towards the Down Main Skelton Signal S1.

Movements from Up Clifton Loop to the Loco Inlet will be hand-signalled at 195 position light towards the Loco Inlet.

All movements between Bank Loop and Clifton Sidings now under the control of Clifton Sidings Control Cabin will be signalled normally. (15)

**SUNDAY 18 MARCH – BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS**

Up Main position light signal No.208 will be re-positioned 35 yards further south.

**The following signal routes will be brought back into use:—**

Secondary Loco Outlet Y216 main and subsidiary routes to Up Main (Y194).

Down Carriage Siding 219 position light to Up Main (Y194) and Bank Loop (188).

Up Main Y221 main route to Up Station line (Y192).

Bank Loop Y246 main route to Up Station line (Y192).

Reference should be made to the diagram included in this notice. (15)

**SUNDAY 18 MARCH – BETWEEN BEAL L.C. AND FENHAM LOW MOOR L.C.**

The Up Main line will be realigned between 58 and 57 m.p. (15)

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

**DETAILS OF WORK ALREADY CARRIED OUT**

**\*\* TYNE & WEAR METRO – BENTON METRO JUNCTION : THIS WORK HAS NOT BEEN CARRIED OUT**

**HETT MILL LEVEL CROSSING**

Hett Mill Gate Box has been abolished. The level crossing is now operated from Ferryhill Signal Box and supervised by the aid of closed circuit television.

Telephone communication has been provided between the level crossing and Ferryhill Signal Box. (14)

**DARLINGTON STATION**

The 10 m.p.h. Permanent Speed Restriction on No.4 Platform line between 44m. 25ch. and 44m. 30ch. has been increased to 20 m.p.h. A 20 m.p.h. Permanent Speed Restriction now applies on No.4 Platform line in both directions between 44m. 04ch. and 44m. 37ch. (See Section 'D'). (14)

**BOWESFIELD**

The Tees Bridge Sidings have been abolished. (14)

**STOCKTON**

The Coal Yard Sidings have been abolished. (14)

**TWEEDMOUTH (BEAL)**

The trailing crossover between the Down and Up Main lines at 59m. 30ch. has been re-instated. (14)

**BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS**

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

- (a) No.545 facing points in the Up Main leading to Up Station line "X" (route to Up Station line "X" via the northernmost facing connection and Down Main switch diamonds which has been abolished).
- (b) No.538 points (facing in the Down direction), the Up Station line "X" end of the northernmost crossover between Up Station line "X" and Down Station line "W", have been replaced by plain line for through running between these lines.

The northern end of the Up Station line "X" has been removed between points (a) and (b) referred to above.

- (c) No.555 points – (Connection from Up Main to Down Carriage Sidings/Secondary Loco Outlet) and the associated routes – Carriage Sidings/Secondary Loco Outlet to Up Main.

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

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

**BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS – continued**

**Signalling Alterations**

**Signals/signal routes abolished**

Up Station line "X" position light signal No. 198

Route from Up Station line "X" signal Y191 towards 198

Route from Up Main position light signal 210 towards the Down Carriage Sidings.

The routes on Up Main Y221, Bank Loop Y246, Secondary Loco Outlet signal Y216 and Down Carriage Sidings Y219 towards Up Station line "X" signal Y192.

**Routes on the following signals will be out of use until Sunday 18 March :-**

Secondary Loco Outlet Y216 Main and subsidiary routes to Up Main (Y194)

Down Carriage Sidings 219 position light subsidiary to Up Main (Y194) and Bank Loop (188).

Up Main Y221 main route to Up Station line (Y192).

Bank Loop Y246 main route to Up Station line (Y192).

Reference should be made to the diagram included in this notice. (13)

**DURHAM**

The catch points (immediately south of the station) in the Up Main at 65½m.p. have been secured out of use pending replacement by plain line. (13)

**BIRTLEY**

The trailing crossover at 74m. 23ch. has been secured out of use pending replacement. (13)

**STOCKSFIELD**

The 50 m.p.h. Permanent Speed Restriction on the Down and Up lines between 13 m.p. and 13m. 17ch. has been removed.

The 40 m.p.h. Permanent Speed Restriction on the Down and Up lines between 13m. 24ch. and 13m. 42ch. has been increased to a 45 m.p.h. Permanent Speed Restriction. (See Section 'D'). (13)

**REDHEUGH BRANCH**

The Branch has been shortened and a buffer stop erected at 0m. 55ch. (13)

**KIELDER LEVEL CROSSING (BETWEEN BISHOP AUCKLAND EAST AND EASTGATE APCM)**

Kielder Level crossing at 11m. 54ch. has reverted to a user-worked gated occupation level crossing.

The temporary Automatic-Open-Crossing-locally-monitored equipment has been removed. (13)

**DINSDALE RAIL WELDING DEPOT**

A buffer stop has been erected on the Dinsdale side of Fighting Cocks Level Crossing at 4m. 44ch. (mileage of the former Fighting Cocks Branch). (13)

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

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

**\*\* YORK YARD SOUTH**

The new facing connection, leading from Down Goods to Down Leeds Goods, in the vicinity of York Yard South signal box, has been repositioned 22 yards further north.

The facing connection south of the signal box, leading from Down Goods to Down Leeds Goods, has been secured out of use pending removal.

Position light signal No.25 (applying Down Goods to Down Reception line No.1), and position light signal No.27, applying set back along Down Goods has been repositioned accordingly.

Down Goods position light signals No.26 and 28 have been repositioned 20 yards further north.

A diagram illustrating the final layout when all remodelling has taken place is included in the notice. (12)

**\*\* BETWEEN FENHAM LOW MOOR L.C. AND BEAL L.C.**

The Down Main line has been connected to the new alignment between 57 and 58 m.p. (12)

**\*\* HEPSCOTT LEVEL CROSSING**

Hepscott Signal Box has been abolished. The Track Circuit Block Regulations now apply between Morpeth and Bedlington North.

Hepscott Level Crossing has been converted to automatic half-barriers with telephone communication provided between the Crossing and Morpeth Signal Box.

**Signalling Alterations (Morpeth)**

Up N.E. Curve Signal No.M134 and Up B. & T. Signal No.M136 are now capable of displaying RED or GREEN aspects only.

The former Hepscott Up Home Signal has been abolished.

A "CALL-BY" plunger has been provided on the Morpeth Signal M159 (60 yds. before reaching Hepscott Level Crossing on the Down B. & T.). (12)

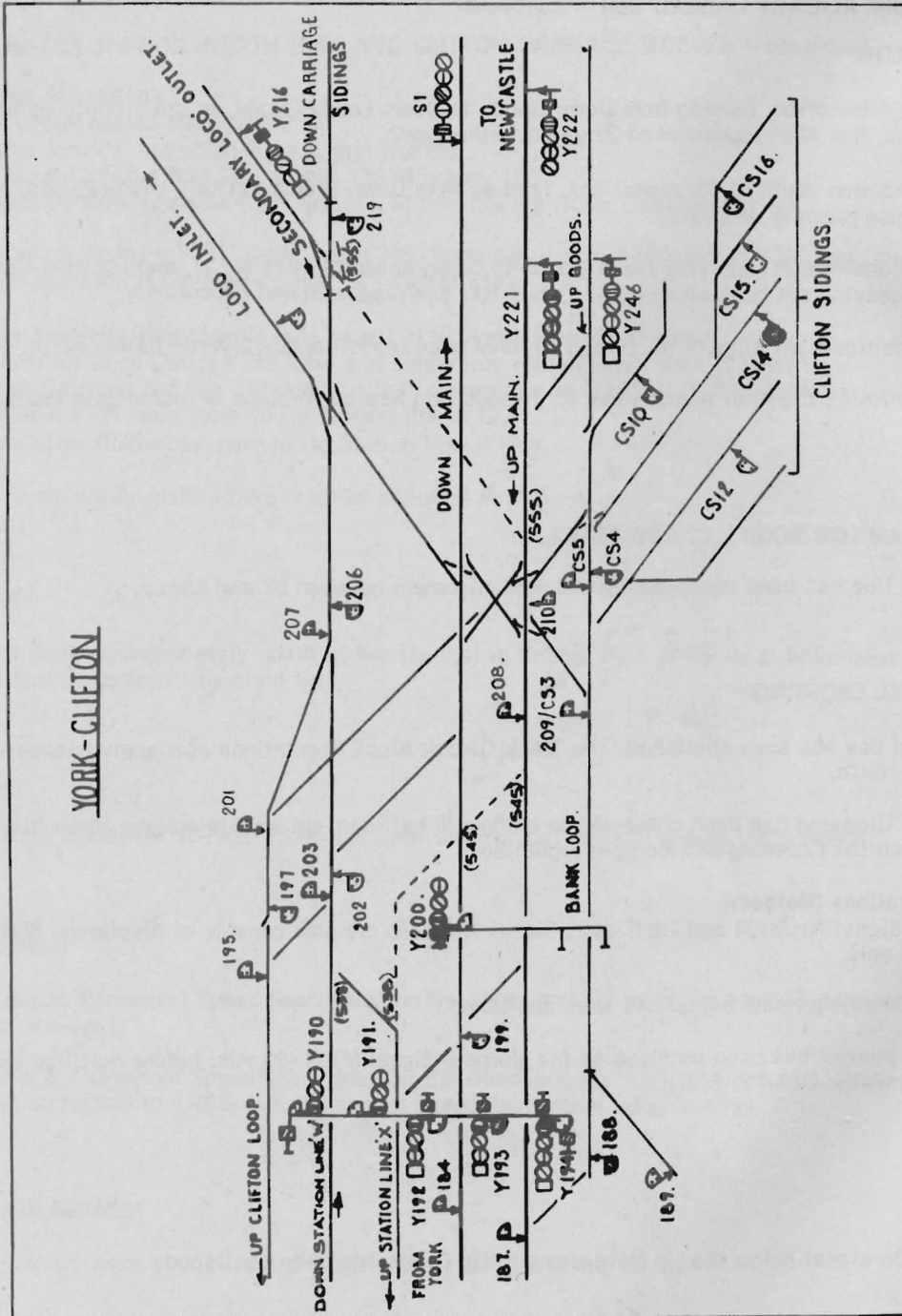
**\*\* STRANTON**

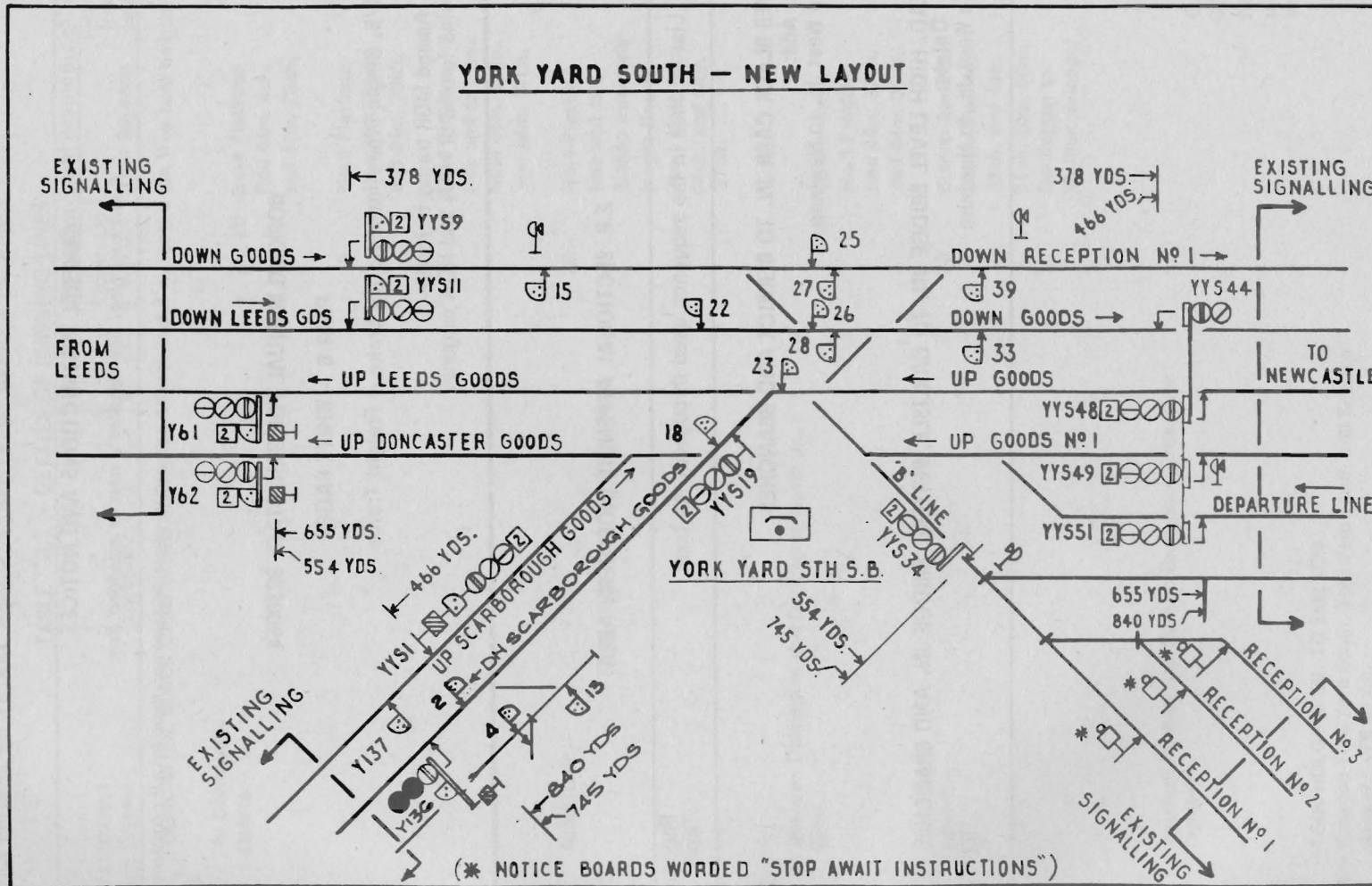
The "Calling-On signal below the Up Main Home to Up Goods has been abolished. (12)

**\*\* BETWEEN BEDE JN. AND TYNE DOCK**

The Down Goods line at 0m. 05ch. has been secured out of use over bridge (No.1). (12)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued





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 BR30054**

**PART 6 – WHITE PAGES**

**Clause H1/9. Single Pipe Automatic Air Brake – Freight Trains**

**Amend** MGR trains to read:–  
 Freight Trains formed of HAA and HDA wagons.

**E.R. SECTIONAL APPENDIX (NORTHERN AREA)**

List of lines in the sequence used throughout the book	Page in Table 'A'
<b>Page 8</b>	
<b>DONCASTER BLACK CARR JN. TO BERWICK AND BRANCHES</b>	
<b>Add:–</b>	
Newcastle West Jn. to Newburn	52
<b>Page 11</b>	
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETERIL BRIDGE JN. AND BRANCHES</b>	
<b>Delete:–</b>	
Newcastle West Jn. to Newburn	152     (15D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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	
<b>DONCASTER, BLACK CARR JN. TO BERWICK</b>					
Page 25					
At Darlington					
Delete:-			20	20	No.4 Platform line 44m. 4ch. and 44m. 25ch.
			10		No.4 Platform line 44m. 25ch. and 44m. 30ch.
			20		No.4 Platform line and to Down Main 44m. 30ch. and 44m. 37ch.
Substitute:-			20		No.4 Platform line and to Bishop Auckland Single line or Down Main 44m. 04ch. and 44m. 37ch.
<b>Page 26</b>					
Between Darlington and Darlington North Jn.					
Add:-			20		To and over No.4 Platform line 44m. 37ch. and 44m. 04ch.
Amend:-			30		Bishop Auckland Single line 44m. 33ch. and 44m. 64ch. (0m. 00ch. Darlington to Shildon mileage)
					(15.D)
<b>Page 27</b>					
Between Durham and Durham Emergency Crossover					
Delete:-					C. Up Slow at 66m. 26ch. 530 yards before reaching signal TY 370.(15D)
<b>YORK HOLGATE JN. TO SKELTON</b>					
Page 40 -	Between York Yard South, York Yard North and Skelton				
Amend :-	PB to AB.				
<b>Page 48</b>					
<b>FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH</b>					
Between Norton-on-Tees West and Norton-on-Tees South					
Amend :-			25	25	0m. 30ch. and 0m. 00ch.
					(15D)

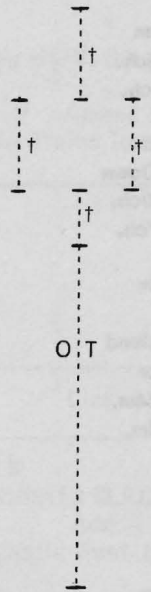


SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION 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.	
<b>Page 52</b>					
<b>Add :-</b>					
<b>NEWCASTLE WEST JN. TO NEWBURN</b>					
		25	25	MAXIMUM PERMISSIBLE SPEED	
					AWS not provided
	Newcastle West Jn. (see page 30)	0 11	15	15	0m. 11ch. and 0m. 23ch.
		0 51			† Sidings.
		1 00			
	Start/End of OTW	1 03			
		<u>2 66</u> 0 00			
			15	15	0m. 00ch. and 0m. 10ch.
	Scotswood Tunnel (269 yards)	0 22 to 0 34			
	Newburn LC	2 47			
	Newburn	2 58			(15D)



**BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON**

Page 54

At Hepscoth LC  
Delete signal box dot.

Amend :- Hepscoth LC (AHB) 19 :21 (15D)

**NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN**

Page 124

Delete all details between Stockton and Norton-on-Tees East and substitute :-

↑ P ↑ ● A B ● A B ● ●	↓ P ↓ ● A B ● A B ● ●	Stockton	60 04		
		North Shore (NS) (See page 130)	60 47	20	To Stockton Freightliner Terminal Branch.
		Norton-on-Tees South (See page 48)	61 71	25	To Norton-on- Tees West line.
				30	20 61m. 70ch. and 62m. 22ch.
		Norton-on-Tees East (See page 131)	62 19	30	To Norton-on- Tees West line.

(15D)

Page 125 (Page ND No.6)  
Between Stranton and Cliffe House Amend PB on Up Goods to AB.

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 and other remarks
			Down m.p.h.	Up m.p.h.	

GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC.

Page 149

Between Mickley LC and Stocksfield

Delete:— 50 50 13m.p. and 13m. 17ch.

Between Stocksfield and Riding Mill

Amend:— 45 45 13m. 24ch. and 13m. 42ch.

(15D)

GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC.

Page 150

At Whitchester Tunnel

Amend reference to Block Regulation 9 in "Catch, Spring and Unworked trailing points etc" column to read:— Block Regulation 3.9.

Between Haltwhistle and Blenkinsop

Amend:— 55 40m.p. and 40m. 32ch.

At Blenkinsop

Delete:— 30 40½m.p. and 40m. 35ch.

(15D)

Page 152 (Pages 53 and 54, PON ND6D)

NEWCASTLE WEST JN. TO NEWBURN

Delete line heading and table.

(15D)

TABLE B – SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
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Page 154

Add:—

DONCASTER, BLACK CARR JN. TO BERWICK

Dringhouses Yard	Holgate Jn.	All	H	50 SLU.
York	Skelton	Down Main Up Main Up Goods	H	—
Northallerton Station (signal 127)	Castle Hills Jn.	Down Main/ Down Slow	F	45 SLU BV.
Tyne Yard	Newcastle station	All	F	2 freight brakevans.
Newcastle	Heaton	All	H	—
Morpeth	Widdrington Opencast Sidings	All	F	2 freight brakevans.
Tweedmouth	Berwick	Down, Up	H	3 SLU.
Berwick signals T18 and T19	Fishbank Sidings	Up	H	—

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE B - continued

Between		Lines	Authorities	Restrictions
<b>Page 154 - Add - continued</b>				
<b>YORK, HOLGATE JN. TO SKELTON</b>				
Holgate Jn.	York Yard South	All	F H	ECS and freight vehicles. 50 SLU.
York Yard South	York Yard North	Down Goods Up Goods	F H	ECS and freight vehicles. 50 SLU.
York Yard North	Skelton	Down Goods Up Goods Down Goods Up Goods	F F H	20 ECS fitted or unfitted. ECS and freight vehicles. 50 SLU.
<b>YORK YARD SOUTH TO YORK, CLIFTON</b>				
York Yard South	Clifton	Down Goods Up Goods	F H	ECS. 20 SLU BV. In clear weather only. -
<b>BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON</b>				
Earsdon	Hepscott Jn.	All	F	2 freight brakevans.
<b>NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>				
Northallerton station	Low Gates	Down	F	6 ECS or 20 SLU BV. In clear weather only.
		Up	F	Freight vehicles.
High Level Bridge Jn.	Newcastle	All	H	-
<b>MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS' SHIPYARD</b>				
Monkwearmouth	Austin and Pickersgills' Shipyard	Down/Up/ Single	F	2 freight brakevans.
<b>BOLDON COLLIERY TO GREEN LANE JN.</b>				
Boldon Colliery	Green Lane Jn.	Single	F	2 freight brakevans. In clear weather only.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

TABLE B - continued

Between		Lines	Authorities	Restrictions
<b>Page 154-Add - continued</b>				
<b>GATESHEAD, PARK LANE JN. TO GREENSFIELD JN.</b>				
Park Lane Jn.	Greensfield Jn.	Down, Up	F	2 freight brakevans.
Gateshead TCFD	Gateshead TMD	Down, Up	H	10 SLU.
<b>DARLINGTON SOUTH JN. TO SALTBURN</b>				
Bowesfield	Whitehouse	All Down and Up Goods lines including Middlesbrough Goods Yard Arrival and Departure lines.	H	-
<b>MIDDLESBROUGH, GUISBOROUGH JN. TO WHITBY</b>				
Bog Hall	Whitby station	Down, Up	F	ECS.
		Down, Up	G	ECS and light locomotives only.
		Down, Up	H	-
<b>BEAM MILL JN. TO SLAG ROAD (LACKENBY)</b>				
Lackenby	Tees Dock	Beam Mill Single	H	Up direction only.
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC.</b>				
High Level Bridge Jn.	Greensfield Jn.	Down, Up	H	-
Greensfield Jn.	Blaydon	Down, Up	F	2 freight brakevans.
<b>SWALWELL COLLIERY BRANCH</b>				
Swalwell Jn.	Swalwell Opencast Sidings	Single	F H	Freight vehicles. -
<b>LOW FELL SIDINGS JN. TO BENSAM CURVE JN.</b>				
Low Fell Sidings Jn.	Bensham Curve Jn.	Down, Up	F	2 freight brakevans.
<b>LOW FELL JN. TO NORWOOD JN.</b>				
Low Fell Jn.	Norwood Jn.	Down, Up	F	2 freight brakevans.
<b>REDHEUGH BRANCH</b>				
Redheugh Bank Foot	Swalwell Jn.	Single	F H	2 freight brakevans. -

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

**INSTRUCTIONS RELATING TO THE GENERAL APPENDIX**

Pages 206 – 208

**ELECTRICALLY OPERATED POINTS – WORKING BY CRANK  
HANDLE DURING FAILURE**

Delete heading and instructions. |

(15D)

**LOCAL INSTRUCTIONS**

Page 239

Add:– **BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARS DON**

**HEPSCOTT LEVEL CROSSING**

When a Driver is authorised to pass Down direction signal M159 at Danger, he must, before passing the signal, operate the special plunger in the telephone box, or if a Handsignalman is in attendance, ensure that this has been done. Before proceeding over Hepscott level crossing he must satisfy himself that the barriers are in the fully lowered position. |

**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 Signalman. | (15D)

**MISCELLANEOUS NOTICES**

**EAST COAST MAIN LINE – TEMPORARY SPEED RESTRICTIONS**

Trainmen should note the new item in the preamble to Section 'A' of this book indicating that where two stars are shown in heavy type alongside an entry for a temporary speed restriction, High Speed Trains may run at 20m.p.h. faster than the speed shown for that location. |

The existing arrangement for High Speed Trains to run at 10m.p.h. faster than the speed indicated where one star is shown will continue. | (12)

**PERMAQUIP RAIL TRACK OVERHEAD MACHINE  
WORKING INSTRUCTIONS**

**1. | General Instructions**

- 1.1 The machine must work only on lines under Absolute Possession or on Sidings protected in accordance with the instructions on page 5.2 of the General Appendix. |
- 1.2 The machine must not work on a line electrified by an overhead system unless an isolation has been obtained and the CM&EE Supervisor in charge of the machine is in possession of a Permit to work. |
- 1.3 Movements of the machine, and of the cantilever platform must be made only on the instruction of a nominated CM&EE Supervisor. |
- 1.4 When on rail the following equipment must be carried on the machine:–
  - 1.4.1 2 sets of track circuit operating clips. |
  - 1.4.2 Not less than 12 detonators. |
  - 1.4.3 Not less than 2 red flags. |

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

PERMAQUIP RAIL TRACK OVERHEAD MACHINE WORKING INSTRUCTIONS – continued

1. General Instructions – continued

- 1.5 A red flag (red light at night or during fog or falling snow) must be carried on the machine visible to Drivers of trains or on track machines travelling in either direction on the line on which the machine is working. |
- 1.6 When left by the lineside care must be taken to ensure that the machine and all ancillary equipment is secured to prevent removal of any part which could endanger the safety of trains, if removed by unauthorised persons. |

2. On-Tracking

- 2.1 Before the machine is moved from its stillage to an adjacent line on which it will work, the line concerned must be under Absolute Possession and the permission of the Person in Charge of the Possession must have been obtained. |
- 2.2 If a line next to that on which the machine will work is open to traffic it must be protected in accordance with Section T, Part II of the Rule Book before the machine is moved from the stillage. This protection must be maintained until the machine is rail mounted and the on-tracking bars have been removed. |
- 2.3 If the line next to that on which the machine will work is also under Absolute Possession and is being used by the Engineers trains or on-track machines, the Person in Charge of the Possession must not give permission for the Permaquip machine to be put on the line on which it will work until he receives an assurance from the CM&EE Supervisor that one or more handsignalmen have been provided to stop trains on the adjacent line until the machine is rail mounted and the on-tracking bars have been removed. |

3. Cross-Tracking

- 3.1 If it is required to move the machine over a line which is open to traffic to obtain access to another line, the intermediate line must be protected in accordance with Section T, part II of the Rule Book. |
- 3.2 The provisions of Instruction 2.1 must be applied in respect of the line to which the machine is being moved. |
- 3.3 The provisions of Instructions 2.2 or 2.3, as appropriate, must be applied to any line beyond the one to which the machine is being moved. |

4. Off-Tracking

- 4.1 If the line next to that from which the machine is to be removed is open to traffic it must be protected in accordance with Section T, part II of the Rule Book before the machine is raised from the running line. This protection must be maintained until the machine is on its stillage and the on-tracking bars are removed from the line. |
- 4.2 If the line next to that from which the machine is to be removed is also under Absolute Possession and is being used by Engineers trains or on-track machines, one or more hand-signalmen must be appointed to stop trains on the line concerned until the machine is on its stillage and the on-tracking bars are removed from the line. |
- 4.3 The Person in Charge of the Possession must be advised when the machine is on its stillage and all ancillary equipment has been removed from the line. |

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

PERMAQUIP RAIL TRACK OVERHEAD MACHINE WORKING INSTRUCTIONS – continued

5. Use of Cantilever Platform

- 5.1 The operating handle must be locked out of use and the key retained by the nominated CM&EE Supervisor until the platform is required to be used.
- 5.2 If it is required to extend the cantilever platform over a line which is open to traffic, the line concerned must be protected in accordance with Section T, part IV, of the Rule Book.
- 5.3 If it is required to extend the platform over a line which is also under Absolute Possession and is being used by Engineers trains or on-track machines the permission of the Person-in-Charge of the Possession must be obtained and one or more handsignalmen must be appointed to stop trains on the line concerned.

6. Use by CCE Department

- 6.1 When used by the CCE Department, reference to CM&EE Supervisor applies to CCE's nominated Supervisor. (MO45/1464) (15D)

**\*\* YORK STATION**

Drivers of trains stopping at No.16 platform must heed the directions of the Handsignalman and/or Notice Boards while the Platform is under repair. (12)

**\*\* BISHOP AUCKLAND**

The platform line has been further shortened to accommodate a 4 car D.M.U. and a buffer stop erected. (12)

**TRAIN REGISTER BOOKS BR 24847/1**

Reference to Regulation 4 and 5 should be amended to read Regulation 3.4 and 3.5 respectively.

**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	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

York  
9 MARCH, 1984

MP.32/NN

R.M. WILLIAMS  
Chief Operating Manager



EASTERN REGION

**NN**

**13**

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 24 MARCH**

TO

**FRIDAY 30 MARCH 1984**

INCLUSIVE

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 24 to MONDAY 26 MARCH – BETWEEN SHILDON AND EASTGATE A.P.C.M.

Bishop Auckland signal box, together with all semaphore signals worked therefrom will be abolished.

**Between Shildon North Junction and Bishop Auckland**

The double line section between Shildon North Junction and Etherley (exclusive) will be singled using the Up Main as the new single line.

The single line section between Shildon North Junction and new notice boards provided at Bishop Auckland will be designated Up/Down Bishop Auckland and will be operated in accordance with the **Track Circuit Block Regulations**.

**Between Bishop Auckland and Etherley**

The single line section between the new notice boards at Bishop Auckland and Etherley will be designated Up/Down Eastgate and will be operated in accordance with the **Electric Token Block regulations**.

**Between Etherley and Eastgate A.P.C.M.**

The single line section between Etherley and Eastgate A.P.C.M. will be operated in accordance with the **"One Train Working"** with train staff regulations.

**Permanent Way Alterations**

The points at the north end of Shildon Tunnel – Up Main/Down Main will be secured reverse towards the Up Main.

The points in the Eastgate Branch at 11½m.p. – Up Eastgate to Down Eastgate, will be secured reverse towards the Up Eastgate.

The trap points in the Up Eastgate and the adjacent lead to the Platform (3) from the Down Bishop Auckland single line will become power operated from Shildon Signalbox.

**Alterations to existing signalling**

All former Bishop Auckland colour light signals will be replated with Shildon(s) prefixes as follows and the signal-post telephones transferred accordingly:—

The former Bishop Auckland Down Main 3 – aspect signal BE41 will be replated S29 and resited 214 yards nearer to Bishop Auckland and on the right-hand side of the Down Single line (former Up Main). The following indications will now apply:—

Aspect	Route Indication	Application towards
Main (Green)	"M"	Down Eastgate Single
Main (Yellow)	"P"	Platform line
Position light	"P"	Platform line occupied

A signal-post telephone will be provided.

Former Down Main 3—aspect automatic signal D10 will be capable of displaying Yellow or Green aspects only and will be replated S29R. This signal will function as the Shildon Down Single line Distant signal, 1456 yards before reaching S29.

The former Shildon Up Main 3—aspect signal No. S48 will be capable of displaying Yellow or Green aspects only and will function as the Shildon Distant signal from Up Single line replated S33R, 1958 yards before reaching Shildon signal S33.

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

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

**SATURDAY 24 to MONDAY 26 MARCH – BETWEEN SHILDON AND EASTGATE A.P.C.M. – continued**

**Alterations to existing signalling – continued**

Shildon No. S27 signal (Down Main to Single line) will cease to be capable of displaying a Yellow aspect.

Former Up Main automatic signal U10 and its associated Distant Signal will be abolished.

**New Signals**

A new 2-aspect (Red/Green) colour light Bishop Auckland Platform Starting signal to the Up Bishop Auckland single line plated **S34** will be provided on the platform ramp (a signal-post telephone will be provided).

A new 2-aspect (Red/Green) colour light signal plated **S36** will be provided at the trap points in the single line (station area) and the signal will apply Up Eastgate single line to Up Bishop Auckland single line.

A notice board applicable to Up direction trains mounted adjacent to S36 signal, will be provided worded **"END OF TOKEN WORKING – SURRENDER TOKEN AT SHILDON SIGNALBOX.**

The opposite side of this notice board will be worded as follows for trains on the Down Eastgate single line proceeding towards Etherley **"START OF TOKEN WORKING – TRAINS MUST NOT PASS WITHOUT TOKEN"**.

A reflectorised Distant board, having the same function as the caution aspect of a semaphore Distant signal will be provided on the Up Eastgate single line, 700 yards before reaching the new notice boards at Bishop Auckland.

A notice board worded **"STOP. END OF TOKEN WORKING—START OF ONE TRAIN WORKING"** will be provided at the Bishop Auckland end of Etherley ground frame points. A reflectorised Distant board will be provided 680 yards before reaching this board in the Down direction.

A notice board worded **"STOP. END OF ONE TRAIN WORKING – START OF TOKEN WORKING. OBTAIN TOKEN BEFORE PROCEEDING"**, will be provided adjacent to the siding end of Etherley ground frame points. A reflectorised Distant board will be provided 600 yards before reaching this notice board in the Up direction. (16)

**TUESDAY 27 MARCH – CLIFF HOUSE**

The Down Main Starting signal will be resited on the left-hand side of the line and replaced by a straight post signal with the arm at a reduced height above rail level. (16)

**THURSDAY 29 MARCH – STRANTON AND CLARENCE ROAD**

The Stranton Down Main Home signal with Clarence Road Down Distant below will be resited on the left-hand side of the line and replaced by a straight post signal with the signal arms at a reduced height above rail level. (16)

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

**DETAILS OF WORK ALREADY CARRIED OUT**

**RIVERSIDE BRANCH**

The connection to Walkers Naval Yard Sidings at 2m. 65ch. has been removed and replaced with plain line. (New Item) (16)

**SEATON-ON-TEES BRANCH**

Head Wrightson Works Siding has been abolished and the former connection to the sidings has been retained as catch points. A 'Stop – Examine Points' Notice Board has been erected. (New Item) (16)

**BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS**

Up Main position light signal No.208 has been re-positioned 35 yards further south. (15)

**BETWEEN BEAL L.C. AND FENHAM LOW MOOR L.C.**

The Up Main line has been realigned between 58 and 57 m.p. (15)

**HETT MILL LEVEL CROSSING**

Hett Mill Gate Box has been abolished. The level crossing is now operated from Ferryhill Signal Box and supervised by the aid of closed circuit television.

