

BRITISH RAIL
EASTERN REGION

NN

1

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 28 MARCH

TO

FRIDAY 3 APRIL 1987

INCLUSIVE

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

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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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, 31 MARCH - ASHINGTON STATION JUNCTION TO BUTTERWELL OPENCAST DISPOSAL POINT (BRITISH COAL)

Ashington Loop No. 1 signalbox, together with all signals worked therefrom will be abolished.

Loop North of Linton Lane Level Crossing

The southbound (Up) Loop will be taken out of use and the points secured for through running along the northbound loop only.

The southbound Loop Starting signal will be fixed at red.

The existing Up Distant signal will be taken out of use.

Ashington Loop No. 1 Signalbox

The points will be secured so as to form a through Single line route from Ashington Station Junction to Butterwell Bunker.

This line will be worked in a northbound direction only by means of telephone between Ashington Junction signalbox and Butterwell Bunker control room.

Linton Lane automatic open (AOCL) level crossing will not be operable for southbound movements.

Southbound movements may only be made under the authority of special instructions as there is no protecting signal for such movements at Ashington Junction.

Ashington Junction

All connections to and from Ashington Colliery will be taken out of use leaving access to Lynemouth and Butterwell only. The points at Hirst Lane Junction will be secured for through running from Ashington Station Junction to Lynemouth Colliery.

The Up Main Home signal from Lynemouth Colliery will have the right hand bracket signal applying towards the North Arrival removed.

All other associated signals will be abolished.

(4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedTUESDAY 31 MARCH - FENCEHOUSES

The Up and Down Distant signals will be renewed in colour light form. The new Up Distant will be plated F32 and will be 1,654 yards before reaching the Up Home signal (674 yards further than before).

The new Down Distant will be plated F5 and will be 1,474 yards before reaching the Down Home signal (394 yards further than before).

(4)

DETAILS OF WORK ALREADY CARRIED OUTRUSWARP AUTOMATIC OPEN (AOCL) LEVEL CROSSING AT 29M 31CHS. (Guisborough Junction to Whitby Line)

A plunger is provided for traincrew use housed in a locked box accessed by a Driver's standard key BA1A(21). The plunger is situated adjacent to the "STOP" board applicable to Up trains and at the base of the level crossing rail signal applicable to Down trains.

Operation of the plunger by the Traincrew will initiate the level crossing road traffic light signals in the event of a train failing to initiate these road signals on approaching the level crossing.

(New Item) (3)

DARLINGTON

The Permanent Speed Restrictions on the Up Goods line at Darlington will be variously amended.

(See Section D) (3)

BELFORD

The facing and trailing connections between the Up Passenger Loop and the Goods Siding have been secured out of use pending removal.

The Goods Siding has been renamed Cripple Siding.

Signalling Alterations

The Up Passenger Loop "LIMIT OF SHUNT" has been abolished.

All associated position light shunting signals (including the Up Passenger Loop Signal No. 18B applying Up Passenger Loop to Up Main and the Goods Siding position light Signals No. 13 and 14 applying along the Goods Siding) have been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BELFORD - continued

Signalling Alterations - continued

Route indication "X" (associated with the set-back movement towards former Up Main position light Signal No. 11) on Down Main Signal BD4 has been abolished.

Position light Signal No. 6B (lower of two immediately south of the Main to Main facing crossover) now no longer applies set back along Up Main.

A notice board worded "STOP, TELEPHONE" has been provided on the site of the former position light signal No. 13 at the exit from the Cripple Siding.

The Draw-Ahead position light associated with Up Passenger Loop Signal No. BD21 has been abolished.

(2)

DARLINGTON, PARKGATE JN TO EASTGATE

The 25 m.p.h. Permanent Speed Restrictions between Witton-le-Wear LC and Wisersley Hall LC will be shortened by 1/2 mile and the 20 m.p.h. Permanent Speed Restrictions between Wisersley Hall LC and Broadwood LC will be withdrawn.

(See Section D) (3)

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

The Permanent Speed Restriction of 20 m.p.h. on the Up line between Norton-on-Tees South and Norton-on-Tees East will be relaxed to 30 m.p.h.

(See Section D) (3)

MURTON COLLIERY

The Bunker Loading line has been extended by 60 feet, to accommodate 36 HAA Wagon trains.

(2)

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		Remarks
			Down	Up	
			m.p.h.	At or Between	
<u>DONCASTER, BLACK CARR JN TO BERWICK</u>					
Page 23					
Between Darlington South Jn and Darlington (D)					
Amend :-			15	Goods to Saltburn line.	
Delete :-			20	Goods to Up Main at 43m. 68chs.	

BRITISH RAIL
EASTERN REGION

NN

2

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 4 APRIL

TO

FRIDAY 10 APRIL 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN - continued

SUNDAY 5 APRIL

138	Maryport	All	07 30 to 16 00. Signalling work. Points and signals disconnected.
139	Wigton and Currock Jn	All	07 30 to 16 00. Signalling work. Points and signals disconnected.

WEDNESDAY 8 APRIL

140	Aspatria and Maryport	Up BLOCKED	08 30 to 14 30. Track maintenance. 3 and 2 1/4 m.p. <u>Single line working over Down line.</u>
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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 5 APRIL - ASHINGTON STATION JUNCTION TO BUTTERWELL OPENCAST DISPOSAL POINT (BRITISH COAL)

Ashington Loop No. 1 signalbox, together with all signals worked therefrom will be abolished.

Loop North of Linton Lane Level Crossing

The southbound (Up) Loop will be taken out of use and the points secured for through running along the northbound loop only.

The southbound Loop Starting signal will be fixed at red.

The northbound Loop Home signal will be fixed at yellow and act as a Distant for the northbound Loop Starting Signal (Butterwell Bunker Panel signal).

The existing Up Distant signal will be taken out of use.

Ashington Loop No. 1 Signalbox

The points will be secured so as to form a through Single line route from Ashington Station Junction to Butterwell Bunker.

This line will be worked in a northbound direction only by means of telephone between Ashington Junction signalbox and Butterwell Bunker control room.

Linton Lane automatic open (AOCL) level crossing will not be operable for southbound movements.

Southbound movements may only be made under the authority of special instructions as there is no protecting signal for such movements at Ashington Junction.

Ashington Junction

All connections to and from Ashington Colliery will be taken out of use leaving access to Lynemouth and Butterwell only. The points at Hirst Lane Junction will be secured for through running from Ashington Station Junction to Lynemouth Colliery.

The Up Main Home signal from Lynemouth Colliery will have the right hand bracket signal applying towards the North Arrival removed.

All other associated signals will be abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 6 APRIL - WARDLEY - FOLLINGSBY FREIGHTLINER TERMINAL

The connection in the Down line to Follingsby Freightliner Terminal will be secured out of use.

(5)

MONDAY 6 APRIL - HALTWHISTLE DOWN SIDINGS

The connection to Haltwhistle Down Sidings will be secured out of use pending the recovery of the Sidings in the Down Yard.

(5)

DETAILS OF WORK CARRIED OUTLONGHIRST

The trailing crossover at 20m. 12chs. has been reinstated.

(New Item) (5)

DARLINGTON

The Permanent Speed Restrictions on the Up Goods line at Darlington will be variously amended.

(See Section D) (3)

** BELFORD

The facing and trailing connections between the Up Passenger Loop and the Goods Siding have been secured out of use pending removal.

The Goods Siding has been renamed Cripple Siding.

Signalling Alterations

The Up Passenger Loop "LIMIT OF SHUNT" has been abolished.

All associated position light shunting signals (including the Up Passenger Loop Signal No. 18B applying Up Passenger Loop to Up Main and the Goods Siding position light Signals No. 13 and 14 applying along the Goods Siding) have been abolished.

Route indication "X" (associated with the set-back movement towards former Up Main position light Signal No. 11) on Down Main Signal BD4 has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BELFORD - continued

*

Signalling Alterations - continued

Position light Signal No. 6B (lower of two immediately south of the Main to Main facing crossover) now no longer applies set back along Up Main.

A notice board worded "STOP, TELEPHONE" has been provided on the site of the former position light signal No. 13 at the exit from the Cripple Siding.

The Draw-Ahead position light associated with Up Passenger Loop Signal No. BD21 has been abolished.

(2)

DARLINGTON, PARKGATE JN TO EASTGATE

The 25 m.p.h. Permanent Speed Restrictions between Witton-le-Wear LC and Wisery Hall LC will be shortened by ½ mile and the 20 m.p.h. Permanent Speed Restrictions between Wisery Hall LC and Broadwood LC will be withdrawn.

(See Section D) (3)

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

The Permanent Speed Restriction of 20 m.p.h. on the Up line between Norton-on-Tees South and Norton-on-Tees East will be relaxed to 30 m.p.h.

(See Section D) (3)

FENCEHOUSES

The Up and Down Distant signals have been renewed in colour light form. The new Up Distant has been plated F32 and is 1,654 yards before reaching the Up Home signal (674 yards further than before).

The new Down Distant has been plated F5 and is 1,474 yards before reaching the Down Home signal (394 yards further than before).

(4)

** MURTON COLLIERY

*

The Bunker Loading line has been extended by 60 feet, to accommodate 36 HAA Wagon trains.

(2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

RUSWARP AUTOMATIC OPEN (AOCL) LEVEL CROSSING AT 29M 31CHS. (Guisborough Junction to Whitby Line)

A plunger is provided for traincrew use housed in a locked box accessed by a Driver's standard key BA1A(21). The plunger is situated adjacent to the "STOP" board applicable to Up trains and at the base of the level crossing rail signal applicable to Down trains.

Operation of the plunger by the Traincrew will initiate the level crossing road traffic light signals in the event of a train failing to initiate these road signals on approaching the level crossing.

(3)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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GENERAL APPENDIX

Section 1, page 1.38

DRIVER/GUARD COMMUNICATIONS SYSTEM

Add as new third entry:-

2-2 do not open doors - Guard to speak to Driver.

WORKING MANUAL FOR RAIL STAFF (BR.30054)

PART 2 : GREEN PAGES

Para. E2/7 Clause 3 Amend heading to read:-
"Securing Requirements - (Lorries)."

Clause 4 Add new clause 4 as follows:-
"4. Securing Requirements - (Vans and Private Cars).

All vehicles must be secured by a minimum of six scotches, where eight scotches can be fitted these must be applied. The front and rear of all vehicles must be scotched."

(MO.34/63) (6D)

PART 3 : PINK PAGES

Para. E2/6 Add, at the end of the present wording :-
"or next to empty trestle wagons, BXA."

(MO.34/63) (6D)

PART 6 : WHITE PAGES

Para. B1/3 Add, at the end of the present wording :-
"or next to empty trestle wagons, BXA."

(MO.34/63) (6D)

P.O.I.S. IS IMPORTANT (NO. 2)

PASSENGER COUNTS ON GUARDS FORMS ARE THE ONLY WAY OF
KNOWING LOADINGS OF INDIVIDUAL TRAINS.

PLEASE - FILL IN PASSENGER NUMBERS AS REQUIRED ON
THIS FORM.

IF YOUR TRAIN IS FULL AND STANDING AND AN
ACCURATE FIGURE CANNOT BE OBTAINED ENTER F AND S.

- HAVE THE FORM READY FOR COLLECTION OR HAND IT
IN AT TRAINS DESTINATION. DO NOT BRING IT BACK
TO YOUR HOME STATION.

P.O.I.S. IS IMPORTANT (NO. 1)

GUARDS FORMS COMPLETED DURING A JOURNEY SHOULD BE MADE
AVAILABLE FOR COLLECTION OR HANDED IN AT TRAINS
DESTINATION.

IF YOU ARE UNSURE WHAT IS REQUIRED AT TERMINATING
STATIONS PLEASE ASK YOUR LOCAL MANAGER FOR A LIST.

BRITISH RAIL
EASTERN REGION

NN Page 14 Item 98 SUNDAY 12-4-87
3

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 APRIL

TO

FRIDAY 17 APRIL 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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GATESHEAD, HIGH LEVEL BRIDGE JN TO CARLISLE YARD - continued

WEDNESDAY 15 APRIL

138 Prudhoe LC and Hexham	Down BLOCKED	00 30 to 05 15. Track maintenance. 14m. 39chs. and 15m. 05chs. Mechanical equipment in use. <u>Single line working over Up line.</u>
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DUNSTON BRANCH

SATURDAY 11 TO SUNDAY 12 APRIL

139 Swalwell Jn	Single <u>Between Trains</u>	00 01 Sat to 23 59 Sun. Construction work. 3m. 78chs. Mechanical equipment in use.
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WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN

UNTIL FURTHER NOTICE

140 Siddick Jn and Flimby	Down and Up	07 00 to 17 00. Sea wall work. 8½ and 10½m.p. Mechanical equipment in use.
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SUNDAY 12 APRIL

141 Maryport	All	07 30 to 16 00. Signalling work. Points and signals disconnected.
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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 APRIL - BETWEEN HARTBURN JN AND BOWESFIELD

The connection Down Hartburn Curve to Shunt Spur (between ½ and ¾m.p.) will be taken out of use and replaced by plain line.

(6)

MONDAY 13 APRIL - SEAHAM

A Toton signal will be provided at the Colliery end of the Reception line with aspects "Set back" and "Stop".

The Toton signal will be controlled by the Guard at the Brake Van Siding Ground Frame.

(6)

DETAILS OF WORK ALREADY CARRIED OUT

NORTON SOUTH JN

A temporary notice board worded "STOP UNTIL NS1 OFF" will be provided 25 yards before reaching Norton South Jn Down Main Home Signal NS1.

Drivers must stop at this board when signal NS1 is at Danger to avoid obstructing the public footpath crossing.

(New Item) (6)

LONGHIRST

The trailing crossover at 20m. 12chs. has been reinstated.

(5)

DARLINGTON

The Permanent Speed Restrictions on the Up Goods line at Darlington will be variously amended.

(See Section D) (3)

P.O.I.S. - THE FACTS (NO. 3)

VEHICLE DEFECTS FOUND DURING A JOURNEY AND ENTERED ON YOUR P.O.I.S. REPORT WILL BE ENTERED INTO THE SYSTEM AT DESTINATION FOR ADVISING TO DEPOTS FOR ATTENTION AS QUICKLY AS POSSIBLE.

- INFORMATION ON REPORTS CAN ONLY BE ENTERED AT TRAINS DESTINATION.

- PLEASE DO NOT BRING REPORTS BACK TO YOUR HOME STATION.

- DETAILS OF COLLECTION AND DELIVERY OF FORMS AT MANY LOCATIONS ARE ON A LIST AVAILABLE FROM YOUR LOCAL MANAGER.

BRITISH RAIL
EASTERN REGION

NN

4 / 5

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS ★

SATURDAY 18 APRIL

TO

FRIDAY 1 MAY 1987

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 26 APRIL - BETWEEN HARTBURN JN AND BOWESFIELD

The connection Down Hartburn Curve to Shunt Spur (between ½ and ¾m.p.) will be taken out of use and replaced by plain line.

(7)

DETAILS OF WORK ALREADY CARRIED OUT

WORKINGTON NO. 2

The double-slip connection at the Barrow end of the B.S.C. Arrival/Departure roads leading to the Mossbay Works entrance has been replaced by two single lead (hand-operated) connections.

(New item) (7)

** LONGHIRST

The trailing crossover at 20m. 12chs. has been reinstated.

(5)

NORTON SOUTH JN

A temporary notice board worded "STOP UNTIL NS1 OFF" will be provided 25 yards before reaching Norton South Jn Down Main Home Signal NS1.

Drivers must stop at this board when signal NS1 is at Danger to avoid obstructing the public footpath crossing.

(6)

** FENCEHOUSES

The Up and Down Distant signals have been renewed in colour light form. The new Up Distant has been plated F32 and is 1,654 yards before reaching the Up Home signal (674 yards further than before).

The new Down Distant has been plated F5 and is 1,474 yards before reaching the Down Home signal (394 yards further than before).

(4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** ASHINGTON STATION JUNCTION TO BUTTERWELL OPENCAST DISPOSAL POINT
* (BRITISH COAL)

Ashington Loop No. 1 signalbox, together with all signals worked therefrom has been abolished.

Loop North of Linton Lane Level Crossing

The southbound (Up) Loop has been taken out of use and the points secured for through running along the northbound loop only.

The southbound Loop Starting signal has been fixed at red.

The northbound Loop Home signal has been fixed at yellow and acts as a Distant for the northbound Loop Starting Signal (Butterwell Bunker Panel signal).

The existing Up Distant signal has been taken out of use.

Ashington Loop No. 1 Signalbox

The points have been secured so as to form a through Single line route from Ashington Station Junction to Butterwell Bunker.

This line is now worked in a northbound direction only by means of telephone between Ashington Junction signalbox and Butterwell Bunker control room.

Linton Lane automatic open (AOCL) level crossing is not operable for southbound movements.

Southbound movements may only be made under the authority of special instructions as there is no protecting signal for such movements at Ashington Junction.

Ashington Junction

All connections to and from Ashington Colliery have been taken out of use leaving access to Lynemouth and Butterwell only. The points at Hirst Lane Junction have been secured for through running from Ashington Station Junction to Lynemouth Colliery.

The Up Main Home signal from Lynemouth Colliery has had the right hand bracket signal applying towards the North Arrival removed.

All other associated signals have been abolished.

(5)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h. At or Between	
BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.					
Page 50					
Delete all details and substitute :-					
BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.					A.W.S. not provided.
ASHINGTON STATION AND Om. 26chs.			15	15	MAXIMUM PERMISSIBLE SPEED.
Om. 26chs. and POTLAND LC			20	20	MAXIMUM PERMISSIBLE SPEED.
POTLAND LC AND SIGNAL B6 (END OF BRANCH)			15	15	MAXIMUM PERMISSIBLE SPEED.
●	Ashington Station (See page 52)	0 00			
·					
·	NCB LC (AOCL)	0 66	10		Approaching level crossing.
A'B	New Moor LC (AOCL)	0 68	10		Approaching level crossing.
·					

NN-30

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h. At or Between	
BUTTERWELL COLLIERY SOUTH BRANCH N.C.B. - continued					
Page 50 - continued					
Delete all details and substitute - continued					
·	Potland LC (AOCL)	1 47	10		Approaching level crossing.
·	Linton Lane LC (AOCL)	2 47	10		Approaching level crossing.
∇	Signal B6 (End of Branch)	3 43			
					(6.D)

NN-31

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

NN-32

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down	Up	
			m.p.h.	At or Between	
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE Pages 118 and 119					
At	Rohm Haas LC (AOCL) Monsanto LC (AOCL) SS Chemicals LC (AOCL) Phillips No. 2 LC (AOCL) Phillips No. 3 LC (AOCL) Seal Sands Road LC (AOCL)				
Add:-	Asterisk * at each Level Crossing				
Add in Remarks:-					* See Local Instructions page 202. (6.D)

NN-33

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 202

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

Delete Heading and instructions and substitute :-

ROHM HAAS, MONSANTO, S.S. CHEMICAL, PHILLIPS NO. 2,
 NO. 3 and SEAL SANDS ROAD CROSSINGS

These crossings are operated under the provision of the General Appendix, Section 7, clause 4.3. A white steady light on the plunger panel when illuminated indicates the crossing road signals are working, and the Guard or Shunter, if the crossing is clear, may then authorise the Driver to proceed.

When the train has drawn clear of the crossing and no further movement is to be made over that crossing the Guard or Shunter must press the stop lights plunger and then rejoin his train.

(6.D)

GUISBOROUGH JN TO WHITBY

Page 213

Add:-

RUSWARP A.O.C.L. LEVEL CROSSING

Ruswarp level crossing must be worked in accordance with the General Appendix Instructions for A.O.C.L. crossings, except that in the event of the red road signals not being automatically initiated, the Driver must press the plunger located in a locked cabinet (Driver's Key BA1A(21)) adjacent to the "Stop" board (Up trains) and on the white light post (Down trains) to activate the road signals.

When the white light is flashing, the Driver may proceed as normal. If, after operation of the plunger, the white light still does not flash, the Driver must proceed in accordance with Clause 3.3 of the instructions.

(6.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS FOR M.G.R. TRAIN WORKING
AT COLLIERIES, POWER STATIONS AND
OTHER UNLOADING TERMINALS

Page 3308/1707L/12.

EASINGTON COLLIERY

Amend speed during tare weighing, in clause 3 and speed during loadings, in clause 4 to read "1 m.p.h."

(6.D)

MISCELLANEOUS NOTICES

* * ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R. 30054)
*

A partial re-issue of Part 3 (Pink Pages) of the Working Manual for Rail Staff is currently being distributed (effective from 00 01 hours on 6th April 1987).

In the event of non-receipt, staff and offices entitled to receive these pages should contact their normal distribution point.

(4)

SUNDERLAND STATION

Drivers should stop trains at the marker boards provided, whilst station canopies are being refurbished.

(UFN)

YORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION applies to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connections between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way yard etc. between 1m. 03chs. and 1m. 04chs. adjacent to the signal box.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

REDMIRE

Due to abutment damage on bridge No. 24, the Single line from Castle Hills to Redmire has been temporarily shortened to 22m. 14chs. and buffer stops erected. Access is available to the quarry.

(UFN)

BETWEEN MORPETH NORTH AND PEGSWOOD - BOTHAL VIADUCT

Users of the Down and Up Walkway on Bothal Viaduct should take special care owing to distortion of walkway plates.

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
Gosforth Car Sheds	Repairs	U.F.N.	-
Gateshead Greensfield Stores Depot Sidings	Demolition work.	U.F.N.	-
Sunderland, South Dock M.P.D., Fuelling Point	Construction work.	07 30 to 16 30. U.F.N.	<u>Tuesday 21 April.</u>
Sunderland South Dock M.P.D. Nos. 5 and 6 Sidings BLOCKED	Construction work.	U.F.N.	-
Middlesbrough Goods Yard All lines	Construction work.	U.F.N.	-

MP.32/NN
YORK
10 APRIL 1987

C. McKEEVER
Regional Operations Manager

FACTS ABOUT PERFORMANCE

OVER EASTER WE WILL BE RUNNING SOME RELIEF TRAINS. WE OWE IT TO OUR PASSENGERS (AND ALSO TO OUR OWN STAFF) THAT DETAILS ARE PUBLISHED OF THEIR CALLING POINTS AND TIMES.

MS6

BRITISH RAIL
EASTERN REGION

NN

7

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 9 MAY

TO

FRIDAY 15 MAY 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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GATESHEAD, HIGH LEVEL BRIDGE JN TO CARLISLE YARD - continued

SUNDAY 10 MAY - continued

147	Hexham and Haydon Bridge LC	Down and Up BLOCKED	01 00 to 10 00. Track maintenance. 20m. 68chs. and 28m. 35chs. Mechanical equipment in use.
148	Carlisle North Jn and Kingmoor	Down Main BLOCKED Down and Up Goods BLOCKED Up Main BLOCKED	07 00 to 16 45) Loading materials.) ½ and ¾m.p. Mechanical equipment in use. 07 00 to 16 45) E.C.S. trains to/from T.M.D. diverted via Kingmoor North 07 30 to 12 00) (reverse). 07 00 to 12 00 Possession to be given up for passage of trains. 12 00 to 16 45. Single line working over Up line.
149	Caldew Jn and Kingmoor	All	06 30 to 17 45. Signalling work. Points and signals disconnected.

MONDAY 11 MAY

150	Norwood Jn and Swalwell Jn	Down and Up Carlisle BLOCKED	00 01 to 05 00. Construction work. 3m. 30chs. Mechanical equipment in use.
-----	----------------------------	------------------------------------	--

DUNSTON BRANCH

UNTIL FURTHER NOTICE

151	Swalwell Jn	Single BLOCKED	Construction work. 3m. 78chs. Mechanical equipment in use. Possession to be given up for passage of trains.
-----	-------------	-------------------	---

(87/4)

WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN

UNTIL FURTHER NOTICE

152	Siddick Jn and Flimby	Down and Up	07 00 to 17 00. Sea wall work. 8½ and 10½m.p. Mechanical equipment in use.
-----	-----------------------	-------------	--

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 MAY - TEES YARD

The following connections will be taken out of use pending removal :-

Double junction between the Up and Down Goods 2 and the Down and Up Engine line.

The adjacent trailing crossover between Up Goods 2 and Down Goods 2.

A 150 yard long section of the Down Engine line will be taken out of use between the Junction point (Down Goods 2/Down Engine), and the Stop-Block which will be erected on the Down Engine line.

3-aspect signal TY139 on this redundant section of the Down Engine line will be abolished.

Access to the Up Arrival lines 1 and 2 from Up Goods will be restored and the associated facing points in the Up Goods 2 (also the points between Up arrival 1 and 2) will be brought back into use.

The associated route indicators on Up Goods 2 3-aspect signal TY137 and on Down Goods 2 position light shunting signal TY138 will be abolished.

(10)

DETAILS OF WORK ALREADY CARRIED OUT

DAWDON COLLIERY BUNKER

Toton signals "W", "X", "Y" and "Z" have been provided on the right-hand side of the Bunker line at distances of 95 yards, 205, 315 and 425 yards from the south face of the Bunker (Toton signal "Z" is at the Buffer-stops).
(New item) (10)

DAWDON - SEAHAM COLLIERY

A Toton signal has been provided on Seaham Colliery Reception line 36 HAA wagons distance from (and on the Colliery side of) Van Siding Ground Frame. The signal has been provided for Shunting purposes in connection with the collection and disposal of the Brake Van.

(New item) (10)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN HARTBURN JN AND BOWESFIELD

*

The connection Down Hartburn Curve to Shunt Spur (between ½ and ¾m.p.) has been taken out of use and replaced by plain line.

(7)

** WORKINGTON NO. 2

*

The double-slip connection at the Barrow end of the B.S.C. Arrival/Departure roads leading to the Mossbay Works entrance has been replaced by two single lead (hand-operated) connections.

(7)

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.

GENERAL APPENDIX

Section 1, page 1.38

DRIVER/GUARD COMMUNICATIONS SYSTEM

Add as new third entry:-

2-2 do not open doors - Guard to speak to Driver.

WORKING MANUAL FOR RAIL STAFF (BR.30054)

PART 2 : GREEN PAGES

Para. E2/7 Clause 3 Amend heading to read:-
"Securing Requirements - (Lorries)."

Clause 4 Add new clause 4 as follows:-
"4. Securing Requirements - (Vans and Private Cars).

All vehicles must be secured by a minimum of six scotches, where eight scotches can be fitted these must be applied. The front and rear of all vehicles must be scotched."

(6D)

PART 3 : PINK PAGES

Para. E2/6 Add, at the end of the present wording :-
"or next to empty trestle wagons, BXA."

(6D)

PART 6 : WHITE PAGES

Para. B1/3 Add, at the end of the present wording :-
"or next to empty trestle wagons, BXA."

(6D)

FACTS ABOUT PERFORMANCE

WE HAVE AN OBLIGATION TO PROVIDE A SERVICE TO PASSENGERS WHO HAVE BEEN DELAYED ON OUR TRAINS.

TOWARDS THE END OF THE DAY THIS COULD INVOLVE RUNNING SPECIAL TRAINS, PROVIDING ROAD TRANSPORT OR MAYBE EVEN HOTEL ACCOMMODATION.

ALL THESE THINGS NEED ADVANCE WARNING: GUARDS ON HEAVILY-DELAYED TRAINS CAN PROVIDE THIS BY CHECKING WHERE THEIR PASSENGERS ARE GOING AND HANDING OUT DETAILS AS SOON AS POSSIBLE.

STATION STAFF RECEIVING ANY SUCH INFORMATION FROM GUARDS SHOULD PASS IT TO THEIR OPERATIONS CENTRE.

FACTS ABOUT PERFORMANCE

THE NEW TIMETABLE STARTS ON MONDAY 11TH MAY.

DON'T GET CAUGHT OUT.

BRITISH RAIL
EASTERN REGION

NN

9/10

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS ★

SATURDAY 23 MAY

TO

FRIDAY 5 JUNE 1987

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 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

NIL

DETAILS OF WORK ALREADY CARRIED OUTDARLINGTON (FORMER T.M.D. SIDINGS)

The ground frame controlled connection to the former T.M.D. Sidings has been secured out of use pending replacement with plain line.

(11)

LITTLE MILL

The trailing crossover of 39m. 28chs. has been temporarily taken out of use and replaced with plain line until further notice.

(11)

BETWEEN HALL DENE AND SEAHAM

The facing spring points in the Up Through Siding (Independent) have been clamped for through running Up Main to Through Siding towards Seaham.

The left-hand miniature arm associated with Hall Dene Up Main Home signal now applies to the Up Through Siding towards Seaham instead of towards Vane Tempest Colliery. The miniature arm Colliery outlet signal has been taken out of use.

(11)

** DAWDON COLLIERY BUNKER

*

Toton signals "W", "X", "Y" and "Z" have been provided on the right-hand side of the Bunker line at distances of 95 yards, 205, 315 and 425 yards from the south face of the Bunker (Toton signal "Z" is at the Buffer-stops).

(10)

** DAWDON - SEAHAM COLLIERY

*

A Toton signal has been provided on Seaham Colliery Reception line 36 HAA wagons distance from (and on the Colliery side of) Van Siding Ground Frame. The signal has been provided for Shunting purposes in connection with the collection and disposal of the Brake Van.

(10)

SECTION DGENERAL 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.

GENERAL APPENDIX

Section 1, page 1.38

DRIVER/GUARD COMMUNICATIONS SYSTEM

Add as new third entry:-

2-2 do not open doors - Guard to speak to Driver.

WORKING MANUAL FOR RAIL STAFF (BR.30054)PART 2 : GREEN PAGES

Para. E2/7 Clause 3 Amend heading to read:-
"Securing Requirements - (Lorries)."

Clause 4 Add new clause 4 as follows:-
"4. Securing Requirements - (Vans and Private Cars).

All vehicles must be secured by a minimum of six scotches, where eight scotches can be fitted these must be applied. The front and rear of all vehicles must be scotched."

(6D)

PART 3 : PINK PAGES

Para. E2/6 Add, at the end of the present wording :-
"or next to empty trestle wagons, BXA."

(6D)

PART 6 : WHITE PAGES

Para. B1/3 Add, at the end of the present wording :-
"or next to empty trestle wagons, BXA."

(6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES, POWER STATIONS AND OTHER UNLOADING TERMINALS - continued

Page 3308/1707L/19

MURTON COLLIERY

Paragraph 4

Amend:-

Loading and gross weighing must then be carried out under the control of the loading signals at a speed not exceeding 1 m.p.h.

Paragraph 5

Amend:-

The Guard must then ensure he is in possession of the train bill before the train departs.

Renumber present paragraph '5' to read '6'.

(6.D)

Page 3308/1707L/23

SEAHAM COLLIERY

2. Amend

When an arriving train is at a stand at Signal 943 and any necessary locomotive run-round movement has been made, the Guard must request the Signalman to release the brakevan siding ground frame and the train must be set back and subsequently stopped upon authority of the special signal, for the purpose of attaching the brake van. The special signal must then be switched out.

6. Amend

When the loaded train has returned to the Reception line in rear of Signal 943, the train must be authorised to set back upon authority of the special signal for the purpose of detaching the brakevan. The special signal must then be switched out.

The Guard must operate the "R" plunger then as printed.

(6.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

ENGINEERING WORK BETWEEN BUTTERWELL JUNCTION AND CHEVINGTON
(21m. 35chs. to 22m. 24chs.)

SATURDAY/SUNDAY 30/31 MAY

The above work will be performed using modified ballast cleaner DB.76306. This machine has been modified so that provided it is working in the "restricted position" under the authority of the engineering supervisor, it can continue to work whilst trains pass on adjoining lines.

The following modifications to the General Appendix, Section 4, clauses 18 and 19 apply:-

1. The Person in charge of the possession must advise the Signalman when only machine DB.76306 is to work in the possession.
2. When only machine DB.76306 is to work, if it is necessary:-
 - (a) to assemble the machine for work
 - (b) make the machine ready for travelling after work
 - (c) for men to work on the machine due to failure whilst the Up Main line is not under Absolute Possession the provisions of Rule Book Section T II must be applied on the Up Main line.
3. When machine DB.76306 works in the "restricted position" under the authority of the engineering Supervisor, it will not be necessary for clause 19.3 to be applied.

CLASS 20 AND CLASS 27 LOCOMOTIVES
REDUCTION IN MAXIMUM RAIL SPEED

The maximum speed of Class 20 locomotives has been reduced to 60 m.p.h. and Class 27 locomotives reduced to 45 m.p.h.

(6.D)

SUNDERLAND STATION

Drivers should stop trains at the marker boards provided, whilst station canopies are being refurbished.

(UFN)

BRITISH RAIL
EASTERN REGION

NN

11

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 JUNE

TO

FRIDAY 12 JUNE 1987

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 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 7 JUNE - TEES YARD

The Double Slip connection at the West End of the Up Staging and Departure Sidings will be taken out and replaced by a plain line. No. 5 Siding will be shortened by 60 yards and buffer-stops erected at the West End.

(14)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN BENSAM CURVE AND KING EDWARD BRIDGE SOUTH JUNCTION

The catch points in the Up Carlisle at lm. 09chs., 738 yards before reaching G149 signal have been secured out of use pending removal and replacement by plain line.

(New Item) (14)

BETWEEN GREEN LANE JN AND WESTOE COLLIERY (British Coal)

The Branch has been altered in status from a Siding to a Single running line worked in accordance with the "ONE TRAIN WORKING" regulations, but no train staff will be provided.

The following noticeboards have been provided between Green Lane Jn and Dean Road Sidings:-

- (a) "STOP TELEPHONE BRITISH COAL FOR PERMISSION TO PROCEED" situated 80 yards from Dean Road Exchange Sidings (applicable to movements on the single line towards Dean Road Sidings). This is situated immediately before leaving the non-electrified area.
- (b) "BRITISH COAL LOCOMOTIVES MUST NOT PASS THIS POINT" situated 80 yards from Dean Road Exchange Sidings (applicable to movements on the single line towards Green Lane Jn). This is situated immediately before leaving the electrified area.
- (c) "STOP ADVISE BRITISH COAL CLEAR OF SIDINGS" this is situated 36 HAA wagon lengths clear of the electrified area.

The following noticeboard has been provided between Dean Road Exchange Sidings and Westoe Colliery:- (80 yards from Dean Road Exchange Sidings)

- (d) "BR LOCOMOTIVES MUST NOT PASS THIS POINT" (applicable to movements towards Westoe Colliery).

(New Item) (14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * DARLINGTON (FORMER T.M.D. SIDINGS)

*

The ground frame controlled connection to the former T.M.D. Sidings has been secured out of use pending replacement with plain line.

(11)

* * LITTLE MILL

*

The trailing crossover of 39m. 28chs. has been temporarily taken out of use and replaced with plain line until further notice.

(11)

* * BETWEEN HALL DENE AND SEAHAM

*

The facing spring points in the Up Through Siding (Independent) have been clamped for through running Up Main to Through Siding towards Seaham.

The left-hand miniature arm associated with Hall Dene Up Main Home signal now applies to the Up Through Siding towards Seaham instead of towards Vane Tempest Colliery. The miniature arm Colliery outlet signal has been taken out of use.

(11)

FACTS ABOUT PERFORMANCE

DURING THE WARM WEATHER AT THE BEGINNING OF MAY SOME AIR-CONDITIONED COACHES SUFFERED OVERHEATING.

SOME OF THIS WAS GENUINELY DUE TO DEFECTS IN THE VEHICLES; BUT SOMETIMES THE COOLING SYSTEM WAS SIMPLY UNABLE TO COPE WITH SLIDING DOORS BEING PINNED BACK OR OUTSIDE WINDOWS BEING LEFT OPEN.

YOUR FRIDGE IS NOT MUCH GOOD WITH THE DOOR OPEN. TREAT AN AIR-CONDITIONED COACH THE SAME WAY.

BRITISH RAIL
EASTERN REGION

NN

12

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 JUNE

TO

FRIDAY 19 JUNE 1987

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 15 JUNE - TYNE & WEAR METRO - BETWEEN BANK FOOT AND KINGSTON PARK STATION

A new set of double/single line points (facing in the "In" direction) will be brought into use to accommodate the extension of the double track section, and this will be formed by re-modelling and extending the In and Out Kenton lines between the new points and Kingston Park Station In platform.

The new track layout and signalling will be in accordance with the diagram included herein.

Description of Signals

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application To or Towards</u>
528	Out Kenton	Main		530 (Out Kenton)
(528 signal will be converted to a 3-aspect signal).				
530	Out Kenton	Main		532 (Out Kenton)
(530 signal will be replaced by a 2-aspect (R/Y) signal head, situated 155 yards nearer to Bankfoot).				
531	In Kenton	Main		529 (In Kenton)
(531 signal will be re-positioned on the left-hand side of the new section of the In Kenton and will be 75 yards nearer to Kingston Park Station).				
532	Out Kenton	Main		542 (Bankfoot Platform).
		Main	Junction Indicator	Callerton Branch.
			Postion 4	
		Sub	"S"	Sidings.
		Sub	"C"	Callerton Branch.
		Sub	"P"	Bankfoot Platform line occupied.
(532 signal will be re-positioned 121 yards nearer to Kingston Park Station).				
534	In Kenton	-	"P"	Bank Foot Platform.
(Postion			"C"	Callerton Branch.
Light)			"S"	Sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 15 JUNE - TYNE & WEAR METRO - BETWEEN BANK FOOT AND KINGSTON PARK STATION - continued

Description of Signals - continued

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application To or Towards</u>
535	Bank Foot Platform			531 (In Kenton).
(535 signal will be converted to a 3-aspect signal head).				
537	Callerton Branch			531 (In Kenton).
(537 signal will be converted to a 3-aspect signal).				
Bank Foot Platform line fixed Red signal 542 will be repositioned on the Platform 17 yards further from the buffer stops.				
(15)				

MONDAY 15 TO THURSDAY 18 JUNE - TYNE METRO-ROWNTREES SIDINGS

The connections in the Out Kenton to/from the Out & In Goods Loop and Rowntrees Sidings will be secured out of use pending removal of the Loop and Rowntrees Sidings. Rowntrees Sidings Ground switch Panel will be abolished.

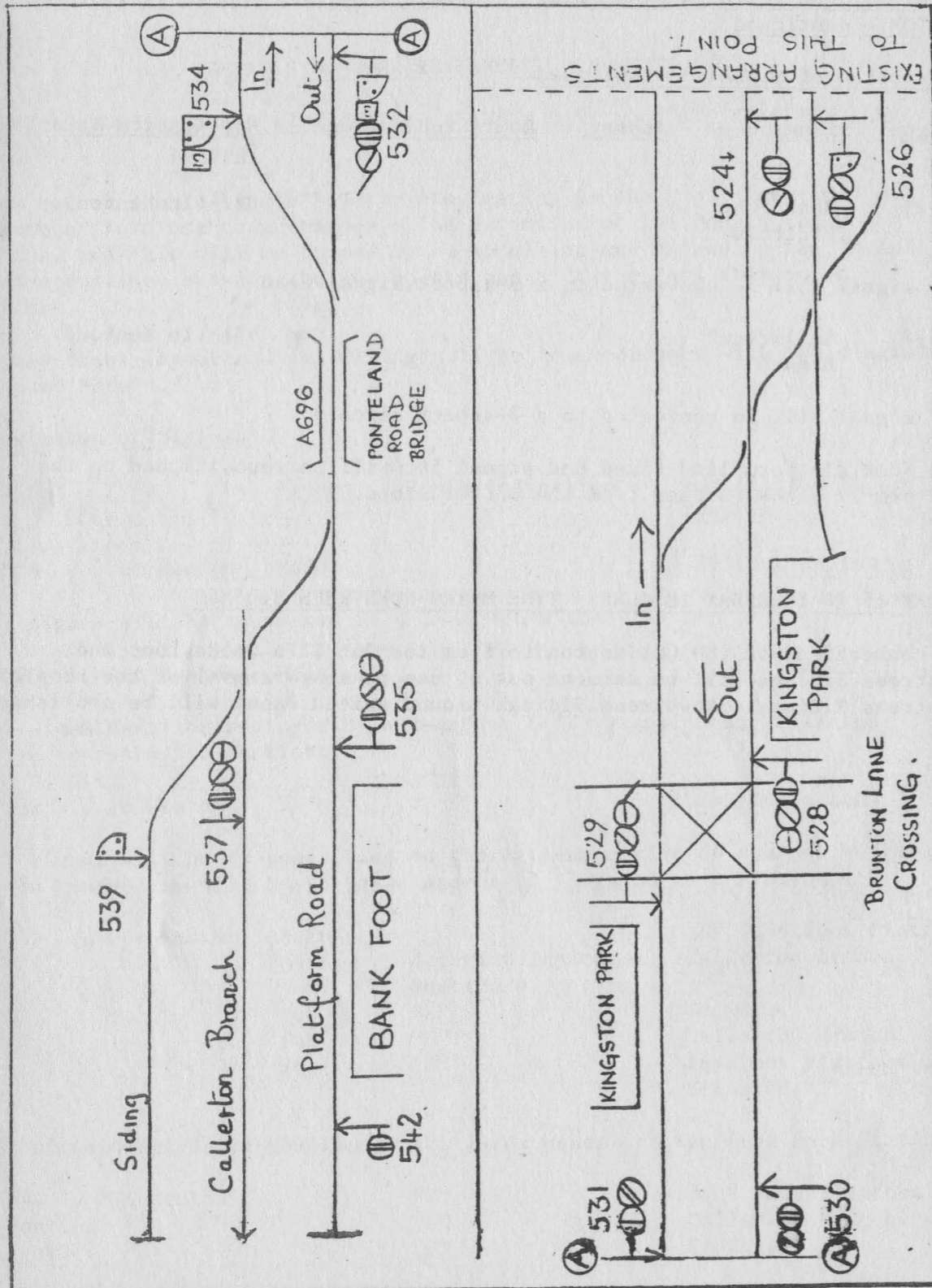
(15)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

DETAILS OF WORK ALREADY CARRIED OUT



HEXHAM UP YARD

Hexham Up Yard has been clamped out of use during remodelling.
(New Item) (UFN)

TEES YARD : THIS WORK HAS NOT BEEN CARRIED OUT

BETWEEN GREEN LANE JN AND WESTOE COLLIERY (British Coal)

The Branch has been altered in status from a Siding to a Single running line worked in accordance with the "ONE TRAIN WORKING" regulations, but no train staff will be provided.

The following noticeboards have been provided between Green Lane Jn and Dean Road Sidings:-

- (a) "STOP TELEPHONE BRITISH COAL FOR PERMISSION TO PROCEED" situated 80 yards from Dean Road Exchange Sidings (applicable to movements on the single line towards Dean Road Sidings). This is situated immediately before leaving the non-electrified area.
- (b) "BRITISH COAL LOCOMOTIVES MUST NOT PASS THIS POINT" situated 80 yards from Dean Road Exchange Sidings (applicable to movements on the single line towards Green Lane Jn). This is situated immediately before leaving the electrified area.
- (c) "STOP ADVISE BRITISH COAL CLEAR OF SIDINGS" this is situated 36 HAA wagon lengths clear of the electrified area.

The following noticeboard has been provided between Dean Road Exchange Sidings and Westoe Colliery:- (80 yards from Dean Road Exchange Sidings)

- (d) "BR LOCOMOTIVES MUST NOT PASS THIS POINT" (applicable to movements towards Westoe Colliery).

(14)

BETWEEN BENSAM CURVE AND KING EDWARD BRIDGE SOUTH JUNCTION

The catch points in the Up Carlisle at 1m. 09chs., 738 yards before reaching G149 signal have been secured out of use pending removal and replacement by plain line.

(14)

FACTS ABOUT PERFORMANCE

ONE DOES NOT OFTEN HEAR GUARDS USING WHISTLES AT STATIONS.

THERE IS NO REASON WHY THEY SHOULDN'T, IN ORDER TO SPEED THINGS UP, ESPECIALLY IF STATION STAFF ARE OTHERWISE OCCUPIED.

GUARDS ARE VERY MUCH PART OF THE TEAM WHEN IT COMES TO SLICK STATION STOPS.

EVERY MINUTE MATTERS

WOOLSTENHOLMES

BRITISH RAIL

EASTERN REGION

NN

13

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 JUNE

TO

FRIDAY 26 JUNE 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN - continued

TUESDAY/WEDNESDAY 23/24 JUNE

148	Maryport and Workington No. 2	Up BLOCKED	22 25 to 04 50. Track maintenance. 8½ and 8m.p.
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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

TYNE & WEAR METRO - BETWEEN BANK FOOT AND KINGSTON PARK STATION

A new set of double/single line points (facing in the "In" direction) has been brought into use to accommodate the extension of the double track section, and this is formed by re-modelling and extending the In and Out Kenton lines between the new points and Kingston Park Station In platform.

The new track layout and signalling is in accordance with the diagram included herein.

Description of Signals

Signal	Line	Aspect	Route Indication	Application To or Towards
528	Out Kenton	Main		530 (Out Kenton)
(528 signal has been converted to a 3-aspect signal).				
530	Out Kenton	Main		532 (Out Kenton)
(530 signal has been replaced by a 2-aspect (R/Y) signal head, situated 155 yards nearer to Bankfoot).				
531	In Kenton	Main		529 (In Kenton)
(531 signal has been re-positioned on the left-hand side of the new section of the In Kenton and is 75 yards nearer to Kingston Park Station).				
532	Out Kenton	Main		542 (Bankfoot Platform). Callerton Branch. Sidings. Callerton Branch. Bankfoot Platform line occupied.
		Main	Junction Indicator Postion 4	
		Sub	"S"	
		Sub	"C"	
Sub	"P"			

(532 signal has been re-positioned 121 yards nearer to Kingston Park Station).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

TYNE & WEAR METRO - BETWEEN BANK FOOT AND KINGSTON PARK STATION - continued

Description of Signals - continued

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application To or Towards</u>
534 (Position Light)	In Kenton	-	"P" "C" "S"	Bank Foot Platform. Callerton Branch. Sidings.
535	Bank Foot Platform			531 (In Kenton).

(535 signal has been converted to a 3-aspect signal head).

537	Callerton Branch			531 (In Kenton).
-----	------------------	--	--	------------------

(537 signal has been converted to a 3-aspect signal).

Bank Foot Platform line fixed Red signal 542 has been repositioned on the Platform 17 yards further from the buffer stops.

(15)

TYNE METRO-ROWNTREES SIDINGS

The connections in the Out Kenton to/from the Out & In Goods Loop and Rowntrees Sidings have been secured out of use pending removal of the Loop and Rowntrees Sidings. Rowntrees Sidings Ground switch Panel has been abolished.