Telephone communication has been provided between the level crossing and Ferryhill Signal Box. (14)

**DARLINGTON STATION**

The 10 m.p.h. Permanent Speed Restriction on No.4 Platform line between 44m. 25ch. and 44m. 30ch. has been increased to 20 m.p.h. A 20 m.p.h. Permanent Speed Restriction now applies on No.4 Platform line in both directions between 44m. 04ch. and 44m. 37ch. (See Section 'D'). (14)

**BOWSFIELD**

The Tees Bridge Sidings have been abolished. (14)

**STOCKTON**

The Coal Yard Sidings have been abolished. (14)

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

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

**TWEEDMOUTH (BEAL)**

The trailing crossover between the Down and Up Main lines at 59m. 30ch. has been re-instated. (14)

**\*\* BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS**

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

- (a) No.545 facing points in the Up Main leading to Up Station line "X" (route to Up Station line "X" via the northernmost facing connection and Down Main switch diamonds which has been abolished).
- (b) No.538 points (facing in the Down direction), the Up Station line "X" end of the northernmost crossover between Up Station line "X" and Down Station line "W", have been replaced by plain line for through running between these lines.

The northern end of the Up Station line "X" has been removed between points (a) and (b) referred to above.

- (c) No.555 points – (Connection from Up Main to Down Carriage Sidings/Secondary Loco Outlet) and the associated routes – Carriage Sidings/Secondary Loco Outlet to Up Main.

**Signalling Alterations**

**Signals/signal routes abolished**

- Up Station line "X" position light signal No.198
- Route from Up Station line "X" signal Y191 towards 198
- Route from Up Main position light signal 210 towards the Down Carriage Sidings.

The routes on Up Main Y221, Bank Loop Y246, Secondary Loco Outlet signal Y216 and Down Carriage Sidings Y219 towards Up Station line "X" signal Y192.

Reference should be made to the diagram included in this notice. (13)

**\*\* DURHAM**

The catch points (immediately south of the station) in the Up Main at 65¾m.p. have been secured out of use pending replacement by plain line. (13)

**BIRTLEY**

The trailing crossover at 74m. 23ch. has been secured out of use pending removal.

The associated Birtley No.1 ground frame has been abolished. (Amended item) (15)

**\*\* STOCKSFIELD**

The 50 m.p.h. Permanent Speed Restriction on the Down and Up lines between 13 m.p. and 13m. 17ch. has been removed.

The 40 m.p.h. Permanent Speed Restriction on the Down and Up lines between 13m. 24ch. and 13m. 42ch has been increased to a 45 m.p.h. Permanent Speed Restriction. (See Section 'D'). (13)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

RIVERSIDE

DETAILS OF WORK ALREADY CARRIED OUT - continued

The connection line.

\*\* REDHEUGH BRANCH

The Branch has been shortened and a buffer stop erected at 0m. 55ch. (13)

SEATON-O

Head Wright retained as

\*\* KIELDER LEVEL CROSSING (BETWEEN BISHOP AUCKLAND EAST AND EASTGATE APCM)

Kielder Level crossing at 11m. 54ch. has reverted to a user-worked gated occupation level crossing.

The temporary Automatic-Open-Crossing-locally-monitored equipment has been removed. (13)

BETWEEN YC

Up Main pos

\*\* DINSDALE RAIL WELDING DEPOT

A buffer stop has been erected on the Dinsdale side of Fighting Cocks Level Crossing at 4m. 44ch. (mileage of the former Fighting Cocks Branch). (13)

BETWEEN BEA

The Up Main

HETT MILL LE

Hett Mill Gate and supervise

Telephone con

DARLINGTON

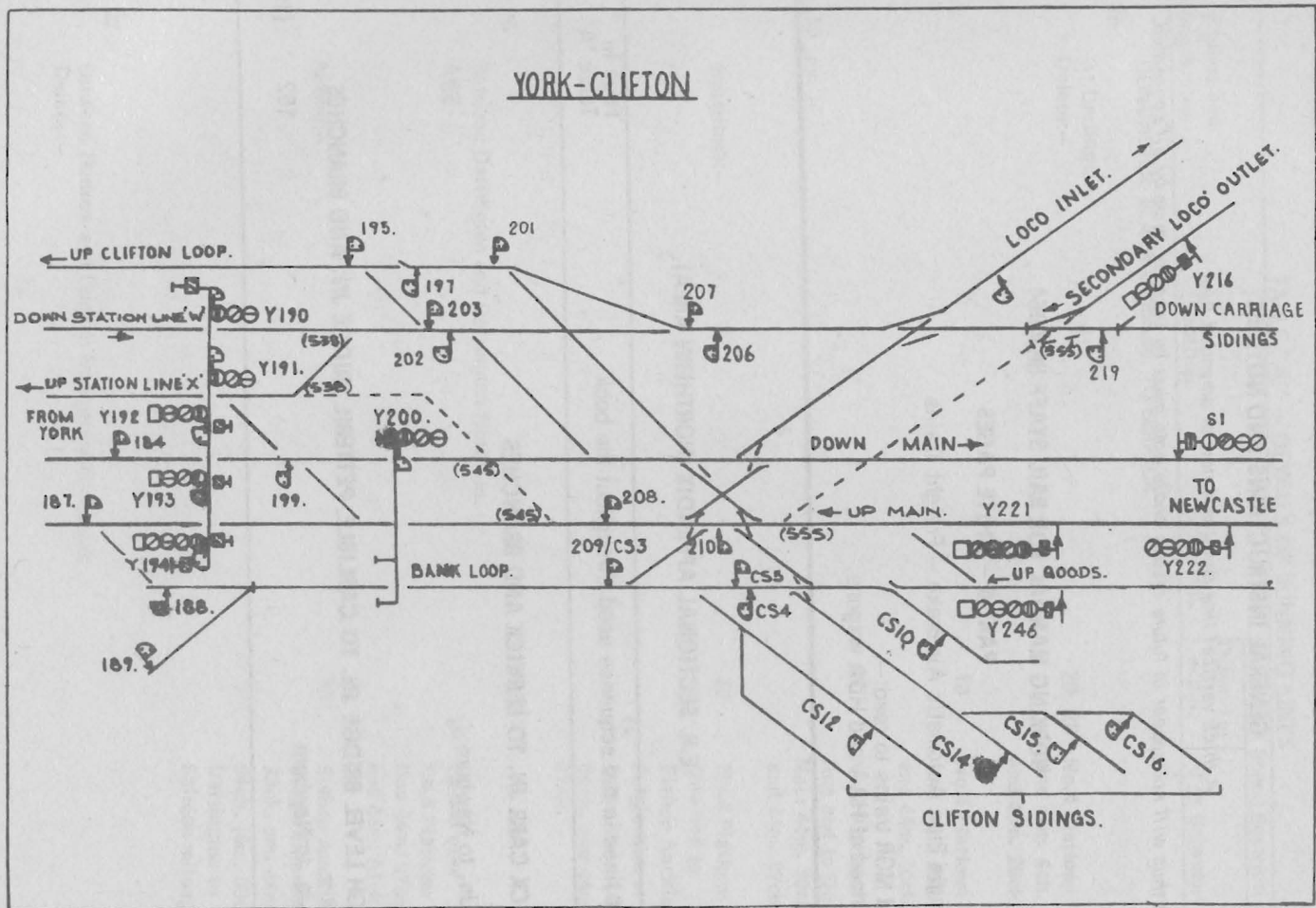
The 10 m.p.h. line has been increased in both directions

BOWESFIELD

The Tees Bridge

STOCKTON

The Coal Yard Si



WOOLSTENHOLMES



EASTERN REGION

**NN**

**14**

# **WEEKLY OPERATING NOTICE**

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 31 MARCH**

**TO**

**FRIDAY 6 APRIL 1984**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS

Up Main position light signal No.208 has been re-positioned 35 yards further south.

Reference should be made to the diagram included in this notice. (15)

**\*\*** DARLINGTON STATION

The 10 m.p.h. Permanent Speed Restriction on No.4 Platform line between 44m. 25ch. and 44m. 30ch. has been increased to 20 m.p.h. A 20 m.p.h. Permanent Speed Restriction now applies on No.4 Platform line in both directions between 44m. 04ch. and 44m. 37ch. (See Section 'D'). (14)

**\*\*** HETT MILL LEVEL CROSSING

Hett Mill Gate Box has been abolished. The level crossing is now operated from Ferryhill Signal Box and supervised by the aid of closed circuit television.

Telephone communication has been provided between the level crossing and Ferryhill Signal Box. (14)

## BIRTLEY

The trailing crossover at 74m. 23ch. has been secured out of use pending removal.

The associated Birtley No.1 ground frame has been abolished. (15)

## BETWEEN BEAL L.C. AND FENHAM LOW MOOR L.C.

The Up Main line has been realigned between 58 and 57 m.p. (15)



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

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

**\*\* TWEEDMOUTH (BEAL)**

The trailing crossover between the Down and Up Main lines at 59m. 30ch. has been re-instated. (14)

**BETWEEN SHILDON AND EASTGATE A.P.C.M.**

Bishop Auckland signal box, together with all semaphore signals worked therefrom has been abolished.

**Between Shildon North Junction and Bishop Auckland**

The double line section between Shildon North Junction and Etherley (exclusive) has been singled using the Up Main as the new single line.

The single line section between Shildon North Junction and new notice boards provided at Bishop Auckland has been designated Up/Down Bishop Auckland and is operated in accordance with the **Track Circuit Block Regulations**.

**Between Bishop Auckland and Etherley**

The single line section between the new notice boards at Bishop Auckland and Etherley has been designated Up/Down Eastgate and is operated in accordance with the **Electric Token Block regulations**.

**Between Etherley and Eastgate A.P.C.M.**

The single line section between Etherley and Eastgate A.P.C.M. is operated in accordance with the **"One Train Working"** with train staff regulations.

**Permanent Way Alterations**

The points at the north end of Shildon Tunnel – Up Main/Down Main have been secured reverse towards the Up Main.

The points in the Eastgate Branch at 11½m.p. – Up Eastgate to Down Eastgate, have been secured reverse towards the Up Eastgate.

The trap points in the Up Eastgate and the adjacent lead to the Platform (3) from the Down Bishop Auckland single line have become power operated from Shildon Signalbox.

**Alterations to existing signalling**

All former Bishop Auckland colour light signals have been replated with Shildon(s) prefixes as follows and the signal-post telephones transferred accordingly :-

The former Bishop Auckland Down Main 3 – aspect signal BE41 has been replated S29 and resited 214 yards nearer to Bishop Auckland and on the right-hand side of the Down Single line (former Up Main). The following indications now apply :-

Aspect	Route Indication	Application towards
Main (Green)	"M"	Down Eastgate Single
Main (Yellow)	"P"	Platform line
Position light	"P"	Platform line occupied

A signal-post telephone has been provided. |

Fomer Down Main 3-aspect automatic signal D10 is capable of displaying Yellow or Green aspects only and has been replated S29R. | This signal functions as the Shildon Down Single line Distant signal, | 1456 yards before reaching S29. |

The former Shildon Up Main 3-aspect signal No.S48 is capable of displaying Yellow or Green aspects only and functions as the Shildon Distant signal from Up Single line replated S33R, 1958 yards before reaching Shildon signal S33.

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

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

**BETWEEN SHILDON AND EASTGATE A.P.C.M. – continued**

**Alterations to existing signalling – continued**

Shildon No. S27 signal (Down Main to Single line) has ceased to be capable of displaying a Yellow aspect.

Former Up Main automatic signal U10 and its associated Distant Signal have been abolished.

**New Signals**

A new 2-aspect (Red/Green) colour light Bishop Auckland Platform Starting signal to the Up Bishop Auckland single line plated **S34** has been provided on the platform ramp (a signal-post telephone has been provided).

A new 2-aspect (Red/Green) colour light signal plated **S36** has been provided at the trap points in the single line (station area) and the signal applies Up Eastgate single line to Up Bishop Auckland single line.

A notice board applicable to Up direction trains mounted adjacent to S36 signal, has been provided worded **“END OF TOKEN WORKING – SURRENDER TOKEN AT SHILDON SIGNALBOX.**

The opposite side of this notice board has been worded as follows for trains on the Down Eastgate single line proceeding towards Etherley **“START OF TOKEN WORKING – TRAINS MUST NOT PASS WITHOUT TOKEN”.**

A reflectorised Distant board, having the same function as the caution aspect of a semaphore Distant signal has been provided on the Up Eastgate single line, 700 yards before reaching the new notice boards at Bishop Auckland.

A notice board worded **“STOP. END OF TOKEN WORKING – START OF ONE TRAIN WORKING”** has been provided at the Bishop Auckland end of Etherley ground frame points. A reflectorised Distant board has been provided 680 yards before reaching this board in the Down direction.

A notice board worded **“STOP. END OF ONE TRAIN WORKING – START OF TOKEN WORKING. OBTAIN TOKEN BEFORE PROCEEDING”**, has been provided adjacent to the siding end of Etherley ground frame points. A reflectorised Distant board has been provided 600 yards before reaching this notice board in the Up direction.

**RIVERSIDE BRANCH**

The connection to Walkers Naval Yard Sidings at 2m. 65ch. has been removed and replaced with plain line. (16)

**\*\* STOCKTON**

The Coal Yard Sidings have been abolished. (14)

**CLIFF HOUSE**

The Down Main Starting signal has been resited on the left-hand side of the line and replaced by a straight post signal with the arm at a reduced height above rail level. (16)

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

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

**STRANTON AND CLARENCE ROAD**

The Stranton Down Main Home signal with Clarence Road Down Distant below has been resited on the left-hand side of the line and replaced by a straight post signal with the signal arms at a reduced height above rail level. (16)

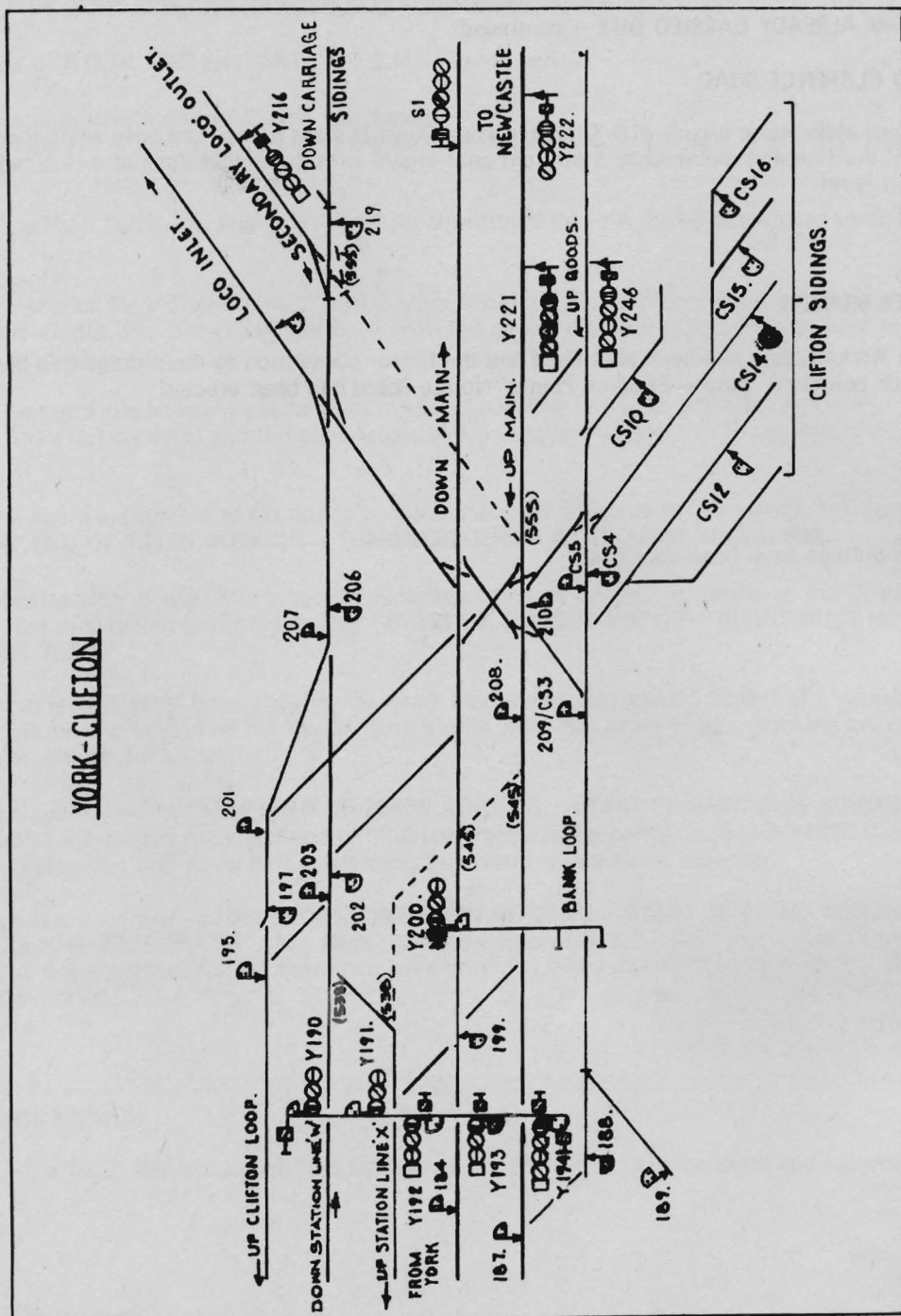
**SEATON-ON-TEES BRANCH**

Head Wrightson Works Siding has been abolished and the former connection to the sidings has been retained as catch points. A 'Stop – Examine Points' Notice Board has been erected. (16)

**\*\* BOWESFIELD**

The Tees Bridge Sidings have been abolished. (14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued





EASTERN REGION

**NN**

**15**

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 7 APRIL**

TO

**FRIDAY 13 APRIL 1984**

INCLUSIVE

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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.

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SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

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

**SUNDAY 8 APRIL – BETWEEN K.E.B. SOUTH JN. AND BLAYDON**

The Automatic Warning System will be extended to include all signals to Blaydon inclusive.

**DETAILS OF WORK ALREADY CARRIED OUT**

**\*\* BETWEEN YORK STATION (NORTH END) AND CLIFTON CARRIAGE SIDINGS**

Up Main position light signal No.208 has been re-positioned 35 yards further south.

Reference should be made to the diagram included in this notice. (15)

**\*\* BIRTLEY**

The trailing crossover at 74m. 23ch. has been secured out of use pending **removal**.

The associated Birtley No.1 ground frame has been abolished. (15)

**\*\* BETWEEN BEAL L.C. AND FENHAM LOW MOOR L.C.**

The Up Main line has been realigned between 58 and 57 m.p. (15)

**BETWEEN SHILDON AND EASTGATE A.P.C.M.**

Bishop Auckland signal box, together with all semaphore signals worked therefrom has been abolished.

**Between Shildon North Junction and Bishop Auckland**

The double line section between Shildon North Junction and Etherley (exclusive) has been singled using the Up Main as the new single line.

The single line section between Shildon North Junction and new notice boards provided at Bishop Auckland has been designated Up/Down Bishop Auckland and is operated in accordance with the **Track Circuit Block Regulations**.

**Between Bishop Auckland and Etherley**

The single line section between the new notice boards at Bishop Auckland and Etherley has been designated Up/Down Eastgate and is operated in accordance with the **Electric Token Block regulations**.

**Between Etherley and Eastgate A.P.C.M.**

The single line section between Etherley and Eastgate A.P.C.M. is operated in accordance with the **"One Train Working"** with train staff regulations.

**Permanent Way Alterations**

The points at the north end of Shildon Tunnel – Up Main/Down Main have been secured reverse towards the Up Main.

The points in the Eastgate Branch at 11½m.p. – Up Eastgate to Down Eastgate, have been secured reverse towards the Up Eastgate.

The trap points in the Up Eastgate and the adjacent lead to the Platform (3) from the Down Bishop Auckland single line have become power operated from Shildon Signalbox.



EASTERN REGION

**NN**

**16**

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND  
PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 14 APRIL**

TO

**FRIDAY 20 APRIL 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.

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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 15 APRIL – BETWEEN DARLINGTON SOUTH JUNCTION & DINSDALE (MAIDENDALE)  
CLEVELAND BRIDGE & ENGINEERING CO. PRIVATE SIDING**

The trailing crossover between the Down and Up Saltburn lines (at 1m. 65ch.) and the facing lead (with associated trap points) in the Down Saltburn line at 1m. 74ch. to/from Cleveland Bridge & Engineering Co. Private Sidings will be brought into use operated from Darlington Signalbox.

**Signalling Alterations**

Up Saltburn automatic signal D945 (on the immediate approach to the new trailing crossover) will be replated as a controlled signal.

Down Saltburn Automatic Signal D942 will be repositioned 671 yards further from Darlington to a position 740 yards before reaching the new facing lead to the siding and will be replated as a controlled signal. A left-hand offset position light signal will be provided applying towards Cleveland Bridge & Engineering Co. Private Sidings.

Down Saltburn automatic signal D944 will be repositioned 276 yards further from Darlington.

**Cleveland Bridge & Engineering Co. Private Siding Line**

A new 3-aspect signal plated D951 will be provided (55 yards from the trap points at the exit from the Sidings and 11ft. from the nearest rail edge) and this will apply Cleveland Bridge & Engineering Co. Private Siding line to Up Saltburn.

**Cleveland Bridge & Engineering Co. Private Siding Line Level Crossing**

**"STOP-WHISTLE BEFORE PROCEEDING"** Notice boards will be provided 27 yards before reaching the level crossing on each rail approach.

Advance Warning Boards in the form of a black St. George's cross on a white background will be provided 109 yards before reaching each **"STOP-WHISTLE BEFORE PROCEEDING"** notice board. (18)

**MONDAY 16 APRIL – BETWEEN NORTH ORMESBY AND ORMESBY**

The **20m.p.h. Permanent Speed Restriction** on the **Down** and **Up** lines between **1m. 50ch.** and **2 $\frac{3}{4}$ m.p.** will be removed. (19)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN K.E.B. SOUTH JN. AND BLAYDON**

The Automatic Warning System has been extended to include all signals to Blaydon inclusive.



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 and other remarks
			Down m.p.h.	Up At or Between	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>					
Page 27					
Amend:-	Hett Mill LC (CCTV)	60 21			
	Between Hett Mill LC and Durham				
Delete:-					C. Up at 65½m.p. 1180 yards before reaching signal F398.
					(23D)

**DARLINGTON NORTH JN. TO EASTGATE APCM**  
Pages 45 and 46

Delete all details between Heighington and Eastgate APCM and substitute:-

Heighington LC	5 08	25		Up line to Single line	
Newton Aycliffe	6 30	30		8m. 18ch. and 9m. 49ch.	
Shildon (S) (See page 47)	8 28	15		To Shildon Works Branch.	
Shildon Tunnel (1220 yards)	8 66 to 9 42	30		9m. 49ch. and 8m. 18ch.	
Bishop Auckland	11 23	15	15	11m. 18ch. and 11m. 35ch.	Controlled by Shildon (S) signal box.
Etherley GF	13 31	25	25	14m. 44ch. and 0m. 03ch. (Wear Valley Jn. to Eastgate mileage)	
	14 47 0 00				
Witton-le-Wear LC	1 14	20	20	7m. 30ch. and 9½m.p.	
Broadwood LC (AOCL)	9 77	10	10	Approaching level crossing.	
Unthank LC (TMO)	13 30				
Eastgate APCM	15 79				(23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION 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.	
<b>MIDDLESBROUGH, GUISBOROUGH JN. TO WHITBY</b>					
<b>Page 144</b>					
Between North Ormesby and Ormesby					
Delete:–					
			20	20	1m. 50ch. and 2½m.p. (w.e.f. Monday 16 April) (23.D)
<b>Pages 134 and 135</b>					
<b>HAWTHORN COMBINED MINE AND COKE PLANT NORTH JN. TO RYHOPE GRANGE</b>					
Delete line heading and table and substitute:–					
<b>HAWTHORNE COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE</b>					
			40	40	MAXIMUM PERMISSIBLE SPEED AWS not provided
O T †	Hawthorne Combined Mine and Coke Plant (NCB/BR boundary)	15 44	10	10	Colliery Cabin and 15m. 50ch.
	Murton LC	16 27	25		17½m.p. and 18m. 33ch.
	Seaton Bank Head LC	17 74			† No Staff – see page 222
	Seaton LC	18 34	25	25	18m. 33ch. and 17½m.p.
			15	15	19m.p. and 20¾m.p.
	Ryhope Grange (See page 126)	21 31	25	25	21m. 10ch. and 21m. 31ch. (23D)

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

YORK

Page 232 Trainmen Working Passenger and Freight Trains into York

Amend the first line of the second paragraph to read :–

Trainmen arriving at York Yard South should report to Doncaster Control using the direct telephone located in the mess room.

(23D)

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

**MISCELLANEOUS NOTICES**

**BOGIE BOLSTER TYPE WAGONS, VACUUM BRAKE AND AIR PIPE – BDW –  
SERIES NO. B927800 – B928200**

The air pipe cocks on the above type wagon have been painted red instead of white. All staff concerned with train preparation/train working must treat these wagons as air-piped wagons and deal with them in accordance with Clause C4/2 of the White Pages of the Working Manual. Arrangements have been made to correct this error and repaint the air pipe cocks white. (23D)

**CONVERSION OF WAGON LS7029, PWA – MODIFIED PALVAN**

The above wagon, which is fitted with a gull-winged door, will foul the W5 loading gauge and overhead wire installations when the doors are open. Will all staff note this point and ensure that the gull-winged doors are securely fastened before the wagon is moved.

The wagon carries warning notices to this effect and the doors should normally only be operated when the wagon is standing at a depot. (23D)

**YORK STATION**

Drivers of trains stopping at No. 16 platform must heed the directions of the Handsignalman and/or Notice Boards while the Platform is under repair. (UFN)

**\*\* NEWCASTLE NEW SIGNING ON POINT**

A new signing on point has been opened at the East End of Newcastle Central Station adjacent to the present time office. All train crews must report on arrival to the Train Crew Supervisor located in this office either in person or by telephone, numbers 2593 or 2594. (16)

**\*\* BLYTH POWER STATION**

In connection with the working instructions on page 31 of the M.G.R. Train Working Booklet (B.R. 30059/5), Drivers are reminded they must ensure the last wagon of their trains has passed over the tare weighbridge, before increasing speed. (16)

**SOUTH BANK NEW STATION**

The New Station platforms at South Bank between 17m. 39ch. and 17m. 45ch. have now been completed and are ready for use.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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

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

Location	Nature of Work	Duration	Commencing Date
Thornaby M.P.D. All lines	Construction work. <b>(Restricted clearance</b> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

York  
6 APRIL, 1984

MP.32/NN

R.M. WILLIAMS  
Chief Operating Manager



EASTERN REGION

**NN**

**17/18**

# 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 21 APRIL**

TO

**FRIDAY 4 MAY 1984**

INCLUSIVE

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

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

---

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## MONDAY 30 APRIL – BISHOP MIDDLEHAM

The signal box, together with all signals worked therefrom will be abolished. All points/connections will be secured out of use in the normal position pending removal.

The Absolute Block Regulations will apply between Ferryhill South Junction and Stillington. (20)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN DARLINGTON SOUTH JUNCTION &amp; DINSDALE (MAIDENDALE) CLEVELAND BRIDGE &amp; ENGINEERING CO. PRIVATE SIDING

The trailing crossover between the Down and Up Saltburn lines (at 1m. 65ch.) and the facing lead (with associated trap points) in the Down Saltburn line at 1m. 74ch. to/from Cleveland Bridge & Engineering Co. Private Sidings has been brought into use operated from Darlington Signalbox.

**Signalling Alterations**

Up Saltburn automatic signal D945 (on the immediate approach to the new trailing crossover) has been replated as a controlled signal.

Down Saltburn Automatic Signal D942 has been repositioned 671 yards further from Darlington to a position 740 yards before reaching the new facing lead to the siding and has been replated as a controlled signal. A left-hand offset position light signal has been provided applying towards Cleveland Bridge & Engineering Co. Private Sidings.

Down Saltburn automatic signal D944 has been repositioned 276 yards further from Darlington.

**Cleveland Bridge & Engineering Co. Private Siding Line**

A new 3-aspect signal plated D951 has been provided (55 yards from the trap points at the exit from the Sidings and 11ft. from the nearest rail edge) and this applies Cleveland Bridge & Engineering Co. Private Siding line to Up Saltburn.

**Cleveland Bridge & Engineering Co. Private Siding Line Level Crossing**

"STOP-WHISTLE BEFORE PROCEEDING" Notice boards have been provided 27 yards before reaching the level crossing on each rail approach.

Advance Warning Boards in the form of a black St. George's cross on a white background have been provided 109 yards before reaching each "STOP-WHISTLE BEFORE PROCEEDING" notice board. (19)

## BETWEEN NORTH ORMESBY AND ORMESBY

The 20m.p.h. Permanent Speed Restriction on the Down and Up lines between 1m. 50ch. and 2 $\frac{3}{4}$ m.p. has been removed. (19)

## BETWEEN K.E.B. SOUTH JN. AND BLAYDON

The Automatic Warning System has been extended to include all signals to Blaydon inclusive.

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EASTERN REGION

**NN**

**19**

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 5 MAY**

**TO**

**FRIDAY 11 MAY 1984**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

**BETWEEN CONSETT LOW YARD AND OUSTON JUNCTION**

The Single line between Consett Low Yard and Ouston Junction has been closed to traffic.

The points and associated signals at Ouston Junction are being retained to facilitate recovery of the redundant track. (New Item) (22)

**\*\***  
\* **BETWEEN DARLINGTON SOUTH JUNCTION & DINSDALE (MAIDENDALE) CLEVELAND BRIDGE & ENGINEERING CO. PRIVATE SIDING**

The trailing crossover between the Down and Up Saltburn lines (at 1m. 65ch.) and the facing lead (with associated trap points) in the Down Saltburn line at 1m. 74ch. to/from Cleveland Bridge & Engineering Co. Private Sidings has been brought into use operated from Darlington Signalbox.

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**Cleveland Bridge & Engineering Co. Private Siding Line Level Crossing**

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Advance Warning Boards in the form of a black St. George's cross on a white background have been provided 109 yards before reaching each "STOP-WHISTLE BEFORE PROCEEDING" notice board. (19)

**BISHOP MIDDLEHAM**

The signal box, together with all signals worked therefrom has been abolished. All points/connections have been secured out of use in the normal position pending removal.

The Absolute Block Regulations now apply between Ferryhill South Junction and Stillington. (20)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\*\* BETWEEN NORTH ORMESBY AND ORMESBY

The 20m.p.h. Permanent Speed Restriction on the Down and Up lines between 1m. 50ch. and 2¼m.p. has been removed. (19)

BETWEEN K.E.B. SOUTH JN. AND BLAYDON

The Automatic Warning System has been extended to include all signals to Blaydon inclusive.

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13

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 and other remarks
			Down m.p.h.	Up	

**DONCASTER BLACK CARR JN. TO BERWICK**

Page 27

Amend:- Hett Mill LC (CCTV) 60 21

Between Hett Mill LC and Durham

Delete:-

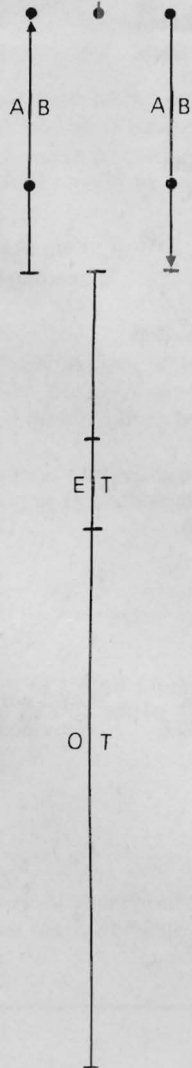
C. Up at 65½m.p. 1180 yards before reaching signal F398.

(23D)

**DARLINGTON NORTH JN. TO EASTGATE APCM**

Pages 45 and 46

Delete all details between Heighington and Eastgate APCM and substitute :-



Heighington LC	5 08	25	25	Up line to Single line	
Newton Aycliffe	6 30	30	30	8m. 18ch. and 9m. 49ch.	
Schildon (S) (See page 47)	8 28	15	15	To Schildon Works Branch.	
Schildon Tunnel (1220 yards)	8 66 to 9 42		30	9m. 49ch. and 8m. 18ch.	
Bishop Auckland	11 23	15	15	11m. 18ch. and 11m. 35ch.	Controlled by Schildon (S) signal box.
Etherley GF	13 31		25	25	14m. 44ch. and 0m. 03ch. (Wear Valley Jn. to Eastgate mileage)
	14 47				
	0 00				
Witton-le-Wear LC	1 14		20	20	7m. 30ch. and 9½m.p.
Broadwood LC (AOCL)	9 77	10	10	Approaching level crossing.	
Unthank LC (TMO)	13 30				
Eastgate APCM	15 79				(23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – DETAILS OF RUNNING LINES – continued

SL	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.	
126	<b>MIDDLESBROUGH, GUISBOROUGH JN. TO WHITBY</b>						
	Page 144						
	Between North Ormesby and Ormesby						
127	Delete:–				20	20	1m. 50ch. and 2¾m.p. (w.e.f. Monday 16 April) (23.D)
128	<b>Pages 134 and 135</b>						
	<b>HAWTHORN COMBINED MINE AND COKE PLANT NORTH JN. TO RYHOPE GRANGE</b>						
	Delete line heading and table and <b>substitute:–</b>						
	<b>HAWTHORNE COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE</b>						
W					40	40	MAXIMUM PERMISSIBLE SPEED
129							AWS not provided
	O T †	Hawthorne Combined Mine and Coke Plant (NCB/BR boundary)	15	44	10	10	Colliery Cabin and 15m. 50ch.
N		Murton LC	16	27	25		17½m.p. and 18m. 33ch.
SI		Seaton Bank Head LC	17	74			† No Staff – see page 222
130		Seaton LC	18	34	25	25	18m. 33ch. and 17½m.p.
S						15	15
U							
131		Ryhope Grange (See page 126)	21	31	25	25	21m. 10ch. and 21m. 31ch. (23D)
–	<b>Page 153</b>						
	<b>REDHEUGH BRANCH</b>						
	Delete line heading and table and <b>substitute:–</b>						
	<b>DUNSTON BRANCH</b>						
	O T	Swalwell Jn. (See pages 149 and 152)	3	78			
					3	15	
					0	00	
		Dunston Run-Round Loop	0	55			(23D)

# **THE NEW TIMETABLE STARTS ON MAY 14**

Remember to check specially how  
the new workings affect **you**.

This will help to avoid the delays that  
can happen during the first few days  
of a new timetable

- ★ **BE SURE**
- ★ **BE SAFE**
- ★ **BE PUNCTUAL**

R. M. WILLIAMS  
CHIEF OPERATING MANAGER  
YORK

WOOLSTENHOLMES



EASTERN REGION

**NN**

2 0

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 1 2 M A Y

T O

F R I D A Y 1 8 M A Y 1 9 8 4

I N C L U S I V E

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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.

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SECTION CSIGNALLING 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 MAY - MURTON LANE LEVEL CROSSING AT 16M. 27CHS. (Across the Single line between Ryhope Grange and Hawthorne Combined Mine and Coke Plant)

Murton Gate Box together with all signals worked therefrom will be abolished.

The 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 for the Down and Up direction adjacent to the crossing. These will be illuminated to indicate that the road signals are working.

A combined St. Andrews Cross/20 m.p.h. Speed Restriction sign will be provided 250 yds. before reaching the crossing in the Down approach in the form 

A combined St. Andrews Cross/15 m.p.h. Speed Restriction sign will be provided 180 yds. before reaching the crossing in the Up approach in the form 

A St. George's Cross Advance Warning board (black cross on a white background) will be provided 700 yds. before reaching the St. Andrews Cross/Speed Restriction signs on each rail approach.

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN CONSETT LOW YARD AND OUSTON JUNCTION

The Single line between Consett Low Yard and Ouston Junction has been closed to traffic.

The points and associated signals at Ouston Junction are being retained to facilitate recovery of the redundant track. (22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* BISHOP MIDDLEHAM  
\*

The signal box, together with all signals worked therefrom has been abolished. All points/connections have been secured out of use in the normal position pending removal.

The Absolute Block Regulations now apply between Ferryhill South Junction and Stillington (20)

BETWEEN K.E.B. SOUTH JN. AND BLAYDON

The Automatic Warning System has been extended to include all signals to Blaydon inclusive. (21)

---



EASTERN REGION

**NN**

2 1

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

S A T U R D A Y 1 9 M A Y

T O

F R I D A Y 2 5 M A Y 1 9 8 4

I N C L U S I V E

---

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

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

---



SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 MAY - NEWCASTLE WEST END JUNCTION

No. 294 searchlight-type signal applying Siding line towards Newcastle Station will be repositioned 68 yards nearer to Newcastle signal box on a separate straight post. (24)

SUNDAY 20 MAY - EASINGTON

A two-way stencil route indicator will be provided on Down Main position-light signal No.26. The following route indications will apply.

<u>Indication</u>	<u>Application to or towards</u>	
U	Up Main	
R	Reception Line	(24)

MONDAY 21 TO FRIDAY 25 MAY - BETWEEN MIDDLESBROUGH AND GRANGETOWN

The Automatic Warning System track inductors will be progressively installed and brought into use to include all signals to Grangetown in each direction. (24)

TUESDAY 22 MAY - LOW GATES

The trailing connection Up Main to Up Sidings will be secured out of use pending removal.

All associated signals together with the position light associated with Up Main 4-aspect signal LG29 will be abolished. (24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedTUESDAY 22 MAY - SEATON BANKHEAD LEVEL CROSSING AT 17M. 74CHS. (BETWEEN HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JUNCTION AND RYHOPE GRANGE)

Seaton Bankhead 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 480 yards before reaching the crossing in the Down direction in the following form :-



A combined St. Andrews Cross/Speed Restriction sign will be provided 180 yards before reaching the crossing in the Up direction in the following form :-



A St. Georges Cross Advance Warning Board will be provided 800 yards before reaching the crossing in the Down direction and 540 yards before reaching the crossing in the Up direction. (24)

TUESDAY 22 MAY - SALTBURN COAL DEPOT (BETWEEN SALTBURN WEST JN. AND SALTBURN)

The connection single line to Goods Yard will be secured out of use pending removal. The Goods Yard ground frame will be abolished. (24)

TUESDAY 22 MAY - BROTTON COAL DEPOT (BETWEEN SALTBURN WEST JN. AND BOULBY CLEVELAND POTASH SIDINGS)

The Connection Up/Down Branch to Yard will be secured out of use, pending removal. Brotton ground frame will be abolished. (24)

TUESDAY 22ND MAY - HEXHAM

The trailing connection - down main to coal siding will be secured out of use pending removal. Hexham West ground frame will be abolished. (24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTDARLINGTON NORTH JN. TO EASTGATE APCM


A temporary level crossing has been introduced between Shildon and Bishop Auckland East at 10m. 50chs. (24) (New Item)


MURTON LANE LEVEL CROSSING AT 16M. 27CHS. (Across the Single line between Ryhope Grange and Hawthorne Combined Mine and Coke Plant)

Murton Gate Box together with all signals worked therefrom have been abolished.

The 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 for the Down and Up direction adjacent to the crossing. These are illuminated to indicate that the road signals are working.

A combined St. Andrews Cross/20 m.p.h. Speed Restriction sign has been provided 250 yds. before reaching the crossing in the Down approach in the form 

A combined St. Andrews Cross/15 m.p.h. Speed Restriction sign has been provided 180 yds. before reaching the crossing in the Up approach in the form 

A St. George's Cross Advance Warning board (black cross on a white background) has been provided 700 yds. before reaching the St. Andrews Cross/Speed Restriction signs on each rail approach. (23)

BETWEEN CONSETT LOW YARD AND OUSTON JUNCTION

The Single line between Consett Low Yard and Ouston Junction has been closed to traffic.

The points and associated signals at Ouston Junction are being retained to facilitate recovery of the redundant track. (22)

\* \* BETWEEN K.E.B. SOUTH JN. AND BLAYDON  
\*

The Automatic Warning System has been extended to include all signals to Blaydon inclusive. (21)

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## S A F E T Y   O N   T H E   L I N E

DRIVERS - BE SEEN, BEFORE STARTING ENSURE THAT  
HEADLIGHTS (WHERE FITTED) MARKER LIGHTS  
AND OR HEADCODE ARE ILLUMINATED.

BE HEARD, SOUND THE HORN WHEN PERSONS  
ARE SEEN ON OR NEAR YOUR LINE OR WHEN  
CONDITIONS REQUIRE A WARNING.

**British Rail**

EASTERN REGION

**NN**

2 2 / 2 3

**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

S A T U R D A Y 2 6 M A Y

T O

F R I D A Y 8 J U N E 1 9 8 4

**I N C L U S I V E**

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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.

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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

WEDNESDAY 30 MAY - SEATON BANKHEAD LEVEL CROSSING AT 17M. 74CHS. (BETWEEN  
HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JUNCTION AND RYHOPE GRANGE)

Seaton Bankhead 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  
480 yards before reaching the crossing in the Down direction in the  
following form :-

X  
30

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

X  
20

A St. Georges Cross Advance Warning Board will be provided 800 yards before  
reaching the crossing in the Down direction and 540 yards before reaching  
the crossing in the Up direction. (25)

SECTION

DETAILS

SUNDAY

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 3 JUNE - SEATON LEVEL CROSSING

Seaton Gate Box will be closed, Seaton Level Crossing will be converted to an open (AOCL) Crossing equipped with flashing red road signals and pedestrian audible alarms.

Drivers flashing white light signal will be provided for both down and up directions adjacent to the crossing to indicate that the road signals are working.

A combined St. Andrews/Speed Restriction sign will be provided 420 yards before reaching the crossing in the Down direction in the form :



A combined St. Andrews cross/speed restriction sign will be provided 470 yards before reaching the crossing in the Up direction in the form :



St. George's cross advance warning board will be provided 420 yards before reaching the combined St. Andrews cross/speed restriction sign in the down direction.

A similar warning board will be provided 110 yards before reaching the St. Andrews cross/speed restriction sign in the Up direction.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 4 TO FRIDAY 8 JUNE - GRANGETOWN - SALTBURN STATION

The A.W.S. system will be progressively extended to include signals Grangetown to Saltburn Station.

(25)

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE WEST END JUNCTION

No. 294 searchlight-type signal applying Siding line towards Newcastle Station has been repositioned 68 yards nearer to Newcastle signal box on a separate straight post. (24)

EASINGTON

A two-way stencil route indicator has been provided on Down Main position-light signal No.26. The following route indications now apply.

<u>Indication</u>	<u>Application to or towards</u>	
U	Up Main	
R	Reception Line	(24)

BETWEEN MIDDLESBROUGH AND GRANGETOWN

The Automatic Warning System track inductors have been progressively installed and brought into use to include all signals to Grangetown in each direction.

(24)

LOW GATES

The trailing connection Up Main to Up Sidings has been secured out of use pending removal.

All associated signals together with the position light associated with Up Main 4-aspect signal LG29 have been abolished. (24)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SALTBURN COAL DEPOT (BETWEEN SALTBURN WEST JN. AND SALTBURN)

The connection single line to Goods Yard has been secured out of use pending removal. The Goods Yard ground frame has been abolished. (24)

BROTTON COAL DEPOT (BETWEEN SALTBURN WEST JN. AND BOULBY CLEVELAND POTASH SIDINGS)

The Connection Up/Down Branch to Yard has been secured out of use, pending removal. Brotton ground frame has been abolished. (24)

HEXHAM

The trailing connection - down main to coal siding has been secured out of use pending removal. Hexham West ground frame has been abolished. (24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DARLINGTON NORTH JN. TO EASTGATE APCM

A temporary level crossing has been introduced between Shildon and Bishop Auckland East at 10m. 50chs. (24)

MURTON LANE LEVEL CROSSING AT 16M. 27CHS. (Across the Single line between Ryhope Grange and Hawthorne Combined Mine and Coke Plant)

Murton Gate Box together with all signals worked therefrom have been abolished.

The 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 for the Down and Up direction adjacent to the crossing. These are illuminated to indicate that the road signals are working.

A combined St. Andrews Cross/20 m.p.h. Speed Restriction sign has been provided 200 yds. before reaching the crossing in the Down approach in the form  $\frac{X}{20}$

A combined St. Andrews Cross/15 m.p.h. Speed Restriction sign has been provided 150 yds. before reaching the crossing in the Up approach in the form  $\frac{X}{15}$

A St. George's Cross Advance Warning board (black cross on a white background) has been provided 480 yds. before reaching the St. Andrews Cross/Speed Restriction sign on the Down approach.

A similar Warning Board has been provided 500 yards before reaching the St. Andrews Cross/Speed restriction sign on the Up approach.  
(Amended Item) (25)

\*\* BETWEEN CONSETT LOW YARD AND OUSTON JUNCTION

The Single line between Consett Low Yard and Ouston Junction has been closed to traffic.

The points and associated signals at Ouston Junction are being retained to facilitate recovery of the redundant track. (22)



EASTERN REGION

**NN**

2 4

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 9 JUNE

TO

FRIDAY 15 JUNE 1984

INCLUSIVE

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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.

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SECTION CSIGNALLING 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 BSUNDAY 10 JUNE - LOW GATES NORTHALLERTON

The main to main trailing crossover together with Down Main 3 aspect signal LG45 will be repositioned 95 yds. further south.

A new position light signal (No. 10) will be provided on the Down Main immediately on the north side of the level crossing and this will apply set back along Down Main, or Down Main to Up Main.

A new position light signal (No. 12) will be provided at the Up Main points ends of the repositioned crossover and this will apply set back along Up Main, or Up Main to Down Main.

SUNDAY 10 JUNE - ADDISON TO HEXHAM

The A.W.S. system will be extended to include all Signals to Hexham inclusive.

MONDAY 11 JUNE - LONGLANDS JN

The 20 m.p.h. Temporary Speed Restriction on the Up Slow line between 28m. 70chs. and 28 $\frac{1}{2}$ m.p. will become a  $\frac{20}{40}$  Permanent Speed Restriction. (See Section D) (27)

MONDAY 11 JUNE - BETWEEN FENHAM LOW MOOR LEVEL CROSSING AND BERWICK

The Maximum Permissible Speed on the Down and Up lines between 56 $\frac{1}{2}$ m.p. (between Fenham Low Moor LC and Beal LC) and Berwick will be increased to 125 m.p.h.

In addition, certain Permanent Speed Restrictions between Fenham Low Moor LC and Tweedmouth will be withdrawn or modified and new Permanent Speed Restrictions introduced. The revised Permanent Speed Restrictions are detailed in Section D. (27)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

FERRYHILL SOUTH JUNCTION TO NORTON-ON-TEES SOUTH

The ground frame at Stillington has been abolished.

(New Item) (27)

BOLDON LC

Whistle boards on both approaches to the automatic half-barrier level crossing have been removed.

(New Item) (27)

SEATON BANKHEAD LEVEL CROSSING AT 17M. 74CHS. (BETWEEN HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JUNCTION AND RYHOPE GRANGE)

Seaton Bankhead 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 480 yards before reaching the crossing in the Down direction in the following form :-

$$\frac{\times}{30}$$

A combined St. Andrews Cross/Speed Restriction sign has been provided 180 yards before reaching the crossing in the Up direction in the following form :-

$$\frac{\times}{20}$$

A St. Georges Cross Advance Warning Board has been provided 800 yards before reaching the crossing in the Down direction and 540 yards before reaching the crossing in the Up direction. (25)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SEATON LEVEL CROSSING

Seaton Gate Box has been closed, Seaton Level Crossing has been converted to an open (AOCL) Crossing equipped with flashing red road signals and pedestrian audible alarms.

A Drivers flashing white light signal has been provided for both down and up directions adjacent to the crossing to indicate that the road signals are working.

A combined St. Andrews/Speed Restriction sign has been provided 420 yards before reaching the crossing in the Down direction in the form :



A combined St. Andrews cross/speed restriction sign has been provided 470 yards before reaching the crossing in the Up direction in the form :



A St. George's cross advance warning board has been provided 420 yards before reaching the combined St. Andrews cross/speed restriction sign in the down direction.

A similar warning board has been provided 110 yards before reaching the St. Andrews cross/speed restriction sign in the Up direction.

(25)

GRANGETOWN - SALT BURN STATION

The A.W.S. system has been extended to include signals Grangetown to Saltburn Station.

\* \* NEWCASTLE WEST END JUNCTION

(25)

No. 294 searchlight-type signal applying Siding line towards Newcastle Station has been repositioned 68 yards nearer to Newcastle signal box on a separate straight post.

(24)

\* \* EASINGTON

A two-way stencil route indicator has been provided on Down Main position-light signal No.26. The following route indications now apply.

<u>Indication</u>	<u>Application to or towards</u>	
U	Up Main	
R	Reception Line	(24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\* \* BETWEEN MIDDLESBROUGH AND GRANGETOWN

The Automatic Warning System track inductors have been progressively installed and brought into use to include all signals to Grangetown in each direction.

(24)

\* \* LOW GATES

The trailing connection Up Main to Up Sidings has been secured out of use pending removal.

All associated signals together with the position light associated with Up Main 4-aspect signal LG29 have been abolished.

(24)

\* \* SALTBURN COAL DEPOT (BETWEEN SALTBURN WEST JN. AND SALTBURN)

The connection single line to Goods Yard has been secured out of use pending removal. The Goods Yard ground frame has been abolished.

(24)

\* \* BROTTON COAL DEPOT (BETWEEN SALTBURN WEST JN. AND BOULBY CLEVELAND POTASH SIDINGS)

The Connection Up/Down Branch to Yard has been secured out of use, pending removal. Brotton ground frame has been abolished.

(24)

\* \* HEXHAM

The trailing connection - down main to coal siding has been secured out of use pending removal. Hexham West ground frame has been abolished.

(24)

\* \* DARLINGTON NORTH JN. TO EASTGATE APCM

A temporary level crossing has been introduced between Shildon and Bishop Auckland East at 10m. 50chs.

(24)

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

MURTON LANE LEVEL CROSSING AT 16M. 27CHS. (Across the Single line between Ryhope Grange and Hawthorne Combined Mine and Coke Plant)

Murton Gate Box together with all signals worked therefrom have been abolished.

The 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 for the Down and Up direction adjacent to the crossing. These are illuminated to indicate that the road signals are working.

A combined St. Andrews Cross/20 m.p.h. Speed Restriction sign has been provided 200 yds. before reaching the crossing in the Down approach in the form  $\frac{\times}{20}$

A combined St. Andrews Cross/15 m.p.h. Speed Restriction sign has been provided 150 yds. before reaching the crossing in the Up approach in the form  $\frac{\times}{15}$

A St. George's Cross Advance Warning board (black cross on a white background) has been provided 480 yds. before reaching the St. Andrews Cross/Speed Restriction sign on the Down approach.

A similar Warning Board has been provided 500 yards before reaching the St. Andrews Cross/Speed restriction sign on the Up approach.

(25)

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SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : 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	Up	
				m.p.h.	At or Between	
<u>DONCASTER BLACK CARR JN. TO BERWICK</u>						
<u>Page 15</u> (Page 13, PON ND 23D)						
<u>Delete:-</u>						
	Alnmouth (North of) 35m. 70chs. and Beal (South Of) 56m. 40chs.			<u>125</u>	<u>125</u>	MAXIMUM PERMISSIBLE SPEED
	Beal (South Of) 56m. 40chs. and Berwick			<u>100</u>	<u>100</u>	MAXIMUM PERMISSIBLE SPEED
<u>Substitute:-</u>						
	Alnmouth (North Of) 35m. 70chs. and Berwick			<u>125</u>	<u>125</u>	MAXIMUM PERMISSIBLE SPEED (w.e.f. Monday 11 June) (32D)
<u>Page 24</u>						
Between No. 89 LC (R/G) and Longlands Jn						
<u>Add:-</u>						
				<u>20</u>	<u>40</u>	Up Slow 28m. 70chs. and <u>28½m.p.</u> (w.e.f. 09 00 Monday 11 June) (32D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION 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 At or Between	

DONCASTER, BLACK CARR JN TO BERWICK - continued

Pages 35 and 36

Delete all details between Fenham Low Moor LC and Tweedmouth and substitute:-

	Fenham Low Moor LC	55	31			<u>110</u>	<u>57m. 76chs. and</u> <u>58m. 73chs.</u>	
	Beal LC (CCTV)	58	52			<u>110</u>	<u>58m. 73chs. and</u> <u>57m. 76chs.</u>	Tweedmouth (T) signal box area between Beal LC and Regional Boundary
	Beal Crossovers	59	32	<u>25</u>	<u>25</u>		<u>Through facing crossover</u>	
					<u>20</u>	<u>20</u>	<u>Through trailing crossover</u>	
	No. 193 LC (R/G)	60	07					
	Goswick LC (CCTV)	60	67					C.W. Down at 61m. 67chs. 960 yards before reaching Signal T93
						<u>110</u>	<u>63m. 10chs. and</u> <u>62m. 44chs.</u>	

NN-27

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION 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 At or Between	

DONCASTER, BLACK CARR JN TO BERWICK - continued

Pages 35 and 36 - continued

Delete all details between Fenham Low Moor LC and Tweedmouth and substitute:- (continued)

	Scremerston LC (CCTV)	63	46	<u>115</u>		<u>64m. 53chs. and</u> <u>65m. 14chs.</u>
	Spittal LC	65	01		<u>100</u>	<u>65m. 14chs. and</u> <u>63m. 10chs.</u>
				<u>85</u>	<u>85</u>	<u>65m. 14chs. and</u> <u>65m. 65chs.</u>
				<u>75</u>	<u>75</u>	<u>65m. 65chs. and</u> <u>66m. 36chs.</u>
	Tweedmouth (T)	65	78			(w.e.f. Monday 11 June) (32D)

FERRYHILL TURSDALE JN. TO PELAW

Page 49

Between Fencehouses and Signal UH124

Add:-

<u>20</u>	<u>20</u>	<u>13m. 75chs. and</u> <u>14m. 25chs.</u>
		(w.e.f. 09 00 Monday 11 June) (32D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS-  
(COLLIERIES, POWER STATIONS ETC.) (B.R. 30059/5)

BLYTH POWER STATION

Page 31

1. Working of Trains; East Hopper Lines

1.2 Add as final sentence:-

The locomotive cab doors must be kept closed whilst the locomotive passes through the Hopper House.

1.3 Delete the words:- "at the rate of six wagons at a time"

1.6 Speed Limits

Amend

Over gross and tare weighbridge .....	5 m.p.h.
Through Hopper House, whilst discharging .....	$\frac{1}{2}$ m.p.h.
Over remainder of lines .....	15 m.p.h.

2. Working of Trains : West Hopper Lines

2.1 Delete the words from third line "on a stop/start basis"

2.5 Speed Limits

Amend

Over gross and tare weighbridge .....	5 m.p.h.
Through Hopper House, whilst discharging .....	$\frac{1}{2}$ m.p.h.
Over remainder of lines .....	15 m.p.h.

MISCELLANEOUS NOTICES

DUNSTON

The platform at Dunston between 2m 14chs and 2m 21chs is being rebuilt to Standard length, and is due for re-opening on 1st October, 1984

(25)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

Drivers of trains stopping at No. 16 platform must heed the directions of the Handsignalman and/or Notice Boards while the Platform is under repair.  
(UFN)

SOUTH BANK NEW STATION

The New Station platforms at South Bank between 17m. 39chs. and 17m. 45chs. have now been completed and are ready for use.

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. ( <u>Restricted clearance</u> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

YORK  
1 JUNE, 1984

MP.32/NN

R.M. WILLIAMS  
Chief Operating Manager

## SAFETY ON THE LINE

BE SAFE - WHEN YOUR DUTIES COMPEL  
YOU TO BE ON OR ABOUT  
THE LINE REMEMBER - TRAINS  
CAN APPROACH SILENTLY - DO  
NOT RELY ON HEARING AN  
APPROACHING TRAIN.

BE ALERT - ALWAYS KEEP A GOOD LOOKOUT.



EASTERN REGION

**NN**

25

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND  
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

S A T U R D A Y 1 6 J U N E

T O

F R I D A Y 2 2 J U N E 1 9 8 4

I N C L U S I V E

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 19 JUNE - EARSDON

The Branch to Esso Sidings, together with all associated signalling and Blue Bell Gate Box, will be abolished.

The points - Up Main to Branch, will be secured out of use pending removal. (28)

TUESDAY 19 JUNE - STOCKTON NORTH SHORE

The connection - Up Main to North Shore Branch will be secured out of use pending removal. All associated signalling will be abolished. (28)

DETAILS OF WORK ALREADY CARRIED OUT

LOW GATES NORTHALLERTON

The main to main trailing crossover together with Down Main 3 aspect signal LG45 has been repositioned 95 yds. further south.

A new position light signal (No. 10) has been provided on the Down Main immediately on the north side of the level crossing and this applies set back along Down Main, or Down Main to Up Main.

A new position light signal (No. 12) has been provided at the Up Main points ends of the repositioned crossover and this applies set back along Up Main, or Up Main to Down Main. (27)

ADDISON TO HEXHAM

The A.W.S. system has been extended to include all Signals to Hexham inclusive. (27)

LONGLANDS JN

The 20 m.p.h. Temporary Speed Restriction on the Up Slow line between 28m. 70chs. and 28½m.p. has become a 20 Permanent Speed Restriction. (See Section D) 40 (27)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN FENHAM LOW MOOR LEVEL CROSSING AND BERWICK

The Maximum Permissible Speed on the Down and Up lines between 56½m.p. (between Fenham Low Moor LC and Beal LC) and Berwick has been increased to 125 m.p.h.

In addition, certain Permanent Speed Restrictions between Fenham Low Moor LC and Tweedmouth have been withdrawn or modified and new Permanent Speed Restrictions introduced. The revised Permanent Speed Restrictions are detailed in Section D. (27)

FERRYHILL SOUTH JUNCTION TO NORTON-ON-TEES SOUTH

The ground frame at Stillington has been abolished. (27)

BOLDON LC

Whistle boards on both approaches to the automatic half-barrier level crossing have been removed. (27)

\* \* SEATON BANKHEAD LEVEL CROSSING AT 17M. 74CHS. (BETWEEN HAWTHORNE  
\* COMBINED MINE AND COKE PLANT NORTH JUNCTION AND RYHOPE GRANGE)

Seaton Bankhead 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 480 yards before reaching the crossing in the Down direction in the following form :-



A combined St. Andrews Cross/Speed Restriction sign has been provided 180 yards before reaching the crossing in the Up direction in the following form :-



A St. Georges Cross Advance Warning Board has been provided 800 yards before reaching the crossing in the Down direction and 540 yards before reaching the crossing in the Up direction. (25)



EASTERN REGION

**NN**

26

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 2 3 J U N E

T O

F R I D A Y 2 9 J U N E 1 9 8 4

I N C L U S I V E

---

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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 JUNE - WARDEN

The level crossing gates will be removed pending the installation of  
 automatic half-barriers. (29)

MONDAY 25 JUNE - BETWEEN BRAMPTON FELL AND HOW MILL

The 45 m.p.h. Permanent Speed Restriction on the Down and Up lines between  
5lm. 17chs. and 5lm. 46chs. will be removed. (See Section D). (29)

DETAILS OF WORK ALREADY CARRIED OUT

EARSDON

The Branch to Esso Sidings, together with all associated signalling and Blue  
 Bell Gate Box, has been abolished.

The points - Up Main to Branch, have been secured out of use pending removal.  
 (28)

STOCKTON NORTH SHORE

The connection - Up Main to North Shore Branch has been secured out of use  
 pending removal. All associated signalling has been abolished. (28)

LOW GATES NORTHALLERTON

The main to main trailing crossover together with Down Main 3 aspect signal  
 LG45 has been repositioned 95 yds. further south.

A new position light signal (No. 10) has been provided on the Down Main  
 immediately on the north side of the level crossing and this applies set  
 back along Down Main, or Down Main to Up Main.

A new position light signal (No. 12) has been provided at the Up Main points  
 ends of the repositioned crossover and this applies set back along Up Main,  
 or Up Main to Down Main. (27)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedADDISON TO HEXHAM

The A.W.S. system has been extended to include all Signals to Hexham inclusive. (27)

LONGLANDS JN

The 20 m.p.h. Temporary Speed Restriction on the Up Slow line between 28m. 70chs. and 28 $\frac{1}{2}$ m.p. has become a  $\frac{20}{40}$  Permanent Speed Restriction. (See Section D) (27)

BETWEEN FENHAM LOW MOOR LEVEL CROSSING AND BERWICK

The Maximum Permissible Speed on the Down and Up lines between 56 $\frac{1}{2}$ m.p. (between Fenham Low Moor LC and Beal LC) and Berwick has been increased to 125 m.p.h.

In addition, certain Permanent Speed Restrictions between Fenham Low Moor LC and Tweedmouth have been withdrawn or modified and new Permanent Speed Restrictions introduced. The revised Permanent Speed Restrictions are detailed in Section D. (27)

FERRYHILL SOUTH JUNCTION TO NORTON-ON-TEES SOUTH

The ground frame at Stillington has been abolished. (27)

BOLDON LC

Whistle boards on both approaches to the automatic half-barrier level crossing have been removed. (27)

---

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

- \* \* 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 - BR30054  
WHITE PAGES - PART 6

Following the recent complete re-issue of the White Pages (with the exception of Section "H" to be re-issued dated June 1984), the Index and certain pages referred to therein, still refer to dates other than May, 1984 in error. Please note all such pages should read May, 1984. (32.D)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

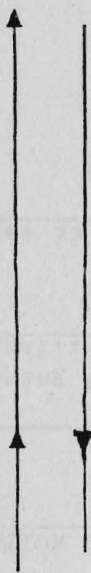
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

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	
<u>DONCASTER BLACK CARR JN. TO BERWICK</u>						
<u>Page 15 (Page 13, PON ND 23D)</u>						
<u>Delete:-</u>						
	Alnmouth (North of) 35m. 70chs. and Beal (South Of) 56m. 40chs.			<u>125</u>	<u>125</u>	MAXIMUM PERMISSIBLE SPEED
	Beal (South Of) 56m. 40chs. and Berwick			<u>100</u>	<u>100</u>	MAXIMUM PERMISSIBLE SPEED
<u>Substitute:-</u>						
	Alnmouth (North Of) 35m. 70chs. and Berwick			<u>125</u>	<u>125</u>	MAXIMUM PERMISSIBLE SPEED (32D)
<u>Page 24</u>						
	Between No. 89 LC (R/G) and Longlands Jn					
	<u>Add:-</u>			<u>20</u>	<u>40</u>	<u>Up Slow 28m. 70chs. and 28½m.p.</u> (32D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down ↑ Up	At or Between	
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>						
<u>Pages 35 and 36</u>						
<u>Delete</u> all details between Fenham Low Moor LC and Tweedmouth and <u>substitute:-</u>						
	Fenham Low Moor LC	55	31		<u>110</u>	<u>57m. 76chs. and</u> <u>58m. 73chs.</u>
	Beal LC (CCTV)	58	52		<u>110</u>	<u>58m. 73chs. and</u> <u>57m. 76chs.</u>  Tweedmouth (T) signal box area between Beal LC and Regional Boundary
	Beal Crossovers	59	32	<u>25</u>	<u>25</u>	<u>Through facing crossover</u>
	No. 193 LC (R/G)	60	07		<u>20</u>	<u>20</u> <u>Through trailing crossover</u>
	Goswick LC (CCTV)	60	67			C.W. Down at 61m. 67chs. 960 yards before reaching Signal T93
					<u>110</u>	<u>63m. 10chs. and</u> <u>62m. 44chs.</u>

NN-23

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	
				m.p.h.	At or Between	
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>						
<u>Pages 35 and 36 - continued</u>						
<u>Delete all details between Fenham Low Moor LC and Tweedmouth and substitute:- (continued)</u>						
	Scremerston LC (CCTV)	63	46			<u>64m. 53chs. and</u> <u>65m. 14chs.</u>
				<u>115</u>		
	Spittal LC	65	01			<u>65m. 14chs. and</u> <u>63m. 10chs.</u>
				<u>100</u>		
				<u>85</u>	<u>85</u>	<u>65m. 14chs. and</u> <u>65m. 65chs.</u>
				<u>75</u>	<u>75</u>	<u>65m. 65chs. and</u> <u>66m. 36chs.</u>
	Tweedmouth (T)	65	78			(32D)
<u>FERRYHILL TURSDALE JN. TO PELAW</u>						
<u>Page 49</u>						
	Between Fencehouses and Signal UH124					
	<u>Add:-</u>			<u>20</u>	<u>20</u>	<u>13m. 75chs. and</u> <u>14m. 25chs.</u>
						(32D)

NN-24



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	
				m.p.h.	At or Between	
<u>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETERIL BRIDGE JN. EXC</u>						
<u>Page 151</u>						
Between Brampton Fell and How Mill						
<u>Delete:-</u>				<u>45</u>	<u>45</u>	<u>51m. 17chs. and</u> <u>51m. 49chs.</u> (w.e.f. Monday 25 June) (32.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

FROM	TO	TYPE OF TRAIN	CONDITIONS	REMARKS
<u>Page 171 Add:-</u>				
<u>MIDDLESBROUGH GUISBOROUGH JN TO WHITBY</u>				
Middlesbrough	Battersby	F	-	Engineers trains only
Battersby	Glaisdale	F	-	Engineers trains only
				(32.D)

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS (COLLIERIES, POWER STATIONS ETC.) (B.R. 30059/5)

BLYTH POWER STATION

Page 31

1. Working of Trains; East Hopper Lines

1.2 Add as final sentence:-

The locomotive cab doors must be kept closed whilst the locomotive passes through the Hopper House.

1.3 Delete the words:- "at the rate of six wagons at a time"

1.6 Speed Limits

Amend

Over gross and tare weighbridge ..... 5 m.p.h.  
 Through Hopper House, whilst discharging ..... ½ m.p.h.  
 Over remainder of lines ..... 15 m.p.h.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) (B.R. 30059/5) - continued

BLYTH POWER STATION - continued

2. Working of Trains : West Hopper Lines

2.1 Delete the words from third line "on a stop/start basis"

2.5 Speed Limits

Amend

Over gross and tare weighbridge ..... 5 m.p.h.  
Through Hopper House, whilst discharging ..... ½ m.p.h.  
Over remainder of lines ..... 15 m.p.h. (32.D)

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MISCELLANEOUS NOTICES

YORK STATION

From Sunday 17 June. Drivers of trains using No.10 platform must heed the directions of Handsignalman and/or notice boards while the platform lift is under repair. (UFN)

YORK STATION

Drivers of trains stopping at No. 16 platform must heed the directions of the Handsignalman and/or Notice Boards while the Platform is under repair. (UFN)

COXLODGE : ROWNTREES SIDINGS

Due to the construction of Kingston Park Metro station, the headshunt at Rowntrees sidings has been temporarily shortened to one engine length. (UFN)

SOUTH BANK NEW STATION

The New Station platforms at South Bank between 17m. 39chs. and 17m. 45chs. have now been completed and are ready for use.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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

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

Location	Nature of Work	Duration	Commencing date
Thornaby M.P.D. All lines	Construction work. ( <u>Restricted clearance</u> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

YORK  
15 JUNE, 1984

MP.32/NN

R.M. WILLIAMS  
Chief Operating Manager

WOOLSTENHOLMES



EASTERN REGION

**NN**

27

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND  
PERMANENT WAY ALTERATIONS  
GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 3 0 J U N E

T O

F R I D A Y 6 J U L Y 1 9 8 4

I N C L U S I V E

---

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 CSIGNALLING 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 BSUNDAY 1 JULY - WARDEN

The level crossing gates will be removed pending the installation of automatic half-barriers. (30)

SUNDAY 1 JULY - BETWEEN WARDEN AND HAYDON BRIDGE

The 30m.p.h. Permanent Speed Restriction on the Down line between 23 $\frac{3}{4}$ m.p. and 24m. 45chs. will be removed. (See Section D) (30)

TUESDAY 3RD JULY - WHITEHOUSE

The connection from B.S.C. Coke Line to the North Sidings will be secured out of use pending removal. All associated signalling will be abolished. (30)

DETAILS OF WORK ALREADY CARRIED OUTFERRYHILL

Down Main line signals F439 and F427 have been replated as Automatic signals. (New Item) (30)

BENTON QUARRY JUNCTION TO CALLERTON RUN-ROUND LOOP - ROWNTREES WEST JUNCTION

The Shunt Neck has been shortened by 43 yards and a temporary Stop-Block provided. (New Item) (30)

BETWEEN BRAMPTON FELL AND HOW MILL

The 45 m.p.h. Permanent Speed Restriction on the Down and Up lines between 51m. 17chs. and 51m. 46chs. has been removed. (See Section D). (29)

EARSDON

The Branch to Esso Sidings, together with all associated signalling and Blue Bell Gate Box, has been abolished.