(15)

BETWEEN GREEN LANE JN AND WESTOE COLLIERY (British Coal)

The Branch has been altered in status from a Siding to a Single running line worked in accordance with the "ONE TRAIN WORKING" regulations, but no train staff will be provided.

The following noticeboards have been provided between Green Lane Jn and Dean Road Sidings:-

- (a) "STOP TELEPHONE BRITISH COAL FOR PERMISSION TO PROCEED" situated 80 yards from Dean Road Exchange Sidings (applicable to movements on the single line towards Dean Road Sidings). This is situated immediately before leaving the non-electrified area.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GREEN LANE JN AND WESTOE COLLIERY (British Coal) - continued

The following noticeboards have been provided between Green Lane Jn and Dean Road Sidings:-

- (b) "BRITISH COAL LOCOMOTIVES MUST NOT PASS THIS POINT" situated 80 yards from Dean Road Exchange Sidings (applicable to movements on the single line towards Green Lane Jn). This is situated immediately before leaving the electrified area.
- (c) "STOP ADVISE BRITISH COAL CLEAR OF SIDINGS" this is situated 36 HAA wagon lengths clear of the electrified area.

The following noticeboard has been provided between Dean Road Exchange Sidings and Westoe Colliery:- (80 yards from Dean Road Exchange Sidings)

- (d) "BR LOCOMOTIVES MUST NOT PASS THIS POINT" (applicable to movements towards Westoe Colliery).

(14)

BETWEEN BENSAM CURVE AND KING EDWARD BRIDGE SOUTH JUNCTION

The catch points in the Up Carlisle at lm. 09chs., 738 yards before reaching G149 signal have been secured out of use pending removal and replacement by plain line.

(14)

HEXHAM UP YARD

Hexham Up Yard has been clamped out of use during remodelling.

(New Item) (UFN)

TEES YARD : THIS WORK HAS NOT BEEN CARRIED OUT

FACTS ABOUT PERFORMANCE

SOME EVENING H.S.T.s, PARTICULARLY GOING TOWARDS LONDON, CONVEY
LARGE QUANTITIES OF PARCELS AND MAIL.

IT IS VERY IMPORTANT FOR THESE TRAINS TO RUN TO TIME -
PASSENGERS COULD MISS THEIR LAST TRAINS HOME IF THEY ARE LATE.

MAKE SURE YOU AND THE POST OFFICE DO NOT EXCEED STATION
ALLOWANCE.

EVERY MINUTE MATTERS

BRITISH RAIL
EASTERN REGION

NN

14

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 27 JUNE

TO

FRIDAY 3 JULY 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN

UNTIL FURTHER NOTICE

152	Siddick Jn and Flimby	Down and Up	07 00 to 17 00. Sea wall work. 8½ and 10½m.p. Mechanical equipment in use.
-----	-----------------------	-------------	---

MONDAY 29 JUNE TO FRIDAY 3 JULY

153	Wigton and Dalston No. 2 G.F.	Down BLOCKED	09 30 to 16 00 daily. Platform work. 23½ and 23¾m.p. <u>Single line working over Up line.</u>
-----	-------------------------------	-----------------	--

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

TYNE & WEAR METRO - BETWEEN BANK FOOT AND KINGSTON PARK STATION

A new set of double/single line points (facing in the "In" direction) has been brought into use to accommodate the extension of the double track section, and this is formed by re-modelling and extending the In and Out Kenton lines between the new points and Kingston Park Station In platform.

The new track layout and signalling is in accordance with the diagram included herein.

Description of Signals

Signal	Line	Aspect	Route Indication	Application To or Towards
528	Out Kenton	Main		530 (Out Kenton)
(528 signal has been converted to a 3-aspect signal).				
530	Out Kenton	Main		532 (Out Kenton)
(530 signal has been replaced by a 2-aspect (R/Y) signal head, situated 155 yards nearer to Bankfoot).				
531	In Kenton	Main		529 (In Kenton)
(531 signal has been re-positioned on the left-hand side of the new section of the In Kenton and is 75 yards nearer to Kingston Park Station).				
532	Out Kenton	Main		542 (Bankfoot Platform). Callerton Branch.
		Main	Junction Indicator Postion 4	
		Sub	"S"	Sidings.
		Sub	"C"	Callerton Branch.
		Sub	"P"	Bankfoot Platform line occupied.

(532 signal has been re-positioned 121 yards nearer to Kingston Park Station).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

TYNE & WEAR METRO - BETWEEN BANK FOOT AND KINGSTON PARK STATION - continued

Description of Signals - continued

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application To or Towards</u>
534 (Position Light)	In Kenton	-	"P" "C" "S"	Bank Foot Platform. Callerton Branch. Sidings.
535	Bank Foot Platform			531 (In Kenton).

(535 signal has been converted to a 3-aspect signal head).

537	Callerton Branch			531 (In Kenton).
-----	------------------	--	--	------------------

(537 signal has been converted to a 3-aspect signal).

Bank Foot Platform line fixed Red signal 542 has been repositioned on the Platform 17 yards further from the buffer stops.

(15)

TYNE METRO-ROWNTREES SIDINGS

The connections in the Out Kenton to/from the Out & In Goods Loop and Rowntrees Sidings have been secured out of use pending removal of the Loop and Rowntrees Sidings. Rowntrees Sidings Ground switch Panel has been abolished.

(15)

** BETWEEN GREEN LANE JN AND WESTOE COLLIERY (British Coal)

*

The Branch has been altered in status from a Siding to a Single running line worked in accordance with the "ONE TRAIN WORKING" regulations, but no train staff will be provided.

The following noticeboards have been provided between Green Lane Jn and Dean Road Sidings:-

- (a) "STOP TELEPHONE BRITISH COAL FOR PERMISSION TO PROCEED" situated 80 yards from Dean Road Exchange Sidings (applicable to movements on the single line towards Dean Road Sidings). This is situated immediately before leaving the non-electrified area.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN GREEN LANE JN AND WESTOE COLLIERY (British Coal) - continued

*

The following noticeboards have been provided between Green Lane Jn and Dean Road Sidings:-

- (b) "BRITISH COAL LOCOMOTIVES MUST NOT PASS THIS POINT" situated 80 yards from Dean Road Exchange Sidings (applicable to movements on the single line towards Green Lane Jn). This is situated immediately before leaving the electrified area.
- (c) "STOP ADVISE BRITISH COAL CLEAR OF SIDINGS" this is situated 36 HAA wagon lengths clear of the electrified area.

The following noticeboard has been provided between Dean Road Exchange Sidings and Westoe Colliery:- (80 yards from Dean Road Exchange Sidings)

- (d) "BR LOCOMOTIVES MUST NOT PASS THIS POINT" (applicable to movements towards Westoe Colliery).

(14)

** BETWEEN BENSAM CURVE AND KING EDWARD BRIDGE SOUTH JUNCTION

*

The catch points in the Up Carlisle at 1m. 09chs., 738 yards before reaching G149 signal have been secured out of use pending removal and replacement by plain line.

(14)

HEXHAM UP YARD

Hexham Up Yard has been clamped out of use during remodelling.

(UFN)

P.O.I.S. IS OF VALUE (NO. 1)

DETAILS OF PASSENGER LOADINGS AND VEHICLE DEFECTS
ENTERED ON REPORTS BY GUARDS CAN ASSIST IN IMPROVING
THE QUALITY OF SERVICE TO OUR CUSTOMERS.

GUARDS - PLEASE HAND IN COMPLETED FORMS PROMPTLY AT
TRAIN'S DESTINATION.

BRITISH RAIL
EASTERN REGION

NN

15

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 4 JULY

TO

FRIDAY 10 JULY 1987

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 4 JULY - WEST BLYTH STAITHES

From 00 01, No. 4 Siding, South end (Pushing up road) will be taken out of use. (UFN)

SUNDAY 5 JULY - SUNDERLAND

The connections leading to and from the Down Loop will be secured permanently out of use, in the normal position, pending removal.

The trailing crossover at the South end of the station will be secured permanently out of use, in the normal position, pending removal.

All relevant signals and routes will be abolished. (18)

MONDAY 6 JULY - BETWEEN NEWTON AYCLIFFE AND SHILDON

A differential permanent speed restriction of $\frac{30}{40}$ m.p.h. will be imposed over the Up line between 7m.p. and 5 $\frac{1}{2}$ m.p. (See Section 'D') (18)

MONDAY 6 JULY - BETWEEN BROMPTON LC AND LONG LANE LC

A permanent speed restriction of 50 m.p.h. will be imposed over the Down line between 45m. 65chs. and 47m. 10chs. (See Section 'D') (18)

DETAILS OF WORK ALREADY CARRIED OUT

SEABANKS BRANCH

The Sidings connected to the South end of the Shale Teaming Road have been removed and all associated signals abolished.

The position light signals A and B applying from the Colliery Yard have been dispensed with to enable the construction of a conveyor. (New Item) (18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MONKWEARMOUTH

The connection to the former Monkwearmouth Goods Yard has been secured permanently out of use pending removal. (18)

** TYNE & WEAR METRO - BETWEEN BANK FOOT AND KINGSTON PARK STATION
*

A new set of double/single line points (facing in the "In" direction) has been brought into use to accommodate the extension of the double track section, and this is formed by re-modelling and extending the In and Out Kenton lines between the new points and Kingston Park Station In platform.

The new track layout and signalling is in accordance with the diagram included herein.

Description of Signals

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application To or Towards</u>
528	Out Kenton	Main		530 (Out Kenton)
(528 signal has been converted to a 3-aspect signal).				
530	Out Kenton	Main		532 (Out Kenton)
(530 signal has been replaced by a 2-aspect (R/Y) signal head, situated 155 yards nearer to Bankfoot).				
531	In Kenton	Main		529 (In Kenton)
(531 signal has been re-positioned on the left-hand side of the new section of the In Kenton and is 75 yards nearer to Kingston Park Station).				
532	Out Kenton	Main	Junction Indicator	542 (Bankfoot Platform). Callerton Branch.
		Sub	Postion 4	
		Sub	"S"	Sidings.
		Sub	"C"	Callerton Branch.
		Sub	"P"	Bankfoot Platform line occupied.
(532 signal has been re-positioned 121 yards nearer to Kingston Park Station).				
534	In Kenton	-	"P"	Bank Foot Platform.
(Postion Light)			"C"	Callerton Branch.
			"S"	Sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** TYNE & WEAR METRO - BETWEEN BANK FOOT AND KINGSTON PARK STATION**
*** - continued**

Description of Signals- continued

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application To or Towards</u>
---------------	-------------	---------------	-------------------------	----------------------------------

535	Bank Foot Platform			531 (In Kenton).
-----	--------------------	--	--	------------------

(535 signal has been converted to a 3-aspect signal head).

537	Callerton Branch			531 (In Kenton).
-----	------------------	--	--	------------------

(537 signal has been converted to a 3-aspect signal).

Bank Foot Platform line fixed Red signal 542 has been repositioned on the Platform 17 yards further from the buffer stops.

(15)

**** TYNE METRO-ROWNTREES SIDINGS**

The connections in the Out Kenton to/from the Out & In Goods Loop and Rowntrees Sidings have been secured out of use pending removal of the Loop and Rowntrees Sidings. Rowntrees Sidings Ground switch Panel has been abolished.

(15)

HEXHAM UP YARD

Hexham Up Yard has been clamped out of use during remodelling.

(UFN)

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 (B.R. 30054)

PART 3 : WHITE PAGES

RAILWAY CONTROL OFFICE TELEPHONE NUMBERS

Section F 3/16 :-

Eastern Region.

Add :-

MIDDLESBROUGH 0642-240692
 (B.T.)

034-5230
 (E.T.C.)

(8.ND)

P.O.I.S. IS OF VALUE (NO. 2)

VEHICLE DEFECTS REPORTED ON GUARDS P.O.I.S. FORMS
WILL BE ADVISED TO MAINTENANCE DEPOTS BY DESTINATION
STATION. PROMPT ADVICE WILL ASSIST IN IMPROVING
QUALITY OF SERVICE OFFERED TO OUR CUSTOMERS.

GUARDS - PLEASE HAND IN COMPLETED FORMS AT
TRAIN'S DESTINATION. IF YOU ARE NOT SURE WHAT IS
REQUIRED PLEASE ASK YOUR LOCAL MANAGER.

BRITISH RAIL
EASTERN REGION

NN

16

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 JULY

TO

FRIDAY 17 JULY 1987

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 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 BSATURDAY 11 AND SUNDAY 12 JULY - TEES YARD

Bi-directional working will apply on the section of the Down Goods 2 between the position light shunting signal TY148 (at the exit from the Secondary Sorting Sidings) and position light shunting signal TY156 towards the signal box end of this section of line.

The following connections will be taken out of use pending removal:-

Double junction between the Up Goods 2 and Down Goods 2 engine lines.

The adjacent trailing crossover between Up Goods 2 and Down Goods 2.

The trailing connection between Up Goods 2 and Down Goods 2 lines adjacent to the access to the Secondary Sorting Sidings.

Facing connection from Up Goods 2 to Transfer Line 1.

The facing connection from Down Goods 2 to Van Siding.

A 150 yard long section of the Down Engine line will be taken out of use between the Junction points (Down Goods 2/Down Engine), and the Stop-Block which will be erected on the Down Engine line.

3-aspect signal TY139 on this redundant section of the Down Engine line will be abolished.

Access to the Up Arrival lines 1 and 2 from Up Goods will be restored and the associated facing points in the Up Goods 2 (also the points between Up arrival 1 and 2) will be brought back into use.

The associated route indicators on Up Goods 2 3-aspect signal TY137 and on Down Goods 2 position light shunting signal TY138 will be abolished.

All other associated signals/signal route indications will be abolished.

(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 12 JULY - BETWEEN YORK HOLGATE JUNCTION AND YORK YARD SOUTH

The Up Doncaster Goods line will be taken out of use.

York Yard South

The facing points - Up Goods/Up Doncaster Goods will be secured out of use in the normal position pending removal.

Route indication 'D' applying towards Up Doncaster Goods will be removed from Up Goods signal No. 19 and the signal will apply towards the Down Scarborough Goods only (indication S).

Holgate Junction

The trailing points in the Up Main line from the Up Doncaster Goods, also the trap points at the opposite end of this connection in the Up Doncaster goods, will be secured out of use in the normal position pending removal.

Up Doncaster Goods signal No. Y62 will be maintained at RED.

(19)

SUNDAY 12 JULY - YORK STATION

No.1 Platform line and the Car Loading Dock Siding will be secured out of use pending removal. The Back Road will be shortened by 80 yards and new buffer-stops provided.

Points/connections at the south end will be secured out of use as required in the normal position. (Points affected will be 487A and B and 488A and B).

The facing point end at the exit from Platform 2 line will be secured out of use in the reverse position.

The following signal routes will be abolished

Routes from Down Doncaster main signal Y34 applying towards Platform 2 (route indication '2') will be via 483 points in the reverse position only.

Y108 position light - Up Loco Loop to Platform 1 (towards 112 position light) and Car Loading Dock or Siding.

Y110 position light - Carriage loop to Platform 1 (towards 112 position light) and Car Loading Dock or siding.

Y106 position light - Up Main to Platform 1 (towards 112 signal).

Subsidiary routes to Up Loco Loop and Carriage Loop from No. 2 Platform Y113 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 12 JULY - YORK STATION - continuedSignals abolished

No.1 Platform 3-aspect signal Y114 (and subsidiary).

Position light signals :-

Y112 to No.2 Platform and Car Loading Dock.

Y116 to Up Locomotive Loop and Up Main.

(19)

MONDAY 13 JULY - TEES YARD

From 09 00, due to condition of track, No. 6 and 10 Up Departure lines will be prohibited to 25 ton axle loads and No. 12 Up Departure will be clamped out of use. Until further notice.

(UFN)

DETAILS OF WORK ALREADY CARRIED OUTHEXHAM

The Up Sidings have been shortened and realigned.

The hand points have been repositioned 160 yards to the East and each Siding is now 260 yards long.

(New Item) (19)NORTHALLERTON

A double sided "OFF" indicator, applicable to signal N22, has been provided for movements setting back from the Reversing line along the Down Main line into Northallerton station. The indicator is positioned approximately 220 yards North of signal N22 (just North of bridge No. 64).

(New Item) (19)BETWEEN NEWTON AYCLIFFE AND SHILDON

A differential permanent speed restriction of $\frac{30}{40}$ m.p.h. has been imposed over the Up line between 7m.p. and 5 $\frac{1}{4}$ m.p. (See Section 'D')

(18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

BETWEEN BROMPTON LC AND LONG LANE LC

A permanent speed restriction of 50 m.p.h. has been imposed over the Down line between 45m. 65chs. and 47m. 10chs. (See Section 'D')

(18)

SUNDERLAND

The connections leading to and from the Down Loop have been secured permanently out of use, in the normal position, pending removal.

The trailing crossover at the South end of the station has been secured permanently out of use, in the normal position, pending removal.

All relevant signals and routes have been abolished.

(18)

MONKWEARMOUTH

The connection to the former Monkwearmouth Goods Yard has been secured permanently out of use pending removal.

(18)

SEABANKS BRANCH

The Sidings connected to the South end of the Shale Teaming Road have been removed and all associated signals abolished.

The position light signals A and B applying from the Colliery Yard have been dispensed with to enable the construction of a conveyor.

(18)

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 (B.R. 30054)

PART 3 : WHITE PAGES

RAILWAY CONTROL OFFICE TELEPHONE NUMBERS

Section F 3/16 :-

Eastern Region.

Add :-

MIDDLESBROUGH 0642-240692
(B.T.)

034-5230
(E.T.C.)

(8.ND)

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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>YORK, HOLGATE JN TO SKELTON</u> Page 37 Between Holgate Jn and York Yard South Delete reference to Up Doncaster Goods from Running Lines and Signalling System Column. (W.e.f. Sunday 12 July)					(8.D)
<u>DARLINGTON PARKGATE JN TO EASTGATE</u> Page 42 Between <u>Newton Aycliffe</u> and <u>Sildon</u> Add :-			30 40	7m.p. and 5½m.p.	(8.D)

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

NN-32

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down Up m.p.h.	At or Between	
Page 110 Between Brompton LC and Long Lane LC Add :-	NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN VIA HORDEN		50	45m. 65chs. and 47m. 10chs.	(8.D)
Page 128 At Castleton Moor Delete :-	GUISBOROUGH JN TO WHITBY		25	19m. 22chs. and 19m. 46chs.	(8.D)
				(W.e.f. 10 00 Monday 13 July)	

NN-33

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS

Page 206

Add :-

GREEN LANE JUNCTION TO DEAN ROAD SIDINGS
 DEAN ROAD SIDINGS

1. An arriving train of 36 HAA wagons for Westoe Colliery must, when permission is obtained from the BC person in charge for it to enter Dean Road Sidings, be uncoupled in rear of the 18th Wagon before any movement is made beyond the "Stop, telephone British Coal for permission to proceed" board.
2. Except in emergency, the front and rear portions of the arriving train must be stabled in sidings 1 and 2 respectively.
3. B.R. locomotives running light from the colliery end to the B.R. end of the sidings, must, except in emergency, be routed through siding 3.
4. When a loaded train or light locomotive is ready to leave the "Stop, Advise British Coal clear of sidings" board the Guard must advise the Signalman at Boldon Colliery it is ready to proceed to Signal B 974 for departure.

(8.ND)

MISCELLANEOUS NOTICES

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

A Partial reissue of Part 3 (Pink Pages) of the Working Manual for Rail Staff is currently being distributed (effective from 00 01 hours on 6th July 1987).

In the event of non-receipt, staff and offices entitled to receive these pages should contact their normal distribution point.

(19)

SUNDERLAND STATION

Drivers should stop trains at the marker boards provided, whilst station canopies are being refurbished.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION applies to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connections between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way yard etc. between lm. 03chs. and lm. 04chs. adjacent to the signal box.

(UFN)

REDMIRE

Due to abutment damage on bridge No. 24, the Single line from Castle Hills to Redmire has been temporarily shortened to 22m. 14chs. and buffer stops erected. Access is available to the quarry.

(UFN)

BETWEEN MORPETH NORTH AND PEGSWOOD - BOTHAL VIADUCT

Users of the Down and Up Walkway on Bothal Viaduct should take special care owing to distortion of walkway plates.

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
York L.I.P., No. 1B Road, Museum line, Tank Road and Fuel Road BLOCKED	Earthwork and drainage.	Continuously U.F.N.	-
Nos. 2 and 3 Sidings, Fuel Run-Round Road, Crane Road and Through Road			
Newcastle Station AB Siding No. 5 BLOCKED	Earthwork.	U.F.N.	-
Gosforth Car Sheds	Repairs	U.F.N.	-
Gateshead Greensfield Stores Depot Sidings	Demolition work.	U.F.N.	-
Sunderland South Dock M.P.D. Nos. 5 and 6 Sidings	Construction work.	U.F.N.	-
Middlesbrough Goods Yard All lines	Construction work.	U.F.N.	-

MP.32/NN
YORK
3 JULY 1987

C. McKEEVER
Regional Operations Manager

P.O.I.S. IS OF VALUE (NO. 3)

OUR CUSTOMERS CAN BENEFIT FROM PASSENGER COUNTS AND
VEHICLE DEFECT INFORMATION ENTERED ON P.O.I.S. REPORTS
BY PROVISION OF SERVICES TO MEET DEMAND AND VEHICLES
BEING REPAIRED PROMPTLY.

GUARDS:

PLEASE USE YOUR FORMS TO HELP US ALL TO
MAINTAIN HIGH STANDARDS

PLEASE HAND COMPLETED FORMS IN PROMPTLY AT
DESTINATION

IF YOU HAVE ANY PROBLEMS WITH P.O.I.S. PLEASE ADVISE
YOUR LOCAL MANAGER.

* * * * *

ASSISTANCE OF TRAINS ON WHICH THE LOCOMOTIVE HAS FAILED

* * * * *

* The two pipe system applies only to freightliners and specified *
* trains, all other freight trains including M.G.R. trains are on *
* the one pipe system. *
* * * * *

* In the event of a failure occurring to any train working on the *
* one pipe system, assistance MUST be afforded from the front only, *
* unless the locomotive of the failed train is able to maintain Main *
* air pressure. *
* * * * *

* Attention is drawn to the General Appendix instructions, Section 2, *
* page 2.11, note 2. *
* * * * *

BRITISH RAIL
EASTERN REGION

NN

17

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 JULY

TO

FRIDAY 24 JULY 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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GATESHEAD, HIGH LEVEL BRIDGE JN TO CARLISLE YARD - continued

WEDNESDAY 22 JULY

146	Corby Gates LC and Brampton Fell LC	Up BLOCKED	00 01 to 05 00. Track maintenance. 55m. 30chs. and 50m. 30chs. Mechanical equipment in use. <u>Single line working over Down line.</u>
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THURSDAY 23 JULY

147	Brampton Fell LC and Corby Gates LC	Down BLOCKED	01 00 to 06 00. Track maintenance. 50m. 30chs. and 55m. 30chs. Mechanical equipment in use. <u>Single line working over Up line.</u>
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FRIDAY 24 JULY

148	Petteril Bridge Jn and Corby Gates LC	Up BLOCKED	00 01 to 05 00. Track maintenance. 59m.p. and 55m. 74chs. Mechanical equipment in use. <u>Single line working over Down line.</u>
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DUNSTON BRANCH

UNTIL FURTHER NOTICE

149	Swalwell Jn	Single BLOCKED	Construction work. 3m. 78chs. Mechanical equipment in use. <u>Possession to be given up for passage of trains.</u>
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(87/4)

WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN

UNTIL FURTHER NOTICE

150	Siddick Jn and Flimby	Down and Up	07 00 to 17 00. Sea wall work. 8½ and 10½m.p. Mechanical equipment in use.
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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 19 JULY - STRANTON and CLARENCE ROAD (Between Cliff House exclusive and Hartlepool Station)

With exception of the Stranton Up Main Home signal gantry (which will be repositioned adjacent to Stranton signalbox), the Stranton Up direction starting signal from Down Main and the Clarence Road Down Main 2nd Home signal, all semaphore signalling controlled from Stranton and Clarence Road signalboxes will be replaced by new colour light signalling as shown below :-

A new colour light Stranton Outer Distant Signal S8R (displaying Y/YY or G aspect) will be provided on the post carrying the Cliff House Down Main Starting signal, 1,425 yards before reaching the new Stranton colour light Home signal S10. (The green spectacle of the Cliff House Starting signal will be blanked out. The height of the Starting signal arm will be increased to 17ft above rail level length).