The points - Up Main to Branch, have been secured out of use pending removal. (28)

STOCKTON NORTH SHORE

The connection - Up Main to North Shore Branch has been secured out of use pending removal. All associated signalling has been abolished. (28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* LOW GATES NORTHALLERTON  
\*

The main to main trailing crossover together with Down Main 3 aspect signal LG45 has been repositioned 95 yds. further south.

A new position light signal (No. 10) has been provided on the Down Main immediately on the north side of the level crossing and this applies set back along Down Main, or Down Main to Up Main.

A new position light signal (No. 12) has been provided at the Up Main points ends of the repositioned crossover and this applies set back along Up Main, or Up Main to Down Main. (27)

\* \* ADDISON TO HEXHAM  
\*

The A.W.S. system has been extended to include all Signals to Hexham inclusive. (27)

\* \* LONGLANDS JN  
\*

The 20 m.p.h. Temporary Speed Restriction on the Up Slow line between 28m. 70chs. and 28½m.p. has become a  $\frac{20}{40}$  Permanent Speed Restriction. (See Section D) (27)

\* \* BETWEEN FENHAM LOW MOOR LEVEL CROSSING AND BERWICK  
\*

The Maximum Permissible Speed on the Down and Up lines between 56½m.p. (between Fenham Low Moor LC and Beal LC) and Berwick has been increased to 125 m.p.h.

In addition, certain Permanent Speed Restrictions between Fenham Low Moor LC and Tweedmouth have been withdrawn or modified and new Permanent Speed Restrictions introduced. The revised Permanent Speed Restrictions are detailed in Section D. (27)

\* \* FERRYHILL SOUTH JUNCTION TO NORTON-ON-TEES SOUTH  
\*

The ground frame at Stillington has been abolished. (27)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* BOLDON LC  
\*

Whistle boards on both approaches to the automatic half-barrier level crossing have been removed. (27)

---





EASTERN REGION

**NN**

28

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND  
PERMANENT WAY ALTERATIONS  
GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 7 J U L Y

T O

F R I D A Y 13 J U L Y 1984

I N C L U S I V E

---

**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 CSIGNALLING 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 BSUNDAY 8 JULY - BETWEEN GOSWICK LEVEL CROSSING AND SCREMERSTON LEVEL CROSSING

The catch points in the Down (E.C.M.L.) at 61m. 67chs., 960 yards before reaching Tweedmouth T91 signal will be removed and plain line installed. Down Mainline signal T93 will be converted to an Automatic signal.

(84/28)

DETAILS OF WORK ALREADY CARRIED OUTWARDEN

The level crossing gates have been removed pending the installation of automatic half-barriers. (30)

BETWEEN WARDEN AND HAYDON BRIDGE

The 30m.p.h. Permanent Speed Restriction on the Down line between 23 $\frac{3}{4}$ m.p. and 24m. 45chs. has been removed. (See Section D) (30)

WHITEHOUSE

The connection from B.S.C. Coke Line to the North Sidings has been secured out of use pending removal. All associated signalling has been abolished. (30)

FERRYHILL

Down Main line signals F439 and F427 have been replated as Automatic signals. (30)

BENTON QUARRY JUNCTION TO CALLERTON RUN-ROUND LOOP - ROWNTREES WEST JUNCTION

The Shunt Neck has been shortened by 43 yards and a temporary Stop-Block provided. (30)

BETWEEN BRAMPTON FELL AND HOW MILL

The 45 m.p.h. Permanent Speed Restriction on the Down and Up lines between 51m. 17chs. and 51m. 46chs. has been removed. (See Section D). (29)



EASTERN REGION

**NN**

29

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 14 JULY

TO

FRIDAY 20 JULY 1984

INCLUSIVE

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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 CSIGNALLING 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 BTUESDAY 17 JULY - WHITEHOUSE L.C.

The connection B.S.C. Coke Line to North Sidings will be secured out of use pending removal. All associated signalling will be abolished. (32)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN GOSWICK LEVEL CROSSING AND SCREMERSTON LEVEL CROSSING

The catch points in the Down (E.C.M.L.) at 6lm. 67chs., 960 yards before reaching Tweedmouth T91 signal have been removed and plain line installed. Down Mainline signal T93 has been converted to an Automatic signal. (31)

WARDEN

The level crossing gates have been removed pending the installation of automatic half-barriers. (30)

BETWEEN WARDEN AND HAYDON BRIDGE

The 30m.p.h. Permanent Speed Restriction on the Down line between 23 $\frac{3}{4}$ m.p. and 24m. 45chs. has been removed. (See Section D) (30)

WHITEHOUSE

The connection from B.S.C. Coke Line to the North Sidings has been secured out of use pending removal. All associated signalling has been abolished. (30)

FERRYHILL

Down Main line signals F439 and F427 have been replated as Automatic signals. (30)

BENTON QUARRY JUNCTION TO CALLERTON RUN-ROUND LOOP - ROWNTREES WEST JUNCTION

The Shunt Neck has been shortened by 43 yards and a temporary Stop-Block provided. (30)

\* \* BETWEEN BRAMPTON FELL AND HOW MILL  
\*

The 45 m.p.h. Permanent Speed Restriction on the Down and Up lines between 5lm. 17chs. and 5lm. 46chs. has been removed. (See Section D). (29)



EASTERN REGION

**NN**

30

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 2 1 J U L Y

T O

F R I D A Y 2 7 J U L Y 1 9 8 4

I N C L U S I V E

---

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 CSIGNALLING 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 BSUNDAY 22 JULY - BETWEEN DARLINGTON AND ERYHOLME

The Up Main searchlight - type signals on the immediate approach to Eryholme emergency crossovers - D928 (automatic) and D930 (semi-automatic) will be replaced by 4-aspect (standard) colour light signals. D930 signal will also be repositioned 164 yards further south.

Eryholme facing and trailing (emergency) crossovers will be secured out of use until further notice. (33)

SUNDAY 22 JULY - HEXHAM - WARDEN (HAYDON BRIDGE)

Warden signal box will be abolished. The Absolute Block Regulations will apply between Hexham and Haydon Bridge.

Warden level crossing will be converted to Automatic Half-Barriers. (Telephone communication will be provided between the crossing and Hexham signal box.)

Warden automatic half-barriers will work automatically when approached in the wrong direction and for this purpose, combined St. Andrews Cross/Speed restriction signs 30 will be provided 704 yards from the crossing applicable to each wrong direction rail approach.

Signalling alterations  
(Hexham)

The Hexham Up Main Distant (HM1) will now function as the 3-aspect Up Main 1st Home signal replated HM2. A signal-post telephone will be provided.

The Up Main Home will therefore become the Up Main 2nd Home.

A new 2-aspect colour light Distant (YELLOW/GREEN) plated HM1 will be provided 1600 yards before reaching the Up Main 1st Home.

(33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

\* \* WHITEHOUSE L.C. : This work has not been carried out.  
\*

BETWEEN GOSWICK LEVEL CROSSING AND SCREMERSTON LEVEL CROSSING

The catch points in the Down (E.C.M.L.) at 61m. 67chs., 960 yards before reaching Tweedmouth T91 signal have been removed and plain line installed. Down Mainline signal T93 has been converted to an Automatic signal. (31)

\* \* WARDEN  
\*

The level crossing gates have been removed pending the installation of automatic half-barriers. (30)

\* \* BETWEEN WARDEN AND HAYDON BRIDGE  
\*

The 30m.p.h. Permanent Speed Restriction on the Down line between 23 $\frac{3}{4}$ m.p. and 24m. 45chs. has been removed. (See Section D) (30)

\* \* FERRYHILL  
\*

Down Main line signals F439 and F427 have been replated as Automatic signals. (30)

\* \* BENTON QUARRY JUNCTION TO CALLERTON RUN-ROUND LOOP - ROWNTREES WEST JUNCTION  
\*

The Shunt Neck has been shortened by 43 yards and a temporary Stop-Block provided. (30)

---

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION 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	Up	
				m.p.h.	At or Between	

DONCASTER BLACK CARR JN. TO BERWICK

Page 15 (Page 13, PON ND 23D)

Delete:-

Alnmouth (North of) 35m. 70chs. and  
Beal (South Of) 56m. 40chs.

125    125    MAXIMUM PERMISSIBLE SPEED

Beal (South Of) 56m. 40chs. and Berwick

100    100    MAXIMUM PERMISSIBLE SPEED

Substitute:-

Alnmouth (North Of) 35m. 70chs. and Berwick

125    125    MAXIMUM PERMISSIBLE SPEED

(32D)

Page 24

Between No. 89 LC (R/G) and Longlands Jn

Add:-

20    Up Slow 28m. 70chs. and  
40    28½m.p.

(32D)

NN-25



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

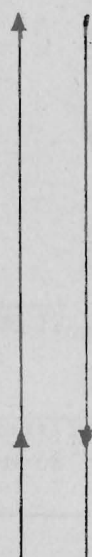
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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

DONCASTER, BLACK CARR JN TO BERWICK - continued

Pages 35 and 36

Delete all details between Fenham Low Moor LC and Tweedmouth and substitute:-

	Fenham Low Moor LC	55	31			<u>110</u>	<u>57m. 76chs. and</u> <u>58m. 73chs.</u>	
	Beal LC (CCTV)	58	52			<u>110</u>	<u>58m. 73chs. and</u> <u>57m. 76chs.</u>	Tweedmouth (T) signal box area between Beal LC and Regional Boundary
	Beal Crossovers	59	32	<u>25</u>	<u>25</u>			<u>Through facing crossover</u>
				<u>20</u>	<u>20</u>			<u>Through trailing crossover</u>
	No. 193 LC (R/G)	60	07					
Goswick LC (CCTV)	60	67				<u>110</u>	<u>63m. 10chs. and</u> <u>62m. 44chs.</u>	

NN-26

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	

DONCASTER, BLACK CARR JN TO BERWICK - continued

Pages 35 and 36 - continued

Delete all details between Fenham Low Moor LC and Tweedmouth and substitute:- (continued)

	Scremerston LC (CCTV)	63	46			<u>64m. 53chs. and</u> <u>65m. 14chs.</u>	
				<u>115</u>			
	Spittal LC	65	01			<u>65m. 14chs. and</u> <u>63m. 10chs.</u>	
				<u>85</u>	<u>85</u>	<u>65m. 14chs. and</u> <u>65m. 65chs.</u>	
				<u>75</u>	<u>75</u>	<u>65m. 65chs. and</u> <u>66m. 36chs.</u>	
	Tweedmouth (T)	65	78				(Amended) (32D)

FERRYHILL TURSDALE JN. TO PELAW

Page 49

Between Fencehouses and Signal UH124

Add:-

20      20      13m. 75chs. and  
14m. 25chs.

(32D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	

GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC

Page 150

At Warden

Delete:-

30

23 $\frac{3}{4}$ m.p. and 24m.  
45chs.

(32.D)

Page 150

At Warden LC

Delete signal box dots and amend to read:-

Warden LC (AHB-X)

23 54

X30

X30

Approaching level  
crossing in wrong  
direction

(w.e.f. Sunday 22 July) (32.D)

Page 151

Between Brampton Fell and How Mill

Delete:-

45

45

51m. 17chs. and  
51m. 49chs.

(32.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

---

FROM	TO	TYPE OF TRAIN	CONDITIONS	REMARKS
<u>Page 171 Add:-</u>				
<u>MIDDLESBROUGH GUISBOROUGH JN TO WHITBY</u>				
Middlesbrough	Battersby	F	-	Engineers trains only
Battersby	Glaisdale	F	-	Engineers trains only
				(32.D)

---

LOCAL INSTRUCTIONS

DARLINGTON SOUTH JN TO SALTBURN

Page 272

Add:- THORNABY

EMPTY D.M.U's from Middlesbrough to Thornaby M.P. Depot.

If it is not possible for the Driver to walk through the unit to change ends, the train should be stopped in Thornaby Up Platform for the Driver to change ends.

The Guard must be advised in order that he may ride in the leading cab during the shunting movement from the Up platform to the point where the movement changes direction. (32.D)

---

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS  
(COLLIERIES, POWER STATIONS ETC.) (B.R. 30059/5)

BLYTH POWER STATION

Page 31

1. Working of Trains; East Hopper Lines

1.2 Add as final sentence:-

The locomotive cab doors must be kept closed whilst the locomotive passes through the Hopper House.

1.3 Delete the words:- "at the rate of six wagons at a time"

1.6 Speed Limits

Amend

Over gross and tare weighbridge .....	5 m.p.h.
Through Hopper House, whilst discharging .....	$\frac{1}{2}$ m.p.h.
Over remainder of lines .....	15 m.p.h.

2. Working of Trains : West Hopper Lines

2.1 Delete the words from third line "on a stop/start basis"

2.5 Speed Limits

Amend

Over gross and tare weighbridge .....	5 m.p.h.
Through Hopper House, whilst discharging .....	$\frac{1}{2}$ m.p.h.
Over remainder of lines .....	15 m.p.h.

(32.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

RELEASE OF HANDBRAKES

Attention has been drawn by the Director of M. & E. Engineering to vehicles sustaining scaled or flat wheels as a result of handbrakes being left on.

Staff are reminded that it is essential for all handbrakes to be fully released on all vehicles on departure.

YORK STATION

Drivers of trains using No.10 platform must heed the directions of Handsignalman and/or notice boards while the platform lift is under repair.  
(UFN)

COXLODGE : ROWNTREES SIDINGS

Due to the construction of Kingston Park Metro station, the headshunt at Rowntrees sidings has been temporarily shortened to one engine length.  
(UFN)

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	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside Mechanical equipment in use.	08 00 to 16 00 daily	

MP.32/NN  
YORK  
13 JULY, 1984

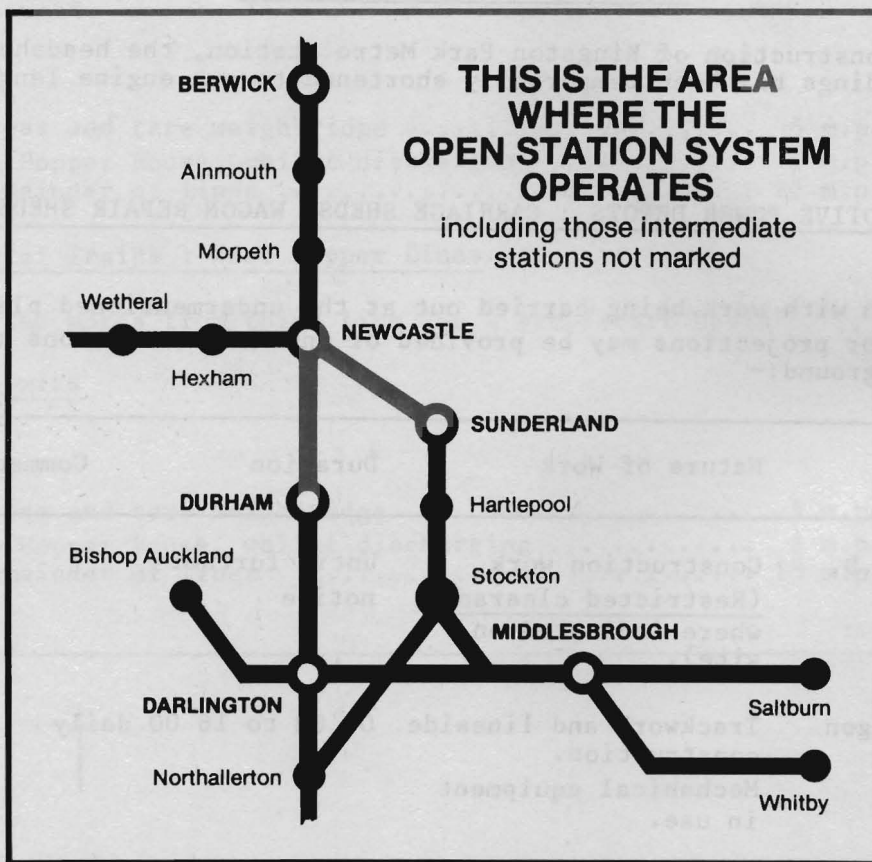
R.M. WILLIAMS  
Regional Operations Manager



# Open Station System

A reminder that the OPEN STATION SYSTEM  
is being extended to include the North East  
with effect from Monday 30 July 1984

All ticket checking in the area shown below will  
be removed from barriers and carried out on  
trains to improve customer care and to reduce  
fraudulent travel





EASTERN REGION

**NN**

31

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 2 8 J U L Y

T O

F R I D A Y 3 A U G U S T 1 9 8 4

I N C L U S I V E

---

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.

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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 29 JULY - BETWEEN ERYHOLME AND DARLINGTON

The following Down Main searchlight - type signals will be replaced by 4-aspect (standard) colour light signals and replated:-

<u>Old No.</u>	<u>New No.</u>
D.38 Semi-automatic (immediately before reaching Eryholme ground switch panel)	D.931
D.39	D.929
D40	D.927

(34)

MONDAY 30 JULY - BETWEEN MURTON LANE LEVEL CROSSING AND SEATON LEVEL CROSSING

The 25m.p.h. Permanent Speed Restriction on the Single line between 17½m.p.  
 and 18m. 33chs. will be removed (See Section D) (34)

TUESDAY 31 JULY - NORTH SHORE AND HARTBURN JUNCTION

The points at the Eaglescliffe end of Stockton Station between the Down and Up Goods lines will be secured out of use pending replacement by plain line.

Signalling Alterations

Up Goods 3 - Aspect signal NS908 (On the immediate approach to these points) will be abolished. (34)

TUESDAY 31 JULY - WHITEHOUSE

The connection from BSC Coke Line to the North Sidings will be secured out of use pending removal. All associated signalling will be abolished. (34)

TUESDAY 31 JULY TO THURSDAY 2 AUGUST - BETWEEN HEXHAM AND BLENKINSOP

The Automatic Warning System will be extended to include all signals between Hexham and Blenkinsop. (Down Main on Tuesday, Up Main on Thursday). (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN DARLINGTON AND ERYHOLME

The Up Main searchlight - type signals on the immediate approach to Eryholme emergency crossovers - D928 (automatic) and D930 (semi-automatic) have been replaced by 4-aspect (standard) colour light signals. D930 signal has also been repositioned 164 yards further south.

Eryholme facing and trailing (emergency) crossovers have been secured out of use until further notice. (33)

HEXHAM - WARDEN (HAYDON BRIDGE)

Warden signal box has been abolished. The Absolute Block Regulations now apply between Hexham and Haydon Bridge.

Warden level crossing has been converted to Automatic Half-Barriers. (Telephone communication has been provided between the crossing and Hexham signal box.)

Warden automatic half-barriers work automatically when approached in the wrong direction and for this purpose, combined St. Andrews Cross/Speed restriction signs ~~X30~~ will be provided 704 yards from the crossing applicable to each wrong direction rail approach.

Signalling alterations  
(Hexham)

The Hexham Up Main Distant (HM1) now functions as the 3-aspect Up Main 1st Home signal replated HM2. A signal-post telephone has been provided.

The Up Main Home therefore becomes the Up Main 2nd Home.

A new 2-aspect colour light Distant (YELLOW/GREEN) plated HM1 has been provided 1600 yards before reaching the Up Main 1st Home.

(33)

\* \* BETWEEN GOSWICK LEVEL CROSSING AND SCREMERSTON LEVEL CROSSING

The catch points in the Down (E.C.M.L.) at 61m. 67chs., 960 yards before reaching Tweedmouth T91 signal have been removed and plain line installed. Down Mainline signal T93 has been converted to an Automatic signal.

(31)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

- \* \* 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 - BR30054  
WHITE PAGES - PART 6

Following the recent complete re-issue of the White Pages (with the exception of Section "H" to be re-issued dated June 1984), the Index and certain pages referred to therein, still refer to dates other than May, 1984 in error. Please note all such pages should read May, 1984. (32.D)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION 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	Up	
				m.p.h.	At or Between	
<u>DONCASTER BLACK CARR JN. TO BERWICK</u>						
<u>Page 15 (Page 13, PON ND 23D)</u>						
<u>Delete:-</u>						
Alnmouth (North of) 35m. 70chs. and Beal (South Of) 56m. 40chs.				<u>125</u>	<u>125</u>	MAXIMUM PERMISSIBLE SPEED
Beal (South Of) 56m. 40chs. and Berwick				<u>100</u>	<u>100</u>	MAXIMUM PERMISSIBLE SPEED
<u>Substitute:-</u>						
Alnmouth (North Of) 35m. 70chs. and Berwick				<u>125</u>	<u>125</u>	MAXIMUM PERMISSIBLE SPEED (32D)
<u>Page 24</u>						
Between No. 89 LC (R/G) and Longlands Jn						
<u>Add:-</u>				<u>20</u>	<u>Up Slow 28m. 70chs. and</u>	
				<u>40</u>	<u>28½m.p.</u>	(32D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	

DONCASTER, BLACK CARR JN TO BERWICK - continued

Pages 35 and 36

Delete all details between Fenham Low Moor LC and Tweedmouth and substitute:-

	Fenham Low Moor LC	55	31		<u>110</u>	<u>57m. 76chs. and</u> <u>58m. 73chs.</u>		
	Beal LC (CCTV)	58	52		<u>110</u>	<u>58m. 73chs. and</u> <u>57m. 76chs.</u>	Tweedmouth (T) signal box area between Beal LC and Regional Boundary	
	Beal Crossovers	59	32	<u>25</u>	<u>25</u>	<u>Through facing</u> <u>crossover</u>		
					<u>20</u>	<u>20</u>	<u>Through trailing</u> <u>crossover</u>	
	No. 193 LC (R/G)	60	07					
Goswick LC (CCTV)	60	67			<u>110</u>	<u>63m. 10chs. and</u> <u>62m. 44chs.</u>		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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	
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>						
<u>Pages 35 and 36 - continued</u>						
<u>Delete all details between Fenham Low Moor LC and Tweedmouth and substitute:- (continued)</u>						
	Scremerston LC (CCTV)	63	46			<u>64m. 53chs. and</u> <u>65m. 14chs.</u>
				<u>115</u>		
	Spittal LC	65	01			<u>65m. 14chs. and</u> <u>63m. 10chs.</u>
				<u>100</u>		
				<u>85</u>	<u>85</u>	<u>65m. 14chs. and</u> <u>65m. 65chs.</u>
				<u>75</u>	<u>75</u>	<u>65m. 65chs. and</u> <u>66m. 36chs.</u>
	Tweedmouth (T)	65	78			(32D)
<u>FERRYHILL TURSDALE JN. TO PELAW</u>						
<u>Page 49</u>						
	Between Fencehouses and Signal UH124					
	<u>Add:-</u>			<u>20</u>	<u>20</u>	<u>13m. 75chs. and</u> <u>14m. 25chs.</u>
						(32D)

NN-28

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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

Pages 134 and 135 (Page A24, PON ND23D)

HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE

Between Murton Lane LC and Seaton Bank Head LC

<u>Delete:-</u>				<u>25</u>		<u>17½m.p. and 18m. 33chs.</u>
<u>Amend:-</u>	Seaton Bank Head LC (AOCL)	17	74	<u>30</u>	<u>20</u>	<u>Approaching level crossing</u>

Between Seaton Bank Head LC and Seaton LC

<u>Delete:-</u>				<u>25</u>		<u>18m. 33chs. and 17½m.p.</u>
<u>Amend:-</u>	Seaton LC (AOCL)	18	34	<u>20</u>	<u>40</u>	<u>Approaching level crossing</u>

(w.e.f. Monday 30 July) (32.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	
<u>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC</u>						
<u>Page 150</u>						
At Warden						
<u>Delete:-</u>				<u>30</u>	<u>23<sup>3</sup>/<sub>4</sub>m.p. and 24m. 45chs.</u>	(32.D)
<u>Page 150</u>						
At Warden LC						
<u>Delete</u> signal box dots and <u>amend</u> to read:-						
	Warden LC (AHB-X)	23	54	<u>X30</u>	<u>X30</u> <u>Approaching level crossing in wrong direction</u>	(32.D)
<u>Page 151</u>						
Between Brampton Fell and How Mill						
<u>Delete:-</u>				<u>45</u>	<u>45</u> <u>51m. 17chs. and 51m. 49chs.</u>	(32.D)



WOOLSTENHOLMES



EASTERN REGION

**NN**

32

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 4 AUGUST

TO

FRIDAY 10 AUGUST 1984

INCLUSIVE

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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.

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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

MONDAY 6 AUGUST - BETWEEN BLAYDON AND BLENKINSOP

The Maximum Permissible Speed on the Down and Up lines will be increased to 65m.p.h.

In addition, certain Permanent Speed Restrictions will be modified and new Permanent Speed Restrictions introduced. The revised Permanent Speed Restrictions are detailed in Periodical Operating Notice ND 32D (35)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN ERYHOLME AND DARLINGTON

The following Down Main searchlight - type signals have been replaced by 4-aspect (standard) colour light signals and replated:-

<u>Old No.</u>	<u>New No.</u>	
D.38 Semi-automatic (immediately before reaching Eryholme ground switch panel)	D.931	
D.39	D.929	
D40	D.927	(34)

BETWEEN MURTON LANE LEVEL CROSSING AND SEATON LEVEL CROSSING

The 25m.p.h. Permanent Speed Restriction on the Single line between 17½m.p. and 18m. 33chs. has been removed (See Section D) (34)

NORTH SHORE AND HARTBURN JUNCTION

The points at the Eaglescliffe end of Stockton Station between the Down and Up Goods lines have been secured out of use pending replacement by plain line.

Signalling Alterations

Up Goods 3 - Aspect signal NS908 (On the immediate approach to these points) has been abolished. (34)

WHITEHOUSE

The connection from BSC Coke Line to the North Sidings has been secured out of use pending removal. All associated signalling has been abolished. (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HEXHAM AND BLENKINSOP

The Automatic Warning System has been extended to include all signals between Hexham and Blenkinsop. (34)

BETWEEN DARLINGTON AND ERYHOLME

The Up Main searchlight - type signals on the immediate approach to Eryholme emergency crossovers - D928 (automatic) and D930 (semi-automatic) have been replaced by 4-aspect (standard) colour light signals. D930 signal has also been repositioned 164 yards further south.

Eryholme facing and trailing (emergency) crossovers have been secured out of use until further notice. (33)

HEXHAM - WARDEN (HAYDON BRIDGE)

Warden signal box has been abolished. The Absolute Block Regulations now apply between Hexham and Haydon Bridge.

Warden level crossing has been converted to Automatic Half-Barriers. (Telephone communication has been provided between the crossing and Hexham signal box.)

Warden automatic half-barriers work automatically when approached in the wrong direction and for this purpose, combined St. Andrews Cross/Speed restriction signs 30 will be provided 704 yards from the crossing applicable to each wrong direction rail approach.

Signalling alterations  
(Hexham)

The Hexham Up Main Distant (HM1) now functions as the 3-aspect Up Main 1st Home signal replated HM2. A signal-post telephone has been provided.

The Up Main Home therefore becomes the Up Main 2nd Home.

A new 2-aspect colour light Distant (YELLOW/GREEN) plated HM1 has been provided 1600 yards before reaching the Up Main 1st Home. (33)



EASTERN REGION

**NN**

33

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND  
PERMANENT WAY ALTERATIONS  
GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 1 1 A U G U S T

T O

F R I D A Y 1 7 A U G U S T 1 9 8 4

I N C L U S I V E

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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 13 AUGUST - BETWEEN DARLINGTON NORTH JN AND BISHOP AUCKLAND

The 25 m.p.h. Maximum Permissible Speed for trains conveying loaded cement wagons will be withdrawn. The 35 m.p.h. Maximum Permissible Speed for trains conveying empty cement wagons will be amended to apply to trains conveying empty or loaded cement wagons (See Section D).

(36)

MONDAY 13 AUGUST - BETWEEN WITTON-LE-WEAR LC AND BROADWOOD LC

A 25 m.p.h. Permanent Speed Restriction applicable to Down and Up trains will be imposed on the Single line between 1m 15ch and 4½ m.p. (See Section D).

(36)

MONDAY 13 AUGUST - BETWEEN ACKLINGTON AND ALNMOUTH

Certain Permanent Speed Restrictions will be altered with effect from 10.00 hours and the revised Permanent Speed Restrictions are detailed in Section D. Reference should also be made to Section A.

In connection with these alterations, the Advance Warning Indicator on the Down line which gives warning of the 65 m.p.h. Permanent Speed Restriction between 30m.p. and 30½m.p. will be removed at 10 00 hours.

(36)

TUESDAY 14 AUGUST - NORTON WEST

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

(36)

DETAILS OF WORK ALREADY CARRIED OUT

MONKWEARMOUTH

The former Down Goods has been reinstated as a Shunt Spur and a new lead has been installed linking this Shunt Spur to the former Up Goods.

The disc signals applicable to the former Up Goods have been repositioned at the point end of this new lead on the Shunt Spur, applying towards Up Main or Goods Yard.

(New Item) (36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN BLAYDON AND BLENKINSOP

The Maximum Permissible Speed on the Down and Up lines has been increased to 65m.p.h.

In addition, certain Permanent Speed Restrictions have been modified and new Permanent Speed Restrictions introduced. The revised Permanent Speed Restrictions are detailed in Periodical Operating Notice ND 32D (35)

BETWEEN ERYHOLME AND DARLINGTON

The following Down Main searchlight - type signals have been replaced by 4-aspect (standard) colour light signals and replated:-

<u>Old No.</u>	<u>New No.</u>	
D.38 Semi-automatic (immediately before reaching Eryholme ground switch panel)	D.931	
D.39	D.929	
D40	D.927	(34)

BETWEEN MURTON LANE LEVEL CROSSING AND SEATON LEVEL CROSSING

The 25m.p.h. Permanent Speed Restriction on the Single line between 17½m.p. and 18m. 33chs. has been removed (See Section D) (34)

NORTH SHORE AND HARTBURN JUNCTION

The points at the Eaglescliffe end of Stockton Station between the Down and Up Goods lines have been secured out of use pending replacement by plain line.

Signalling Alterations

Up Goods 3 - Aspect signal NS908 (On the immediate approach to these points) has been abolished. (34)

WHITEHOUSE

The connection from BSC Coke Line to the North Sidings has been secured out of use pending removal. All associated signalling has been abolished. (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN HEXHAM AND BLENKINSOP

The Automatic Warning System has been extended to include all signals between Hexham and Blenkinsop. (34)

BETWEEN DARLINGTON AND ERYHOLME

The Up Main searchlight - type signals on the immediate approach to Eryholme emergency crossovers - D928 (automatic) and D930 (semi-automatic) have been replaced by 4-aspect (standard) colour light signals. D930 signal has also been repositioned 164 yards further south.

Eryholme facing and trailing (emergency) crossovers will be brought back into use on Sunday 12 August. (Amended Item) (33)

\* \* HEXHAM - WARDEN (HAYDON BRIDGE)  
\*

Warden signal box has been abolished. The Absolute Block Regulations now apply between Hexham and Haydon Bridge.

Warden level crossing has been converted to Automatic Half-Barriers. (Telephone communication has been provided between the crossing and Hexham signal box.)

Warden automatic half-barriers work automatically when approached in the wrong direction and for this purpose, combined St. Andrews Cross/Speed restriction signs 30 will be provided 704 yards from the crossing applicable to each wrong direction rail approach.

Signalling alterations  
(Hexham)

The Hexham Up Main Distant (HM1) now functions as the 3-aspect Up Main 1st Home signal replated HM2. A signal-post telephone has been provided.

The Up Main Home therefore becomes the Up Main 2nd Home.

A new 2-aspect colour light Distant (YELLOW/GREEN) plated HM1 has been provided 1600 yards before reaching the Up Main 1st Home. (33)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : 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		
<u>DONCASTER, BLACK CARR JN TO BERWICK</u>							
<u>Pages 33 and 34 (Page , PON ND32D)</u>							
<u>Delete all details between Ulgham Grange LC and Little Mill LC and substitute:-</u>							
	Ulgham Grange LC	22	24				
	Widdrington LC (CCTV)	23	20	<u>90</u>		23m 15ch and 25 $\frac{1}{4}$ mp	
	Widdrington Crossover	24	64				
	Felton Lane LC	25	16		<u>90</u>	25 $\frac{1}{4}$ mp and 23m 15ch	
	Chevington (CN) LC	25	49	<u>25</u>	<u>25</u>	<u>Through trailing crossover</u>	DPL 131, UPL 135 Chevington (CN) signal box area between Ulgham Grange LC and Acklington.
				<u>30</u>		<u>Down Main to DPL</u>	
				<u>30</u>	<u>UPL to Up Main</u>		
			<u>25</u>		<u>DPL to Down Main</u>		
				<u>25</u>	<u>Up Main to UPL</u>		



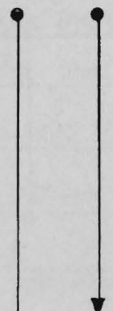
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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	
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>						
<u>Pages 33 and 34 (Page , PON ND32D) - continued</u>						
<u>Delete all details between Ulgham Grange LC and Little Mill LC and substitute: - continued</u>						
↑ ↓	Acklington	28	43	<u>80</u>		<u>30mp and 31m 67ch</u>
	Southside Crossover	30	55	<u>20</u>	<u>20</u>	<u>Through trailing crossover</u>
	Warkworth LC (AHB)	31	67		<u>80</u>	<u>33mp and 30mp</u>
	Wooden Gate LC (RC)	33	71	<u>25</u>		<u>Down Main to DPL</u>
				<u>25</u>	<u>25</u>	<u>UPL to Up Main</u>
				<u>25</u>		<u>Through facing crossover</u>
				<u>90</u>	<u>90</u>	<u>34m 28ch and 34m 62ch</u>
				<u>10</u>	<u>Up Main to UPL at 34m 51ch</u>	
			<u>10</u>	<u>10</u>	<u>Through trailing crossover at 34m 58ch</u>	
						DPL 76, UPL 137 PF, DRS 61

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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.	
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>						
<u>Pages 33 and 34 (Page , PON ND32D) - continued</u>						
<u>Delete all details between Ulgham Grange LC and Little Mill LC and substitute: - continued</u>						
	Alnmouth (A)	34	69	80 90 <u>110</u>	80 90 <u>110</u>	<u>34m 62ch and 35<math>\frac{1}{2}</math>mp</u> <u>35<math>\frac{1}{2}</math>mp and 35m 70ch</u> <u>35m 70ch and</u> <u>38m 34ch</u>  Alnmouth (A) signal box area between Southside crossover and Stamford LC  C. Down at 35m 73ch, 600 yards before reaching signal A147.
	Little Mill LC (CCTV)	39	34	25	25	<u>Through trailing crossover</u>  ( <u>w.e.f. 10 00 hours Monday 13 August</u> ) (41.D)

NN-28

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	
				m.p.h.	At or Between	
<u>DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.</u>						
<u>Page 45</u>						
<u>Delete</u> all MAXIMUM PERMISSIBLE SPEED entries and <u>substitute</u> :						
DARLINGTON NORTH JN. AND BISHOP AUCKLAND				<u>45</u>	<u>45</u>	MAXIMUM PERMISSIBLE SPEED EXCEPT AS SHOWN BELOW:-
				<u>35</u>	<u>35</u>	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING EMPTY OR LOADED CEMENT WAGONS
BISHOP AUCKLAND AND EASTGATE A.P.C.M.				<u>35</u>	<u>35</u>	MAXIMUM PERMISSIBLE SPEED EXCEPT AS SHOWN BELOW:-
				<u>25</u>	<u>25</u>	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING <u>LOADED</u> CEMENT WAGONS
<u>Page 46</u>						
Between Witton-le-Wear LC and Broadwood LC						
<u>Add:-</u>				<u>25</u>	<u>25</u>	<u>1m 15ch and 4½mp</u>
						( <u>w.e.f. Monday 13 August</u> )
						(41.D)

NN-29

WOOLSTENHOLMES



EASTERN REGION

**NN**

34

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 1 8 A U G U S T

T O

F R I D A Y 2 4 A U G U S T 1 9 8 4

I N C L U S I V E

---

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.

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SECTION CSIGNALLING 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 BSUNDAY 19 AUGUST - STOCKTON STATION

The Sorting Sidings will be slued into the former Down Goods to form a new Shunt Spur from Oxbridge Sidings.

The former Head - Shunt from Oxbridge Sidings, together with the Bishopton Lane end of the former Down Goods will subsequently be removed.

The former Up Goods will become an Engineer's Siding.

A new position - light signal No. 908 applying from Engineers Siding to Up Main, will be provided. (37)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN DARLINGTON NORTH JN AND BISHOP AUCKLAND

The 25 m.p.h. Maximum Permissible Speed for trains conveying loaded cement wagons has been withdrawn. The 35 m.p.h. Maximum Permissible Speed for trains conveying empty cement wagons has been amended to apply to trains conveying empty or loaded cement wagons (See Section D).

(36)

BETWEEN WITTON-LE-WEAR LC AND BROADWOOD LC

A 25 m.p.h. Permanent Speed Restriction applicable to Down and Up trains has been imposed on the Single line between 1m 15ch and 4½ m.p. (See Section D).

(36)

BETWEEN ACKLINGTON AND ALNMOUTH

Certain Permanent Speed Restrictions have been altered and the revised Permanent Speed Restrictions are detailed in Section D.

In connection with these alterations, the Advance Warning Indicator on the Down line which gives warning of the 65 m.p.h. Permanent Speed Restriction between 30m.p. and 30½m.p. has been removed.

(36)

\* \* NORTON WEST : This work has not been carried out  
 \*

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MONKWEARMOUTH

The former Down Goods has been reinstated as a Shunt Spur and a new lead has been installed linking this Shunt Spur to the former Up Goods.

The disc signals applicable to the former Up Goods have been repositioned at the point end of this new lead on the Shunt Spur, applying towards Up Main or Goods Yard. (36)

BETWEEN BLAYDON AND BLENKINSOP

The Maximum Permissible Speed on the Down and Up lines has been increased to 65m.p.h.

In addition, certain Permanent Speed Restrictions have been modified and new Permanent Speed Restrictions introduced. The revised Permanent Speed Restrictions are detailed in Periodical Operating Notice ND 32D (35)

\* \* BETWEEN ERYHOLME AND DARLINGTON  
\*

The following Down Main searchlight - type signals have been replaced by 4-aspect (standard) colour light signals and replated:-

<u>Old No.</u>	<u>New No.</u>
D.38 Semi-automatic (immediately before reaching Eryholme ground switch panel)	D.931
D.39	D.929
D40 (34)	D.927

\* \* BETWEEN MURTON LANE LEVEL CROSSING AND SEATON LEVEL CROSSING  
\*

The 25m.p.h. Permanent Speed Restriction on the Single line between 17½m.p. and 18m. 33chs. has been removed (See Section D) (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* NORTH SHORE AND HARTBURN JUNCTION  
\*

The points at the Eaglescliffe end of Stockton Station between the Down and Up Goods lines have been secured out of use pending replacement by plain line.

Signalling Alterations

Up Goods 3 - Aspect signal NS908 (On the immediate approach to these points) has been abolished. (34)

\* \* WHITEHOUSE  
\*

The connection from BSC Coke Line to the North Sidings has been secured out of use pending removal. All associated signalling has been abolished. (34)

\* \* BETWEEN HEXHAM AND BLENKINSOP  
\*

The Automatic Warning System has been extended to include all signals between Hexham and Blenkinsop. (34)

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WOOLSTENHOLMES



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

S A T U R D A Y 2 5 A U G U S T

T O

F R I D A Y 7 S E P T E M B E R 1 9 8 4

I N C L U S I V E

---

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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

STOCKTON STATION

The Sorting Siding has been slued into the former Down Goods to form a new Shunt Spur from Oxbridge Sidings.

The former Head - Shunt from Oxbridge Sidings, together with the Bishopton Lane end of the former Down Goods will subsequently be removed.  
 (Amended Item) (38)

\* \* BETWEEN DARLINGTON NORTH JN AND BISHOP AUCKLAND  
 \*

The 25 m.p.h. Maximum Permissible Speed for trains conveying loaded cement wagons has been withdrawn. The 35 m.p.h. Maximum Permissible Speed for trains conveying empty cement wagons has been amended to apply to trains conveying empty or loaded cement wagons (See Section D).  
 (36)

\* \* BETWEEN WITTON-LE-WEAR LC AND BROADWOOD LC  
 \*

A 25 m.p.h. Permanent Speed Restriction applicable to Down and Up trains has been imposed on the Single line between 1m 15ch and 4¼ m.p. (See Section D).  
 (36)

\* \* BETWEEN ACKLINGTON AND ALNMOUTH  
 \*

Certain Permanent Speed Restrictions have been altered and the revised Permanent Speed Restrictions are detailed in Section D.

In connection with these alterations, the Advance Warning Indicator on the Down line which gives warning of the 65 m.p.h. Permanent Speed Restriction between 30m.p. and 30½m.p. has been removed.  
 (36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* MONKWEARMOUTH  
\*

The former Down Goods has been reinstated as a Shunt Spur and a new lead has been installed linking this Shunt Spur to the former Up Goods.

The disc signals applicable to the former Up Goods have been repositioned at the point end of this new lead on the Shunt Spur, applying towards Up Main or Goods Yard. (36)

\* \* BETWEEN BLAYDON AND BLENKINSOP  
\*

The Maximum Permissible Speed on the Down and Up lines has been increased to 65m.p.h.

In addition, certain Permanent Speed Restrictions have been modified and new Permanent Speed Restrictions introduced. The revised Permanent Speed Restrictions are detailed in Periodical Operating Notice ND 32D (35)

---

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : 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	
<u>DONCASTER, BLACK CARR JN TO BERWICK</u>						
<u>Page 15 (Page A8, PON ND 32D)</u>						
<u>Amend:-</u>						
	ALNMOUTH (NORTH OF) 35M. 70CHS. AND BERWICK			<u>125</u>	<u>125</u> MAXIMUM PERMISSIBLE SPEED	(41.D)

NN-31

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	
				m.p.h.	At or Between	
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>						
Pages 33 and 34 (Page , PON ND32D)						
<u>Delete</u> all details between Ulgham Grange LC and Little Mill LC and <u>substitute:-</u>						
	Ulgham Grange LC	22	24			
	Widdrington LC (CCTV)	23	20	<u>90</u>		23m 15ch and 25 $\frac{1}{4}$ mp
	Widdrington Crossover	24	64			
	Felton Lane LC	25	16	<u>90</u>		25 $\frac{1}{4}$ mp and 23m 15ch
	Chevington (CN) LC	25	49	<u>25</u>	<u>25</u>	<u>Through trailing crossover</u>
			<u>30</u>		<u>Down Main to DPL</u>	
			<u>30</u>		<u>UPL to Up Main</u>	
			<u>25</u>		<u>DPL to Down Main</u>	
				<u>25</u>		<u>Up Main to UPL</u>

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>						
<u>Pages 33 and 34 (Page , PON ND32D) - continued</u>						
<u>Delete all details between Ulgham Grange LC and Little Mill LC and substitute: - continued</u>						
↑ ↓	Acklington	28	43	<u>80</u>		<u>30mp and 31m 67ch</u>
	Southside Crossover	30	55	<u>20</u>	<u>20</u>	<u>Through trailing crossover</u>
	Warkworth LC (AHB)	31	67		<u>80</u>	<u>33mp and 30mp</u>
	Wooden Gate LC (RC)	33	71	<u>25</u>		<u>Down Main to DPL</u>
				<u>25</u>	<u>25</u>	<u>UPL to Up Main</u>
				<u>25</u>	<u>25</u>	<u>Through facing crossover</u>
					<u>90</u>	<u>90</u>
				<u>10</u>	<u>10</u>	<u>Up Main to UPL at 34m 51ch</u>
				<u>10</u>	<u>10</u>	<u>Through trailing crossover at 34m 58ch</u>

DPL 76, UPL 137 PF, DRS 61

NN-33

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between		
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>							
<u>Pages 33 and 34 (Page , PON ND32D) - continued</u>							
<u>Delete all details between Ulgham Grange LC and Little Mill LC and substitute: - continued</u>							
	Alnmouth (A)	34	69	80 <u>90</u> 110	80 <u>90</u> 110	34m 62ch and 35 $\frac{1}{2}$ mp <u>35<math>\frac{1}{2}</math>mp and 35m 70ch</u> <u>35m 70ch and</u> <u>38m 34ch</u>	Alnmouth (A) signal box area between Southside crossover and Stamford LC  C. Down at 35m 73ch, 600 yards before reaching signal A147.
	Little Mill LC (CCTV)	39	34	25	25	<u>Through trailing crossover</u>	(41.D)

NN-34

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	
<u>DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.</u>						
<u>Page 45</u>						
<u>Delete all MAXIMUM PERMISSIBLE SPEED entries and substitute:</u>						
DARLINGTON NORTH JN. AND BISHOP AUCKLAND				<u>45</u>	<u>45</u>	MAXIMUM PERMISSIBLE SPEED EXCEPT AS SHOWN BELOW:-
				<u>35</u>	<u>35</u>	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING EMPTY OR LOADED CEMENT WAGONS
BISHOP AUCKLAND AND EASTGATE A.P.C.M.				<u>35</u>	<u>35</u>	MAXIMUM PERMISSIBLE SPEED EXCEPT AS SHOWN BELOW:-
				<u>25</u>	<u>25</u>	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING <u>LOADED</u> CEMENT WAGONS
<u>Page 46</u>						
Between Witton-le-Wear LC and Broadwood LC						
<u>Add:-</u>				<u>25</u>	<u>25</u>	<u>1m 15ch and 4¼mp</u>

NN-35

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESOPERATING PUBLICATIONS

The undermentioned publications are in the course of distribution from the Printers, BUT WILL NOT OPERATE until Saturday 6 October 1984. The publications should be made available to staff concerned as soon as supplies are received:-

1. Regulations for Train Signalling on Single Lines by the Electric Token Block System (BR30062/3) (including an explanatory leaflet).
2. Regulations for Train Signalling on Single Lines by the Tokenless Block System (BR30062/4) (including an explanatory leaflet)
3. Alterations and Additions to Signalmen's General Instructions Issue No. 3 (BR30062/11)
4. Alterations and Additions to the General Appendix - Issue No. 5 (BR29944/32)
5. Alterations and Additions to the Rule Book - Issue No. 11 (BR87109/36)
6. Revised instructions to be observed in connection with the working of Royal Trains (BR86153/3)
7. Supplement No. 3 to Working Instructions for AC Electrified Lines (BR29987/13)

The re-issue of the Single Lines Electric Token and Tokenless Block Regulations will only be issued to those members of staff directly concerned. Any member of staff employed in these functions who has not received a copy of the appropriate Signalling Regulations by 25 August 1984, must immediately advise his supervisor.

Any member of staff who is in possession of the current issue of the Signalmen's General Instructions, General Appendix, Rule Book, 'Working of Royal Trains' Instructions or AC Electrified Lines Instructions, who does not receive a copy of the appropriate publication listed above by 15 September 1984 must immediately advise his supervisor.

(41)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

RELEASE OF HANDBRAKES

Attention has been drawn by the Director of M. & E. Engineering to vehicles sustaining scaled or flat wheels as a result of handbrakes being left on.

Staff are reminded that it is essential for all handbrakes to be fully released on all vehicles on departure.

YORK STATION

Drivers of trains using Platforms 15 and 16 must heed the directions of handsignalmen and/or notice boards while the platform lift is under repair.  
Until Further Notice.

COXLIDGE: ROWNTREES SIDINGS

Due to the construction of Kingston Park Metro station, the headshunt at Rowntrees sidings has been temporarily shortened to one engine length.  
(UFN)

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

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	Station	Commencing Date
Thornaby M.P.D. All lines	Construction work. (Restricted clearance where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

MP.32/NN  
YORK  
17 AUGUST 1984

R. M. WILLIAMS  
Regional Operations Manager



EASTERN REGION

**NN**

37

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 8 S E P T E M B E R

T O

F R I D A Y 1 4 S E P T E M B E R 1 9 8 4

I N C L U S I V E

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

STOCKTON STATION

The Sorting Siding has been slued into the former Down Goods to form a new Shunt Spur from Oxbridge Sidings.

The former Head - Shunt from Oxbridge Sidings, together with the Bishopton Lane end of the former Down Goods will subsequently be removed.

(38)

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EASTERN REGION

**NN**

38

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 1 5 S E P T E M B E R

T O

F R I D A Y 2 1 S E P T E M B E R 1 9 8 4

I N C L U S I V E

---

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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

PILMOOR

The facing connection - Down Slow to Down Fast at 15m. 27chs. has been temporarily removed and replaced by plain line.

(New Item) (41)

\* \* STOCKTON STATION  
\*

The Sorting Siding has been slued into the former Down Goods to form a new Shunt Spur from Oxbridge Sidings.

The former Head - Shunt from Oxbridge Sidings, together with the Bishopton Lane end of the former Down Goods will subsequently be removed.

(38)

---

WOOLSTENHOLMES



EASTERN REGION

**NN**

39

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 2 2 S E P T E M B E R

T O

F R I D A Y 2 8 S E P T E M B E R 1 9 8 4

I N C L U S I V E

---

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

PILMOOR

The facing connection - Down Slow to Down Fast at 15m. 27chs. has been temporarily removed and replaced by plain line.

(41)

---

WOOLSTENHOLMES



EASTERN REGION

**NN**

40

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 2 9 S E P T E M B E R

T O

F R I D A Y 5 O C T O B E R 1 9 8 4

I N C L U S I V E

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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.

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SECTION CSIGNALLING 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 BSUNDAY 30 SEPTEMBER - BETWEEN GLAISDALE AND WHITBY

Sleights, Bog Hall and Whitby Signalboxes, together with all signals worked therefrom, will be abolished.

The double line section - Sleights - Whitby will be singled using the Down Main as the single line. The Up Main will be slued into the Down Main east of Sleights to form the continuous single line.

The "One Train Working" Regulations as modified in the Sectional Appendix Local Instructions will apply between Glaisdale and a new double-sided noticeboard at the west end of Whitby No. 1 Platform line.

A "NO SIGNALMAN" token instrument will be provided at Whitby.

Glaisdale

The Down and Up Distant signals will be replaced by reflectorised Distant boards.

Sleights

The level crossing gates will be padlocked and retained as a user-worked crossing.

The gates will be re-hung so as to open away from the railway. The wicket gates will be retained for pedestrian usage.

A speed restriction of 10 m.p.h. will apply over Sleights Level Crossing in each direction.

A "WHISTLE" board will be provided 147 yards from the Crossing on each rail approach.

Sleights Freight Depot will be abolished.

Ruswarp

The Up Home and Up Distant signals will apply from their present (lateral) positions to the single line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 30 SEPTEMBER - BETWEEN GLAISDALE AND WHITBY - continued

Bog Hall

The level crossing will be closed to road traffic. The wicket-gates will be retained for pedestrian usage.

A "WHISTLE" board will be provided 103 yards from the crossing on each rail approach.

A portion of the Up Main will be retained to form a Shunt Spur 150 yards in length west of the Sidings outlet points. These points will become hand-worked.

Bog Hall Ground Frame

A 3-lever ground frame (released by the Token) will be provided west of the station to operate the new points - single line to Sidings via the former Up Main, and access to the sidings (from former Up Main) will be provided at the Whitby end via new hand-worked points.

Telephone communication will be provided between the ground frame and Glaisdale Signalbox.

Whitby

The Middle Road, No. 2 and 4 Platform lines will be abolished.

A reflectorised Down Distant board will be provided 600 yards before reaching the "One Train Working" notice board on No. 1 Platform line.

(43)

MONDAY 1 OCTOBER - YORK - BETWEEN CLIFTON AND SKELTON

The 45 m.p.h. Permanent Speed Restriction on the Down Main line between 0m. 42chs. and 1m. 09chs. will be increased to a 50 m.p.h. Permanent Speed Restriction. (See Section D)

(43)

MONDAY 1 OCTOBER - BETWEEN AYCLIFFE AND FERRYHILL SOUTH JN.

W.e.f. 14 00 hrs. the 95 m.p.h. Permanent Speed Restriction on the Down and Up lines between 54m. 35chs. and 56m. 15chs. will be increased to 105 m.p.h. and a 105 m.p.h. Permanent Speed Restriction will then apply on the Down and Up lines between 49m. 30chs. and 56m. 15chs. (See Section D)

(43)

DETAILS OF WORK ALREADY CARRIED OUT

PILMOOR

The facing connection - Down Slow to Down Fast at 15m. 27chs. has been temporarily removed and replaced by plain line.

(41)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : 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	Up	
				m.p.h.	At or Between	

DONCASTER, BLACK CARR JN TO BERWICK

Page 15 (Page A8, PON ND 32D)

Amend:-

ALNMOUTH (NORTH OF) 35M. 70CHS. AND BERWICK	<u>125</u>	<u>125</u>	MAXIMUM PERMISSIBLE SPEED	(41.D)
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Page 22

Between Clifton and Skelton

Amend:-

	<u>50</u>	<u>50</u>	<u>Main lines 0m. 42chs. and</u> <u>1m. 09chs.</u>	(41.D)
			(w.e.f. Monday 1 October)	

NN-25

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	

DONCASTER, BLACK CARR JN TO BERWICK - continued

Page 26

Between Parkgate Jn. and Ferryhill South Jn.

Amend:-

105    105    49m. 30chs. and  
56m. 15chs.

Delete:-

95    95    54m. 35chs. and  
56m. 15chs.

(w.e.f. 14 00 hrs. Monday 1 October)

(41.D)

NN-26

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	

DONCASTER, BLACK CARR JN TO BERWICK - continued

Pages 33 and 34 (Page , PON ND32D)

Delete all details between Ulgham Grange LC and Little Mill LC and substitute:-

	Ulgham Grange LC	22	24				
	Widdrington LC (CCTV)	23	20	<u>90</u>		23m 15ch and 25½mp	
	Widdrington Crossover	24	64				
	Felton Lane LC	25	16		<u>90</u>	25½mp and 23m 15ch	
	Chevington (CN) LC	25	49	<u>25</u>	<u>25</u>	<u>Through trailing crossover</u>	
				<u>30</u>	<u>Down Main to DPL</u>		
					<u>30</u>	<u>UPL to Up Main</u>	
				<u>25</u>	<u>DPL to Down Main</u>		
					<u>25</u>	<u>Up Main to UPL</u>	

DPL 131, UPL 135  
Chevington (CN) signal  
box area between Ulgham  
Grange LC and  
Acklington.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	
				m.p.h.	At or Between	
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>						
<u>Pages 33 and 34 (Page , PON ND32D) - continued</u>						
<u>Delete all details between Ulgham Grange LC and Little Mill LC and substitute: - continued</u>						
↑ ↓	Acklington	28	43	<u>80</u>		<u>30mp and 31m 67ch</u>
	Southside Crossover	30	55	<u>20</u>	<u>20</u>	<u>Through trailing crossover</u>
	Warkworth LC (AHB)	31	67		<u>80</u>	<u>33mp and 30mp</u>
	Wooden Gate LC (RC)	33	71	<u>25</u>		<u>Down Main to DPL</u>
				<u>25</u>		<u>UPL to Up Main</u>
				<u>25</u>	<u>25</u>	<u>Through facing crossover</u>
				<u>90</u>	<u>90</u>	<u>34m 28ch and 34m 62ch</u>
					<u>10</u>	<u>Up Main to UPL at 34m 51ch</u>
				<u>10</u>	<u>10</u>	<u>Through trailing crossover at 34m 58ch</u>
						DPL 76, UPL 137 PF, DRS 61

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks	
				Down	Up		
				m.p.h.	At or Between		
<u>DONCASTER, BLACK CARR JN TO BERWICK - continued</u>							
<u>Pages 33 and 34 (Page , PON ND32D) - continued</u>							
<u>Delete all details between Ulgham Grange LC and Little Mill LC and substitute: - continued</u>							
●   ●	Alnmouth (A)	34	69	80	80	34m 62ch and 35½mp	Alnmouth (A) signal box area between Southside crossover and Stamford LC
				90	90	35½mp and 35m 70ch	
				110	110	35m 70ch and 38m 34ch	
↓	Little Mill LC (CCTV)	39	34	25	25	<u>Through trailing crossover</u>	C. Down at 35m 73ch, 600 yards before reaching signal A147.
							(41.D)

NN-29

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	
				m.p.h.	At or Between	
<u>DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.</u>						
<u>Page 45</u>						
<u>Delete all MAXIMUM PERMISSIBLE SPEED entries and substitute:</u>						
DARLINGTON NORTH JN. AND BISHOP AUCKLAND				<u>45</u>	<u>45</u>	MAXIMUM PERMISSIBLE SPEED EXCEPT AS SHOWN BELOW:-
				<u>35</u>	<u>35</u>	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING EMPTY OR LOADED CEMENT WAGONS
BISHOP AUCKLAND AND EASTGATE A.P.C.M.				<u>35</u>	<u>35</u>	MAXIMUM PERMISSIBLE SPEED EXCEPT AS SHOWN BELOW:-
				<u>25</u>	<u>25</u>	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING <u>LOADED</u> CEMENT WAGONS
<u>Page 46</u>						
Between Witton-le-Wear LC and Broadwood LC						
<u>Add:-</u>				<u>25</u>	<u>25</u>	<u>1m 15ch and 4<math>\frac{1}{4}</math>mp</u>

NN-30



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	
				m.p.h.	At or Between	
<u>MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY</u>						
<u>Pages 145 and 146</u>						
<u>Delete Glaisdale to Whitby all particulars and substitute:-</u>						
o T7	<u>Glaisdale</u>	26	50			CL29
				<u>35</u>	<u>35</u>	<u>26m. 65chs. and</u> <u>27m. 45chs.</u>
	<u>Egton</u>	28	17			
	<u>Grosmont</u>	29	59	<u>15</u>	<u>15</u>	<u>29m. 50chs. and</u> <u>29m. 66chs.</u>
				<u>29</u>	<u>66</u>	
				<u>24</u>	<u>44</u>	† See Local Instructions on Page 275
				<u>25</u>	<u>25</u>	<u>26m. 27chs. and</u> <u>26m. 45chs.</u>
	<u>Sleights</u>	27	63	<u>10</u>	<u>10</u>	<u>Approaching Sleights</u> <u>Occupation L.C.</u>
<u>Ruswarp L.C.</u>	29	31				
			<u>25</u>	<u>25</u>	<u>30½m.p. and</u> <u>30m. 27chs.</u>	
<u>Whitby</u>	30	62				

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONSDONCASTER, BLACK CARR JN. TO BERWICKPage 232 (Page 84, PON ND32D)YORKTrainmen working Passenger and Freight Trains into York.Delete existing instructions and substitute:-

Trainmen from other depots who work into York Station or Yards and are relieved on arrival, or who travel to York for return working, must report as quickly as possible direct by telephone to the Resources Controller at Doncaster Operations Centre, telephone 027-2903. At York Yard South a direct telephone is located in the messroom.

Guards arriving at York Station to work Passenger, Parcels or Empty stock trains should report to the Time Office on Platform 2.

All locomotive men and freight guards from other depots who take their locomotive to York M.P.D. after working incoming trains should report to the Trainmen's Supervisor immediately after disposal of the locomotive.

Guards arriving at Holgate must report arrivals at Holgate Sidings to the Area Freight Centre at Dringhouses, telephone number 2708, using the telephone located in the cabin at the North end of the sidings.

(41.D)

MIDDLESBROUGH TO WHITBYPage 275 AddBETWEEN GLAISDALE AND WHITBY

The Regulations for One Train Working on Single Lines as contained in the General Appendix apply between Glaisdale box and Whitby Station as modified below.

A Token must be regarded as the Train Staff.

Regulation 1 is amended as follows : Only one train must be allowed to be on the Single line at a time, except that a second train may proceed on to the Single line when the first train has been shut inside at Bog Hall ground frame or stabled at the buffer stop end of the platform at Whitby.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

Page 275 Add - BETWEEN GLAISDALE AND WHITBY - continued

Regulations 3 and 10 - Additional Instructions regarding "No Signalman" Key Token Instrument at Whitby

When a train has arrived complete with tail lamp attached at Whitby beyond the "End of One Train Working" board or when a train has been shunted clear of the Single line at Bog Hall ground frame, the Token must be inserted into the instrument and the Signalman at Glaisdale advised.

When a train is ready to leave Whitby Station or the siding at Bog Hall ground frame the Signalman at Glaisdale must be advised and a Token extracted.

Regulation 12. This Regulation also applies if either Token instrument fails and a Token is not available.

If, however, a token is out of the instrument and cannot be replaced because it is damaged, or the Token instruments have failed, a Pilotman need not be appointed provided no train is required to shut in at Bog Hall ground frame. The permission of the Signalman at Glaisdale must be obtained before a train returns from Whitby.

WHITBY

Trains departing from Whitby : If station staff are not on duty at Whitby the Guard must operate the plunger on the platform before the train departs.

Stabling of a D.M.U. at Station : A D.M.U. may be stabled at the buffer stop end of the platform. All Drivers entering the platform must be prepared to stop short of a stabled D.M.U.

(41.D)

MISCELLANEOUS NOTICES

OPERATING PUBLICATIONS

The undermentioned publications are in the course of distribution from the Printers, BUT WILL NOT OPERATE until Saturday 6 October 1984. The publications should be made available to staff concerned as soon as supplies are received:-

1. Regulations for Train Signalling on Single Lines by the Electric Token Block System (BR30062/3) (including an explanatory leaflet).
2. Regulations for Train Signalling on Single Lines by the Tokenless Block System (BR30062/4) (including an explanatory leaflet)
3. Alterations and Additions to Signalmen's General Instructions Issue No. 3 (BR30062/11)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

OPERATING PUBLICATIONS - continued

4. Alterations and Additions to the General Appendix - Issue No. 5  
(BR29944/32)
5. Alterations and Additions to the Rule Book - Issue No. 11 (BR87109/36)
6. Revised instructions to be observed in connection with the working of Royal Trains (BR86153/3)
7. Supplement No. 3 to Working Instructions for AC Electrified Lines  
(BR29987/13)

The re-issue of the Single Lines Electric Token and Tokenless Block Regulations will only be issued to those members of staff directly concerned. Any member of staff employed in these functions who has not received a copy of the appropriate Signalling Regulations must immediately advise his supervisor.

Any member of staff who is in possession of the current issue of the Signalmen's General Instructions, General Appendix, Rule Book, 'Working of Royal Trains' Instructions or AC Electrified Lines Instructions, who does not receive a copy of the appropriate publication listed above by 15 September 1984 must immediately advise his supervisor.

(41)

YORK STATION

Drivers of trains using Platforms 15 and 16 must heed the directions of handsignalmen and/or notice boards while the platform lift is under repair.  
Until Further Notice.

COXLIDGE: ROWNTREES SIDINGS

Due to the construction of Kingston Park Metro station, the headshunt at Rowntrees sidings has been temporarily shortened to one engine length.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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

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. <u>(Restricted clearance</u> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

MP.32/NN  
YORK  
21 SEPTEMBER 1984

R. M. WILLIAMS  
Regional Operations Manager

WOOLSTENHOLMES



EASTERN REGION

**NN**

41

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 6 O C T O B E R

T O

F R I D A Y 1 2 O C T O B E R 1 9 8 4

I N C L U S I V E

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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\* taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 8 OCTOBER - BETWEEN KING EDWARD BRIDGE SOUTH JN AND NEWCASTLE WEST JN

The 15 m.p.h. Permanent Speed Restriction through the connections at KEB South Jn. and over the Down and Up KEB West lines/Down and Up East lines between KEB South Jn. and 79m. 70chs. will be increased to a 25 m.p.h. Permanent Speed Restriction.

A 25 m.p.h. Permanent Speed Restriction will then apply on all lines between 79m. 34chs. and 79m. 70chs. including through the connections at KEB South Jn. (See Periodical Operating Notice ND41D).

(44)

MONDAY 8 OCTOBER - BETWEEN KING EDWARD BRIDGE SOUTH JN. AND HIGH LEVEL BRIDGE JN.

The Maximum Permissible Speed on the Down and Up lines will be increased to 25 m.p.h.

A 15 m.p.h. Permanent Speed Restriction will be imposed on the Down and Up lines between Greensfield Jn. (0m. 18chs.) and High Level Bridge Jn. including through the connections at High Level Bridge Jn. (See Periodical Operating Notice ND41D).

(44)

MONDAY 8 OCTOBER - BETWEEN NORWOOD JN. AND DUNSTON

The 20 m.p.h. Permanent Speed Restriction on the Down and Up lines between 1m. 68chs. and 2m. 07chs. will be increased to a 25 m.p.h. Permanent Speed Restriction (See Periodical Operating Notice ND41D).

(44)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GLAISDALE AND WHITBY

Sleights, Bog Hall and Whitby Signalboxes, together with all signals worked therefrom, have been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GLAISDALE AND WHITBY - continued

The double line section - Sleights - Whitby has been singled using the Down Main as the single line. The Up Main has been slued into the Down Main east of Sleights to form the continuous single line.

The "One Train Working" Regulations as modified in the Sectional Appendix Local Instructions now apply between Glaisdale and a new double-sided noticeboard at the west end of Whitby No. 1 Platform line.

A "NO SIGNALMAN" token instrument has been provided at Whitby.

Glaisdale

The Down and Up Distant signals have been replaced by reflectorised Distant boards.

Sleights

The level crossing gates have been padlocked and retained as a user-worked crossing.

The gates have been re-hung so as to open away from the railway. The wicket gates have been retained for pedestrian usage.

A speed restriction of 10 m.p.h. applies over Sleights Level Crossing in each direction.

A "WHISTLE" board has been provided 147 yards from the Crossing on each rail approach.

Sleights Freight Depot has been abolished.

Ruswarp

The Up Home and Up Distant signals will apply from their present (lateral) positions to the single line.

Bog Hall

The level crossing has been closed to road traffic. The wicket-gates have been retained for pedestrian usage.

A "WHISTLE" board has been provided 103 yards from the crossing on each rail approach.

A portion of the Up Main has been retained to form a Shunt Spur 150 yards in length west of the Sidings outlet points. These points are now hand-worked.



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GLAISDALE AND WHITBY - continued

Bog Hall Ground Frame

A 3-lever ground frame (released by the Token) has been provided west of the station to operate the new points - single line to Sidings via the former Up Main, and access to the sidings (from former Up Main) has been provided at the Whitby end via new hand-worked points.

Telephone communication has been provided between the ground frame and Glaisdale Signalbox.

Whitby

The Middle Road, No. 2 and 4 Platform lines have been abolished.

A reflectorised Down Distant board has been provided 600 yards before reaching the "One Train Working" notice board on No. 1 Platform line.

Grosmont ground frame will now be released by the token.

(Amended Item) (43)

YORK - BETWEEN CLIFTON AND SKELTON

The 45 m.p.h. Permanent Speed Restriction on the Down Main line between 0m. 42chs. and 1m. 09chs. has been increased to a 50 m.p.h. Permanent Speed Restriction. (See Section D) (43)

BETWEEN AYCLIFFE AND FERRYHILL SOUTH JN.