Description of new colour light signals - S = Stranton CR = Clarence Road

Down Main

S10

New Stranton Down Main 4-aspect Home signal also acting as the Clarence Road Down Main Inner Distant, situated 699 yards before reaching new Clarence Road CR27 signal.

The new colour light Stranton Home signal S10 will be 216 yards further from Stranton signalbox than the former semaphore Down Home. The distance between the existing colour light Stranton Inner Distant/Clarence Road Outer Distant S8 and the Stranton Home signal (new S10) will thereby be reduced to 884 yards.

CR27

Clarence Road Down Main 3-aspect First Home signal. A theatre type route indicator will be provided and the following route indications will apply:-

Aspect	Route Indication	Route
Main	-	Down Main
Main	B	South Bay

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 19 JULY - STRANTON and CLARENCE ROAD (Between Cliff House exclusive and Hartlepool Station - continuedCR35/CR33

Clarence Road Down Main Up direction 3-aspect Starting signals from Hartlepool Down Main and South Bay Platform lines. (These signals will also act as the Stranton Up Distant signals from Down Main and South Bay situated 522 yards before reaching the (existing) Stranton Down Starting semaphore signal to Up Main.

Up MainCR21

Clarence Road 3-aspect Up Main Starting signal, (on Hartlepool Station Platform Ramp) also acting as the Stranton Up Main Distant situated 598 yards before reaching the repositioned semaphore Home signal gantry. (The Up Distant Banner Repeating signal (CR21R will be 181 yards before reaching new CR21).

Signal-post telephones will be provided on all new colour light signals.

Church Street level crossing

Lifting barriers controlled from Clarence Road signalbox will be commissioned. These barriers will be monitored in Clarence Road signalbox by Closed Circuit Television. (Telephone communication will be provided between the crossing and Clarence Road signalbox).

(20)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN YORK HOLGATE JUNCTION AND YORK YARD SOUTH

The Up Doncaster Goods line has been taken out of use.

York Yard South

The facing points - Up Goods/Up Doncaster Goods have been secured out of use in the normal position pending removal.

Route indication 'D' applying towards Up Doncaster Goods has been removed from Up Goods signal No. 19 and the signal applies towards the Down Scarborough Goods only (indication S).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN YORK HOLGATE JUNCTION AND YORK YARD SOUTH - continuedHolgate Junction

The trailing points in the Up Main line from the Up Doncaster Goods, also the trap points at the opposite end of this connection in the Up Doncaster Goods, have been secured out of use in the normal position pending removal.

Up Doncaster Goods signal No. Y62 is maintained at RED.

(19)

YORK STATION

No. 1 Platform line and the Car Loading Dock Siding have been secured out of use pending removal. The Back Road has been shortened by 80 yards and new buffer-stops provided.

Points/connections at the south end have been secured out of use as required in the normal position. (Points affected will be 487A and B and 488A and B).

The facing point end at the exit from Platform 2 line has been secured out of use in the reverse position.

The following signal routes have been abolished

Routes from Down Doncaster main signal Y34 applying towards Platform 2 (route indication '2') are via 483 points in the reverse position only.

Y108 position light - Up Loco Loop to Platform 1 (towards 112 position light) and Car Loading Dock or Siding.

Y110 position light - Carriage loop to Platform 1 (towards 112 position light) and Car Loading Dock or siding.

Y106 position light - Up Main to Platform 1 (towards 112 signal).

Subsidiary routes to Up Loco Loop and Carriage Loop from No. 2 Platform Y113 signal.

Signals abolished

No.1 Platform 3-aspect signal Y114 (and subsidiary).

Position light signals :-

Y112 to No.2 Platform and Car Loading Dock.

Y116 to Up Locomotive Loop and Up Main.

(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedNORTHALLERTON

A double sided "OFF" indicator, applicable to signal N22, has been provided for movements setting back from the Reversing line along the Down Main line into Northallerton station. The indicator is positioned approximately 220 yards North of signal N22 (just North of bridge No. 64).

(19)

BETWEEN NEWTON AYCLIFFE AND SHILDON

A differential permanent speed restriction of $\frac{30}{40}$ m.p.h. has been imposed over the Up line between 7m.p. and 5 $\frac{1}{2}$ m.p. (See Section 'D')

(18)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

BETWEEN BROMPTON LC AND LONG LANE LC

A permanent speed restriction of 50 m.p.h. has been imposed over the Down line between 45m. 65chs. and 47m. 10chs. (See Section 'D')

(18)

SUNDERLAND

The connections leading to and from the Down Loop have been secured permanently out of use, in the normal position, pending removal.

The trailing crossover at the South end of the station has been secured permanently out of use, in the normal position, pending removal.

All relevant signals and routes have been abolished.

(18)

MONKWEARMOUTH

The connection to the former Monkwearmouth Goods Yard has been secured permanently out of use pending removal.

(18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSEABANKS BRANCH

The Sidings connected to the South end of the Shale Teaming Road have been removed and all associated signals abolished.

The position light signals A and B applying from the Colliery Yard have been dispensed with to enable the construction of a conveyor.

(18)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

HEXHAM

The Up Sidings have been shortened and realigned.

The hand points have been repositioned 160 yards to the East and each Siding is now 260 yards long.

(19)

P.O.I.S. IS OF VALUE (NO. 4)

INFORMATION ON P.O.I.S. REPORTS CAN HELP TO IMPROVE
THE QUALITY OF OUR SERVICES.

PLEASE - ENTER COUNTS AS SHOWN.

- REPORT DEFECTS FOUND ON THE P.O.I.S. LIST.

- HAND IN COMPLETED FORM PROMPTLY AT TRAINS
DESTINATION - DO NOT HAND IT IN ELSEWHERE.

IF YOU ARE UNSURE OF COLLECTION AND DELIVERY
POINTS FOR P.O.I.S. FORMS PLEASE ASK YOUR
LOCAL MANAGER FOR A LIST.

WOOLSTENHOLMES
BRITISH RAIL
EASTERN REGION

NN

18

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 25 JULY

TO

FRIDAY 31 JULY 1987

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 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 BSATURDAY 25 JULY - SEABANKS BRANCH

The Seabanks Branch will be closed on a temporary basis.

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

Dawdon

All semaphore signals with the exception of the Up Home and Up Starting signals will be abolished.

All points will be temporarily secured out of use pending resignalling on Sunday 2nd August.

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN YORK HOLGATE JUNCTION AND YORK YARD SOUTH

The Up Doncaster Goods line has been taken out of use.

York Yard South

The facing points - Up Goods/Up Doncaster Goods have been secured out of use in the normal position pending removal.

Route indication 'D' applying towards Up Doncaster Goods has been removed from Up Goods signal No. 19 and the signal applies towards the Down Scarborough Goods only (indication S).

Holgate Junction

The trailing points in the Up Main line from the Up Doncaster Goods, also the trap points at the opposite end of this connection in the Up Doncaster Goods, have been secured out of use in the normal position pending removal.

Up Doncaster Goods signal No. Y62 is maintained at RED.

(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedYORK STATION

No. 1 Platform line and the Car Loading Dock Siding have been secured out of use pending removal. The Back Road has been shortened by 80 yards and new buffer-stops provided.

Points/connections at the south end have been secured out of use as required in the normal position. (Points affected will be 487A and B and 488A and B).

The facing point end at the exit from Platform 2 line has been secured out of use in the reverse position.

The following signal routes have been abolished

Routes from Down Doncaster main signal Y34 applying towards Platform 2 (route indication '2') are via 483 points in the reverse position only.

Y108 position light - Up Loco Loop to Platform 1 (towards 112 position light) and Car Loading Dock or Siding.

Y110 position light - Carriage loop to Platform 1 (towards 112 position light) and Car Loading Dock or siding.

Y106 position light - Up Main to Platform 1 (towards 112 signal).

Subsidiary routes to Up Loco Loop and Carriage Loop from No. 2 Platform Y113 signal.

Signals abolished

No.1 Platform 3-aspect signal Y114 (and subsidiary).

Position light signals :-

Y112 to No.2 Platform and Car Loading Dock.
Y116 to Up Locomotive Loop and Up Main.

(19)

NORTHALLERTON

A double sided "OFF" indicator, applicable to signal N22, has been provided for movements setting back from the Reversing line along the Down Main line into Northallerton station. The indicator is positioned approximately 220 yards North of signal N22 (just North of bridge No. 64).

(19)

BRITISH RAIL
EASTERN REGION

NN

~~19~~

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 1 AUGUST

TO

FRIDAY 7 AUGUST 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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GATESHEAD, HIGH LEVEL BRIDGE JN TO CARLISLE YARD - continued

SUNDAY 2 AUGUST - continued

151 Carlisle North Jn	Platform 3/ Down Main BLOCKED	06 00 to 15 00. Track maintenance. 0 and ¼m.p. <u>Trains to be replatformed as necessary.</u>
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DUNSTON BRANCH

UNTIL FURTHER NOTICE

152 Swalwell Jn	Single BLOCKED	Construction work. 3m. 78chs. Mechanical equipment in use. <u>Possession to be given up for passage of trains.</u> (87/4)
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WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN

UNTIL FURTHER NOTICE

153 Siddick Jn and Flimby	Down and Up	07 00 to 17 00. Sea wall work. 8½ and 10½m.p. Mechanical equipment in use.
154 Aspatria and Wigton	Down and Up <u>Between Trains</u>	07 30 to 16 00. Bridgework (No. 80). 15½ and 15¾m.p. Mechanical equipment in use.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 2 AUGUST - DAWDON INCLUDING THE SEABANKS BRANCH

The Seabanks Branch will be reopened to traffic and singled and the Branch will be worked in accordance with the 'ONE TRAIN WORKING' Regulations, but no Train Staff will be provided. (Seabanks signal box together with all signals worked therefrom has already been abolished.)

All Dawdon signal box worked points/connections will be restored to use.

All semaphore signals controlled from Dawdon Signal Box will be abolished and new colourlight signals will be provided as shown below and in accordance with the diagram included herein. The former Up Main Semaphore Home signal will be replaced by a new 3-aspect colourlight signal plated DN930. A left-hand offset subsidiary will be provided applying Up Main towards the Seabanks Branch.

The former Down Seabanks Branch semaphore starting signal to Down Main will be replaced by a new 3-aspect colourlight signal plated DN939 situated 377 yards before reaching Dawdon Signal Box. A left-hand offset subsidiary (applying towards Seaham Colliery Branch) will be provided.

Position Light Signals Replated:-

Line	Former Number	New Number
Reception	20/37R	5122R (5122R will repeat the aspect of 5122)
Reception	20	5122*
Down Main	27	5124*
Down Main	23	5123
Up Main	34	5121/5123R

*A 3-way stencil-type route indicator will be provided on position light signals 5122 & 5124 and the following indications will apply:-

Indication	Route
'U'	Up Main
'X'	Down Main 'LIMIT OF SHUNT' (5120 Position light)
'B'	Up Seabanks Branch

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 2 AUGUST - DAWDON INCLUDING THE SEABANKS BRANCH - continued

Wagon Works Groundframe

The points - Down main to N.C.B. Wagon Works will be controlled from the new 2-lever 'WAGON WORKS' groundframe released from Dawdon Signal Box.

Seabanks Branch

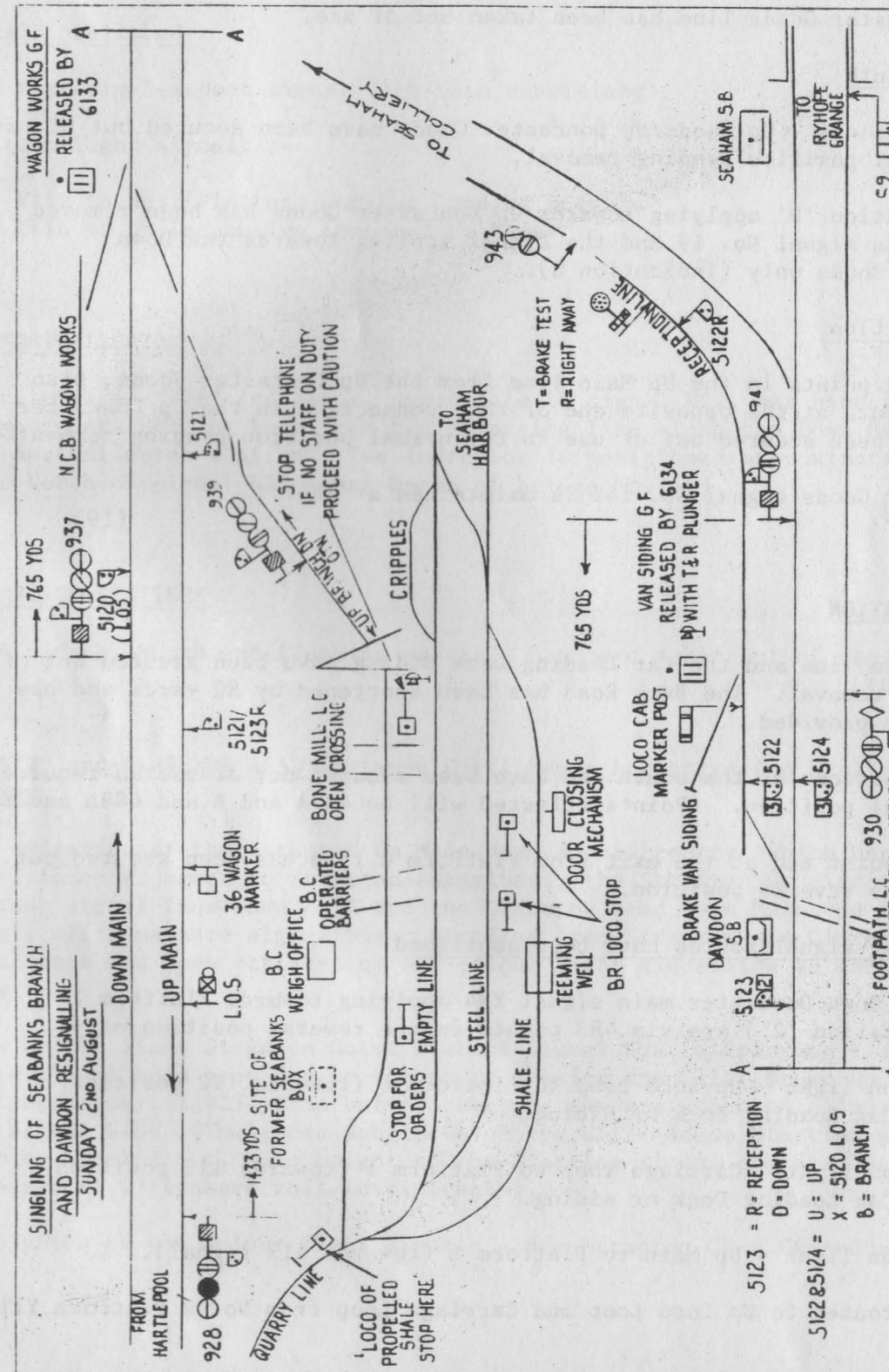
A notice board worded:-

"STOP TELEPHONE - IF NO STAFF ON DUTY PROCEED WITH CAUTION" will be provided on the Seabanks Branch applicable to Up direction movements and on the immediate approach to Bone Mill level crossing.

(22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT** BETWEEN YORK HOLGATE JUNCTION AND YORK YARD SOUTH

*

The Up Doncaster Goods line has been taken out of use.

York Yard South

The facing points - Up Goods/Up Doncaster Goods have been secured out of use in the normal position pending removal.

Route indication 'D' applying towards Up Doncaster Goods has been removed from Up Goods signal No. 19 and the signal applies towards the Down Scarborough Goods only (indication S).

Holgate Junction

The trailing points in the Up Main line from the Up Doncaster Goods, also the trap points at the opposite end of this connection in the Up Doncaster Goods, have been secured out of use in the normal position pending removal.

Up Doncaster Goods signal No. Y62 is maintained at RED.

(19)

** YORK STATION

*

No. 1 Platform line and the Car Loading Dock Siding have been secured out of use pending removal. The Back Road has been shortened by 80 yards and new buffer-stops provided.

Points/connections at the south end have been secured out of use as required in the normal position. (Points affected will be 487A and B and 488A and B).

The facing point end at the exit from Platform 2 line has been secured out of use in the reverse position.

The following signal routes have been abolished

Routes from Down Doncaster main signal Y34 applying towards Platform 2 (route indication '2') are via 483 points in the reverse position only.

Y108 position light - Up Loco Loop to Platform 1 (towards 112 position light) and Car Loading Dock or Siding.

Y110 position light - Carriage loop to Platform 1 (towards 112 position light) and Car Loading Dock or siding.

Y106 position light - Up Main to Platform 1 (towards 112 signal).

Subsidiary routes to Up Loco Loop and Carriage Loop from No. 2 Platform Y113 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** YORK STATION - continued

*

Signals abolished

No.1 Platform 3-aspect signal Y114 (and subsidiary).

Position light signals :-

Y112 to No.2 Platform and Car Loading Dock.

Y116 to Up Locomotive Loop and Up Main.

(19)

** NORTHALLERTON

*

A double sided "OFF" indicator, applicable to signal N22, has been provided for movements setting back from the Reversing line along the Down Main line into Northallerton station. The indicator is positioned approximately 220 yards North of signal N22 (just North of bridge No. 64).

(19)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

STRANTON and CLARENCE ROAD (Between Cliff House exclusive and Hartlepool Station

With exception of the Stranton Up Main Home signal gantry (which has been repositioned adjacent to Stranton signalbox), the Stranton Up direction starting signal from Down Main and the Clarence Road Down Main 2nd Home signal, all semaphore signalling controlled from Stranton and Clarence Road signalboxes has been replaced by new colour light signalling as shown below :-

A new colour light Stranton Outer Distant Signal S8R (displaying Y/YY or G aspect) has been provided on the post carrying the Cliff House Down Main Starting signal, 1,425 yards before reaching the new Stranton colour light Home signal S10. (The green spectacle of the Cliff House Starting signal has been blanked out. The height of the Starting signal arm has been increased to 17ft above rail level length).

Description of new colour light signals - S = Stranton CR = Clarence Road

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

STRANTON and CLARENCE ROAD (Between Cliff House exclusive and Hartlepool Station - continued

Down Main

S10

New Stranton Down Main 4-aspect Home signal also acting as the Clarence Road Down Main Inner Distant, situated 699 yards before reaching new Clarence Road CR27 signal.

The new colour light Stranton Home signal S10 is 216 yards further from Stranton signalbox than the former semaphore Down Home. The distance between the existing colour light Stranton Inner Distant/Clarence Road Outer Distant S8 and the Stranton Home signal (new S10) has thereby been reduced to 884 yards.

CR27

Clarence Road Down Main 3-aspect First Home signal. A theatre type route indicator has been provided and the following route indications apply:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Route</u>
Main	-	Down Main
Main	B	South Bay

CR35/CR33

Clarence Road Down Main Up direction 3-aspect Starting signals from Hartlepool Down Main and South Bay Platform lines. (These signals also act as the Stranton Up Distant signals from Down Main and South Bay situated 522 yards before reaching the (existing) Stranton Down Starting semaphore signal to Up Main.

Up Main

CR21

Clarence Road 3-aspect Up Main Starting signal, (on Hartlepool Station Platform Ramp) also acting as the Stranton Up Main Distant situated 598 yards before reaching the repositioned semaphore Home signal gantry. (The Up Distant Banner Repeating signal (CR21R) is 181 yards before reaching new CR21).

Signal-post telephones have been provided on all new colour light signals.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

STRANTON and CLARENCE ROAD (Between Cliff House exclusive and Hartlepool Station - continued

Church Street level crossing

Lifting barriers controlled from Clarence Road signalbox have been commissioned. These barriers are monitored in Clarence Road signalbox by Closed Circuit Television. (Telephone communication has been provided between the crossing and Clarence Road signalbox).

(20)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

* * HEXHAM

*

The Up Sidings have been shortened and realigned.

The hand points have been repositioned 160 yards to the East and each Siding is now 260 yards long.

(19)

SECTION DGENERAL 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.

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(10.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedE.R. SECTIONAL APPENDIX (NORTHERN AREA)LOCAL INSTRUCTIONS

Page 203

SEABANKS BRANCHSEABANKS

Delete existing instructions and substitute :-

WORKING OF TRAINS TO AND FROM SEAHAM HARBOUR AND DOCK COMPANY'S SIDINGS1. Arrivals

When a train arrives on the Branch at the "Stop, telephone" board, the Driver, on making contact by telephone, must request that the barriers at Dawdon (BC) level crossing are lowered and when confirmation has been received that they are lowered authorise the train to proceed forward. The crossing will be manned normally between 08 00 and 16 00 Mon. to Fri. If the telephone is not answered, the Driver must proceed cautiously to the crossing and cross after ascertaining it is safe to do so.

2. Steel trains

2.1 When the train is at the "Stop for Orders" board, the Guard must ensure the route ahead is clear and authorise the train to enter the Quarry Siding.

In the case of a light locomotive arriving to work a departing train, the Guard must advise the firm's representative that the empty wagons to form the next departing train may be propelled into the Quarry Siding, if such movement has not already been made. Provided the firm's representative confirms the movement has been made into the Quarry Siding and that the firm's locomotive has been withdrawn clear, the Guard must authorise the light locomotive to enter the Quarry Siding for coupling to the empty wagons.

2.2 When an arriving train is at a stand within the Quarry Siding the Guard must, after setting the route for the Steel Sidings ascertain from the firm's representative that the train can be received and then authorise the train to be propelled to that siding.

2.3 Where the locomotive of an arriving train is to work a departing train, the Guard must advise the firm's representative when the arriving train is at a stand in the Steel Siding and advise him the empty wagons for departure may be propelled into the Quarry Siding.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedE.R. SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONS - continuedWORKING OF TRAINS TO AND FROM SEAHAM HARBOUR AND DOCK COMPANY'S SIDINGS - continued2. Steel trains - continued

- 2.4 When the empty wagons have been propelled into the Quarry Siding and the firm's locomotive has been withdrawn clear, the Guard must authorise the locomotive of the arriving train to proceed to the Quarry Siding for coupling to the empty wagons ready for departure.

3. Shale trains

- 3.1 When the train is at the "Stop for Orders" board, the Guard must ensure he is handed two radio sets by the firm's representative, handing one set to the Driver. In the event of radio failure, additional assistance will be provided.
- 3.2 The Guard and Driver must then make an initial radio test and thereafter the Guard must authorise all subsequent movements by radio only.
- 3.3 All radio instructions between the Guard and Driver must be preceded by the words "B.R. Guard to B.R. Driver" or vice versa. Strict radio discipline must be maintained.
- 3.4 Should the radio messages cease to be received or acknowledged at any time, the Driver must stop any movement of the train until communications are restored. If communications cannot be restored quickly, conventional hand signals must be used.
- 3.5 The Guard must then ensure the route ahead is clear and authorise the train to enter the Quarry Siding.
- 3.6 When the arriving train is at a stand within the Quarry Siding, the Guard must, after setting the route for the Shale line, ascertain from the firm's representative that the wagon door closing gear has been extended and that the firm is ready to receive the train.
- 3.7 The train must then be propelled into the Shale line and on the locomotive coming to a stand at the "Locomotive of Propelled Shale Train Stop Here" board, the Driver must engage slow speed control. The Guard must thereupon inform the Driver that control of the train is being handed over to the firm's representative.
- 3.8 The Driver must then, on receiving instructions from the firm's representative, set back the train at ½ mph, stopping as required.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedE.R. SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONS - continuedWORKING OF TRAINS TO AND FROM SEAHAM HARBOUR AND DOCK COMPANY'S SIDINGS - continued3. Shale trains - continued

- 3.9 When the train reaches the first "B.R. Locomotive Stop" board, the Driver must proceed, when instructed at extreme caution until the locomotive is adjacent to the "B.R. Locomotive Cab Window Stop" board.
- 3.10 When the Guard is advised by the firm's representative that the firm's locomotive has approached the rear of the train, he must detach the B.R. locomotive, obtain the radio set from the Driver and authorise the locomotive to proceed and stand clear on the branch to await the empty train being propelled into the Quarry Siding.
- 3.11 Both radio sets must then be returned to the firm's representative.
- 3.12 When the Rolling Stock Technician has examined the train and the firm's representative has replaced all wagon safety catches, the firm's locomotive will propel the train into the Quarry Siding in readiness for departure.

4. Departures

Drivers must ensure that when working departing trains, the barriers at Dawdon Colliery (BC) level crossing are lowered accordingly.

NOTE: Except for accommodating loaded trains and rakes of empty wagons for departure, no other wagons must be stabled at any time within the Quarry Siding.

(10.D)

MISCELLANEOUS NOTICES** ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF (B.R.30054)

*

A Partial reissue of Part 3 (Pink Pages) of the Working Manual for Rail Staff is currently being distributed (effective from 00 01 hours on 6th July 1987).

In the event of non-receipt, staff and offices entitled to receive these pages should contact their normal distribution point.

(19)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SUNDERLAND STATION

Drivers should stop trains at the marker boards provided, whilst station canopies are being refurbished.

(UFN)

YORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION applies to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connections between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way yard etc. between lm. 03chs. and lm. 04chs. adjacent to the signal box.

(UFN)

REDMIRE

Due to abutment damage on bridge No. 24, the Single line from Castle Hills to Redmire has been temporarily shortened to 22m. 14chs. and buffer stops erected. Access is available to the quarry.

(UFN)

BETWEEN MORPETH NORTH AND PEGSWOOD - BOTHAL VIADUCT

Users of the Down and Up Walkway on Bothal Viaduct should take special care owing to distortion of walkway plates.

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
York L.I.P., No. 1B Road, Museum line, Tank Road and Fuel Road BLOCKED Nos. 2 and 3 Sidings, Fuel Run-Round Road, Crane Road and Through Road	Earthwork and drainage.	U.F.N.	-
Newcastle Station AB Siding No. 5 BLOCKED	Earthwork.	U.F.N.	-
Gosforth Car Sheds	Repairs	U.F.N.	-
Gateshead Greensfield Stores Depot Sidings	Demolition work.	U.F.N.	-
Sunderland South Dock M.P.D. Nos. 5 and 6 Sidings	Construction work.	U.F.N.	-
Middlesbrough Goods Yard All lines	Construction work.	U.F.N.	-

MP.32/NN
YORK
24 JULY 1987

C. McKEEVER
Regional Operations Manager

BRITISH RAIL
EASTERN REGION

NN

20

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 AUGUST

TO

FRIDAY 14 AUGUST 1987

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

FRIDAY 14 AUGUST - KELLOE BANK FOOT

The Kelloe Bank Foot Branch Run-Round Loop and Steetley Sidings will be out of use from 12 00 hours until further notice due to the construction of a weighbridge.

(UFN)

DETAILS OF WORK ALREADY CARRIED OUT

BERWICK

The connection - Down Goods South to Down Main has been taken out of use.

The Down Goods South/Down Goods Loop has been realigned and signal T30 has been repositioned accordingly, but will no longer apply towards the Down Main.

The two-tier position light shunting signal applying set-back along the Down Main or to Down Goods South has been abolished.

(New Item) (23)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

** STRANTON and CLARENCE ROAD (Between Cliff House exclusive and Hartlepool Station)

With exception of the Stranton Up Main Home signal gantry (which has been repositioned adjacent to Stranton signalbox), the Stranton Up direction starting signal from Down Main and the Clarence Road Down Main 2nd Home signal, all semaphore signalling controlled from Stranton and Clarence Road signalboxes has been replaced by new colour light signalling as shown below :-

A new colour light Stranton Outer Distant Signal S8R (displaying Y/YY or G aspect) has been provided on the post carrying the Cliff House Down Main Starting signal, 1,425 yards before reaching the new Stranton colour light Home signal S10. (The green spectacle of the Cliff House Starting signal has been blanked out. The height of the Starting signal arm has been increased to 17ft above rail level length).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** STRANTON and CLARENCE ROAD (Between Cliff House exclusive and Hartlepool Station - continued)

Description of new colour light signals - S = Stranton CR = Clarence Road

Down Main

S10

New Stranton Down Main 4-aspect Home signal also acting as the Clarence Road Down Main Inner Distant, situated 699 yards before reaching new Clarence Road CR27 signal.

The new colour light Stranton Home signal S10 is 216 yards further from Stranton signalbox than the former semaphore Down Home. The distance between the existing colour light Stranton Inner Distant/Clarence Road Outer Distant S8 and the Stranton Home signal (new S10) has thereby been reduced to 884 yards.

CR27

Clarence Road Down Main 3-aspect First Home signal. A theatre type route indicator has been provided and the following route indications apply:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Route</u>
Main	-	Down Main
Main	B	South Bay

CR35/CR33

Clarence Road Down Main Up direction 3-aspect Starting signals from Hartlepool Down Main and South Bay Platform lines. (These signals also act as the Stranton Up Distant signals from Down Main and South Bay situated 522 yards before reaching the (existing) Stranton Down Starting semaphore signal to Up Main.

Up Main

CR21

Clarence Road 3-aspect Up Main Starting signal, (on Hartlepool Station Platform Ramp) also acting as the Stranton Up Main Distant situated 598 yards before reaching the repositioned semaphore Home signal gantry. (The Up Distant Banner Repeating signal (CR21R) is 181 yards before reaching new CR21).

Signal-post telephones have been provided on all new colour light signals.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** STRANTON and CLARENCE ROAD (Between Cliff House exclusive and Hartlepool Station - continued)

Church Street level crossing

Lifting barriers controlled from Clarence Road signalbox have been commissioned. These barriers are monitored in Clarence Road signalbox by Closed Circuit Television. (Telephone communication has been provided between the crossing and Clarence Road signalbox).

(20)

DAWDON INCLUDING THE SEABANKS BRANCH

The Seabanks Branch has been reopened to traffic and singled and the Branch is now worked in accordance with the 'ONE TRAIN WORKING' Regulations, but no Train Staff is provided. (Seabanks signal box together with all signals worked therefrom has already been abolished.)

All Dawdon signal box worked points/connections have been restored to use.

All semaphore signals controlled from Dawdon Signal Box have been abolished and new colourlight signals have been provided as shown below and in accordance with the diagram included herein. The former Up Main Semaphore Home signal has been replaced by a new 3-aspect colourlight signal plated DN930. A left-hand offset subsidiary has been provided applying Up Main towards the Seabanks Branch.

The former Down Seabanks Branch semaphore starting signal to Down Main has been replaced by a new 3-aspect colourlight signal plated DN939 situated 377 yards before reaching Dawdon Signal Box. A left-hand offset subsidiary (applying towards Seaham Colliery Branch) has been provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DAWDON INCLUDING THE SEABANKS BRANCH - continued

Position Light Signals Replated:-

<u>Line</u>	<u>Former Number</u>	<u>New Number</u>
Reception	20/37R	5122R (5122R will repeat the aspect of 5122)
Reception	20	5122*
Down Main	27	5124*
Down Main	23	5123
Up Main	34	5121/5123R

*A 3-way stencil-type route indicator has been provided on position light signals 5122 & 5124 and the following indications apply:-

<u>Indication</u>	<u>Route</u>
'U'	Up Main
'X'	Down Main 'LIMIT OF SHUNT' (5120 Position light)
'B'	Up Seabanks Branch

Wagon Works Groundframe

The points - Down main to N.C.B. Wagon Works are controlled from the new 2-lever 'WAGON WORKS' groundframe released from Dawdon Signal Box.

Seabanks Branch

A notice board worded:-

"STOP TELEPHONE - IF NO STAFF ON DUTY PROCEED WITH CAUTION" has been provided on the Seabanks Branch applicable to Up direction movements and on the immediate approach to Bone Mill level crossing.

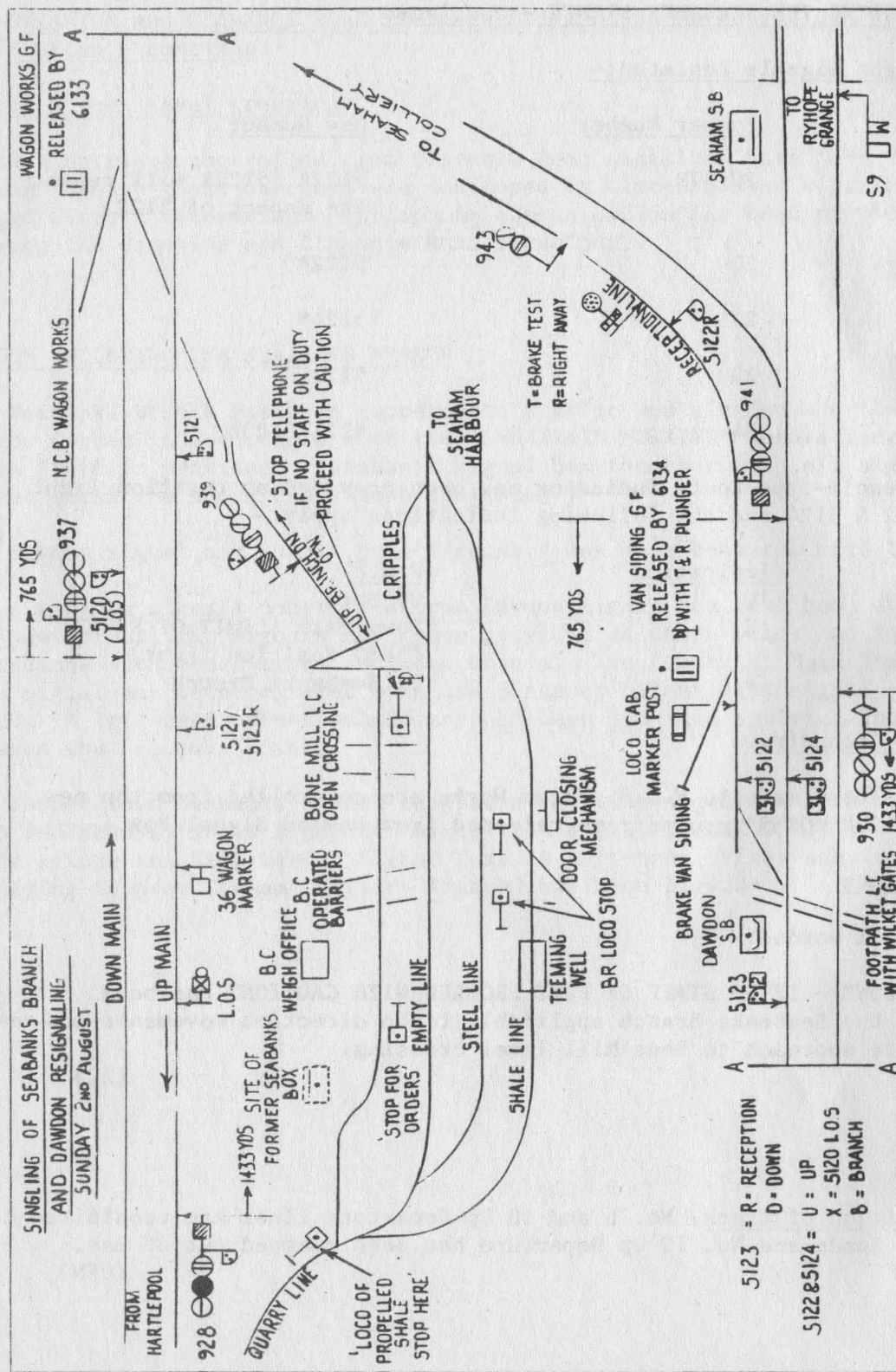
(22)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.
(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



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.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(10.D)

BED NORTH

BRITISH RAIL
EASTERN REGION

NN

21

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 15 AUGUST

TO

FRIDAY 21 AUGUST 1987

RD 00
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.

mm

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 17 AUGUST - RIVERSIDE JUNCTION

The connections leading to/from the Riverside Branch will be secured out of use in the normal position pending removal of the points and of the Branch line.

(24)

DETAILS OF WORK ALREADY CARRIED OUT

BERWICK

The connection - Down Goods South to Down Main has been taken out of use.

The Down Goods South/Down Goods Loop has been realigned and signal T30 has been repositioned accordingly, but will no longer apply towards the Down Main.

The two-tier position light shunting signal applying set-back along the Down Main or to Down Goods South has been abolished.

(23)

KELLOE BANK FOOT

The Kelloe Bank Foot Branch Run-Round Loop and Steetley Sidings are out of use due to the construction of a weighbridge.

(UFN)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

DAWDON INCLUDING THE SEABANKS BRANCH

The Seabanks Branch has been reopened to traffic and singled and the Branch is now worked in accordance with the 'ONE TRAIN WORKING' Regulations, but no Train Staff is provided. (Seabanks signal box together with all signals worked therefrom has already been abolished.)

All Dawdon signal box worked points/connections have been restored to use.

S

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DAWDON INCLUDING THE SEABANKS BRANCH - continued

All semaphore signals controlled from Dawdon Signal Box have been abolished and new colourlight signals have been provided as shown below and in accordance with the diagram included herein. The former Up Main Semaphore Home signal has been replaced by a new 3-aspect colourlight signal plated DN930. A left-hand offset subsidiary has been provided applying Up Main towards the Seabanks Branch.

The former Down Seabanks Branch semaphore starting signal to Down Main has been replaced by a new 3-aspect colourlight signal plated DN939 situated 377 yards before reaching Dawdon Signal Box. A left-hand offset subsidiary (applying towards Seaham Colliery Branch) has been provided.

Position Light Signals Replated:-

<u>Line</u>	<u>Former Number</u>	<u>New Number</u>
Reception	20/37R	5122R (5122R will repeat the aspect of 5122)
Reception	20	5122*
Down Main	27	5124*
Down Main	23	5123
Up Main	34	5121/5123R

*A 3-way stencil-type route indicator has been provided on position light signals 5122 & 5124 and the following indications apply:-

<u>Indication</u>	<u>Route</u>
'U'	Up Main
'X'	Down Main 'LIMIT OF SHUNT' (5120 Position light)
'B'	Up Seabanks Branch

Wagon Works Groundframe

The points - Down main to N.C.B. Wagon Works are controlled from the new 2-lever 'WAGON WORKS' groundframe released from Dawdon Signal Box.

Seabanks Branch

A notice board worded:-

"STOP TELEPHONE - IF NO STAFF ON DUTY PROCEED WITH CAUTION" has been provided on the Seabanks Branch applicable to Up direction movements and on the immediate approach to Bone Mill level crossing.

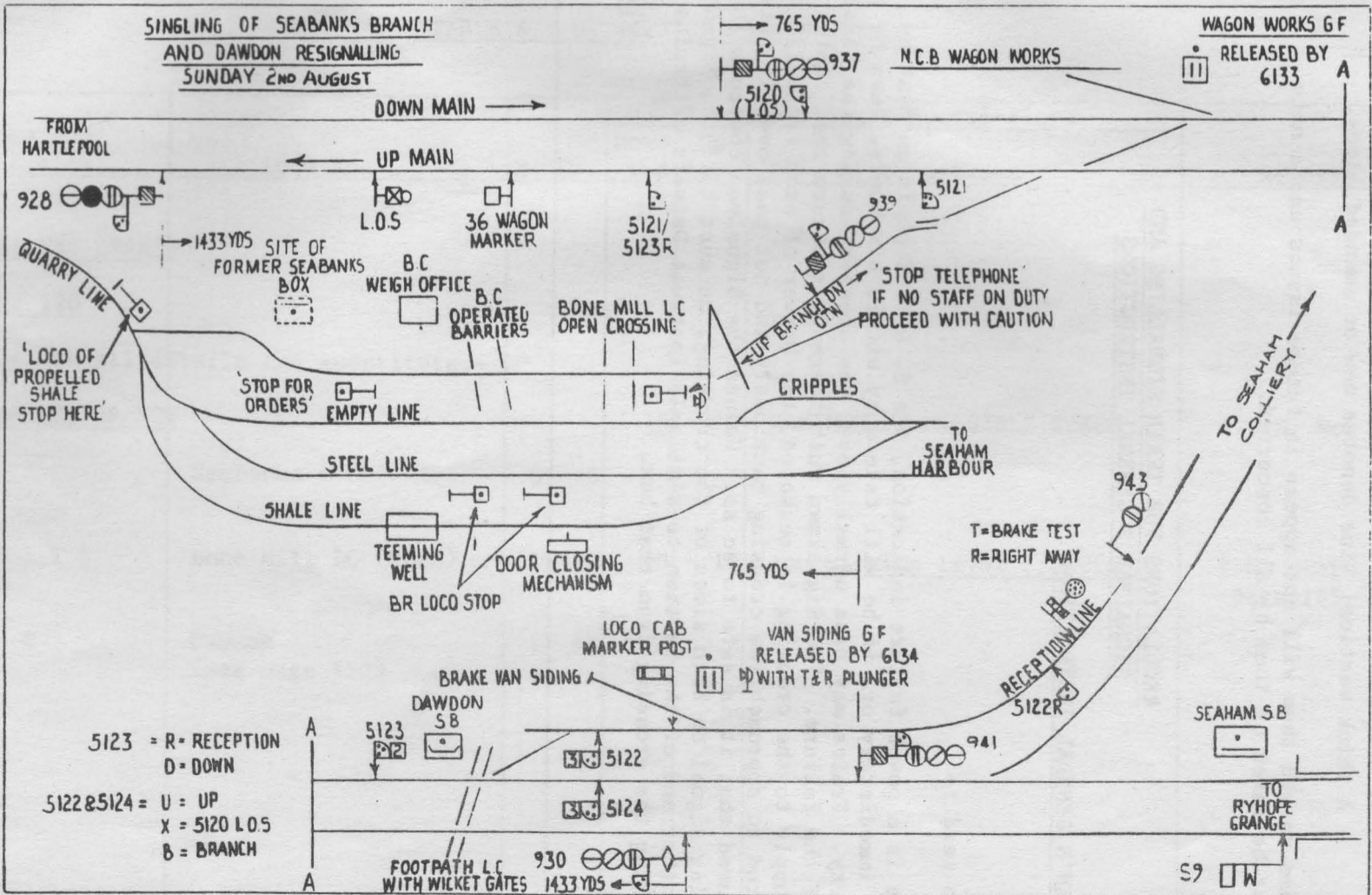
(22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use. (UFN)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WOOLSTENHOLMES
BRITISH RAIL
EASTERN REGION

NN

22

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 AUGUST

TO

FRIDAY 28 AUGUST 1987

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 23 AUGUST - LITTLE MILL AREA (ECML)

A new facing crossover (controlled from Alnmouth signalbox) will be brought into use immediately south of the (now reinstated) emergency trailing crossover between 39¼ and 39½ m.p.

This emergency trailing crossover will be also brought under the control of Alnmouth signalbox.

(25)

SUNDAY 23 AUGUST - CARGO FLEET ROAD LEVEL CROSSING AT Om. 14chs.
(Guisborough Junction to Whitby line)

The level crossing lifting barriers will be operated and monitored from Middlesbrough Signal Box with the aid of Closed Circuit Television. Cargo Fleet Gatebox will be abolished.

(25)

DETAILS OF WORK ALREADY CARRIED OUT

RIVERSIDE JUNCTION

The connections leading to/from the Riverside Branch have been secured out of use in the normal position pending removal of the points and of the Branch line.

(24)

BERWICK

The connection - Down Goods South to Down Main has been taken out of use.

The Down Goods South/Down Goods Loop has been realigned and signal T30 has been repositioned accordingly, but will no longer apply towards the Down Main.

The two-tier position light shunting signal applying set-back along the Down Main or to Down Goods South has been abolished.

(23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KELLOE BANK FOOT

The Kelloe Bank Foot Branch Run-Round Loop and Steetley Sidings are out of use due to the construction of a weighbridge.

(UFN)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

** DAWDON INCLUDING THE SEABANKS BRANCH

*

The Seabanks Branch has been reopened to traffic and singled and the Branch is now worked in accordance with the 'ONE TRAIN WORKING' Regulations, but no Train Staff is provided. (Seabanks signal box together with all signals worked therefrom has already been abolished.)

All Dawdon signal box worked points/connections have been restored to use.

All semaphore signals controlled from Dawdon Signal Box have been abolished and new colourlight signals have been provided as shown below and in accordance with the diagram included herein. The former Up Main Semaphore Home signal has been replaced by a new 3-aspect colourlight signal plated DN930. A left-hand offset subsidiary has been provided applying Up Main towards the Seabanks Branch.

The former Down Seabanks Branch semaphore starting signal to Down Main has been replaced by a new 3-aspect colourlight signal plated DN939 situated 377 yards before reaching Dawdon Signal Box. A left-hand offset subsidiary (applying towards Seaham Colliery Branch) has been provided.

Position Light Signals Replated:-

<u>Line</u>	<u>Former Number</u>	<u>New Number</u>
Reception	20/37R	5122R (5122R will repeat the aspect of 5122)
Reception	20	5122*
Down Main	27	5124*
Down Main	23	5123
Up Main	34	5121/5123R

WOOLSTENHOLMES
BRITISH RAIL
EASTERN REGION

NN

22

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 AUGUST

TO

FRIDAY 28 AUGUST 1987

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 23 AUGUST - LITTLE MILL AREA (ECML)

A new facing crossover (controlled from Alnmouth signalbox) will be brought into use immediately south of the (now reinstated) emergency trailing crossover between 39¼ and 39½ m.p.

This emergency trailing crossover will be also brought under the control of Alnmouth signalbox.

(25)

SUNDAY 23 AUGUST - CARGO FLEET ROAD LEVEL CROSSING AT Om. 14chs. (Guisborough Junction to Whitby line)

The level crossing lifting barriers will be operated and monitored from Middlesbrough Signal Box with the aid of Closed Circuit Television. Cargo Fleet Gatebox will be abolished.