The 95 m.p.h. Permanent Speed Restriction on the Down and Up lines between 54m. 35chs. and 56m. 15chs. has been increased to 105 m.p.h. and a 105 m.p.h. Permanent Speed Restriction now applies on the Down and Up lines between 49m. 30chs. and 56m. 15chs. (See Section D) (43)

\* \* PILMOOR  
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The facing connection - Down Slow to Down Fast at 15m. 27chs. has been temporarily removed and replaced by plain line. (41)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : 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	Up	
<u>DARLINGTON SOUTH JN TO SALTBURN</u>						
<u>Page 142</u>						
<u>Delete :-</u>	South Bank	17	06			
Between South Bank Jn and Beam Mill Jn						
<u>Add :-</u>	South Bank	17	40			(49.D)
<u>GATESHEAD, HIGH LEVEL BRIDGE JN TO CARLISLE, PETTERIL BRIDGE JN EXCLUSIVE</u>						
<u>Page 149</u>						
Between Norwood Jn and Swalwell Jn						
<u>Add :-</u>	Dunston	2	17			(49.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE B - SPECIAL WORKING ARRANGEMENTS

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Between	Lines	Authorities	Restrictions
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Page 154

DONCASTER. BLACK CARR JN TO BERWICK

Add :-

Holgate Jn - signals Y31, Y32, Y34, Y35 and Y36	Clifton-Signals Y200 and Y221	All including Down Scarborough line to signal Y243 and Up Scarborough line to/from L.O.S. indicator in rear of signal Y244.	F -
Newcastle West Jn - signals N246, N248, N254 and N256	Newcastle East Jn - signals N38, N42 and N44.	All including to/from L.O.S. indicator on Down Gateshead Slow Line in rear of signals N75/N77.	F -

(49.D)

INSTRUCTIONS RELATING TO THE RULE BOOK

Pages 199/200

STATION LIMITS - TCB LINES

Delete heading and item.

(49.D)

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedMISCELLANEOUS NOTICES\* \*  
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(41)

YORK STATION

Drivers of trains using Platforms 15 and 16 must heed the directions of handsignalmen and/or notice boards while the platform lift is under repair.  
Until Further Notice.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

RELLY MILL

From Sunday 7 October the Safety refuges on bridge No. 187 will be out of use until further notice.

DURHAM VIADUCT

From Sunday 7 October the Up Side Walkway on bridge No. 190 is being renewed and will be out of use until further notice.

COXLODGE: ROWNTREES SIDINGS

Due to the construction of Kingston Park Metro station, the headshunt at Rowntrees sidings has been temporarily shortened to one engine length.  
(UFN)

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

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	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

MP.32/NN  
YORK  
28 SEPTEMBER 1984

R. M. WILLIAMS  
Regional Operations Manager



EASTERN REGION

**NN**

42

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND  
PERMANENT WAY ALTERATIONS  
GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 1 3 O C T O B E R

T O

F R I D A Y 1 9 O C T O B E R 1 9 8 4

I N C L U S I V E

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY/SUNDAY 13/14 OCTOBER - SUNDERLAND-MONKWEARMOUTH-EAST BOLDON

Wearmouth Signal Box (and all associated points and signals) will be abolished.

The Track Circuit Block Regulations will apply between Monkwearmouth and East Boldon.

(When Monkwearmouth Signal Box is switched out of circuit, the Track Circuit Block Regulations will apply between Sunderland and East Boldon).

Sunderland

The double yellow capability of the Sunderland Down Main Starting/ Monkwearmouth Down Main Distant signal will be removed and the signal will be converted to a 3-aspect signal.

Monkwearmouth

All semaphore signals applicable to the Southwick Branch, Goods Yard and Shunt Spur will be abolished.

An additional route indication "S" will be added to the Up Main position light signal No. 6 and the indications will now be:-

<u>Indication</u>	<u>Application</u>
D	Down Main
S	Shunt Spur
B	Up Branch

The shunting signal applying Down Main to Up Main will be replaced on the right-hand (cess of the Down Main) by a position light signal No. 8.

The following new position light signals will be provided.

<u>Signal No.</u>	<u>Line</u>	<u>Route Indication</u>	<u>Destination</u>
20	Southwick Down Branch	M Y	Up Main Goods Yard
21	Goods Yard Exit	B S	Up Branch Shunt Spur
23	Shunt Spur	M Y	Up Main Goods Yard

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY/SUNDAY 13/14 OCTOBER - SUNDERLAND-MONKWEARMOUTH-EAST BOLDON  
- continued

The Down Main 2-aspect Intermediate Block Distant will be converted to a 3-aspect automatic signal plated MW965. A signal post telephone will be provided.

The Up Main Intermediate Block Home will be converted to an automatic signal and replated MW966. A signal post telephone will be provided.

Down Main 3-aspect signal MW13, and Up Main 4-aspect signal MW30 will be replated as semi-automatic signals.

A 2-way stencil-type route indicator will be provided on Down Main signal MW13. This will apply in conjunction with the associated position light as follows:-

B - Up Branch  
S - Shunt Spur

East Boldon

The Down Main Intermediate Block Home Signal will be converted to an automatic signal and replated EB967. A signal post telephone will be provided.

MONDAY 15 OCTOBER - BILLINGHAM-ON-TEES

The 35 m.p.h. Permanent Speed Restriction on the Down and Up lines between 63m. 50chs. and 64m. 02chs. will be removed. (See Section D).

(45)

MONDAY 15 OCTOBER - SUNDERLAND SOUTH TUNNELS

The 20 m.p.h. Permanent Speed Restriction on the Down and Up lines between 40 89m. 05chs. and 89m. 45chs. through Sunderland South Tunnels will be removed. (See Section D).

(45)

MONDAY 15 OCTOBER - BETWEEN BOLDON LEVEL CROSSING AND BOLDON COLLIERY

The 30 m.p.h. Permanent Speed Restriction on the Down line between 94m. 30chs. and 94m. 43chs. will be removed. (See Section D).

(45)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

DURHAM-AYKLEY HEADS SIDING

The connections leading to Nos. 2, 3 and 4 Coal Yard Sidings have been secured out of use pending removal, and the Sidings abolished.  
(New Item) (45)

BETWEEN KING EDWARD BRIDGE SOUTH JN. AND NEWCASTLE WEST JN.

The 15 m.p.h. Permanent Speed Restriction through the connections at KEB South Jn. and over the Down and Up KEB West lines/Down and Up East lines between KEB South Jn. and 79m. 70chs. has been increased to a 25 m.p.h. Permanent Speed Restriction.

A 25 m.p.h. Permanent Speed Restriction now applies on all lines between 79m. 34chs. and 79m. 70chs. including through the connections at KEB South Jn. (See Periodical Operating Notice ND41D).  
(44)

BETWEEN KING EDWARD BRIDGE SOUTH JN. AND HIGH LEVEL BRIDGE JN.

The Maximum Permissible Speed on the Down and Up lines has been increased to 25 m.p.h.

A 15 m.p.h. Permanent Speed Restriction has been imposed on the Down and Up lines between Greensfield Jn. (0m. 18chs.) and High Level Bridge Jn. including through the connections at High Level Bridge Jn. (See Periodical Operating Notice ND41D).  
(44)

BETWEEN NORWOOD JN. AND DUNSTON

The 20 m.p.h. Permanent Speed Restriction on the Down and Up lines between 1m. 68chs. and 2m. 07chs. has been increased to a 25 m.p.h. Permanent Speed Restriction (See Periodical Operating Notice ND41D).  
(44)

BETWEEN GLAISDALE AND WHITBY

Sleights, Bog Hall and Whitby Signalboxes, together with all signals worked therefrom, have been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GLAISDALE AND WHITBY - continued

The double line section - Sleights - Whitby has been singled using the Down Main as the single line. The Up Main has been slued into the Down Main east of Sleights to form the continuous single line.

The "One Train Working" Regulations as modified in the Sectional Appendix Local Instructions now apply between Glaisdale and a new double-sided noticeboard at the west end of Whitby No. 1 Platform line.

A "NO SIGNALMAN" token instrument has been provided at Whitby.

Glaisdale

The Down and Up Distant signals have been replaced by reflectorised Distant boards.

Sleights

The level crossing gates have been padlocked and retained as a user-worked crossing.

The gates have been re-hung so as to open away from the railway. The wicket gates have been retained for pedestrian usage.

A speed restriction of 10 m.p.h. applies over Sleights Level Crossing in each direction.

A "WHISTLE" board has been provided 147 yards from the Crossing on each rail approach.

Sleights Freight Depot has been abolished.

Ruswarp

The Up Home and Up Distant signals will apply from their present (lateral) positions to the single line.

Bog Hall

The level crossing has been closed to road traffic. The wicket-gates have been retained for pedestrian usage.

A "WHISTLE" board has been provided 103 yards from the crossing on each rail approach.

A portion of the Up Main has been retained to form a Shunt Spur 150 yards in length west of the Sidings outlet points. These points are now hand-worked.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GLAISDALE AND WHITBY - continued

Bog Hall Ground Frame

A 3-lever ground frame (released by the Token) has been provided west of the station to operate the new points - single line to Sidings via the former Up Main, and access to the sidings (from former Up Main) has been provided at the Whitby end via new hand-worked points.

Telephone communication has been provided between the ground frame and Glaisdale Signalbox.

Whitby

The Middle Road, No. 2 and 4 Platform lines have been abolished.

A reflectorised Down Distant board has been provided 600 yards before reaching the "One Train Working" notice board on No. 1 Platform line.

Grosmont ground frame will now be released by the token.

(Amended Item) (43)

YORK - BETWEEN CLIFTON AND SKELTON

The 45 m.p.h. Permanent Speed Restriction on the Down Main line between 0m. 42chs. and 1m. 09chs. has been increased to a 50 m.p.h. Permanent Speed Restriction. (See Section D) (43)

BETWEEN AYCLIFFE AND FERRYHILL SOUTH JN.

The 95 m.p.h. Permanent Speed Restriction on the Down and Up lines between 54m. 35chs. and 56m. 15chs. has been increased to 105 m.p.h. and a 105 m.p.h. Permanent Speed Restriction now applies on the Down and Up lines between 49m. 30chs. and 56m. 15chs. (See Section D) (43)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : 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	Up	
				m.p.h.	At or Between	
<u>NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</u>						
<u>Page 124 (Page 51, PON ND 41D)</u>						
Between Norton-on-Tees LC and Billingham-on-Tees LC						
<u>Delete:</u>				<u>35</u>	<u>35</u>	<u>63m. 50chs. and 64m. 02chs.</u> <u>(w.e.f. Monday 15 October) (49.D)</u>
<u>Page 126 (Page 52, PON ND 41D)</u>						
At Sunderland South Tunnels						
<u>Delete:</u>				<u>20</u> <u>40</u>	<u>20</u> <u>40</u>	<u>89m. 05chs. and 89m. 45chs.</u> <u>(w.e.f. Monday 15 October) (49.D)</u>
<u>Page 127</u>						
At Boldon LC (A.H.B.)						
<u>Delete:</u>				<u>30</u>		<u>94m. 30chs. and 94m. 43chs.</u> <u>(w.e.f. Monday 15 October) (49.D)</u>

NN-30



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
<u>Page 154</u>			
<u>DONCASTER. BLACK CARR JN TO BERWICK</u>			
<u>Add :-</u>			
Holgate Jn - signals Y31, Y32, Y34, Y35 and Y36	Clifton-Signals Y200 and Y221	All including Down Scarborough line to signal Y243 and Up Scarborough line to/from L.O.S. indicator in rear of signal Y244.	F -
Newcastle West Jn - signals N246, N248, N254 and N256	Newcastle East Jn - signals N38, N42 and N44.	All including to/from L.O.S. indicator on Down Gateshead Slow Line in rear of signals N75/N77.	F - (49.D)

INSTRUCTIONS RELATING TO THE RULE BOOK

Pages 199/200

STATION LIMITS - TCB LINES

Delete heading and item.

(49.D)

LOCAL INSTRUCTIONS

DONCASTER, BLACK CARR JN. TO BERWICK

Page 232 (Page A29, PON ND 41D) YORK

Trainmen working Passenger and Freight Trains into York

Amend reference to "telephone number 2708" in the final paragraph to read: "telephone number 3708"

(49.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

PASSENGER OPERATIONS INFORMATION SYSTEM

PASSENGER VEHICLE CODE CONVERSION

The substitution of new codes for loco-hauled coaching stock vehicles will be carried out in the Eastern Region in conjunction with implementation of the Passenger Operations Information System. The new vehicle codes will be displayed on the vestibule end above the headstock. Initially both the old and the new codes will be displayed simultaneously for familiarisation purposes.

DESCRIPTION OF VEHICLE

LOCOMOTIVE HAULED

<u>OLD</u>	<u>NEW</u>	<u>OLD</u>	<u>NEW</u>	<u>OLD</u>	<u>NEW</u>
FK	AA1	FO	AD1	RBR	AJ4
SK	AA2	SO	AD2	RMB	AN2
CK	AA3	BSO	AE2	PK	AP1
BFK	AB1	DBSO	AF2	PC	AO1
BSK	AB2	TSOT	AG2	PB	AR1
BCK	AB3	BSOT	AH2	SLE	AS4
TSO	AC2	RKB	AH5	SLEP	AS6
		RUB	AJ4		

A FOURTH DIGIT AFTER THE NEW  
CODE INDICATES THE VEHICLE MARK

A MkIIA	D MkIID	Z MkII
B MkIIB	E MkIIE	G MkIIIA
C MkIIC	F MkIIF	H MkIIIB
I MkI	O Pre-Nationalisation	

NPCCS VEHICLES

<u>OLD</u>	<u>NEW</u>	<u>OLD</u>	<u>NEW</u>	<u>OLD</u>	<u>NEW</u>
BG	NA5	B	NF5	GUV	NJ5
"	ND5	PVG	NC5	"	NK5
"	NE5	PMV	NQ5	"	NL5
SPV	NR5	POS	NS5	CCT	NO5
BPOT	NU5	POT	NT5	"	NP5
TCV	NV5			GUV(Motorail)	NX5
				Siphon G	NN5
				Exhibition Van	NY5

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

DESCRIPTION OF VEHICLE - continued

HST VEHICLES

DMB	GB5	TGS	GJ2	TRUK	GL4
TF	GH1	TRSB	GK2	TLUK	GM4
TS	GH2	TRUB	GK4		
AO1-5	PRIVATELY OWNED COACHES				(49.D)

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YORK STATION

Drivers of trains using Platforms 15 and 16 must heed the directions of handsignalmen and/or notice boards while the platform lift is under repair.  
Until Further Notice.

RELLY MILL

Until further notice the Safety refuges on bridge No. 187 will be out of use.

DURHAM VIADUCT

Until further notice the Up Side Walkway on bridge No. 190 is being renewed and will be out of use.

COXLODGE: ROWNTREES SIDINGS

Due to the construction of Kingston Park Metro station, the headshunt at Rowntrees sidings has been temporarily shortened to one engine length.  
(UFN)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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

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. <u>(Restricted clearance</u> where indicated on site).	Until further notice	
Simonside Wagon Repair Depot All Lines	Trackwork and lineside construction. Mechanical equipment in use.	08 00 to 16 00 daily	

MP.32/NN  
YORK  
5 OCTOBER 1984

R. M. WILLIAMS  
Regional Operations Manager



EASTERN REGION

**NN**

43

# WEEKLY OPERATING NOTICE

**CONTAINING**

**TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND  
PERMANENT WAY ALTERATIONS  
GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 20 OCTOBER

TO

FRIDAY 26 OCTOBER 1984

INCLUSIVE

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 23 OCTOBER - WHITEHOUSE

(Up) B.S.C. Coke Works line signal W7 will be abolished.

(46)

DETAILS OF WORK ALREADY CARRIED OUT

DARLINGTON

The Diesel Depot Sidings have been abolished and the connections from the Down Duplicate secured out of use pending removal.

Entrance to the Depot is now via Haughton Bridge Ground Frame.

(New Item) (46)

SUNDERLAND-MONKWEARMOUTH-EAST BOLDON

Wearmouth Signal Box (and all associated points and signals) has been abolished.

The Track Circuit Block Regulations apply between Monkwearmouth and East Boldon.

(When Monkwearmouth Signal Box is switched out of circuit, the Track Circuit Block Regulations apply between Sunderland and East Boldon).

Sunderland

The double yellow capability of the Sunderland Down Main Starting/ Monkwearmouth Down Main Distant signal has been removed and the signal converted to a 3-aspect signal.

Monkwearmouth

All semaphore signals applicable to the Southwick Branch, Goods Yard and Shunt Spur have been abolished.

An additional route indication "S" has been added to the Up Main position light signal No. 6 and the indications are now:-

<u>Indication</u>	<u>Application</u>
D	Down Main
S	Shunt Spur
B	Up Branch

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SUNDERLAND-MONKWEARMOUTH-EAST BOLDON - continued

Monkwearmouth - continued

The shunting signal applying Down Main to Up Main has been replaced on the right-hand (cess of the Down Main) by a position light signal No. 8.

The following new position light signals have been provided.

<u>Signal No.</u>	<u>Line</u>	<u>Route Indication</u>	<u>Destination</u>
20	Southwick Down Branch	M	Up Main
		Y	Goods Yard
21	Goods Yard Exit	B	Up Branch
		S	Shunt Spur
23	Shunt Spur	M	Up Main
		Y	Goods Yard

The Down Main 2-aspect Intermediate Block Distant has been converted to a 3-aspect automatic signal plated MW965. A signal post telephone have been provided.

The Up Main Intermediate Block Home has been converted to an automatic signal and replated MW966. A signal post telephone has been provided.

Down Main 3-aspect signal MW13, and Up Main 4-aspect signal MW30 have been replated as semi-automatic signals.

A 2-way stencil-type route indicator has been provided on Down Main signal MW13. This applies in conjunction with the associated position light as follows:-

- B - Up Branch
- S - Shunt Spur

East Boldon

The Down Main Intermediate Block Home Signal has been converted to an automatic signal and replated EB967. A signal post telephone has been provided.

The Down Home signal EB5 has been moved 280 yards further from the signal box (towards Monkwearmouth).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BILLINGHAM-ON-TEES

The 35 m.p.h. Permanent Speed Restriction on the Down and Up lines between 63m. 50chs. and 64m. 02chs. has been removed. (See Section D). (45)

SUNDERLAND SOUTH TUNNELS

The 20 m.p.h. Permanent Speed Restriction on the Down and Up lines between 40 89m. 05chs. and 89m. 45chs. through Sunderland South Tunnels has been removed. (See Section D). (45)

BETWEEN BOLDON LEVEL CROSSING AND BOLDON COLLIERY

The 30 m.p.h. Permanent Speed Restriction on the Down line between 94m. 30chs. and 94m. 43chs. has been removed. (See Section D). (45)

DURHAM-AYKLEY HEADS SIDING

The connections leading to Nos. 2, 3 and 4 Coal Yard Sidings have been secured out of use pending removal, and the Sidings abolished. (45)

BETWEEN KING EDWARD BRIDGE SOUTH JN. AND NEWCASTLE WEST JN.

The 15 m.p.h. Permanent Speed Restriction through the connections at KEB South Jn. and over the Down and Up KEB West lines/Down and Up East lines between KEB South Jn. and 79m. 70chs. has been increased to a 25 m.p.h. Permanent Speed Restriction.

A 25 m.p.h. Permanent Speed Restriction now applies on all lines between 79m. 34chs. and 79m. 70chs. including through the connections at KEB South Jn. (See Periodical Operating Notice ND41D). (44)

BETWEEN KING EDWARD BRIDGE SOUTH JN. AND HIGH LEVEL BRIDGE JN.

The Maximum Permissible Speed on the Down and Up lines has been increased to 25 m.p.h.

A 15 m.p.h. Permanent Speed Restriction has been imposed on the Down and Up lines between Greensfield Jn. (0m. 18chs.) and High Level Bridge Jn. including through the connections at High Level Bridge Jn. (See Periodical Operating Notice ND41D). (44)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NORWOOD JN. AND DUNSTON

The 20 m.p.h. Permanent Speed Restriction on the Down and Up lines between 1m. 68chs. and 2m. 07chs. has been increased to a 25 m.p.h. Permanent Speed Restriction (See Periodical Operating Notice ND41D).

(44)

\* \* BETWEEN GLAISDALE AND WHITBY  
\*

Sleights, Bog Hall and Whitby Signalboxes, together with all signals worked therefrom, have been abolished.

The double line section - Sleights - Whitby has been singled using the Down Main as the single line. The Up Main has been slued into the Down Main east of Sleights to form the continuous single line.

The "One Train Working" Regulations as modified in the Sectional Appendix Local Instructions now apply between Glaisdale and a new double-sided noticeboard at the west end of Whitby No. 1 Platform line.

A "NO SIGNALMAN" token instrument has been provided at Whitby.

Glaisdale

The Down and Up Distant signals have been replaced by reflectorised Distant boards.

Sleights

The level crossing gates have been padlocked and retained as a user-worked crossing.

The gates have been re-hung so as to open away from the railway. The wicket gates have been retained for pedestrian usage.

A speed restriction of 10 m.p.h. applies over Sleights Level Crossing in each direction.

A "WHISTLE" board has been provided 147 yards from the Crossing on each rail approach.

Sleights Freight Depot has been abolished.

Ruswarp

The Up Home and Up Distant signals will apply from their present (lateral) positions to the single line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN GLAISDALE AND WHITBY continuedBog Hall

The level crossing has been closed to road traffic. The wicket-gates have been retained for pedestrian usage.

A "WHISTLE" board has been provided 103 yards from the crossing on each rail approach.

A portion of the Up Main has been retained to form a Shunt Spur 150 yards in length west of the Sidings outlet points. These points are now hand-worked.

Bog Hall Ground Frame

A 3-lever ground frame (released by the Token) has been provided west of the station to operate the new points - single line to Sidings via the former Up Main, and access to the sidings (from former Up Main) has been provided at the Whitby end via new hand-worked points.

Telephone communication has been provided between the ground frame and Glaisdale Signalbox.

Whitby

The Middle Road, No. 2 and 4 Platform lines have been abolished.

A reflectorised Down Distant board has been provided 600 yards before reaching the "One Train Working" notice board on No. 1 Platform line.

Grosmont ground frame will now be released by the token.

(43)

YORK - BETWEEN CLIFTON AND SKELTON

The 45 m.p.h. Permanent Speed Restriction on the Down Main line between 0m. 42chs. and 1m. 09chs. has been increased to a 50 m.p.h. Permanent Speed Restriction. (See Section D) (43)

BETWEEN AYCLIFFE AND FERRYHILL SOUTH JN.

The 95 m.p.h. Permanent Speed Restriction on the Down and Up lines between 54m. 35chs. and 56m. 15chs. has been increased to 105 m.p.h. and a 105 m.p.h. Permanent Speed Restriction now applies on the Down and Up lines between 49m. 30chs. and 56m. 15chs. (See Section D)

(43)

WOOLSTENHOLMES



EASTERN REGION

**NN**

44

# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 27 OCTOBER

TO

FRIDAY 2 NOVEMBER 1984

INCLUSIVE

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BEDALE - COAL YARD SIDINGS

The connections to the former coal yard have been secured out of use and the sidings abolished.

(47) (New Item).

WHITEHOUSE

(Up) B.S.C. Coke Works line signal W7 has been abolished.

(46)

DARLINGTON

The Diesel Depot Sidings have been abolished and the connections from the Down Duplicate secured out of use pending removal.

Entrance to the Depot is now via Haughton Bridge Ground Frame.

(46)

SUNDERLAND-MONKWEARMOUTH-EAST BOLDON

Wearmouth Signal Box (and all associated points and signals) has been abolished.

The Track Circuit Block Regulations apply between Monkwearmouth and East Boldon.

(When Monkwearmouth Signal Box is switched out of circuit, the Track Circuit Block Regulations apply between Sunderland and East Boldon).

Sunderland

The double yellow capability of the Sunderland Down Main Starting/ Monkwearmouth Down Main Distant signal has been removed and the signal converted to a 3-aspect signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SUNDERLAND-MONKWEARMOUTH-EAST BOLDON - continued

Monkwearmouth

All semaphore signals applicable to the Southwick Branch, Goods Yard and Shunt Spur have been abolished.

An additional route indication "S" has been added to the Up Main position light signal No. 6 and the indications are now:-

<u>Indication</u>	<u>Application</u>
D	Down Main
S	Shunt Spur
B	Up Branch

The shunting signal applying Down Main to Up Main has been replaced on the right-hand (cess of the Down Main) by a position light signal No. 8.

The following new position light signals have been provided.

<u>Signal No.</u>	<u>Line</u>	<u>Route Indication</u>	<u>Destination</u>
20	Southwick Down Branch	M Y	Up Main Goods Yard
21	Goods Yard Exit	B S	Up Branch Shunt Spur
23	Shunt Spur	M Y	Up Main Goods Yard

The Down Main 2-aspect Intermediate Block Distant has been converted to a 3-aspect automatic signal plated MW965. A signal post telephone have been provided.

The Up Main Intermediate Block Home has been converted to an automatic signal and replated MW966. A signal post telephone has been provided.

Down Main 3-aspect signal MW13, and Up Main 4-aspect signal MW30 have been replated as semi-automatic signals.

A 2-way stencil-type route indicator has been provided on Down Main signal MW13. This applies in conjunction with the associated position light as follows:-

- B - Up Branch
- S - Shunt Spur



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 3 NOVEMBER

TO

FRIDAY 9 NOVEMBER 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.

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SECTION CSIGNALLING 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 BSUNDAY 4 NOVEMBER - BELASIS LANE

All points and signalling will be disconnected pending commissioning of new track layout and the associated signalling on Sunday 11th November.

Point will be secured as required and hand-signalling will be in operation during this period. (48)

MONDAY 5 NOVEMBER - ALNMOUTH (NORTH OF)

The catch points in the Down Main at 35m. 73chs. (600 yards before reaching Alnmouth A147 signal) will be secured out of use pending replacement by plain line. (48)

MONDAY 5 NOVEMBER - BETWEEN NORTHALLERTON, CASTLE HILLS JN. AND LEYBURN

The Maximum Permissible Speed on the Single, Down and Up lines will be reduced to 40m.p.h. (See Section D). (48)

MONDAY 5 NOVEMBER AND UNTIL FURTHER NOTICE - BENTON QUARRY JN. TO BENTON STATION JN.

All trains working to/from Benton and Gosforth P.T.E. Depot will be handsignalled and points will be manually operated.

Trains returning from Coxlodge will be routed either via Gosforth Depot Avoiding Line to Four Lane Ends, thence facing road to Benton Station and through the junction or, via Gosforth Depot Yard (17 Road) and thence facing road to Benton Station and through the junction.

A Metro conductor will be in attendance for all handsignalled moves.  
 (applies until 16 November)  
 (47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBEDALE - COAL YARD SIDINGS

The connections to the former coal yard have been secured out of use and the sidings abolished.

(47)

WHITEHOUSE

(Up) B.S.C. Coke Works line signal W7 has been abolished.

(46)

DARLINGTON

The Diesel Depot Sidings have been abolished and the connections from the Down Duplicate secured out of use pending removal.

Entrance to the Depot is now via Houghton Bridge Ground Frame.

(46)

SUNDERLAND-MONKWEARMOUTH-EAST BOLDON

Wearmouth Signal Box (and all associated points and signals) has been abolished.

The Track Circuit Block Regulations apply between Monkwearmouth and East Boldon.

(When Monkwearmouth Signal Box is switched out of circuit, the Track Circuit Block Regulations apply between Sunderland and East Boldon).

Sunderland

The double yellow capability of the Sunderland Down Main Starting/ Monkwearmouth Down Main Distant signal has been removed and the signal converted to a 3-aspect signal.

n/shore



EASTERN REGION

**NN**

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# WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS ~~PII~~

SIGNALLING AND

PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 NOVEMBER

TO

FRIDAY 16 NOVEMBER 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

SUNDAY 11 NOVEMBER - BELASIS LANE

A remodelled layout with new connections to Haverton South Branch and to I.C.I. Ltd East Grid Sidings, together with the associated signalling alterations will be brought to use. Reference should be made to the diagram included in this notice.

Signalling Alterations

The Down Branch Home signal will be repositioned 103 yards further from the signalbox. Adjacent to this signal, 2 miniature arm signals on a straight post will be provided applying (top arm) towards the Haverton South Branch and (bottom arm) towards the I.C.I. Ltd East Grid Sidings.

At the convergence of the Haverton South Branch and East Grid Line, a new main arm signal will be provided applying Haverton South Branch to Up Branch. A disc signal will be provided on the post of this signal which will apply towards the Up Branch line occupied.

A new miniature arm signal will be provided at the outlet from the East Grid Sidings. Adjacent to this signal and facing towards the East Grid, a notice board will be provided worded "LOCOMOTIVES RUNNING ROUND STOP HERE". A disc shunting signal will be provided on the post of the Up Home from Port Clarence applying towards Up Branch line occupied.

The disc shunting signal 10 yards west of the signalbox applying - Up Branch to I.C.I. or to Haverton South Branch, will be replaced on the right hand side of the Up Branch 7 yards east of the signalbox. A 3-way stencil route indicator will be provided and the following indications will apply.

Route Indication

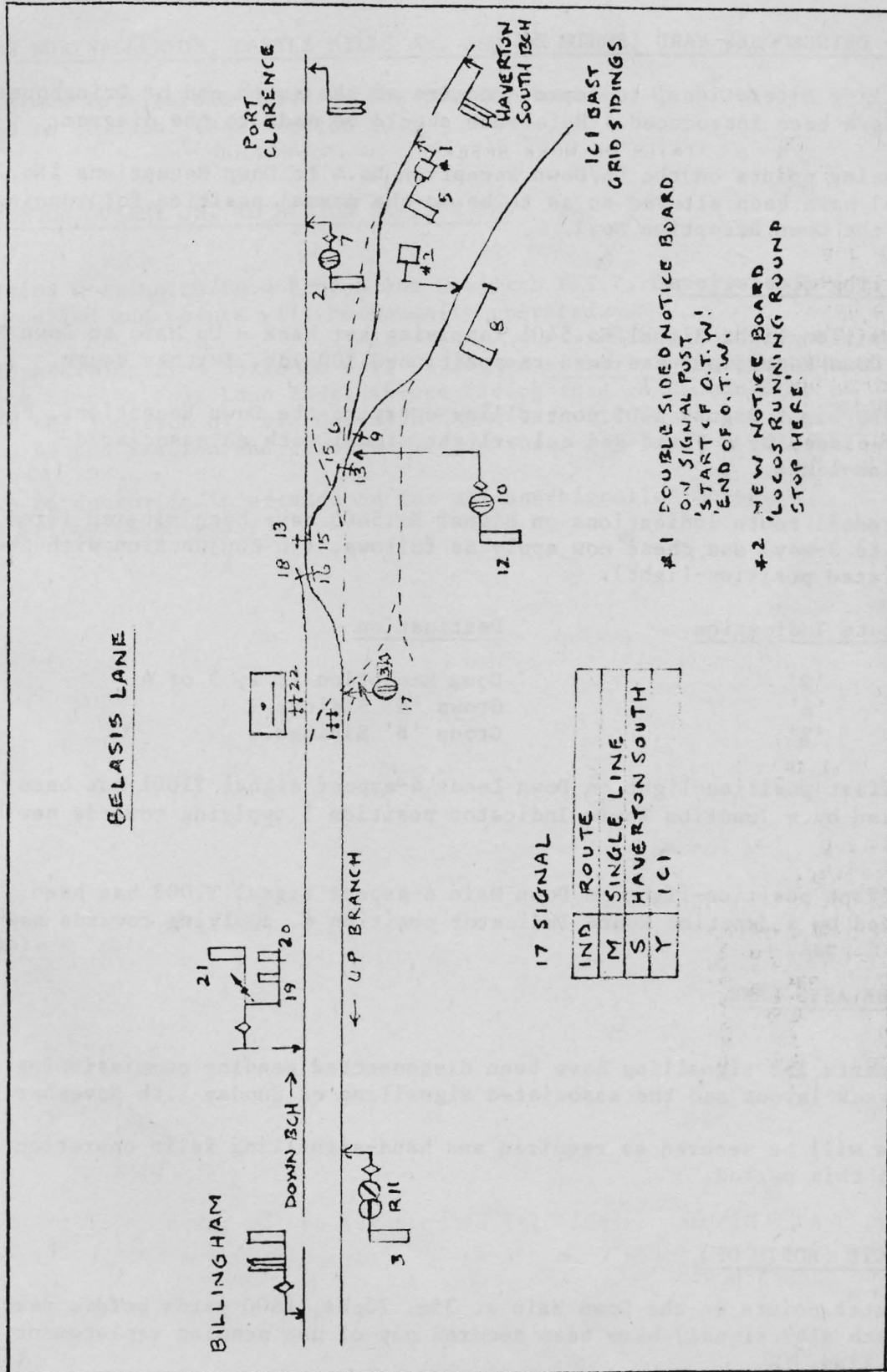
Destination

"M"	Port Clarence
S	Haverton South Branch
Y	I.C.I. Ltd East Grid Sidings

The Down Branch Distant Signal will be repositioned on the post of the Billingham Down Branch Starting Signal (1061 yards before reaching the Belasis Lane Down Branch Home).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued





SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

YORK - DRINGHOUSES YARD (SOUTH END)

Signalling alterations, to improve access at the south end of Dringhouse Yard have been introduced. Reference should be made to the diagram.

The facing points on the Up/Down Reception No.4 to Down Receptions (No.2408 points) have been altered so as to be in the normal position for running along the Down Reception No.1.

Signalling Alterations

The position-light Signal No.5401 (applying set back - Up Main to Down Main or to Down Reception) has been re-positioned 200 yds. further south.

Position light Signal 5405 controlling entry to the Down Receptions, has been replaced by a Fixed Red colourlight signal with an associated position-light.

The stencil route indications on Signal No.5405 have been altered (from 6-way to 3-way) and these now apply as follows, (in conjunction with the associated position-light).

<u>Route Indication</u>	<u>Destination</u>
'R'	Down Reception 1, 2, 3 or 4
'A'	Group 'A' Sidings
'B'	Group 'B' Sidings.

The offset position-light on Down Leeds 4-aspect signal Y1001 has been replaced by a Junction Route Indicator position 5 applying towards new Y5405 Signal.

The offset position-light on Down Main 4-aspect signal Y1003 has been replaced by a Junction Route Indicator position 4, applying towards new Y5403 Signal. (48)

\* \* BELASIS LANE  
\*

All points and signalling have been disconnected pending commissioning of new track layout and the associated signalling on Sunday 11th November.

Points will be secured as required and hand-signalling is in operation during this period.