(25)

DETAILS OF WORK ALREADY CARRIED OUT

RIVERSIDE JUNCTION

The connections leading to/from the Riverside Branch have been secured out of use in the normal position pending removal of the points and of the Branch line.

(24)

BERWICK

The connection - Down Goods South to Down Main has been taken out of use.

The Down Goods South/Down Goods Loop has been realigned and signal T30 has been repositioned accordingly, but will no longer apply towards the Down Main.

The two-tier position light shunting signal applying set-back along the Down Main or to Down Goods South has been abolished.

(23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KELLOE BANK FOOT

The Kelloe Bank Foot Branch Run-Round Loop and Steetley Sidings are out of use due to the construction of a weighbridge.

(UFN)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

** DAWDON INCLUDING THE SEABANKS BRANCH

*

The Seabanks Branch has been reopened to traffic and singled and the Branch is now worked in accordance with the 'ONE TRAIN WORKING' Regulations, but no Train Staff is provided. (Seabanks signal box together with all signals worked therefrom has already been abolished.)

All Dawdon signal box worked points/connections have been restored to use.

All semaphore signals controlled from Dawdon Signal Box have been abolished and new colourlight signals have been provided as shown below and in accordance with the diagram included herein. The former Up Main Semaphore Home signal has been replaced by a new 3-aspect colourlight signal plated DN930. A left-hand offset subsidiary has been provided applying Up Main towards the Seabanks Branch.

The former Down Seabanks Branch semaphore starting signal to Down Main has been replaced by a new 3-aspect colourlight signal plated DN939 situated 377 yards before reaching Dawdon Signal Box. A left-hand offset subsidiary (applying towards Seaham Colliery Branch) has been provided.

Position Light Signals Replated:-

<u>Line</u>	<u>Former Number</u>	<u>New Number</u>
Reception	20/37R	5122R (5122R will repeat the aspect of 5122)
Reception	20	5122*
Down Main	27	5124*
Down Main	23	5123
Up Main	34	5121/5123R

BRITISH RAIL
EASTERN REGION

NN

2 3/2 4

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS ★

SATURDAY 29 AUGUST

TO

FRIDAY 11 SEPTEMBER 1987

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 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 6 SEPTEMBER - RIVERSIDE JUNCTION

The connections leading to/from the Riverside Branch will be secured out of use in the normal position pending removal of the points and of the Branch line.

All signalling associated with the former Riverside Branch will be abolished.
(26)

DETAILS OF WORK ALREADY CARRIED OUTLITTLE MILL AREA (ECML)

A new facing crossover (controlled from Alnmouth signalbox) has been brought into use immediately south of the (now reinstated) emergency trailing crossover between 39¼ and 39½ m.p.

This emergency trailing crossover has also been brought under the control of Alnmouth signalbox.
(25)

* * BERWICK

The connection - Down Goods South to Down Main has been taken out of use.

The Down Goods South/Down Goods Loop has been realigned and signal T30 has been repositioned accordingly, but will no longer apply towards the Down Main.

The two-tier position light shunting signal applying set-back along the Down Main or to Down Goods South has been abolished.
(23)

KELLOE BANK FOOT

The Kelloe Bank Foot Branch Run-Round Loop and Steetley Sidings are out of use due to the construction of a weighbridge. Until 12 00 Friday 4 September.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.
(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.
(UFN)

CARGO FLEET ROAD LEVEL CROSSING AT 0m. 14chs. (Guisborough Junction to Whitby line)

The level crossing lifting barriers are now operated and monitored from Middlesbrough Signal Box with the aid of Closed Circuit Television. Cargo Fleet Gatebox has been abolished.
(25)

BRITISH RAIL
EASTERN REGION

NN

25

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 12 SEPTEMBER

TO

FRIDAY 18 SEPTEMBER 1987

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 - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedRIVERSIDE JUNCTION

The connections leading to/from the Riverside Branch have been secured out of use in the normal position pending removal of the points and of the Branch line.

All signalling associated with the former Riverside Branch has been abolished.

(26)

* * LITTLE MILL AREA (ECML)

*

A new facing crossover (controlled from Alnmouth signalbox) has been brought into use immediately south of the (now reinstated) emergency trailing crossover between 39¼ and 39½ m.p.

This emergency trailing crossover has also been brought under the control of Alnmouth signalbox.

(25)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

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(UFN)

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The level crossing lifting barriers are now operated and monitored from Middlesbrough Signal Box with the aid of Closed Circuit Television. Cargo Fleet Gatebox has been abolished.

(25)

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONSSIGNALMEN'S GENERAL INSTRUCTIONS38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(10.D)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedRIVERSIDE JUNCTION

The connections leading to/from the Riverside Branch have been secured out of use in the normal position pending removal of the points and of the Branch line.

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(26)

* * LITTLE MILL AREA (ECML)

*

A new facing crossover (controlled from Alnmouth signalbox) has been brought into use immediately south of the (now reinstated) emergency trailing crossover between 39¼ and 39½ m.p.

This emergency trailing crossover has also been brought under the control of Alnmouth signalbox.

(25)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

* * CARGO FLEET ROAD LEVEL CROSSING AT Om. 14chs. (Guisborough Junction to Whitby line)

The level crossing lifting barriers are now operated and monitored from Middlesbrough Signal Box with the aid of Closed Circuit Television. Cargo Fleet Gatebox has been abolished.

(25)

SECTION DGENERAL 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.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONSSIGNALMEN'S GENERAL INSTRUCTIONS38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(10.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		At or Between	Remarks
			Down m.p.h.	Up m.p.h.		
<u>HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE</u>						
<u>Page 120</u>						
	Between Murton Lane LC and Seaton Bank Head LC					
	<u>Delete :-</u>		15	15	16m. 28chs. and 16m. 55chs.	(10.D)
<u>GUISBOROUGH JN TO WHITBY</u>						
<u>Page 127</u>						
	<u>Amend:-</u>	Cargo Fleet Road LC (CCTV)	0	14		(10.D)

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		At or Between	Remarks
			Down m.p.h.	Up m.p.h.		
<u>GATESHEAD, HIGH LEVEL BRIDGE JN TO CARLISLE YARD</u>						
<u>Page 131</u>						
	Between Dunston and Swalwell Jn					
	<u>Add :-</u>	<u>Gateshead Metro Centre</u>	3	41		(10.D)

NN-31

BRITISH RAIL
EASTERN REGION

NN

26

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 SEPTEMBER

TO

FRIDAY 25 SEPTEMBER 1987

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 19 SEPTEMBER (UNTIL MONDAY 28 SEPTEMBER) - BETWEEN HEATON NORTH
JUNCTION AND BENTON SOUTH JUNCTION

At 22.45 hours on Saturday 19 September, the catch points in the Down Main
line at 3m. 07chs. (730 yards before reaching Signal B31) will be secured
out of use until 07.00 hours on Monday 28 September.

During this period Class 9 trains (except engineers trains assisted in rear)
are prohibited from working over this portion of line.

(29)

SUNDAY 20 SEPTEMBER - BETWEEN MANORS STATION AND HEATON

Revised signalling/remodelling will be carried out.

Full details are shown in Supplementary Signalling Notice No.149(a) dated
Sunday 20th September. The work shown in Notice No.149(a) applies until
Sunday 27th September only and will then be superseded by Notice No.149(b).

All concerned should be in possession of a copy of this Notice.

(29)

SUNDAY 20 SEPTEMBER - PENSHAW SOUTH JUNCTION

The connection to the former British Coal Lambton Branch will be removed.
All associated signalling will be abolished.

(29)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

BERWICK

The theatre type route indicator has been removed from the Down Goods signal
T30 and the signal now applies (without route indication) towards the Down
Goods Loop.

(New Item) (29)

BETWEEN MANORS AND HEATON SOUTH JUNCTION

The section of the Down Tynemouth between Manors and Heaton South Junction
has been taken out of use.

The trailing crossover between the Down and Up Tynemouth lines has been
secured out of use pending removal and the associated position light
shunting signals abolished.

Signalling Alterations

The signal route indication 'T', applying towards the Down Tynemouth line
from the signals immediately south of Manors Station (Down North N44; Up
North N42; and Down Tynemouth N38), also, Down Tynemouth signals N26 and N4
has been taken out of use or disconnected.

All other signals relevant to the redundant section of the Down Tynemouth
have been abolished.

(28)

* * RIVERSIDE JUNCTION

*

The connections leading to/from the Riverside Branch have been secured out
of use in the normal position pending removal of the points and of the
Branch line.

All signalling associated with the former Riverside Branch has been
abolished.

(26)

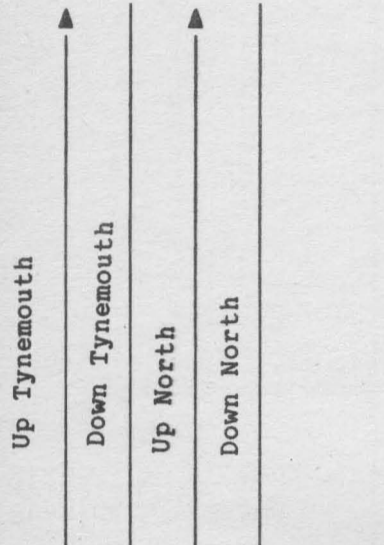
HARTLEPOOL - NEWBURN SIDINGS

The connections in the Shunting line have been secured out of use pending
the removal of Newburn Sidings.

(28)

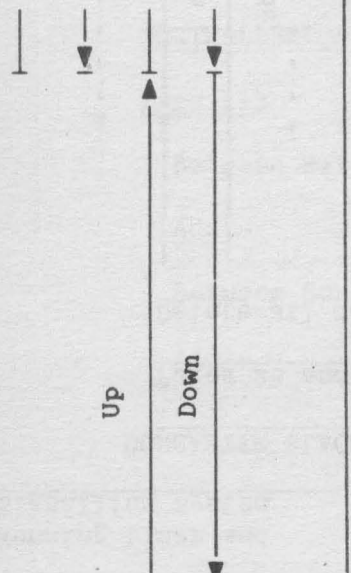
EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
DONCASTER BLACK CARR JN TO BERWICK					
Pages 28 and 29					
Delete all details between Newcastle East Jn and Heaton North Jn and Substitute :-					
	Newcastle East Jn (See page 115)	0 14	15		C.W. Connection from Tynemouth lines, Goods and A and B Sidings. To Gateshead line 101m. 59chs. and 100m. 75chs. All lines 0m. 25chs. and 79m. (York to Newcastle mileage). North lines 0m. 25chs. and 0m. 51chs. Tynemouth lines 0m. 25chs. and 0m. 38chs.
				15	
			25	25	
			15	15	

NM-30

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
DONCASTER BLACK CARR JN TO BERWICK - continued					
Pages 28 and 29 - continued					
Delete all details between Newcastle East Jn and Heaton North Jn and Substitute - continued :-					
	Manors Red Barns Tunnel (98 yards) Riverside Jn (See page 47)	0 38 0 46 0 65 to 0 70 1 25	80		0m. 51chs. and 1m. 43chs. 1m. 43chs. and 1m. 73chs. 1m. 69chs. and 0m. 51chs. 1m. 73chs. and 1m. 69chs.
				45	
				20 50	
				15	

NM-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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DONCASTER BLACK CARR JN TO BERWICK - continued</u>					
<u>Pages 28 and 29 - continued</u>					
<u>Delete all details between Newcastle East Jn and Heaton North Jn and Substitute - continued :-</u>					
	Heaton South Jn	1 74	30		1m. 73chs. and 2m. 07chs.
			10	10	All lines to and from D.M.U. Depot and Heaton Carriage Sidings at 1m. 73chs.
			30		Down Main to Down Goods at 1m. 77chs.
			30		Up Goods to Up Main at 2m. 03chs.
	Heaton	2 16	80	80	2m. 07chs. to 1m. 73chs.
	Heaton North Jn.	2 48	10	10	2m. 07chs. and 3m.p. To and from DMU Depot.
					(W.e.f. 20.9.87 applies for one week only).

NN-32

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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>RIVERSIDE BRANCH</u>					
<u>Page 47</u>					
<u>Delete Heading and table.</u>					
<u>NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN VIA HORDEN</u>					
<u>Page 113</u>					
	Between Hall Dene and Ryhope Grange		20	20	86m. 16chs. and 86m. 48chs.
	Between Sunderland South Tunnels and Sunderland			55	89m. 45chs. and 86m. 48chs.
					(10.D)
					(10.D)

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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>SEABANKS BRANCH</u>					
<u>Page 120</u>					
Delete all details and substitute:-					
<u>SEABANKS BRANCH</u>					
—	Seabanks	0 73	15	15	MAXIMUM PERMISSIBLE SPEED
·					
·					
0 T †	Bone Mill LC (Open)	1 20	10	10	Approaching level crossing.
·					
·	Dawdon (See page 112)	1 65			
					(10.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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE</u>					
<u>Page 120</u>					
Between Murton Lane LC and Seaton Bank Head LC					
Delete :-					
			15	15	16m. 28chs. and 16m. 55chs.
<u>GUISBOROUGH JN TO WHITBY</u>					
<u>Page 127</u>					
Amend:-					
	Cargo Fleet Road LC (CCTV)	0 14			
					(10.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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>SEABANKS BRANCH</u>					
Page 120					
Delete all details and substitute:-					
<u>SEABANKS BRANCH</u>					
—	Seabanks	0 73	15	15	MAXIMUM PERMISSIBLE SPEED
0 T †	Bone Mill LC (Open)	1 20	10	10	Approaching level crossing.
●	Dawdon (See page 112)	1 65			
					(10.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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE</u>					
Page 120					
Between Murton Lane LC and Seaton Bank Head LC					
Delete :-					
			15	15	16m. 28chs. and 16m. 55chs.
<u>GUISBOROUGH JN TO WHITBY</u>					
Page 127					
Amend:-					
	Cargo Fleet Road LC (CCTV)	0 14			
					(10.D)

NN-35

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedINSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES,
POWER STATIONS AND OTHER UNLOADING TERMINALS

Page 3308/1707L/10

AmendDAWDON COLLIERY1. Trains Arriving from South

- 1.1. When Signal 5112 is cleared, the train must be propelled and brought to a stand with the locomotive to the rear of Signal 933.
- 1.2. When both signals B4 and B2 are cleared, the train must be propelled for tare weighing at a speed not exceeding 3m.p.h., under the control of loading signals A, B, C and D.
- 1.3. Upon completion of tare weighing, the train must be brought to a stand in rear of signal B1.
- 1.4. Loading and gross weighing must be carried out at a speed not exceeding 1m.p.h. upon clearance of signal B1 under the control of loading signals A,B,C, and D and, upon its completion, the train must be brought to a stand at Signal 933.
- 1.5. If the train is to depart Northwards, the Guard must advise the Signalman when it is ready to depart.
- 1.6. If the train is to depart Southwards, signals B4 and B2 will be cleared and the train must be propelled at a speed not exceeding 3m.p.h. under the control of loading signals A, B, C and D and brought to a stand in rear of Signal B1.

After the locomotive has been run round, the Guard must advise the Bunker Operator and the train propelled on clearance of Signal B.1 and under the control of loading signals W, X, Y and Z at a speed not exceeding 3m.p.h. and brought to a stand with the locomotive in rear of signal 933R where the Guard must telephone the Signalman that the train is ready to be propelled to the Up Main Line.

2. Trains arriving from the North

- 2.1. When signal B.2 is cleared, the train must be hauled through the bunker at a speed not exceeding 3m.p.h. for tare weighing under the control of the loading signals W, X, Y and Z.
- 2.2. If the train is to depart Southwards, the train must be propelled for loading and gross weighing at a speed not exceeding 1m.p.h. under the control of loading signals W,X,Y, and Z and Signal B1 and must be brought to a stand with the locomotive to the rear of signal 933R. The Guard must then advise the Signalman the train is ready to be propelled to the Up Main Line for departure.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedINSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES, POWER STATIONS AND
OTHER UNLOADING TERMINALS - continuedDAWDON COLLIERY - continued2. Trains arriving from the North - continued

- 2.3. If the train is to depart Northwards, the locomotive must be run round and the train must be hauled through the bunker for loading and gross weighing at a speed not exceeding 1m.p.h. under the control of loadings signals A,B,C, and D and signal B.1 and brought to a stand at Signal 933. The Guard must then advise the Signalman the train is ready for departure.

3. Crippled Wagons

When necessary to stable crippled wagons in the cripple siding, the key for the padlock securing the points to the siding, must be obtained from the Bunker Operator and returned to him when operations have been completed and the points are again padlocked normal.

(10.D)

MISCELLANEOUS NOTICESROUTES AUTHORISED FOR CLASS 141 UNITS (ALSO 142-144 SERIES)

Delete existing instructions appearing in P.O.N. and substitute

Class 141, 142 - 144 units are permitted to run over the following routes :-

York - Northallerton - Eaglescliffe - Thornaby Depot
 York - Northallerton - Darlington
 York - Hambleton North Jn. - Selby West - Selby Station
 Selby Station - Selby Canal - Temple Hirst Jn - Joan Croft Jn - Doncaster
 Hambleton North Jn - Temple Hirst Jn
 Selby West - Selby Canal
 Doncaster - Carcroft - Hare Park Jn - Wakefield Westgate - Gelderd Road Jn - Leeds
 York - Harrogate - Leeds
 York - Micklefield - Leeds
 Gelderd Road - Whitehall Jn - Leeds Station
 Leeds - Dewsbury - Thornhill LNW Jn - Huddersfield - Marsden
 Bradford Interchange - Leeds Station
 Turners Lane - Horbury Jn - Thornhill LNW Jn
 Wakefield Westgate - Wakefield Kirkgate - Calder Bridge - Crofton West - Hare Park Jn
 Crofton West - Crofton East - Pontefract West
 Castleford - Pontefract West - Knottingley - Goole
 Knottingley - Shaftholme Jn
 Leeds - Engine Shed Jn - Methley Jn - Goose Hill Jn - Turners Lane - Calder Bridge
 Castleford - Whitwood Jn - Methley Jn
 Whitwood Jn - Altofts Jn

(10.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedCLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signalman must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

(UFN)

YORK WAGON REPAIR DEPOT

Trials are being undertaken within the Depot using TRACKMOBILE and UNILOCOMOTIVE Road/Rail Tractors for the positioning of wagons.

These vehicles will work in accordance with the Rule Book Section J Clause 4.3.5 as amplified in Table U of the Northern Area Sectional Appendix.

(29)

LONGLANDS LOOP - UP

Until further notice, the Up line between Northallerton East Jn and Longlands Jn via Boroughbridge Road Level Crossing is prohibited to all passenger trains.

(UFN)

YORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION applies to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connections between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way yard etc. between 1m. 03chs. and 1m. 04chs. adjacent to the signal box.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedTHIRSK STATION

Drivers of trains stopping at Thirsk Down Platform must heed the instructions of handsignalmen and/or notice boards whilst the station footbridge is being rebuilt.

(UFN)

BETWEEN MORPETH NORTH AND PEGSWOOD - BOTHAL VIADUCT

Users of the Down and Up Walkway on Bothal Viaduct should take special care owing to distortion of walkway plates.

AYCLIFFE VIADUCT (NO. 128)

The Up Side walkway on Aycliffe Viaduct (49m. 16chs.) will be closed from 08 00 Monday 14 September until 16 00 Sunday 29 November 1987. The Down Side walkway will not be affected.

REDMIRE

Due to abutment damage on bridge No. 24, the Single line from Castle Hills to Redmire has been temporarily shortened to 22m. 14chs. and buffer stops erected. Access is available to the quarry.

(UFN)

SEABURN STATION

Drivers should stop trains at the marker boards provided, whilst construction work takes place.

(UFN)

SUNDERLAND STATION

Drivers should stop trains at the marker boards provided, whilst station canopies are being refurbished.

(UFN)

CARGO FLEET STATION

Drivers must stop trains at the Marker Boards provided on the Down platform.

(UFN)

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
York L.I.P., No. 1B Road, Museum line, Tank Road and Fuel Road BLOCKED Nos. 2 and 3 Sidings, Fuel Run-Round Road, Crane Road and Through Road	Earthwork and drainage.	U.F.N.	-
Gosforth Car Sheds	Repairs	U.F.N.	-
Sunderland South Dock M.P.D. Nos. 5 and 6 Sidings	Construction work.	U.F.N.	-
Middlesbrough Goods Yard All lines	Construction work.	U.F.N.	-

MP.32/NN
YORK
11 SEPTEMBER 1987

C. McKEEVER
Regional Operations Manager

BRITISH RAIL
EASTERN REGION

NN

27

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 SEPTEMBER

TO

FRIDAY 2 OCTOBER 1987

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 27TH SEPTEMBER - BETWEEN MANORS STATION AND HEATON NORTH JUNCTION

Revised signalling/remodelling will be carried out.

Full details are shown in Supplementary Signalling Notice No.149(b) and all concerned should be in possession of a copy of this Notice. This Notice supersedes Notice 149(a) which only applies until Sunday 27th September.
(30)

* * UNTIL MONDAY 28 SEPTEMBER - BETWEEN HEATON NORTH JUNCTION AND BENTON SOUTH JUNCTION

The catch points in the Down Main line at 3m. 07chs. (730 yards before reaching Signal B31) will be secured out of use until 07.00 hours on Monday 28 September.

Until this time Class 9 trains (except engineers trains assisted in rear) are prohibited from working over this portion of line.

(28)

THURSDAY 1ST OCTOBER - BETWEEN STRANTON AND CLIFF HOUSE

The Up Goods line will be converted to a Through Siding known as the "Newburn Coal Loading Siding". The Block regulations will cease to apply on this line.

Signalling Alterations

Stranton

The Up Main Home to Newburn Coal Loading Siding (on the left-hand signal post) will be converted to a miniature arm signal.

Cliff House

The Up Goods Distant signal will be abolished.

(30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

YORK (Between Holgate Junction and Dringhouses Junction)

The route from Up Holgate Loop (No. 30 signal) to Dringhouses Yard has been disconnected and the associated position light subsidiary signal abolished.

The Holgate Loop end of the connection - Up Holgate Loop to Up Main has been converted to trap points.

The position light ground shunting signal No. 27 (Dringhouses Yard to Up Holgate Loop) has been fixed at RED and the associated trap points secured in the normal (run-off) position.

(New Item) (30)

BETWEEN MANORS AND HEATON SOUTH JUNCTION

The section of the Down Tynemouth between Manors and Heaton South Junction has been taken out of use.

The trailing crossover between the Down and Up Tynemouth lines has been secured out of use pending removal and the associated position light shunting signals abolished.

Signalling Alterations

The signal route indication 'T', applying towards the Down Tynemouth line from the signals immediately south of Manors Station (Down North N44; Up North N42; and Down Tynemouth N38), also, Down Tynemouth signals N26 and N4 has been taken out of use or disconnected.

All other signals relevant to the redundant section of the Down Tynemouth have been abolished.

(28)

BERWICK

The theatre type route indicator has been removed from the Down Goods signal T30 and the signal now applies (without route indication) towards the Down Goods Loop.

(29)

PENSHAW SOUTH JUNCTION

The connection to the former British Coal Lambton Branch has been removed. All associated signalling has been abolished.

(29)

BRITISH RAIL
EASTERN REGION

NN

28

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 OCTOBER

TO

FRIDAY 9 OCTOBER 1987

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 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 OCTOBER - TEES YARD

The facing connection leading from Down Goods 1 to Down Sidings will be secured out of use pending removal.

The associated position light shunting signals will be abolished. (31)

DETAILS OF WORK ALREADY CARRIED OUTYORK (Between Holgate Junction and Dringhouses Junction)

The route from Up Holgate Loop (No. 30 signal) to Dringhouses Yard has been disconnected and the associated position light subsidiary signal abolished.

The Holgate Loop end of the connection - Up Holgate Loop to Up Main has been converted to trap points.

The position light ground shunting signal No. 27 (Dringhouses Yard to Up Holgate Loop) has been fixed at RED and the associated trap points secured in the normal (run-off) position. (30)

BETWEEN MANORS STATION AND HEATON NORTH JUNCTION

Revised signalling/remodelling has been carried out.

Full details are shown in Supplementary Signalling Notice No.149(b) and all concerned should be in possession of a copy of this Notice. This Notice supersedes Notice 149(a) which only applied until Sunday 27th September. (30)

** BETWEEN MANORS AND HEATON SOUTH JUNCTION

*

The section of the Down Tynemouth between Manors and Heaton South Junction has been taken out of use.

The trailing crossover between the Down and Up Tynemouth lines has been secured out of use pending removal and the associated position light shunting signals abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued** BETWEEN MANORS AND HEATON SOUTH JUNCTION - continued

*

Signalling Alterations

The signal route indication 'T', applying towards the Down Tynemouth line from the signals immediately south of Manors Station (Down North N44; Up North N42; and Down Tynemouth N38), also, Down Tynemouth signals N26 and N4 has been taken out of use or disconnected.

All other signals relevant to the redundant section of the Down Tynemouth have been abolished. (28)

BERWICK

The theatre type route indicator has been removed from the Down Goods signal T30 and the signal now applies (without route indication) towards the Down Goods Loop. (29)

PENSHAW SOUTH JUNCTION

The connection to the former British Coal Lambton Branch has been removed. All associated signalling has been abolished. (29)

BETWEEN STRANTON AND CLIFF HOUSE

The Up Goods line has been converted to a Through Siding known as the "Newburn Coal Loading Siding". The Block regulations will no longer apply on this line.

Signalling AlterationsStranton

The Up Main Home to Newburn Coal Loading Siding (on the left-hand signal post) has been converted to a miniature arm signal.

Cliff House

The Up Goods Distant signal has been abolished. (30)

BRITISH RAIL
EASTERN REGION

NN

29

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 10 OCTOBER

TO

FRIDAY 16 OCTOBER 1987

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 OCTOBER - BETWEEN FERRYHILL SDUTH JN AND PARKGATE JN

Up (E.C.M.L.) Banner Repeating Signal RU49B (Aycliffe Area) will be repositioned approx. 100 yards further South to a position 229 yards before reaching U49B Signal.

(32)

SUNDAY 11 OCTOBER - TEES YARD

The connection between No. 6 Road and the Double Slip arrangement at the West End of the Up Staging and Departure Sidings will be removed and replaced with plain line.

(32)

DETAILS OF WORK ALREADY CARRIED OUT

YORK (Between Holgate Junction and Dringhouses Junction)

The route from Up Holgate Loop (No. 30 signal) to Dringhouses Yard has been disconnected and the associated position light subsidiary signal abolished.

The Holgate Loop end of the connection - Up Holgate Loop to Up Main has been converted to trap points.

The position light ground shunting signal No. 27 (Dringhouses Yard to Up Holgate Loop) has been fixed at RED and the associated trap points secured in the normal (run-off) position.

(30)

TEES YARD

The facing connection leading from Down Goods 1 to Down Sidings has been secured out of use pending removal.

The associated position light shunting signals have been abolished.

(31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN MANORS STATION AND HEATON NORTH JUNCTION

Revised signalling/remodelling has been carried out.

Full details are shown in Supplementary Signalling Notice No.149(b) and all concerned should be in possession of a copy of this Notice. This Notice supersedes Notice 149(a) which only applied until Sunday 27th September.

(30)

** BERWICK

*

The theatre type route indicator has been removed from the Down Goods signal T30 and the signal now applies (without route indication) towards the Down Goods Loop.

(29)

** PENSHAW SOUTH JUNCTION

*

The connection to the former British Coal Lambton Branch has been removed. All associated signalling has been abolished.

(29)

** BETWEEN STRANTON AND CLIFF HOUSE

*

The Up Goods line etc.

THIS WORK HAS NOT BEEN CARRIED OUT.

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

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.

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signalman must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signalman controls the protecting signal on both sides of the crossing, he must tell the Signalman at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(12.D)

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		Remarks
			Down Up m.p.h.	At or Between	
<u>NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN VIA HORDEN</u>					
<u>Page 113</u>					
Between Hall Dene and Ryhope Grange			<u>20</u>	<u>86m. 16chs. and 86m. 48chs.</u>	
<u>Add:-</u>					
Between Sunderland South Tunnels and Sunderland			<u>55</u>	<u>89m. 45chs. and 86m. 48chs.</u>	(12.D)
<u>Add:-</u>					
<u>HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE</u>					
<u>Page 120</u>					
Between Murton Lane LC and Seaton Bank Head LC			<u>15</u>	<u>16m. 28chs. and 16m. 55chs.</u>	(12.D)
<u>Delete :-</u>					

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

ROUTES AUTHORISED FOR CLASS 141 UNITS (ALSO 142-144 SERIES)

Delete existing instructions appearing in P.O.N. and substitute

Class 141, 142 - 144 units are permitted to run over the following routes :-

- York - Northallerton - Eaglescliffe - Thornaby Depot
- York - Northallerton - Darlington
- York - Hambleton North Jn. - Selby West - Selby Station
- Selby Station - Selby Canal - Temple Hirst Jn - Joan Croft Jn - Doncaster
- Hambleton North Jn - Temple Hirst Jn
- Selby West - Selby Canal
- Doncaster - Carcroft - Hare Park Jn - Wakefield Westgate - Gelderd Road Jn - Leeds
- York - Harrogate - Leeds
- York - Micklefield - Leeds
- Gelderd Road - Whitehall Jn - Leeds Station
- Leeds - Dewsbury - Thornhill LNW Jn - Huddersfield - Marsden
- Bradford Interchange - Leeds Station
- Turners Lane - Horbury Jn - Thornhill LNW Jn
- Wakefield Westgate - Wakefield Kirkgate - Calder Bridge - Crofton West - Hare Park Jn
- Crofton West - Crofton East - Pontefract West
- Castleford - Pontefract West - Knottingley - Goole
- Knottingley - Shaftholme Jn
- Leeds - Engine Shed Jn - Methley Jn - Goose Hill Jn - Turners Lane - Calder Bridge
- Castleford - Whitwood Jn - Methley Jn
- Whitwood Jn - Altofts Jn

(12.D)

CLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signaller must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

* * YORK WAGON REPAIR DEPOT
*

Trials are being undertaken within the Depot using TRACKMOBILE and UNILOCOMOTIVE Road/Rail Tractors for the positioning of wagons.

These vehicles will work in accordance with the Rule Book Section J Clause 4.3.5 as amplified in Table U of the Northern Area Sectional Appendix. (29)

LONGLANDS LOOP - UP

Until further notice, the Up line between Northallerton East Jn and Longlands Jn via Boroughbridge Road Level Crossing is prohibited to all passenger trains.

(UFN)

YORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION applies to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connections between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way yard etc. between 1m. 03chs. and 1m. 04chs. adjacent to the signal box.

(UFN)

THIRSK STATION

Drivers of trains stopping at Thirsk Down Platform must heed the instructions of handsignalmen and/or notice boards whilst the station footbridge is being rebuilt.

(UFN)

BETWEEN MORPETH NORTH AND PEGSWOOD - BOTHAL VIADUCT

Users of the Down and Up Walkway on Bothal Viaduct should take special care owing to distortion of walkway plates.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

AYCLIFFE VIADUCT (NO. 128)

The Up Side walkway on Aycliffe Viaduct (49m. 16chs.) will be closed from 08 00 Monday 14 September until 16 00 Sunday 29 November 1987. The Down Side walkway will not be affected.

REDMIRE

Due to abutment damage on bridge No. 24, the Single line from Castle Hills to Redmire has been temporarily shortened to 22m. 14chs. and buffer stops erected. Access is available to the quarry.

(UFN)

SEABURN STATION

Drivers must stop trains at the marker boards provided, whilst construction work takes place.

(UFN)

SUNDERLAND STATION

Drivers must stop trains at the marker boards provided, whilst station canopies are being refurbished.

(UFN)

CARGO FLEET STATION

Drivers must stop trains at the Marker Boards provided on the Down platform.

(UFN)

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
York L.I.P., No. 1B Road, Museum line, Tank Road and Fuel Road BLOCKED	Earthwork and drainage.	U.F.N.	-
Nos. 2 and 3 Sidings, Fuel Run-Round Road, Crane Road and Through Road			
Gosforth Car Sheds	Repairs	U.F.N.	-
Sunderland South Dock M.P.D. Nos. 5 and 6 Sidings	Construction work.	U.F.N.	-
Middlesbrough Goods Yard All lines	Construction work.	U.F.N.	-

MP.32/NN
YORK
2 OCTOBER 1987

C. McKEEVER
Regional Operations Manager

BRITISH RAIL
EASTERN REGION

NN

30

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 17 OCTOBER

TO

FRIDAY 23 OCTOBER 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN

UNTIL FURTHER NOTICE

134	Siddick Jn and Flimby	Down and Up	07 00 to 17 00. Sea wall work. 8½ and 10½m.p. Mechanical equipment in use.
135	Aspatria and Wigton	Down and Up <u>Between Trains</u>	07 30 to 16 00. Bridgework (No. 80). 15¼ and 15½m.p. Mechanical equipment in use.

THURSDAY 22 AND FRIDAY 23 OCTOBER

136	Dalston and Wigton	Up BLOCKED	08 00 to 14 15. Track maintenance. 23 and 16m.p. <u>Single line working over Down line.</u>
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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 AND SUNDAY 18 OCTOBER - TEES YARD

Bi-directional working will apply on the section of the Down Goods 2 between the position light shunting signal TY148 (at the exit from the Secondary Sorting Sidings) and position light shunting signal TY156 towards the signalbox end of this section of line.

The following connections will be taken out of use pending removal:-

Double junction between the No. 2 Goods lines, and the Engine lines.

The adjacent trailing crossover between Up Goods 2 and Down Goods 2 lines.

The trailing connection between Up Goods 2 and Down Goods 2 lines adjacent to the access to the Secondary Sorting Sidings.

Facing connection from Up Goods 2 to Transfer line 1.

The facing connection from Down Goods 2 to Van Siding.

A 150 yard long section of the Down Engine line will be taken out of use between the junction points (Down Goods 2/Down Engine) and the "STOP BLOCK" which will be erected on the Down Engine line.

Access to the Up Arrival lines 1 and 2 from Up Goods will be restored and the associated facing points in the Up Goods 2 (also the points between Up Arrival 1 and 2) will be brought back into use.

Signalling alterations

3-aspect signal TY139 on this redundant section of the Down Engine line will be abolished.

The associated route indicators on Up Goods 2, 3-aspect signal TY137 and on Down Goods 2 position light shunting signal TY138 will be abolished.

All other associated signals/signal route indications will be abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT** YORK (BETWEEN HOLGATE JN AND DRINGHOUSES JN)

*

The route from Up Holgate Loop (No. 30 signal) to Dringhouses Yard has been disconnected and the associated position light subsidiary signal abolished.

The Holgate Loop end of the connection - Up Holgate Loop to Up Main has been converted to trap points.

The position light ground shunting signal No. 27 (Dringhouses Yard to Up Holgate Loop) has been fixed at RED and the associated trap points secured in the normal (run-off) position.

(30)

BETWEEN FERRYHILL SOUTH JN AND PARKGATE JN

Up (E.C.M.L.) Banner Repeating Signal RU49B (Aycliffe Area) have been repositioned approx. 100 yards further South to a position 229 yards before reaching U49B Signal.

(32)

** BETWEEN MANORS STATION AND HEATON NORTH JUNCTION

*

Revised signalling/remodelling has been carried out.

Full details are shown in Supplementary Signalling Notice No.149(b) and all concerned should be in possession of a copy of this Notice. This Notice supersedes Notice 149(a) which only applied until Sunday 27th September.

(30)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

The connection between No. 6 Road and the Double Slip arrangement at the West End of the Up Staging and Departure Sidings has been removed and replaced with plain line.

(32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedTEES YARD

The facing connection leading from Down Goods 1 to Down Sidings has been secured out of use pending removal.

The associated position light shunting signals have been abolished.

(31)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

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.

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(12.D)

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		Remarks
			Down Up m.p.h.	At or Between	
NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN VIA HORDEN					
Page 113					
Between Hall Dene and Ryhope Grange			20	86m. 16chs. and 86m. 48chs.	
Add:--					
Between Sunderland South Tunnels and Sunderland					
Add:--			55	89m. 45chs. and 86m. 48chs.	(12.D)
HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE					
Page 120					
Between Murton Lane LC and Seaton Bank Head LC			15	16m. 28chs. and 16m. 55chs.	(12.D)
Delete:--					

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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DARLINGTON SOUTH JN TO SALTBURN</u>					
<u>Pages 126 and 127</u>					
Between <u>British Steel Redcar</u> and <u>Saltburn</u> . Delete all details and substitute :-					
	<u>British Steel Redcar</u>	20 56	20	20	<u>Down to Up at 22m. 45chs.</u>
	<u>Redcar Central</u>	22 64		20	<u>22m. 67chs. and 22m. 45chs.</u>
	<u>Redcar LC</u>	22 71	30	50	<u>22m. 67chs. and 22m. 72chs.</u> <u>22m. 72chs. and 23m. 18chs.</u>
				30	<u>22m. 77chs. and 22m. 67chs.</u>
	<u>Church Lane LC (CCTV)</u>	23 20		50	<u>23m. 18chs. and 22m. 77chs.</u>

NN-26

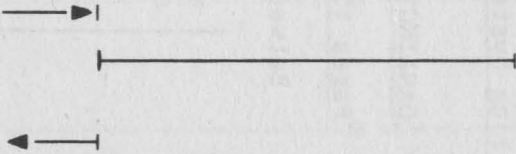
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DARLINGTON SOUTH JN TO SALTBURN - continued</u>					
<u>Pages 126 and 127 - continued</u>					
Between <u>British Steel Redcar</u> and <u>Saltburn</u> . Delete all details and substitute :- continued					
	<u>Redcar East</u>	23 60			C. Down at 24m. 70chs. 800 yards before reaching signal L6.
	<u>Longbeck (L) LC</u>	25 29			
	<u>Marske</u>	25 65	20	55	<u>26m. 49chs. and 27m. 05chs.</u> <u>26m. 59chs. and 23m. 18chs.</u>

NN-27

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		Remarks
			Down Up m.p.h.	At or Between	
DARLINGTON SOUTH JN TO SALT BURN - continued Pages 126 and 127 - continued Between <u>British Steel Redcar</u> and <u>Saltburn</u> . 	Saltburn West Jn (See page 130) <u>Saltburn</u>	27 05 27 57	Delete all	details and substitute :- continued	Controlled by Longbeck (L) signal box. (W.e.f. Monday 19 October) (12.D)
			20	Double to <u>Single</u> .	
			20	To <u>Crag Hall line</u> .	
			40	27m. 09chs. and 26m. 59chs.	
			55	27m. 47chs. and 27m. 09chs.	

NN-28

NN-29

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

ROUTES AUTHORISED FOR CLASS 141 UNITS (ALSO 142-144 SERIES)

Delete existing instructions appearing in P.O.N. and substitute

Class 141, 142 - 144 units are permitted to run over the following routes :-

- York - Northallerton - Eaglescliffe - Thornaby Depot
- York - Northallerton - Darlington
- York - Hambleton North Jn. - Selby West - Selby Station
- Selby Station - Selby Canal - Temple Hirst Jn - Joan Croft Jn - Doncaster
- Hambleton North Jn - Temple Hirst Jn
- Selby West - Selby Canal
- Doncaster - Carcroft - Hare Park Jn - Wakefield Westgate - Gelderd Road Jn - Leeds
- York - Harrogate - Leeds
- York - Micklefield - Leeds
- Gelderd Road - Whitehall Jn - Leeds Station
- Leeds - Dewsbury - Thornhill LNW Jn - Huddersfield - Marsden
- Bradford Interchange - Leeds Station
- Turners Lane - Horbury Jn - Thornhill LNW Jn
- Wakefield Westgate - Wakefield Kirkgate - Calder Bridge - Crofton West - Hare Park Jn
- Crofton West - Crofton East - Pontefract West
- Castleford - Pontefract West - Knottingley - Goole
- Knottingley - Shaftholme Jn
- Leeds - Engine Shed Jn - Methley Jn - Goose Hill Jn - Turners Lane - Calder Bridge
- Castleford - Whitwood Jn - Methley Jn
- Whitwood Jn - Altofts Jn

(12.D)

CLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signaller must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

LONGLANDS LOOP - UP

Until further notice, the Up line between Northallerton East Jn and Longlands Jn via Boroughbridge Road Level Crossing is prohibited to all passenger trains.

(UFN)

YORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION applies to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connections between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way yard etc. between lm. 03chs. and lm. 04chs. adjacent to the signal box.

(UFN)

THIRSK STATION

Drivers of trains stopping at Thirsk Down Platform must heed the instructions of handsignalmen and/or notice boards whilst the station footbridge is being rebuilt.

(UFN)

BETWEEN MORPETH NORTH AND PEGSWOOD - BOTHAL VIADUCT

Users of the Down and Up Walkway on Bothal Viaduct should take special care owing to distortion of walkway plates.

AYCLIFFE VIADUCT (NO. 128)

The Up Side walkway on Aycliffe Viaduct (49m. 16chs.) will be closed until 16 00 Sunday 29 November 1987. The Down Side walkway will not be affected.

REDMIRE

Due to abutment damage on bridge No. 24, the Single line from Castle Hills to Redmire has been temporarily shortened to 22m. 14chs. and buffer stops erected. Access is available to the quarry.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SEABURN STATION

Drivers must stop trains at the marker boards provided, whilst construction work takes place.

(UFN)

SUNDERLAND STATION

Drivers must stop trains at the marker boards provided, whilst station canopies are being refurbished.

(UFN)

CARGO FLEET STATION

Drivers must stop trains at the Marker Boards provided on the Down platform.

(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
York L.I.P., No. 1B Road, Museum line, Tank Road and Fuel Road BLOCKED Nos. 2 and 3 Sidings, Fuel Run-Round Road, Crane Road and Through Road	Earthwork and drainage.	U.F.N.	-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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

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
Sunderland South Dock M.P.D. Nos. 5 and 6 Sidings	Construction work.	U.F.N.	-
Middlesbrough Goods Yard All lines	Construction work.	U.F.N.	-

MP.32/NN
YORK
9 OCTOBER 1987

C. McKEEVER
Regional Operations Manager

BRITISH RAIL
EASTERN REGION

NN

32

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 31 OCTOBER

TO

FRIDAY 6 NOVEMBER 1987

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

Nil: Details in Section B in NN 31/87

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 NOVEMBER - TEES YARD

The two facing connections leading from 'Z' line to the 12 Down Reception Sidings, will be secured out of use pending removal.

All associated signal route indications will be abolished.

(35)

TUESDAY 3 NOVEMBER - WIGTON

The Down Main distant signal will be reduced in height to 16 feet above rail level.

(35)

DETAILS OF WORK ALREADY CARRIED OUT

** BETWEEN FERRYHILL SOUTH JN AND PARKGATE JN

*

Up (E.C.M.L.) Banner Repeating Signal RU49B (Aycliffe Area) have been repositioned approx. 100 yards further South to a position 229 yards before reaching U49B Signal.

(32)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

Bi-directional working now applies on the section of the Down Goods 2 between the position light shunting signal TY148 (at the exit from the Secondary Sorting Sidings) and position light shunting signal TY156 towards the signalbox end of this section of line.

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

Double junction between the No. 2 Goods lines, and the Engine lines.

The adjacent trailing crossover between Up Goods 2 and Down Goods 2 lines.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

TEES YARD - continued

The trailing connection between Up Goods 2 and Down Goods 2 lines adjacent to the access to the Secondary Sorting Sidings.

Facing connection from Up Goods 2 to Transfer line 1.

The facing connection from Down Goods 2 to Van Siding.

A 150 yard long section of the Down Engine line has been taken out of use between the junction points (Down Goods 2/Down Engine) and the "STOP BLOCK" which has been erected on the Down Engine line.

Access to the Up Arrival lines 1 and 2 from Up Goods has been restored and the associated facing points in the Up Goods 2 (also the points between Up Arrival 1 and 2) have been brought back into use.

Signalling alterations

3-aspect signal TY139 on this redundant section of the Down Engine line has been abolished.

The associated route indicators on Up Goods 2, 3-aspect signal TY137 and on Down Goods 2 position light shunting signal TY138 have been abolished.

All other associated signals/signal route indications have been abolished.

(33)

** TEES YARD

*

The connection between No. 6 Road and the Double Slip arrangement at the West End of the Up Staging and Departure Sidings has been removed and replaced with plain line.

(32)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

WORKINGTON NO. 2

The Coal Yard Siding, Middle Siding and Crane Siding have been shortened to 248 yards, 194 yards and 245 yards respectively. The two sidings adjacent to the Crane Siding have been shortened to 113 yards and 168 yards respectively.

*First appearance as New Item in NN 22/31/87⁽³⁴⁾
(no date given).*

BRITISH RAIL
EASTERN REGION

NN

35

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 NOVEMBER

TO

FRIDAY 27 NOVEMBER 1987

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 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.

Nil: Detail in Section B in NN33/87 & NN34/87
DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 22ND NOVEMBER - TEES YARD

The hand-point at the West end of the Up Staging and Departure lines (1 to 5 and 6 to 12) will be secured out of use. Access to these lines will be at the East end only.

DETAILS OF WORK ALREADY CARRIED OUTTHIRLWALL LEVEL CROSSING AT 40M. 63CHS. AND BURNT WALLS LEVEL CROSSING AT 41M. 28CHS. (BETWEEN HALTWHISTLE AND LOW ROW)

"WHISTLE" boards have been erected on the Down and Up rail approaches to these crossings.

(New Item) (39)

CARLISLE: KINGMOOR MARSHALLING YARD

The Carriage and Wagon, Tranship and "B" Group Sidings have been recovered and stop blocks provided.

The Engineers Sidings have been increased by the provision of new Sidings. (See accompanying sketch).

(New Item) (39)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.
(UFN)

* * TEES YARD

*

The two facing connections leading from 'Z' line to the 12 Down Reception Sidings, have been secured out of use pending removal.

All associated signal route indications have been abolished.