ALNMOUTH (NORTH OF)

The catch points in the Down Main at 35m. 73chs. (600 yards before reaching Alnmouth A147 signal) have been secured out of use pending replacement by plain line. (48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NORTHALLERTON, CASTLE HILLS JN. AND LEYBURN

The Maximum Permissible Speed on the Single, Down and Up lines has been reduced to 40m.p.h. (See Section D). (48)

\* \* BENTON QUARRY JN. TO BENTON STATION JN.  
\*

All trains working to/from Benton and Gosforth P.T.E. Depot will be handsignalled and points will be manually operated.

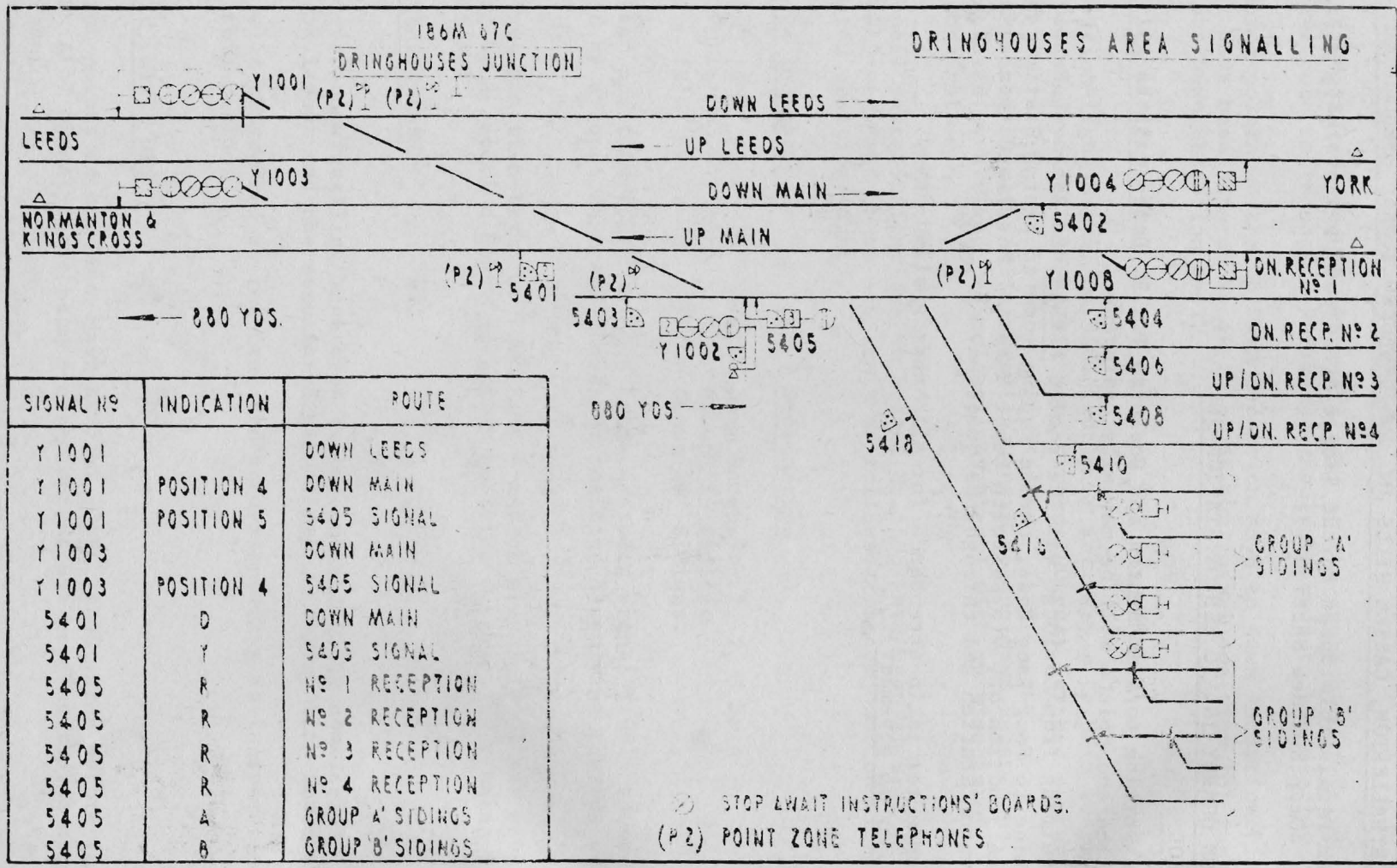
Trains returning from Coxlodge will be routed either via Gosforth Depot Avoiding Line to Four Lane Ends, thence facing road to Benton Station and through the junction or, via Gosforth Depot Yard (17 Road) and thence facing road to Benton Station and through the junction.

A Metro conductor is in attendance for all handsignalled moves.  
(Until Friday 16 November).

(47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SIGNAL N°	INDICATION	ROUTE
Y 1001		DOWN LEEDS
Y 1001	POSITION 4	DOWN MAIN
Y 1001	POSITION 5	5405 SIGNAL
Y 1003		DOWN MAIN
Y 1003	POSITION 4	5405 SIGNAL
5401	D	DOWN MAIN
5401	Y	5405 SIGNAL
5405	R	N° 1 RECEPTION
5405	R	N° 2 RECEPTION
5405	R	N° 3 RECEPTION
5405	R	N° 4 RECEPTION
5405	A	GROUP 'A' SIDINGS
5405	B	GROUP 'B' SIDINGS

⊗ STOP WAIT INSTRUCTIONS' BOARDS.  
 (P2) POINT ZONE TELEPHONES

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : 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	
<u>DONCASTER, BLACK CARR JN. TO BERWICK</u>						
<u>Page 34 (Page A17, PON ND 41D)</u>						
Between Alnmouth and Little Mill LC						
<u>Delete</u>						
C. Down at 35m. 73chs. 600 yards before reaching signal A147. (49.D)						
<u>Page 43 (Page 19, PON ND 41D)</u>						
<u>NORTHALLERTON, CASTLE HILLS JN TO REDMIRE</u>						
<u>Amend :-</u>						
Northallerton and Leyburn (17m. 28chs.)				<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED (49D)

NN-34

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	
<u>NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</u>						
<u>Page 124 (Page 51, PON ND 41D)</u>						
Between Norton-on-Tees LC and Billingham-on-Tees LC						
<u>Delete:</u>			<u>35</u>	<u>35</u>	<u>63m. 50chs. and 64m. 02chs.</u>	(49.D)
<u>Page 126 (Page 52, PON ND 41D)</u>						
At Sunderland South Tunnels						
<u>Delete:</u>			<u>20</u> <u>40</u>	<u>20</u> <u>40</u>	<u>89m. 05chs. and 89m. 45chs.</u>	(49.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

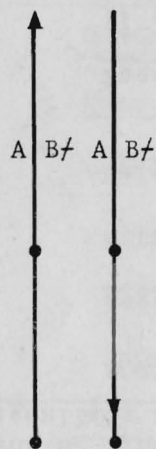
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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

NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN - continued

Page 127

Delete all details between Sunderland North Tunnel and East Boldon and substitute :-



Sunderland North Tunnel (250 yards)	89	64	to	89	76
Monkwearmouth (See page 137)	90	26		<u>40</u>	<u>40</u>
Seaburn	91	33		<u>65</u>	<u>65</u>
East Boldon LC	93	17		<u>50</u>	<u>50</u>

Rule Book, Section S,  
Clause 3.3 and Block  
Regulation 3.9 apply.

† TCB when  
Monkwearmouth signal  
box is closed.

90m. 24chs. and 90m.  
69chs.

91m. 71chs. and 91m.  
31chs.

Approaching and over  
Boldon level crossing  
93m. 18chs. and 94m.p.

(49.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down / Up m.p.h.	At or Between	
<u>DARLINGTON SOUTH JN. TO SALTBURN</u>						
<u>Page 127</u>						
At Boldon LC (A.H.B.)						
<u>Delete:</u>				<u>30</u>	<u>94m. 30chs. and 94m. 43chs.</u>	(49.D)
<u>NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN - continued</u>						
<u>Page 142:</u>						
<u>Delete:</u>	South Bank	17	06			
Between South Bank Jn and Beam Mill Jn						
<u>Add:</u>	South Bank	17	40			(49.D)
<u>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXCLUSIVE</u>						
<u>Page 149</u>						
Between Norwood Jn. and Swalwell Jn.						
<u>Add:</u>	Dunston	2	17			(49.D)



EASTERN REGION

**NN**

47

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 1 7 N O V E M B E R

T O

F R I D A Y 2 3 N O V E M B E R 1 9 8 4

I N C L U S I V E

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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.

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SECTION CSIGNALLING 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 BMONDAY 19 NOVEMBER AND UNTIL FURTHER NOTICE - BENTON QUARRY JUNCTION TO BENTON STATION JUNCTION

All trains working to/from Benton and Gosforth P.T.E. Depot will be handsignalled and points will be manually operated. Normal routes will be followed and a Handsignalman will give instructions as appropriate.

(Applies until Saturday 15 December)

DETAILS OF WORK ALREADY CARRIED OUTBELASIS LANE

A remodelled layout with new connections to Haverton South Branch and to I.C.I. Ltd East Grid Sidings, together with the associated signalling alterations has been brought to use. Reference should be made to the diagram included in this notice.

Signalling Alterations

The Down Branch Home signal has been repositioned 103 yards further from the signalbox. Adjacent to this signal, 2 miniature arm signals on a straight post will be provided applying (top arm) towards the Haverton South Branch and (bottom arm) towards the I.C.I. Ltd East Grid Sidings.

At the convergence of the Haverton South Branch and East Grid Line, a new main arm signal has been provided applying Haverton South Branch to Up Branch. A disc signal has been provided on the post of this signal which applies towards the Up Branch line occupied.

A new miniature arm signal has been provided at the outlet from the East Grid Sidings. Adjacent to this signal and facing towards the East Grid, a notice board has been provided worded "LOCOMOTIVES RUNNING ROUND STOP HERE". A disc shunting signal has been provided on the post of the Up Home from Port Clarence applying towards Up Branch line occupied.

The disc shunting signal 10 yards west of the signalbox applying - Up Branch to I.C.I. or to Haverton South Branch, has been replaced on the right hand side of the Up Branch 7 yards east of the signalbox. A 3-way stencil route indicator has been provided and the following indications now apply.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BELASIS LANE - continued

Signalling Alterations - continued

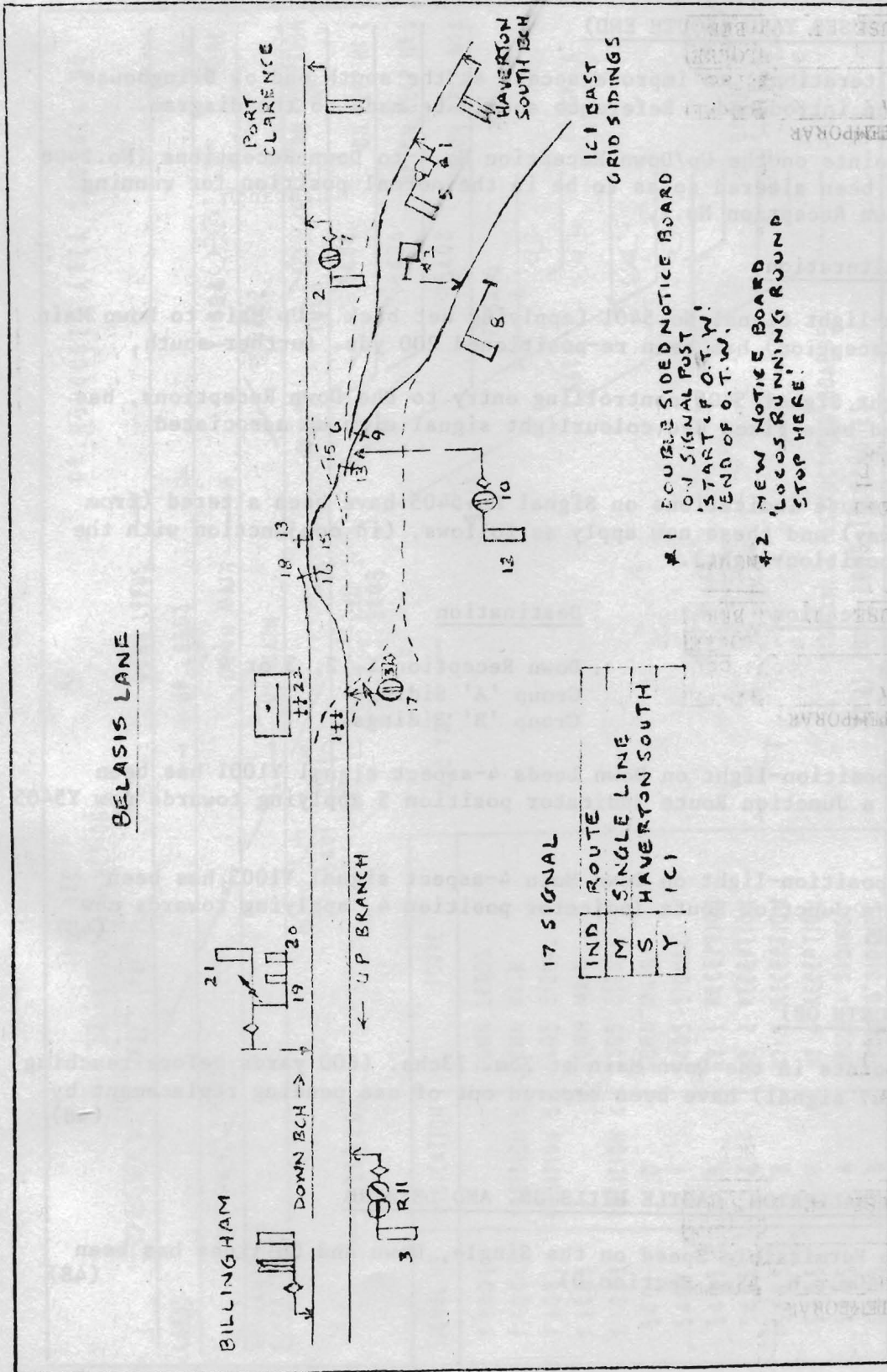
<u>Route Indication</u>	<u>Destination</u>
"M"	Port Clarence
S	Haverton South Branch
Y	I.C.I. Ltd East Grid Sidings

The Down Branch Distant Signal has been repositioned on the post of the Billingham Down Branch Starting Signal (1061 yards before reaching the Belasis Lane Down Branch Home).

(49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

YORK - DRINGHOUSES YARD (SOUTH END)

Signalling alterations, to improve access at the south end of Dringhouse Yard have been introduced. Reference should be made to the diagram.

The facing points on the Up/Down Reception No.4 to Down Receptions (No.2408 points) have been altered so as to be in the normal position for running along the Down Reception No.1.

Signalling Alterations

The position-light Signal No.5401 (applying set back - Up Main to Down Main or to Down Reception) has been re-positioned 200 yds. further south.

Position light Signal 5405 controlling entry to the Down Receptions, has been replaced by a Fixed Red colourlight signal with an associated position-light.

The stencil route indications on Signal No.5405 have been altered (from 6-way to 3-way) and these now apply as follows, (in conjunction with the associated position-light).

<u>Route Indication</u>	<u>Destination</u>
'R'	Down Reception 1, 2, 3 or 4
'A'	Group 'A' Sidings
'B'	Group 'B' Sidings.

The offset position-light on Down Leeds 4-aspect signal Y1001 has been replaced by a Junction Route Indicator position 5 applying towards new Y5405 Signal.

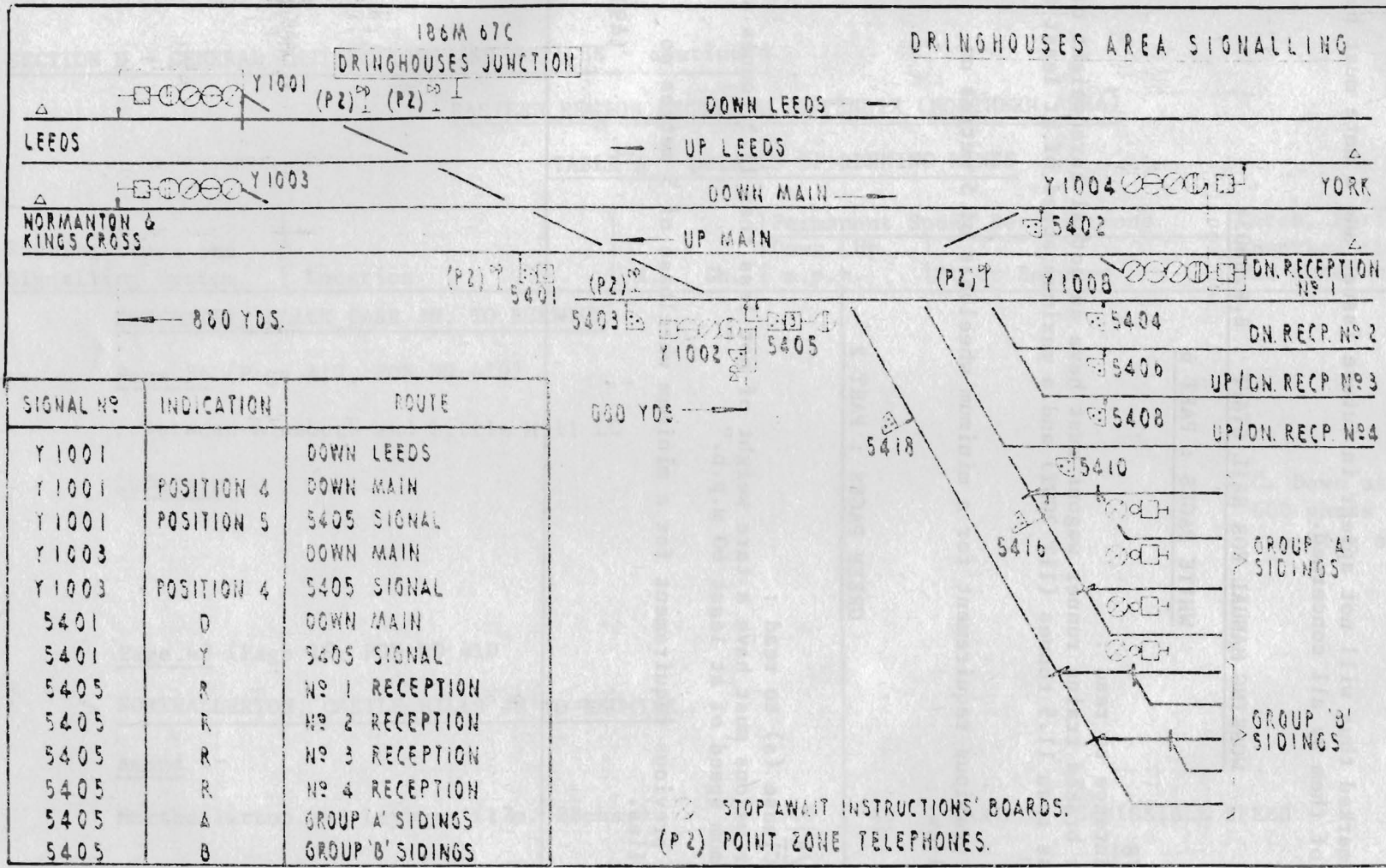
The offset position-light on Down Main 4-aspect signal Y1003 has been replaced by a Junction Route Indicator position 4, applying towards new Y5403 Signal. (48)

ALNMOUTH (NORTH OF)

The catch points in the Down Main at 35m. 73chs. (600 yards before reaching Alnmouth A147 signal) have been secured out of use pending replacement by plain line. (48)

BETWEEN NORTHALLERTON, CASTLE HILLS JN. AND LEYBURN

The Maximum Permissible Speed on the Single, Down and Up lines has been reduced to 40m.p.h. (See Section D). (48)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION 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	Up	
				m.p.h.	At or Between	
<u>DONCASTER, BLACK CARR JN. TO BERWICK</u>						
<u>Page 34 (Page A17, PON ND 41D)</u>						
Between Alnmouth and Little Mill LC						
<u>Delete</u>						
C. Down at 35m. 73chs. 600 yards before reaching signal A147. (49.D)						
<u>Page 43 (Page 19, PON ND 41D)</u>						
<u>NORTHALLERTON, CASTLE HILLS JN TO REDMIRE</u>						
<u>Amend :-</u>						
Northallerton and Leyburn (17m. 28chs.)				<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED (49D)

NN-33

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	
<u>NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</u>						
<u>Page 124 (Page 51, PON ND 41D)</u>						
Between Norton-on-Tees LC and Billingham-on-Tees LC						
<u>Delete:</u>				<u>35</u>	<u>35</u>	<u>63m. 50chs. and 64m. 02chs.</u> (49.D)
<u>Page 126 (Page 52, PON ND 41D)</u>						
At Sunderland South Tunnels						
<u>Delete:</u>				<u>20</u> <u>40</u>	<u>20</u> <u>40</u>	<u>89m. 05chs. and 89m. 45chs.</u> (49.D)

NN-34

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

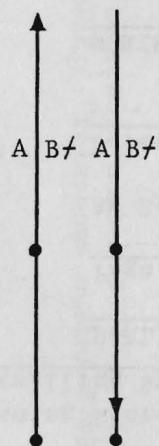
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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 At or Between	

NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN - continued

Page 127

Delete all details between Sunderland North Tunnel and East Boldon and substitute :-



Sunderland North Tunnel (250 yards)	89	64				
	to					
	89	76				
Monkwearmouth (See page 137)	90	26	<u>40</u>	<u>40</u>	<u>90m. 24chs. and 90m. 69chs.</u>	
Seaburn	91	33		<u>65</u>	<u>91m. 71chs. and 91m. 31chs.</u>	
East Boldon LC	93	17	<u>50</u>		<u>Approaching and over Boldon level crossing 93m. 18chs. and 94m.p.</u>	

Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.

≠ TCB when Monkwearmouth signal box is closed.

NN-35

(49.D)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	
<u>DARLINGTON SOUTH JN. TO SALTBURN</u>						
<u>Page 127</u>						
At Boldon LC (A.H.B.)						
<u>Delete:</u>				<u>30</u>	<u>94m. 30chs. and 94m. 43chs.</u>	(49.D)
<u>NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN - continued</u>						
<u>Page 142:</u>						
<u>Delete:</u>	South Bank	17	06			
Between South Bank Jn and Beam Mill Jn						
<u>Add:</u>	South Bank	17	40			(49.D)
<u>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXCLUSIVE</u>						
<u>Page 149</u>						
Between Norwood Jn. and Swalwell Jn.						
<u>Add:</u>	Dunston	2	17			(49.D)

NN-36



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**

S A T U R D A Y 2 4 N O V E M B E R

T O

F R I D A Y 3 0 N O V E M B E R 1 9 8 4

I N C L U S I V E

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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 NOVEMBER - TURSDALE JUNCTION

A section of the Down and Up Leamside at TurSDale Junction will be singled by slueing the Down Leamside into the Up Leamside to form the Up/Down Leamside single line.

TurSDale Junction

Remodelling will take place to form the Junction between the Down and Up Leamside lines and the Single line. The crossover - Down Leamside to Up Main will be remodelled and slued to form a new crossover - Single line to Up Main.

North end of single line (between 2 $\frac{3}{4}$ m.p. and 3m.p.)

A new lead will be installed to form the junction between the new single line and the Down and Up Leamside lines. (51)

MONDAY 26 NOVEMBER - BOLDON COLLIERY - BETWEEN GREEN LANE JUNCTION AND TYNE COAL TERMINAL

The new Tyne Dock Bottom single line between Green Lane Junction and Tyne Coal Terminal will be brought into use.

The signalling associated with Tyne Coal Terminal will be commissioned as shown on the diagram included herein.

The Track Circuit Block Regulations will apply between Boldon Colliery and the Tyne Coal Terminal.

Access to Tyne Dock Bottom Sidings will be via the Tyne Dock Bottom Branch single line and the coal terminal.

Signalling alterations

Boldon Colliery Down Tyne Dock Branch signal No. 103 will be capable of displaying Red or Yellow aspect (the Yellow aspect will be cleared for the route towards the Coal Terminal). The associated position light will be offset to the right for the route to Dean Road Sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 26 NOVEMBER - BOLDON COLLIERY - BETWEEN GREEN LANE JUNCTION AND TYNE COAL TERMINAL - continued

Description of Signals

B = Boldon Colliery      T = Terminal Control Room

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Destination</u>
B978	Departure	Main		Up Tyne Dock Branch
B979 (Red)	Down Tyne Dock Branch	Position-Light	A	Arrival Line
		Position-Light	D	Departure Line
T6 (Position-Light associated with "Toton" A)			C	Cripple )Departure
			NC	No Cripple ) line.

Position-Light Shunting Signals

<u>Signal</u>	<u>Line</u>	<u>Route Indication</u>	<u>Destination</u>
T1	Arrival		Hopper Line
T2	Hopper		Hopper Tail
T3	Arrival		Arrival
T4	Run-round		Arrival "LIMIT OF SHUNT" /
T7	Departure	H	Hopper Tail
		B	Dock Bottom Link
T8	Dock Bottom Link		Dock Bottom Link
T10	Dock Bottom Link		Departure

An "OFF" indicator will be provided on the Departure line 250 yards on the Green Lane Junction side of T7 signal. This indicator will be illuminated when T7 signal is cleared.

/A "LIMIT OF SHUNT" will be provided on the Arrival line 41 yards on the Green Lane Junction side of T1 signal.

Position-Light Bunker loading (Toton) signals D, C, B and A will be provided on the Hopper Tail line at intervals of approximately 100 yards between each signal. (51)

MONDAY 26 NOVEMBER - BETWEEN PEGSWOOD AND MORPETH STATIONS

An illuminated advance warning indicator for a Permanent speed restriction of 50 m.p.h. will be installed on the left-hand side of the Up Main at 17m. 64chs., situated 2,068 yards before reaching the commencement of the 50 m.p.h. permanent speed restriction commencing at 16m. 50chs.

An Automatic Warning System permanent magnet will be installed 200 yards on the Up approach to the warning indicator. (51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

TUESDAY 27 NOVEMBER - SHILDON

The points - Down Branch to Goods yard and Up Branch to Goods Yard will be secured out of use pending removal.

All associated signalling will be abolished.

(51)

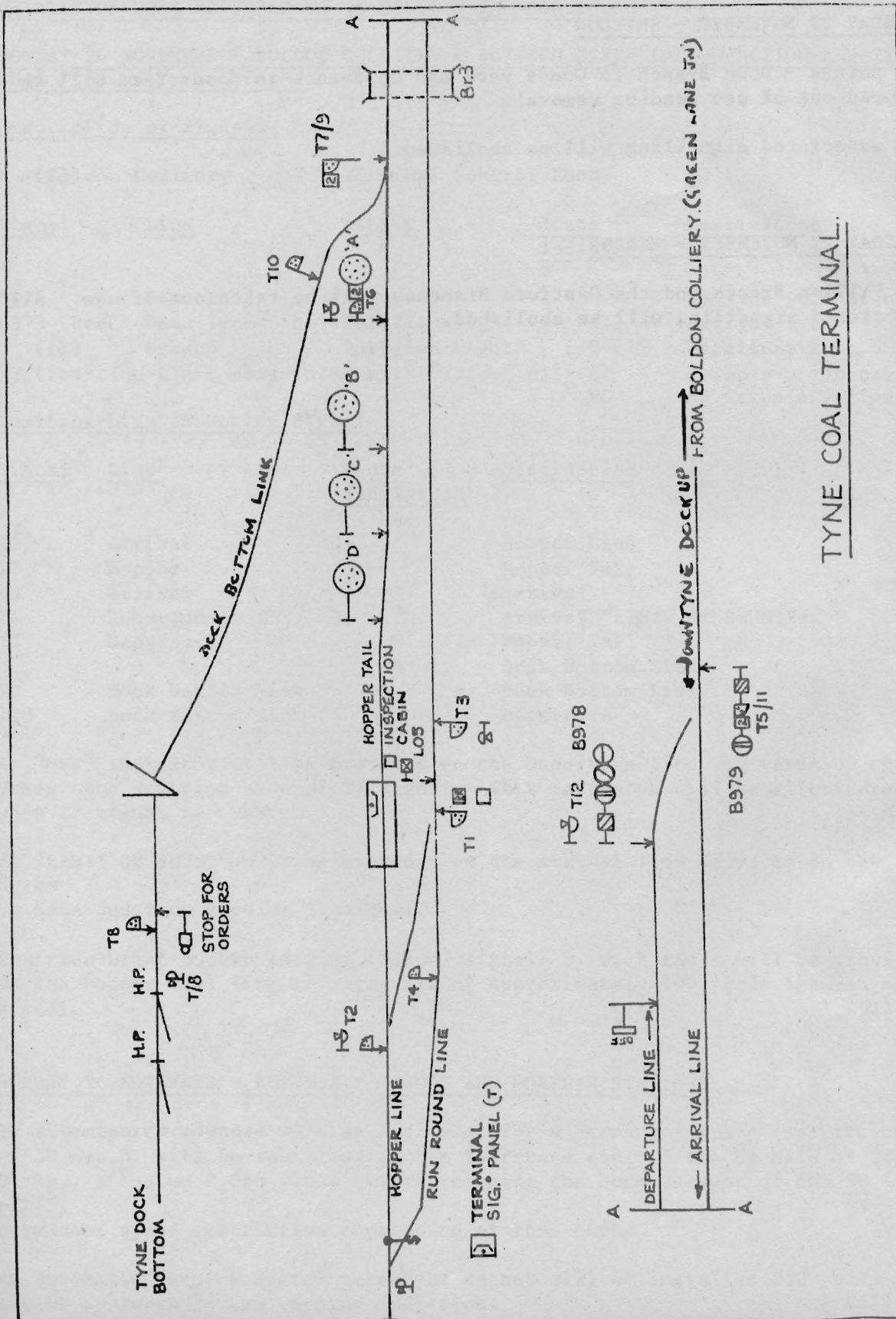
TUESDAY 27 NOVEMBER - HENDON

The Pallion Branch and the Deptford Branches will be taken out of use. All associated signalling will be abolished.

(51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

UNTIL FURTHER NOTICE - BENTON QUARRY JUNCTION TO BENTON STATION JUNCTION

All trains working to/from Benton and Gosforth P.T.E. Depot will be handsignalled and points will be manually operated. Normal routes will be followed and a Handsignalman will give instructions as appropriate.

(Applies until Saturday 15 December)

BELASIS LANE

A remodelled layout with new connections to Haverton South Branch and to I.C.I. Ltd East Grid Sidings, together with the associated signalling alterations has been brought to use. Reference should be made to the diagram included in this notice.

Signalling Alterations

The Down Branch Home signal has been repositioned 103 yards further from the signalbox. Adjacent to this signal, 2 miniature arm signals on a straight post will be provided applying (top arm) towards the Haverton South Branch and (bottom arm) towards the I.C.I. Ltd East Grid Sidings.

At the convergence of the Haverton South Branch and East Grid Line, a new main arm signal has been provided applying Haverton South Branch to Up Branch. A disc signal has been provided on the post of this signal which applies towards the Up Branch line occupied.

A new miniature arm signal has been provided at the outlet from the East Grid Sidings. Adjacent to this signal and facing towards the East Grid, a notice board has been provided worded "LOCOMOTIVES RUNNING ROUND STOP HERE". A disc shunting signal has been provided on the post of the Up Home from Port Clarence applying towards Up Branch line occupied.

The disc shunting signal 10 yards west of the signalbox applying - Up Branch to I.C.I. or to Haverton South Branch, has been replaced on the right hand side of the Up Branch 7 yards east of the signalbox. A 3-way stencil route indicator has been provided and the following indications now apply.

Route Indication

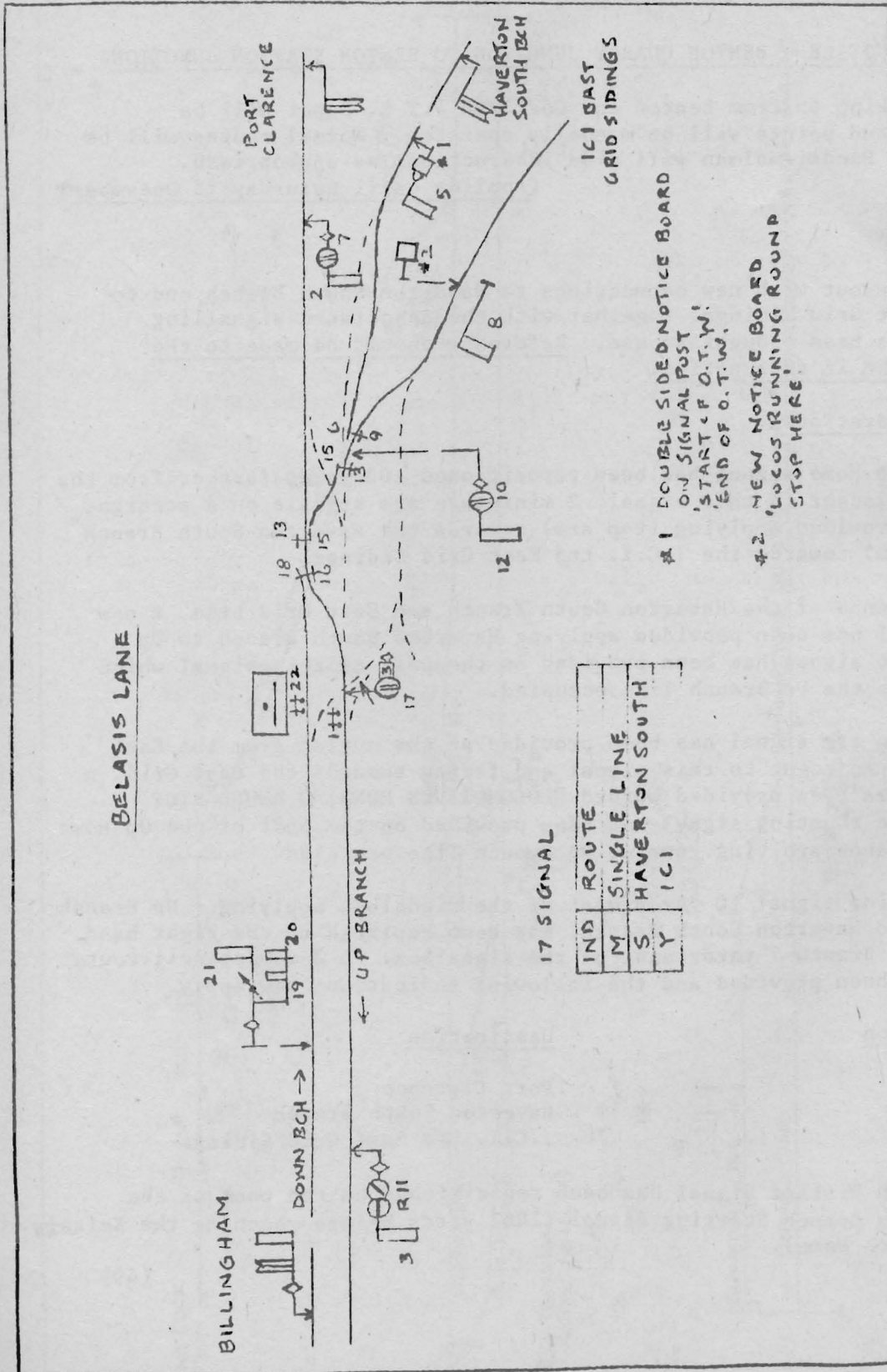
Destination

"M"	Port Clarence
S	Haverton South Branch
Y	I.C.I. Ltd East Grid Sidings

The Down Branch Distant Signal has been repositioned on the post of the Billingham Down Branch Starting Signal (1061 yards before reaching the Belasis Lane Down Branch Home).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued





SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* YORK - DRINGHOUSES YARD (SOUTH END)  
\*

Signalling alterations, to improve access at the south end of Dringhouse Yard have been introduced. Reference should be made to the diagram.

The facing points on the Up/Down Reception No.4 to Down Receptions (No.2408 points) have been altered so as to be in the normal position for running along the Down Reception No.1.

Signalling Alterations

The position-light Signal No.5401 (applying set back - Up Main to Down Main or to Down Reception) has been re-positioned 200 yds. further south.

Position light Signal 5405 controlling entry to the Down Receptions, has been replaced by a Fixed Red colourlight signal with an associated position-light.

The stencil route indications on Signal No.5405 have been altered (from 6-way to 3-way) and these now apply as follows, (in conjunction with the associated position-light).

<u>Route Indication</u>	<u>Destination</u>
'R'	Down Reception 1, 2, 3 or 4
'A'	Group 'A' Sidings
'B'	Group 'B' Sidings.

The offset position-light on Down Leeds 4-aspect signal Y1001 has been replaced by a Junction Route Indicator position 5 applying towards new Y5405 Signal.

The offset position-light on Down Main 4-aspect signal Y1003 has been replaced by a Junction Route Indicator position 4, applying towards new Y5403 Signal. (48)

\* \* ALNMOUTH (NORTH OF)  
\*

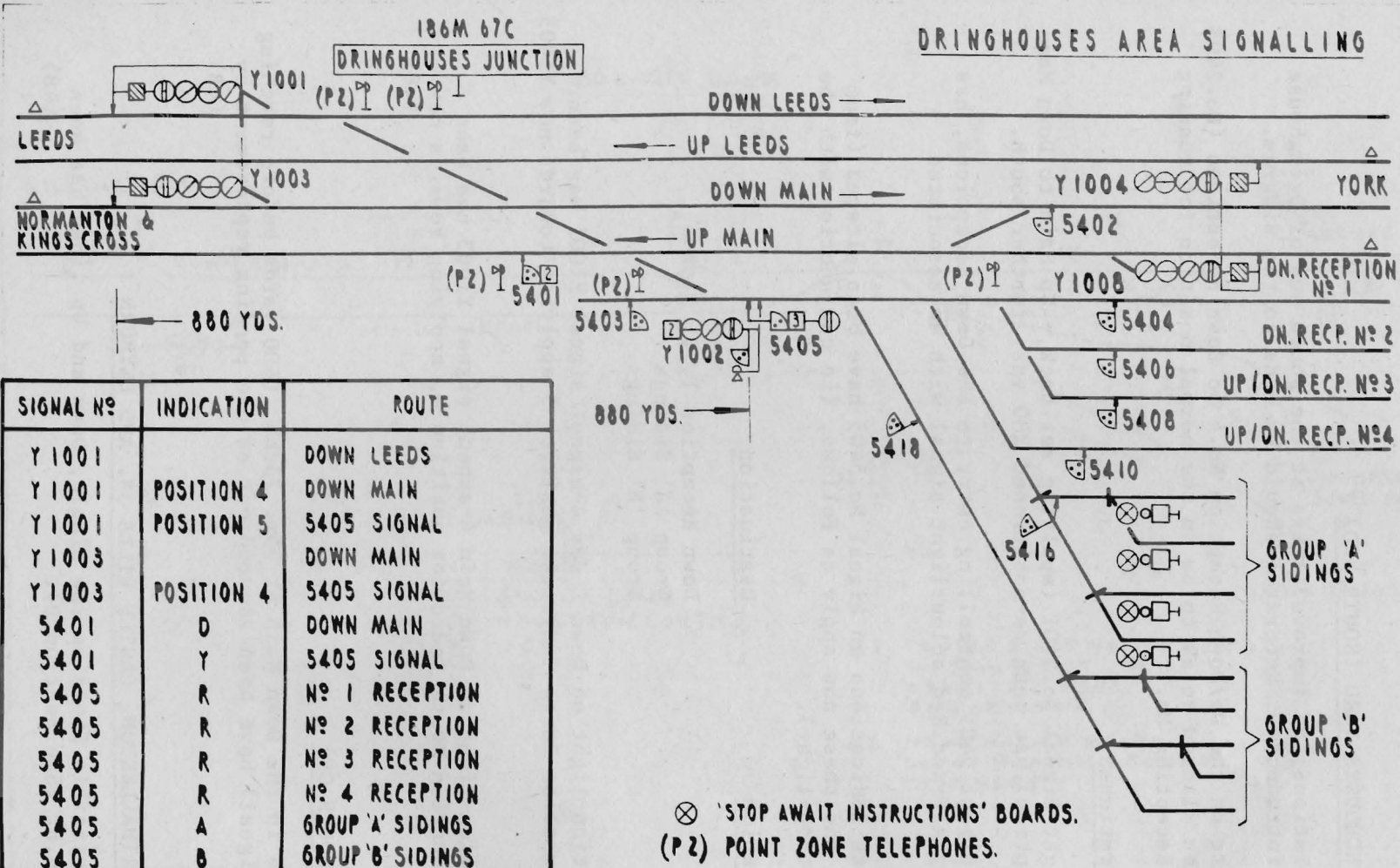
The catch points in the Down Main at 35m. 73chs. (600 yards before reaching Alnmouth Al47 signal) have been secured out of use pending replacement by plain line. (48)

\* \* BETWEEN NORTHALLERTON, CASTLE HILLS JN. AND LEYBURN  
\*

The Maximum Permissible Speed on the Single, Down and Up lines has been reduced to 40m.p.h. (See Section D). (48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SIGNAL NO	INDICATION	ROUTE
Y 1001		DOWN LEEDS
Y 1001	POSITION 4	DOWN MAIN
Y 1001	POSITION 5	5405 SIGNAL
Y 1003		DOWN MAIN
Y 1003	POSITION 4	5405 SIGNAL
5401	D	DOWN MAIN
5401	Y	5405 SIGNAL
5405	R	NO 1 RECEPTION
5405	R	NO 2 RECEPTION
5405	R	NO 3 RECEPTION
5405	R	NO 4 RECEPTION
5405	A	GROUP 'A' SIDINGS
5405	B	GROUP 'B' SIDINGS

⊗ 'STOP AWAIT INSTRUCTIONS' BOARDS.  
 (PZ) POINT ZONE TELEPHONES.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION 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	
<u>DONCASTER, BLACK CARR JN. TO BERWICK</u>						
<u>Page 34 (Page A17, PON ND 41D)</u>						
Between Alnmouth and Little Mill LC						
<u>Delete</u>						
C. Down at 35m. 73chs. 600 yards before reaching signal A147. (49.D)						
<u>Page 43 (Page 19, PON ND 41D)</u>						
<u>NORTHALLERTON, CASTLE HILLS JN TO REDMIRE</u>						
<u>Amend :-</u>						
Northallerton and Leyburn (17m. 28chs.)				<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED (49D)

NM-34

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	
<u>NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</u>						
<u>Page 124 (Page 51, PON ND 41D)</u>						
Between Norton-on-Tees LC and Billingham-on-Tees LC						
<u>Delete:</u>			<u>35</u>	<u>35</u>	<u>63m. 50chs. and 64m. 02chs.</u>	(49.D)
<u>Page 126 (Page 52, PON ND 41D)</u>						
At Sunderland South Tunnels						
<u>Delete:</u>			<u>20</u> <u>40</u>	<u>20</u> <u>40</u>	<u>89m. 05chs. and 89m. 45chs.</u>	(49.D)

NN 35

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	
<u>NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN - continued</u>						
<u>Page 127</u>						
<u>Delete all details between Sunderland North Tunnel and East Boldon and substitute :-</u>						
	Sunderland North Tunnel (250 yards)	89	64 to 89			Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.
	Monkwearmouth (See page 137)	90	26	<u>40</u>	<u>40</u>	<u>90m. 24chs. and 90m. 69chs.</u>
	Seaburn	91	33		<u>65</u>	<u>91m. 71chs. and 91m. 31chs.</u>
	East Boldon LC	93	17	<u>50</u>		<u>Approaching and over Boldon level crossing 93m. 18chs. and 94m.p.</u>

(49.D)

95 NN

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - 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 At or Between	
<u>DARLINGTON SOUTH JN. TO SALT BURN</u>						
<u>Page 127</u>						
At Boldon LC (A.H.B.)						
<u>Delete:</u>				<u>30</u>	<u>94m. 30chs. and 94m. 43chs.</u>	(49.D)
<u>NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN - continued</u>						
<u>Page 142:</u>						
<u>Delete:</u>	South Bank	17	06			
Between South Bank Jn and Beam Mill Jn						
<u>Add:</u>	South Bank	17	40			(49.D)
<u>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXCLUSIVE</u>						
<u>Page 149</u>						
Between Norwood Jn. and Swalwell Jn.						
<u>Add:</u>	Dunston	2	17			(49.D)

NM 37



EASTERN REGION

**NN**

49

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

SATURDAY 1 DECEMBER

TO

FRIDAY 7 DECEMBER 1984

INCLUSIVE

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**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.**

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SECTION CSIGNALLING 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 BSUNDAY 2 DECEMBER - BROADWATH LEVEL CROSSING AT 54M. 62CHS. (BETWEEN HOW  
MILL AND CORBY GATES)

The level crossing gates will be removed pending conversion to A.O.C.R.  
 level crossing.

All associated signalling will be disconnected and maintained in the "ON"  
 position.

(52)

DETAILS OF WORK ALREADY CARRIED OUTTURSDALE JUNCTION

A section of the Down and Up Leamside at Tursdale Junction has been singled  
 by slueing the Down Leamside into the Up Leamside to form the Up/Down  
 Leamside single line.

Tursdale Junction

Remodelling has taken place to form the Junction between the Down and Up  
 Leamside lines and the Single line. The crossover - Down Leamside to Up  
 Main have been remodelled and slued to form a new crossover - Single line to  
 Up Main.

North end of single line (between 2 $\frac{3}{4}$ m.p. and 3m.p.)

A new lead has been installed to form the junction between the new single  
 line and the Down and Up Leamside lines. (51)

BOLDON COLLIERY - BETWEEN GREEN LANE JUNCTION AND TYNE COAL TERMINAL

The new Tyne Dock Bottom single line between Green Lane Junction and Tyne  
 Coal Terminal has been brought into use.

The signalling associated with Tyne Coal Terminal has been commissioned as  
 shown on the diagram included herein.

The Track Circuit Block Regulations now apply between Boldon Colliery and  
 the Tyne Coal Terminal.

Access to Tyne Dock Bottom Sidings is now via the Tyne Dock Bottom Branch  
 single line and the coal terminal.





EASTERN REGION

**NN**

50

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND  
PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 8 D E C E M B E R

T O

F R I D A Y 1 4 D E C E M B E R 1 9 8 4

I N C L U S I V E

---

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.

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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 9 DECEMBER - BETWEEN LOW FELL JUNCTION AND OUSTON JUNCTION

The facing connection - Up Slow/Up Arrival Shunt Neck and the associated slip connection to Down Arrival at 75m. 10chs. will be secured out of use in the normal position pending removal.

TUESDAY 11 DECEMBER - CORBY GATES - BROADWATH LEVEL CROSSING AT 54M. 62CHS.

The level crossing will be converted to an automatic open (A.O.C.k.) level crossing equipped with RED flashing road signals. The crossing will be monitored in Corby Gates signal box and telephone communication will be provided.

A "WHISTLE" board will be provided 180 yards from the crossing on the Up approach and 210 yards from the crossing on the Down approach.

The level crossing Home and Distant signals will be abolished.

Corby Gates

The Down Main Distant will be replaced 750 yards further from the signal box by a new 2-aspect colour light Distant signal (CG8) 1700 yards before reaching the Down Main Home signal.

(1)

DETAILS OF WORK ALREADY CARRIED OUT

BROADWATH LEVEL CROSSING AT 54M. 62CHS. (BETWEEN HOW MILL AND CORBY GATES)

The level crossing gates have been removed pending conversion to A.O.C.R. level crossing.

All associated signalling has been disconnected and is maintained in the "ON" position.

(52)

TURSDALE JUNCTION

A section of the Down and Up Leamside at TurSDale Junction has been singled by slueing the Down Leamside into the Up Leamside to form the Up/Down Leamside single line.

WOOLSTENHOLMES



EASTERN REGION

**NN**

51

# WEEKLY OPERATING NOTICE

CONTAINING

**TEMPORARY SPEED RESTRICTIONS**

**TEMPORARY ENGINEERING WORKS**

**SIGNALLING AND**

**PERMANENT WAY ALTERATIONS**

**GENERAL INSTRUCTIONS AND NOTICES**

S A T U R D A Y 1 5 D E C E M B E R

T O

F R I D A Y 2 1 D E C E M B E R 1 9 8 4

I N C L U S I V E

---

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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 15 AND SUNDAY 16 DECEMBER - NORTH SHORE

The following signals will be abolished:-

- Up Main 1st Home
- Up Main 2nd Home with the Distant below
- Up Main Distant
- Down Main Starting with Down Main to Down Stockton Freightliner Terminal branch on the right-hand bracket.
- Shunting - Up Main to Branch

A new Up Main 3-aspect colour light Home signal No. NS916 will be provided 330 yards before reaching the signal box. A signal post telephone will be provided.

A new Up Main Distant will be provided (beneath the Norton-on-Tees South Up Main Starting signal) situated 1479 yards before reaching new NS916 signal. A right-hand off set position light (applying towards Down Stockton Freightliner Terminal Branch) will be provided on Down Main 3-aspect signal NS911 (former NS11 replated).

Stockton Freightliner Terminal Branch

The Branch will be operated in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF REGULATIONS".

Automatic Warning System

An A.W.S. track inductor will be provided in conjunction with the following signals:-

- Up Main Home NS916
  - Up Main Distant
  - Up Stockton Freightliner Terminal Branch Distant (permanent magnet)
- An A.W.S. cancelling indicator will be provided applicable to the Down Stockton Freightliner Terminal Branch 200 yards on the Freightliner Depot side of the inductor applicable to the Up Branch Distant signal.

SUNDAY 16 DECEMBER - BETWEEN BLENKINSOP AND CORBY GATES

The Automatic Warning System will be extended to include all signals up to and including Corby Gates. (2)

SUNDAY 16 DECEMBER - CORBY GATES

The Down Main Home signal will be reduced in height to 16ft above rail level. (2)

MONDAY 17 DECEMBER - BETWEEN BLENKINSOP AND PETERIL BRIDGE JN

The Maximum Permissible Speed on the Down and Up lines will be increased to 60mph. In addition the existing Permanent Speed Restrictions will be altered and new Permanent Speed Restrictions introduced as shown in Section D. (2)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 15 AND SUNDAY 16 DECEMBER - NORTH SHORE

The following signals will be abolished:-

- Up Main 1st Home
- Up Main 2nd Home with the Distant below
- Up Main Distant
- Down Main Starting with Down Main to Down Stockton Freightliner Terminal branch on the right-hand bracket.
- Shunting - Up Main to Branch

A new Up Main 3-aspect colour light Home signal No. NS916 will be provided 330 yards before reaching the signal box. A signal post telephone will be provided.

A new Up Main Distant will be provided (beneath the Norton-on-Tees South Up Main Starting signal) situated 1479 yards before reaching new NS916 signal. A right-hand off set position light (applying towards Down Stockton Freightliner Terminal Branch) will be provided on Down Main 3-aspect signal NS911 (former NS11 replated).

Stockton Freightliner Terminal Branch

The Branch will be operated in accordance with the "ONE TRAIN WORKING WITHOUT TRAIN STAFF REGULATIONS".

Automatic Warning System

An A.W.S. track inductor will be provided in conjunction with the following signals:-

- Up Main Home NS916
- Up Main Distant
- Up Stockton Freightliner Terminal Branch Distant (permanent magnet)
- An A.W.S. cancelling indicator will be provided applicable to the Down Stockton Freightliner Terminal Branch 200 yards on the Freightliner Depot side of the inductor applicable to the Up Branch Distant signal.

SUNDAY 16 DECEMBER - BETWEEN BLENKINSOP AND CORBY GATES

The Automatic Warning System will be extended to include all signals up to and including Corby Gates. (2)

SUNDAY 16 DECEMBER - CORBY GATES

The Down Main Home signal will be reduced in height to 16ft above rail level. (2)

MONDAY 17 DECEMBER - BETWEEN BLENKINSOP AND PETERIL BRIDGE JN

The Maximum Permissible Speed on the Down and Up lines will be increased to 60mph. In addition the existing Permanent Speed Restrictions will be altered and new Permanent Speed Restrictions introduced as shown in Section D. (2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedTHURSDAY 20 DECEMBER - GRANGETOWN LEVEL CROSSING AT OM 30CHS (between Ryhope Grange and Londonderry)

The Gate Box, together with all signals protecting Grangetown level crossing will be abolished.

The crossing will be converted to an Open Crossing.

A "STOP WHISTLE BEFORE PROCEEDING" notice board will be provided 27 yards from the crossing on each rail approach.

220 yards from and on the approach side of each of the above notice boards will be provided a black St. Georges Cross on a white background.

(2)

FRIDAY 21 DECEMBER - TYNE AND WEAR METRO - BENTON METRO JUNCTION

A new single lead between the Down and Up South West Curve lines (together with catch points in the Down South West Curve) will be provided to convert Benton Metro Junction into a single lead junction. A new facing crossover between the Metro In Loop and Out Loop lines will be provided east of Benton Station to form the route Out Loop to Up South West Curve (signal No. 228 with Junction route indicator position 4) and the trailing crossover at this location will be abolished.

Signalling alterations

A position 4 Junction route indicator will be provided on Metro signal G212 at Four Lane Ends applying Out Loop to In Loop via the facing crossover situated between Four Lane Ends and Benton Stations.

A new Metro signal G218 will be provided on the Metro In Loop line applying to wrong direction moves towards Benton Metro Jn.

A new Metro signal G225 will be provided on the Metro Out Loop line applying to wrong direction moves towards Four Lane Ends Station.

(2)

DETAILS OF WORK ALREADY CARRIED OUTFERRYHILL

The LIMIT OF SHUNT on the Up Leamside has been repositioned 350 yards on the north side of F438 signal. (New Item) (2)

NORTHALLERTON ROMANBY ROAD COAL DEPOT

The connections leading to the Romanby Road Coal Depot and End Loading Dock have been secured out of use pending removal, and abandonment of sidings.

(New Item) (2)JARROW COAL YARD SIDINGS

The connections leading to the former coal yard sidings have been secured out of use pending removal and abandonment of the sidings (New Item) (2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN LOW FELL JUNCTION AND OUSTON JUNCTION

The facing connection - Up Slow/Up Arrival Shunt Neck and the associated slip connection to Down Arrival at 75m. 10chs. will be secured out of use in the normal position pending removal. (1)

CORBY GATES - BROADWATH LEVEL CROSSING AT 54M. 62CHS.

The level crossing has been converted to an automatic open (A.O.C.R.) level crossing equipped with RED flashing road signals. The crossing is monitored in Corby Gates signal box and telephone communication has been provided.

A "WHISTLE" board has been provided 180 yards from the crossing on the Up approach and 210 yards from the crossing on the Down approach.

The level crossing Home and Distant signals have been abolished.

Corby Gates

The Down Main Distant has been replaced 750 yards further from the signal box by a new 2-aspect colour light Distant signal (CG8) 1700 yards before reaching the Down Main Home signal. (1)

\* \* TURSDALE JUNCTION  
\*

A section of the Down and Up Leamside at TurSDale Junction has been singled by slueing the Down Leamside into the Up Leamside to form the Up/Down Leamside single line.

Remodelling has taken place to form the Junction between the Down and Up Leamside lines and the Single line. The crossover - Down Leamside to Up Main have been remodelled and slued to form a new crossover - Single line to Up Main.

North end of single line (between 2 $\frac{3}{4}$ m.p. and 3m.p.)

A new lead has been installed to form the junction between the new single line and the Down and Up Leamside lines. (51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\*\* BOLDON COLLIERY - BETWEEN GREEN LANE JUNCTION AND TYNE COAL TERMINAL  
\*

The new Tyne Dock Bottom single line between Green Lane Junction and Tyne Coal Terminal has been brought into use.

The signalling associated with Tyne Coal Terminal has been commissioned as shown on the diagram included herein.

The Track Circuit Block Regulations now apply between Boldon Colliery and the Tyne Coal Terminal.

Access to Tyne Dock Bottom Sidings is now via the Tyne Dock Bottom Branch single line and the coal terminal.

Signalling alterations

Boldon Colliery Down Tyne Dock Branch signal No. 103 is now capable of displaying Red or Yellow aspect (the Yellow aspect will be cleared for the route towards the Coal Terminal). The associated position light has been offset to the right for the route to Dean Road Sidings.

Description of Signals

B = Boldon Colliery      T = Terminal Control Room

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Destination</u>
B978	Departure	Main		Up Tyne Dock Branch
B979 (Red)	Down Tyne Dock Branch	Position-Light	A	Arrival Line
		Position-Light	D	Departure Line
T6 (Position-Light associated with "Toton" A)			C	Cripple )Departure
			NC	No Cripple ) line.



## EASTERN REGION 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	
<u>GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC</u>						
Page 148 (Page 64, PON ND 49D)						
<u>Amend:-</u>						
BLAYDON 4mp. and BLENKINSOP 40½mp.				<u>65</u>	<u>65</u>	MAXIMUM PERMISSIBLE SPEED
BLENKINSOP 40½mp. AND PETTERIL BRIDGE JN..				<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
Pages 150 and 151 (Pages 68 and 69. PON ND 49D)						
<u>Delete all details between Haltwhistle and Petteril Bridge Jn. and substitute:-</u>						
	<u>Haltwhistle</u>	37	13		<u>40</u>	<u>37mp. and 36¾mp.</u>
	Blenkinsop LC	40	19		<u>55</u>	<u>40mp. and 40½mp.</u>
	Long Byre LC (R/G)	41	05		<u>50</u>	<u>40m. 32chs. and 40mp.</u> <u>40½mp. and 41m. 05ch.</u>
	Denton School LC	43	23	<u>X25</u>	<u>50</u>	<u>41m. 50ch. and 40m. 32ch.</u> <u>42m. 44chs. and 45m. 38ch.</u>
	Denton Village LC	43	65	<u>X25</u>	<u>X25</u>	<u>Approaching level crossing in wrong direction</u>

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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

GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC - Continued

Delete all details between Haltwhistle and Petteril Bridge Jn. and substitute - Continued

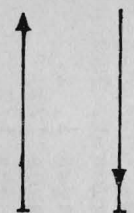
	Upper Denton LC (AHB)	44	01				
		Lane Head LC		45	38	<u>50</u>	<u>44m. 64ch. and 43m. 23ch.</u>
		Low Row LC	46	24			
		Naworth LC (AHB)	47	67	<u>50</u>		<u>46<sup>3</sup>/<sub>4</sub>mp. and 49m. 67chs.</u>
	A B	Milton Village LC	48	60			
		<u>Brampton</u>					
		Brampton Fell LC	50	10	<u>50</u>		DRS 70 - Entered by facing points. URS 70
	A B				<u>50</u>		<u>51m 17ch and 53m 01ch</u> <u>51m 49ch and 46m 34ch</u>
		How Mill LC	52	66			C. Up at 53m 23ch 735 yards before reaching Home Signal
	A B	Broadwath LC (AOCR)	54	62	<u>50</u>		<u>53<sup>1</sup>/<sub>2</sub>mp. and 51m 49ch</u> <u>55<sup>1</sup>/<sub>4</sub>mp. and 55m 60ch</u> C. Up at 55 <sup>1</sup> / <sub>4</sub> mp.
	Corby Gates LC	55	54				
				<u>50</u>		<u>55m 69ch and 54m 62ch</u>	

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks
				Down	Up	

GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC - Continued

Delete all details between Haltwhistle and Petteril Bridge Jn. and substitute - Continued

	<u>Wetheral</u>	55	76	<u>40</u>	<u>40</u>	<u>55m 69ch and 56m 03ch</u>	C.Up at 56m 49chs. 1020 yards before reaching signal CG16
	Petteril Bridge Jn.	59	26	<u>50</u>	<u>50</u>	<u>58<math>\frac{3}{4}</math>mp. and Petteril Bridge Jn.</u>	Carlisle (CE) signal box area between Wetheral (exclusive) and Petteril Bridge Jn. AWS not provided at Carlisle box signals.

(w.e.f. Monday 17th December) (6.D)



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

S A T U R D A Y 2 2 D E C E M B E R 1 9 8 4

T O

F R I D A Y 4 J A N U A R Y 1 9 8 5

I N C L U S I V E

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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.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

NORTH SHORE

The following signals have been abolished:-

Up Main 1st Home  
 Up Main 2nd Home with the Distant below  
 Up Main Distant  
 Down Main Starting with Down Main to Down Stockton Freightliner Terminal  
 branch on the right-hand bracket.  
 Shunting - Up Main to Branch

A new Up Main 3-aspect colour light Home signal No. NS916 has been provided  
 330 yards before reaching the signal box. A signal post telephone has been  
 provided.

A new Up Main Distant has been provided (beneath the Norton-on-Tees South Up  
 Main Starting signal) situated 1479 yards before reaching new NS916 signal.  
 A right-hand off set position light (applying towards Down Stockton  
 Freightliner Terminal Branch) has been provided on Down Main 3-aspect signal  
 NS911 (former NS11 replated).

Stockton Freightliner Terminal Branch

The Branch is now operated in accordance with the "ONE TRAIN WORKING WITHOUT  
 TRAIN STAFF REGULATIONS".

Automatic Warning System

An A.W.S. track inductor has been provided in conjunction with the following  
 signals:-

Up Main Home NS916  
 Up Main Distant  
 Up Stockton Freightliner Terminal Branch Distant (permanent magnet)  
 An A.W.S. cancelling indicator has been provided applicable to the Down  
 Stockton Freightliner Terminal Branch 200 yards on the Freightliner Depot  
 side of the inductor applicable to the Up Branch Distant signal.

BETWEEN BLENKINSOP AND CORBY GATES

The Automatic Warning System has been extended to include all signals up to  
 and including Corby Gates. (2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCORBY GATES

The Down Main Home signal has been reduced in height to 16ft above rail level.

(2)

BETWEEN BLENKINSOP AND PETERIL BRIDGE JN

The Maximum Permissible Speed on the Down and Up lines has been increased to 60mph. In addition the existing Permanent Speed Restrictions have been altered and new Permanent Speed Restrictions introduced as shown in Section D.

(2)

GRANGETOWN LEVEL CROSSING AT OM 30CHS (between Ryhope Grange and Londonderry)

The Gate Box, together with all signals protecting Grangetown level crossing has been abolished.

The crossing has been converted to an Open Crossing.

A "STOP WHISTLE BEFORE PROCEEDING" notice board has been provided 27 yards from the crossing on each rail approach.

220 yards from and on the approach side of each of the above notice boards have been provided a black St. Georges Cross on a white background.

(2)

TYNE AND WEAR METRO - BENTON METRO JUNCTION

A new single lead between the Down and Up South West Curve lines (together with catch points in the Down South West Curve) has been provided to convert Benton Metro Junction into a single lead junction. A new facing crossover between the Metro In Loop and Out Loop lines has been provided east of Benton Station to form the route Out Loop to Up South West Curve (signal No. 228 with Junction route indicator position 4) and the trailing crossover at this location has been abolished.

Signalling alterations

A position 4 Junction route indicator has been provided on Metro signal G212 at Four Lane Ends applying Out Loop to In Loop via the facing crossover situated between Four Lane Ends and Benton Stations.

A new Metro signal G218 has been provided on the Metro In Loop line applying to wrong direction moves towards Benton Metro Jn.

A new Metro signal G225 has been provided on the Metro Out Loop line applying to wrong direction moves towards Four Lane Ends Station.

(2)

FERRYHILL

The LIMIT OF SHUNT on the Up Leamside has been repositioned 350 yards on the north side of F438 signal.

(2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NORTHALLERTON ROMANBY ROAD COAL DEPOT

The connections leading to the Romanby Road Coal Depot and End Loading Dock have been secured out of use pending removal, and abandonment of sidings. (2)

JARROW COAL YARD SIDINGS

The connections leading to the former coal yard sidings have been secured out of use pending removal and abandonment of the sidings (2)

\* \* BETWEEN LOW FELL JUNCTION AND OUSTON JUNCTION

The facing connection - Up Slow/Up Arrival Shunt Neck and the associated slip connection to Down Arrival at 75m. 10chs. will be secured out of use in the normal position pending removal. (1)

\* \* CORBY GATES - BROADWATH LEVEL CROSSING AT 54M. 62CHS.

The level crossing has been converted to an automatic open (A.O.C.K.) level crossing equipped with RED flashing road signals. The crossing is monitored in Corby Gates signal box and telephone communication has been provided.

A "WHISTLE" board has been provided 180 yards from the crossing on the Up approach and 210 yards from the crossing on the Down approach.

The level crossing Home and Distant signals have been abolished.

Corby Gates

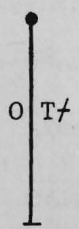
The Down Main Distant has been replaced 750 yards further from the signal box by a new 2-aspect colour light Distant signal (CG8) 1700 yards before reaching the Down Main Home signal. (1)

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EASTERN REGION 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	
<u>Page 130</u>						
<u>STOCKTON FREIGHTLINER TERMINAL BRANCH</u>						
<u>Delete</u> all details and <u>substitute</u> :-						
<u>STOCKTON FREIGHTLINER TERMINAL BRANCH</u>						
				<u>35</u>	<u>35</u>	MAXIMUM PERMISSIBLE SPEED
	North Shore (See page 124)	60	49	<u>20</u>	<u>60m. 57chs. and 60m. 50chs.</u>	† No staff see page 222
	Freightliner Depot GF	61	45			(6.D)



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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - Continued

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	Up	
<u>GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC</u>						
Page 148 (Page 64, PON ND 49D)						
Amend:-						
	BLAYDON 4mp. and BLENKINSOP 40½mp.			<u>65</u>	<u>65</u>	MAXIMUM PERMISSIBLE SPEED
	BLENKINSOP 40½mp. AND PETTERIL BRIDGE JN.			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
Pages 150 and 151 (Pages 68 and 69. PON ND 49D)						
Delete all details between <u>Haltwhistle</u> and <u>Petteril Bridge Jn.</u> and <u>substitute:-</u>						
	<u>Haltwhistle</u>	37	13		<u>40</u>	<u>37mp. and 36¾mp.</u>
					<u>55</u>	<u>40mp. and 40½mp.</u>
	Blenkinsop LC	40	19		<u>55</u>	<u>40m. 32chs. and 40mp.</u>
					<u>50</u>	<u>40½mp. and 41m. 05ch.</u>
	Long Byre LC (R/G)	41	05		<u>50</u>	<u>41m. 50ch. and 40m. 32ch.</u>
					<u>50</u>	<u>42m. 44chs. and 45m. 38ch.</u>
A B	Denton School LC	43	23	<u>X25</u>	<u>X25</u>	<u>Approaching level crossing in wrong direction</u>
	Denton Village LC	43	65			

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points and other remarks	
				Down	Up		
				m.p.h.	At or Between		
GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC - Continued							
Delete all details between Haltwhistle and Petteril Bridge Jn. and substitute - Continued							
	Upper Denton LC (AHB)	44	01		<u>50</u>	<u>44m. 64ch. and 43m. 23ch.</u>	
		Lane Head LC		45	38		
		Low Row LC	46	24			
		Naworth LC (AHB)	47	67	<u>50</u>		<u>46<math>\frac{3}{4}</math>mp. and 49m. 67chs.</u>
		Milton Village LC	48	60			
		<u>Brampton</u>					
		Brampton Fell LC	50	10	<u>50</u>		DRS 70 - Entered by facing points. URS 70
		How Mill LC	52	66		<u>50</u>	<u>51m 49ch and 46m 34ch</u>
		Broadwath LC (AOCR)	54	62		<u>55</u>	<u>53<math>\frac{1}{2}</math>mp. and 51m 49ch</u>
		Corby Gates LC	55	54	<u>50</u>		<u>55<math>\frac{1}{4}</math>mp. and 55m 60ch</u> C. Up at 55 $\frac{1}{4}$ mp.
					<u>50</u>	<u>55m 69ch and 54m 62ch</u>	

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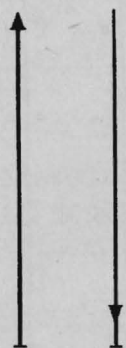
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

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

GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC - Continued

Delete all details between Haltwhistle and Petteril Bridge Jn. and substitute - Continued



Wetheral

55 76 40

40 55m 69ch and 56m 03ch

C.Up at 56m 49chs.  
1020 yards before  
reaching signal CG16

Petteril Bridge Jn.

59 26 50

50 58<sup>3</sup>mp. and Petteril  
Bridge Jn

Carlisle (CE) signal  
box area between  
Wetheral (exclusive)  
and Petteril Bridge  
Jn. AWS not  
provided at Carlisle  
box signals.

(6.D)

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