(35)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedTEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.
(UFN)

* * WIGTON

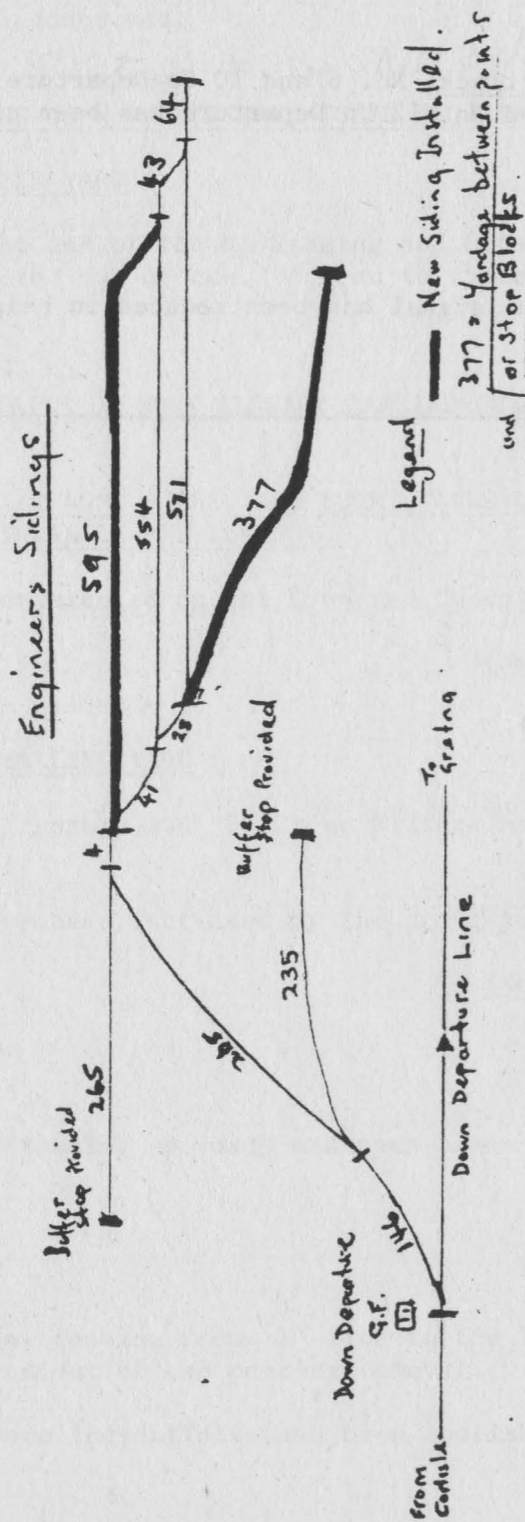
*

The Down Main distant signal has been reduced in height to 16 feet above rail level.
(35)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CARLISLE: Kingmoor Marshalling Yard (Not to Scale)



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.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signaller must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signaller controls the protecting signal on both sides of the crossing, he must tell the Signaller at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(12.D)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DONCASTER BLACK CARR JN TO BERWICK</u> Pages 28 and 29 (Page A7 PON) Between <u>Manors</u> and Red Barns Tunnel Amend :-			20 50	20 50	Down, Up, Down over Up line and Up over Down line. 0m. 51chs. and 1m. 59chs. (12.D)

NN-28

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DARLINGTON, PARKGATE JN TO EASTGATE</u> Page 43 Between <u>Bishop Auckland</u> and Etherley G.F. Add :- Between <u>Wiserley Hall LC</u> and Broadwood LC Add :- At Broadwood LC Amend:-			25 20 30	25 20 10	11½m.p. and 13½m.p. 7m. 30chs. and 9½m.p. Approaching LC (12.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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>NORTHALLERTON, BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN VIA HORDEN</u>					
<u>Page 113</u>					
	Between Hall Dene and Ryhope Grange				
	<u>Add:-</u>		<u>20</u>	<u>20</u>	<u>86m. 16chs. and 86m. 48chs.</u>
	Between Sunderland South Tunnels and Sunderland				
	<u>Add:-</u>		<u>55</u>		<u>89m. 45chs. and 86m. 48chs.</u>
<u>HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE</u>					
<u>Page 120</u>					
	Between Murton Lane LC and Seaton Bank Head LC				
	<u>Delete :-</u>		<u>15</u>	<u>15</u>	<u>16m. 28chs. and 16m. 55chs.</u>
					(12.D)
					(12.D)

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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DARLINGTON SOUTH JN TO SALTBURN</u>					
<u>Pages 126 and 127</u>					
	Between <u>British Steel Redcar</u> and <u>Saltburn.</u>		<u>Delete all details and substitute :-</u>		
	<u>British Steel Redcar</u>	20 56	<u>20</u>	<u>20</u>	<u>Down to Up at 22m. 45chs.</u>
	<u>Redcar Central</u>	22 64		<u>20</u>	<u>22m. 67chs. and 22m. 45chs.</u>
				<u>30</u>	<u>22m. 67chs. and 22m. 72chs.</u>
	<u>Redcar LC</u>	22 71	<u>50</u>		<u>22m. 72chs. and 23m. 18chs.</u>
				<u>30</u>	<u>22m. 77chs. and 22m. 67chs.</u>
	<u>Church Lane LC (CCTV)</u>	23 20		<u>50</u>	<u>23m. 18chs. and 22m. 77chs.</u>

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		Remarks
			Down m.p.h.	Up m.p.h.	
<p>DARLINGTON SOUTH JN TO SALTBURN - continued</p> <p>Pages 126 and 127 - continued</p> <p>Between <u>British Steel Redcar</u> and <u>Saltburn</u>. Delete all details and substitute :- continued</p>					
	<u>Redcar East</u>	23 60			C. Down at 24m. 70chs. 800 yards before reaching signal L6.
	<u>Longbeck (L) LC</u>	25 29			
	<u>Marske</u>	25 65			
			20		26m. 49chs. and 27m. 05chs.
				55	26m. 59chs. and 23m. 18chs.

NN-32

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		Remarks
			Down m.p.h.	Up m.p.h.	
<p>DARLINGTON SOUTH JN TO SALTBURN - continued</p> <p>Pages 126 and 127 - continued</p> <p>Between <u>British Steel Redcar</u> and <u>Saltburn</u>. Delete all details and substitute :- continued</p>					
	<u>Saltburn West Jn</u> (See page 130)	27 05	20		Controlled by Longbeck (L) signal box.
				20	<u>To Crag Hall line.</u>
				40	<u>27m. 09chs. and 26m. 59chs.</u>
				55	<u>27m. 47chs. and 27m. 09chs.</u>
	<u>Saltburn</u>	27 57			(12.D)

NN-33

First appearance MISCELLANEOUS NOTICES *in NN 32/34/87*
CARLISLE STATION - DESPATCH OF FREIGHT TRAINS

The forward train crew of all freight trains which have stopped in the station for any purpose must telephone the Signaller as soon as they are ready to start, unless the signal concerned is already displaying a proceed aspect. The present practice of the Station Chargehand advising the Signaller of a freight train ready to start will cease.

(12.D)

SANDITE APPLICATION TRAINS BASED AT LEEDS AND NEWCASTLE

1. DESCRIPTION *First appearance in NN 36/33/87*

- 1.1 These trains consist of a converted DMU. Pumps and storage tanks for "Sandite", a mixture developed to improve wheel/rail adhesion when applied to the railhead, have been incorporated in the train. Application is controlled by a switch located in each driving compartment.
- 1.2 The Driver must switch the pumps on and off at pre-determined locations which will be advised to him in writing when commencing duty.

2. SPEED

- 2.1 When applying Sandite a constant speed of 20 mph must be maintained.
- 2.2 If it is necessary to stop or reduce speed below 20 mph on a section of line where Sandite is being applied the pumps must be switched off until the train is again proceeding at 20 mph.

3. OPERATION OF TRACK CIRCUITS

- 3.1 THE SANDITE APPLICATION TRAIN MUST NOT BE RELIED UPON TO OPERATE TRACK CIRCUITS WHEN SANDITE IS BEING APPLIED, AND FOR 200 YARDS AFTER APPLICATION HAS CEASED.
- 3.2 The train must be stopped at the signal box or controlled signal immediately in rear of a portion of line which is to be treated and the Guard must advise the Signaller the mileages between which Sandite will be applied.
- 3.3 If, when applying Sandite, the train is stopped at a signal with a telephone this must be used immediately to communicate with the Signaller. If a telephone is not provided the Guard must go to the signal box immediately and carry out the provision of the Rule Book, Section K, clause 3.7. If the telephone has failed the provisions of Section K, clause 3.3 must be observed and spraying suspended until the next signal box or controlled signal is reached, when the procedure detailed in clause 3.2 must again be followed.

MISCELLANEOUS NOTICES - continued

SANDITE APPLICATION TRAINS BASED AT LEEDS AND NEWCASTLE - continued

3. OPERATION OF TRACK CIRCUITS - continued

- 3.4 When spraying is completed the train must be stopped at the next signal box or signal provided with a telephone, more than 200 yards beyond the point where spraying finished, and the Signaller advised.
- 3.5 In the event of failure or mishap on a Track Circuit Block line the Guard must go back and carry out full detonator protection.

4. INSTRUCTIONS TO SIGNALMEN

- 4.1 The Sandite Application Train must be signalled by the special Is line clear signal, 3-4-2, where train describers are not in use.
- 4.2 When advised by the Guard that the train will apply Sandite in advance of his box, or the controlled signal concerned, the Signaller receiving such advice must pass it forward to other boxes concerned.
- 4.3 Instructions 11.2 and 12.1.2 of the Instructions regarding the Running and working of Engineers' Self Propelled "On-Track" Machines shown on pages 4.5 and 4.6 of the General Appendix must be applied to the Sandite Application Train when Sandite is being applied.

GENERAL APPENDIX, SECTION 4, WORKING OF DEPARTMENTAL TRAINS
SECTION B ADDITIONAL INSTRUCTIONS RESPECTING BALLAST CLEANING MACHINES

Some Eastern Region RM74 ballast cleaning machines have been modified so that they can work in a locked "restricted position" under the authority of an engineering supervisor. When working in the restricted position trains can pass on adjoining lines provided there is at least 6 feet between running lines and a temporary speed restriction of at least 40 mph is imposed where there is less than 10 feet clearance.

The following modifications apply to clauses 18 and 19 when a modified ballast cleaning machine is used:-

Clause 18 Add:-

The Signaller must be advised if the machine will be working in the restricted or unrestricted position.

WOOLSTENHOLMES
BRITISH RAIL
EASTERN REGION

NN

36

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 28 NOVEMBER

TO

FRIDAY 4 DECEMBER 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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GATESHEAD, HIGH LEVEL BRIDGE JN TO CARLISLE YARD - continued

SUNDAY 29 NOVEMBER - continued

138	Kingmoor and Mossband Jn	All	07 30 to 16 00. Signalling work. Points and signals disconnected.
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LOW FELL JN TO NORWOOD JN

UNTIL FURTHER NOTICE

139	Low Fell Jn and Norwood Jn	Down and Up Between Trains	Earthwork. 1m. 01chs. (87/35)
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LOW FELL SIDINGS JN TO BENSAM JN

UNTIL FURTHER NOTICE

140	Low Fell Sidings Jn and Bensham Jn	Down and Up Between Trains	Earthwork. 0m. 25chs. (87/35)
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WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN

UNTIL FURTHER NOTICE

141	Siddick Jn and Flimby	Down and Up	07 00 to 17 00. Sea wall work. 8½ and 10½m.p. Mechanical equipment in use.
142	Aspatria and Wigton	Down and Up Between Trains	07 30 to 16 00. Bridgework (No. 80). 15¼ and 15½m.p. Mechanical equipment in use.

SUNDAY 29 NOVEMBER

143	Wigton and Carlisle South Jn	All	07 30 to 16 00. Signalling work. Points and signals disconnected.
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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 30 NOVEMBER - REDMIRE

Redmire East Ground frame points will be altered so as to lie normally towards the Cripple Siding. The trap points in the Cripple Siding will be operated by independent lever. Access from the Redmire Branch running line to Redmire Station, or from Redmire Station to the Cripple Siding, will require release by the Northallerton to Redmire Branch Key.

Redmire "Middle" and "West" ground frames, will no longer be released by the Branch key and the associated points will be altered to lie normally for the sidings.

The running line between the "Middle" and "West" ground frames will be designated "Run-Round". The remainder of the running line from the "West" ground frame towards Bridge 34 will be designated "Headshunt". The running line beyond the Headshunt will be abolished.

The following notice boards (A, B and C) will be provided :-

A - (applicable to Down direction) worded "STOP AND AWAIT INSTRUCTIONS" situated on the immediate approach to the Branch/Cripple Siding points.

A reflectorised Distant board will be provided 800 yards before reaching this notice board.

B - (applicable to Up direction) - worded "START OF ONE TRAIN WORKING" and on the reverse side notice board C (applicable to the Down direction) worded "END OF ONE TRAIN WORKING".

Notice board B/C will be one train length clear of the Cripple Siding points.

Reference should be made to the diagram included herein.

(39)

FROM 10 00 MONDAY 30 NOVEMBER - LONGLANDS LOOP - UP

The Maximum Permissible Speed over Longlands Loop Up will be increased from 20 to 30 m.p.h.

(39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

THIRLWALL LEVEL CROSSING AT 40M. 63CHS. AND BURNT WALLS LEVEL CROSSING AT 41M. 28CHS. (BETWEEN HALTWHISTLE AND LOW ROW)

"WHISTLE" boards have been erected on the Down and Up rail approaches to these crossings.

(39)

CARLISLE: KINGMOOR MARSHALLING YARD

The Carriage and Wagon, Tranship and "B" Group Sidings have been recovered and stop blocks provided.

The Engineers Sidings have been increased by the provision of new Sidings. (See accompanying sketch).

(39)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

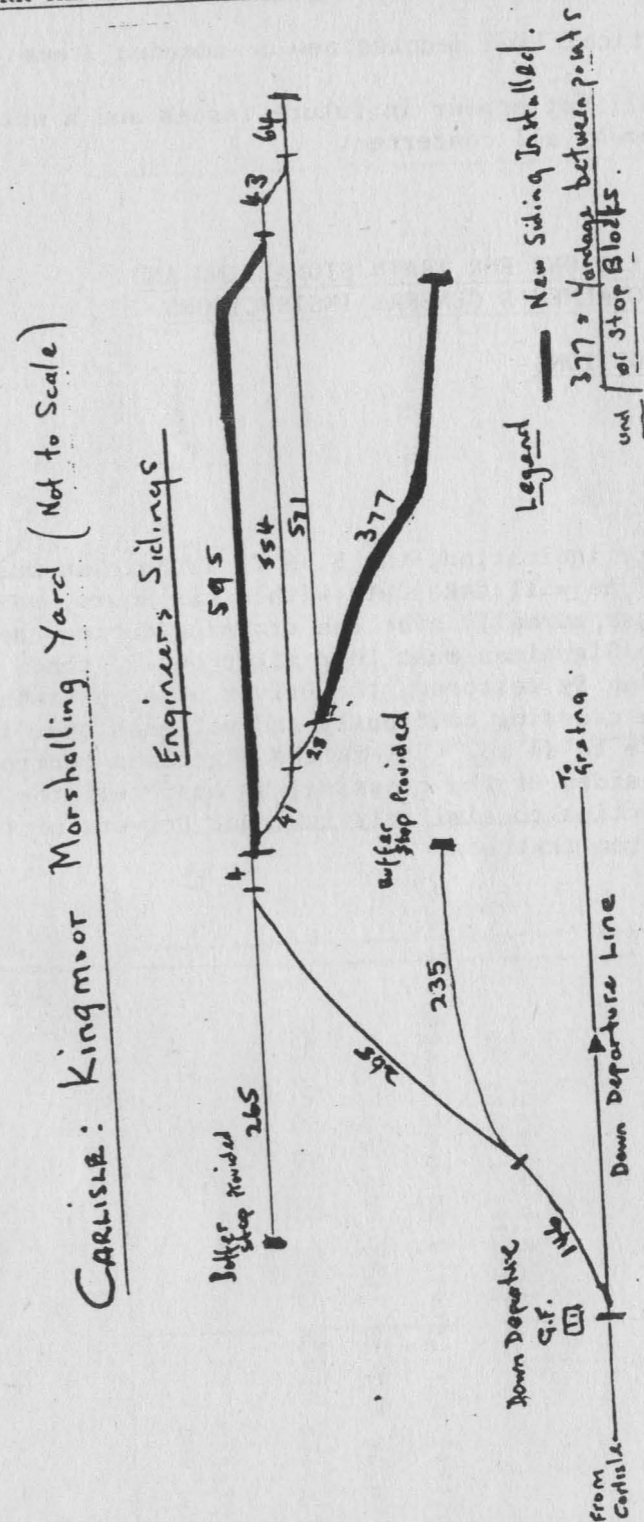
TEES YARD

The hand-point at the West end of the Up Staging and Departure lines (1 to 5 and 6 to 12) has been secured out of use. Access to these lines are at the East end only.

(39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



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.

REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS

SIGNALMEN'S GENERAL INSTRUCTIONS

38.1.8.

Amend to read :-

If there is a power failure indication, the S. & T. Technician must be advised immediately or, if he will take duty within six hours, when he next takes duty. Trains may pass normally over the crossing during the first ten hours of the failure. The Signalman must thereafter ensure that, until the power supply to the crossing is restored, the Driver of each train is instructed to approach the crossing cautiously and not pass over it until he has ensured that it is safe to do so. Unless the Signalman controls the protecting signal on both sides of the crossing, he must tell the Signalman at the other end of the Section to similarly instruct Drivers of trains approaching the crossing from that box.

(12.D)

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		Remarks
			Down m.p.h.	Up At or Between	
DONCASTER BLACK CARR JN TO BERWICK Pages 28 and 29 (Page A7 PON)	Delete all details between Newcastle East Jn and Heaton North Jn and substitute :- Newcastle East Jn (see Page 115)	0 14	15	15	CW. Connection from Tynemouth lines, Goods and A and B Sidings.
			25	25	
			15	15	
		0 38			

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		Remarks	
			Down m.p.h.	Up m.p.h.		
DONCASTER BLACK CARR JN TO BERWICK - continued						
Pages 28 and 29 (Page A7 PON) - continued						
Delete all details between Newcastle East Jn and Heaton North Jn and substitute - continued						
	Manors	0 46	20 50	20 50	Down and Up line in Down direction 0m. 51chs. and 1m. 65chs.	
	Red Barns Tunnel (98 yards)	0 65 to 0 70				
	Riverside Jn (see page 47)	1 25	30		1m. 65chs. and 2m. 07chs.	
				15		1m. 73chs. and 1m. 69chs.
				10	10	To and from DMU Depot and Heaton Carriage Sidings at 1m. 78chs.
			20 50	20 50	Up and Down line in Up direction 1m. 69chs. and 0m. 51chs.	

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		Remarks	
			Down m.p.h.	Up m.p.h.		
DONCASTER BLACK CARR JN TO BERWICK - continued						
Pages 28 and 29 (Page A7 PON) - continued						
Delete all details between Newcastle East Jn and Heaton North Jn and substitute - continued						
	Heaton South Jn	1 74	30		Down Main to Down Goods at 1m. 77chs.	
				30		Up Goods to Up Main at 2m. 03chs.
				30		Up Main 2m. 07chs. to 1m. 73chs.
				80	80	Main lines 2m. 07chs. and 3m.p.
	Heaton	2 16				
Heaton North Jn	2 48	10	10		To and from DMU Depot.	
(W.e.f. 10 00 Monday 30 November) (12.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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DONCASTER BLACK CARR JN TO BERWICK - continued</u>					
<u>Page 29</u>					
	Between Heaton North Jn and Benton South Jn				
	<u>Add :-</u>		<u>20</u>	<u>20</u>	<u>Through trailing crossover at 2m. 64chs.</u>
					<u>(W.e.f. 10 00 Monday 30 November)</u>
					(12.D)

NN-32

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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DARLINGTON, PARKGATE JN TO EASTGATE</u>					
<u>Page 43</u>					
	Between <u>Bishop Auckland</u> and Etherley G.F.				
	<u>Add :-</u>		<u>25</u>	<u>25</u>	<u>11½m.p. and 13½m.p.</u>
	Between <u>Wiserley Hall LC</u> and Broadwood LC				
	<u>Add :-</u>		<u>20</u>	<u>20</u>	<u>7m. 30chs. and 9½m.p.</u>
	At Broadwood LC				
	<u>Amend:-</u>		<u>30</u>	<u>10</u>	<u>Approaching LC</u>
					(12.D)

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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>NORTHALLERTON, BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN VIA HORDEN</u> Page 113 Between Hall Dene and Ryhope Grange Add:- Between Sunderland South Tunnels and Sunderland Add:-			20	20	86m. 16chs. and 86m. 48chs.
				55	89m. 45chs. and 86m. 48chs.
<u>HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE</u> Page 120 Between Murton Lane LC and Seaton Bank Head LC Delete :-			15	15	16m. 28chs. and 16m. 55chs.

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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>LONGLANDS LOOP - UP</u> Page 116 Amend Maximum Permissible Speed			30		MAXIMUM PERMISSIBLE SPEED (W.e.f. 10 00 Monday 30 November)
					(12.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		Remarks
			Down m.p.h.	Up m.p.h.	
DARLINGTON SOUTH JN TO SALTBURN					
Pages 126 and 127					
Between <u>British Steel Redcar</u> and <u>Saltburn</u> . Delete all details and substitute :-					
	<u>British Steel Redcar</u>	20 56	20	20	Down to Up at 22m. 45chs.
	<u>Redcar Central</u>	22 64		20	22m. 67chs. and 22m. 45chs.
			30		22m. 67chs. and 22m. 72chs.
	<u>Redcar LC</u>	22 71	50		22m. 72chs. and 23m. 18chs.
				30	22m. 77chs. and 22m. 67chs.
			50		23m. 18chs. and 22m. 77chs.
	<u>Church Lane LC (CCTV)</u>	23 20			

NN-36

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		Remarks
			Down m.p.h.	Up m.p.h.	
DARLINGTON SOUTH JN TO SALTBURN - continued					
Pages 126 and 127 - continued					
Between <u>British Steel Redcar</u> and <u>Saltburn</u> . Delete all details and substitute :- continued					
	<u>Redcar East</u>	23 60			C. Down at 24m. 70chs. 800 yards before reaching signal L6.
	<u>Longbeck (L) LC</u>	25 29			
	<u>Marske</u>	25 65			
			20		26m. 49chs. and 27m. 05chs.
				55	26m. 59chs. and 23m. 18chs.

NN-37

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

NN-38

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down Up m.p.h.	At or Between	
DARLINGTON SOUTH JN TO SALT BURN - continued Pages 126 and 127 - continued	Between British Steel Redcar and Saltburn. Delete all details and substitute :- continued				
	Saltburn West Jn (See page 130)	27 05	20	Double to Single.	Controlled by Longbeck (L) signal box.
			20	To Crag Hall line.	
			40	27m. 09chs. and 26m. 59chs.	
			55	27m. 47chs. and 27m. 09chs.	
	Saltburn	27 57			(12.D)

NN-39

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES
 SIGNAL POST TELEPHONES

In certain parts of the Darlington and Middlesbrough areas where there is a high incidence of vandalism, it is the intention to house signal post telephones in lockable cabinets. Access to the cabinets will be by means of a No. 1 key.

Staff are, therefore, reminded of the need to carry their B.R.1 keys when on duty. (UFN)

CARLISLE STATION - DESPATCH OF FREIGHT TRAINS

The forward train crew of all freight trains which have stopped in the station for any purpose must telephone the Signaller as soon as they are ready to start, unless the signal concerned is already displaying a proceed aspect. The present practice of the Station Chorman advising the Signaller of a freight train ready to start will cease. (12.D)

SANDITE APPLICATION TRAINS BASED AT LEEDS AND NEWCASTLE

1. DESCRIPTION
 - 1.1 These trains consist of a converted DMU. Pumps and storage tanks for "Sandite", a mixture developed to improve wheel/rail adhesion when applied to the railhead, have been incorporated in the train. Application is controlled by a switch located in each driving compartment.
 - 1.2 The Driver must switch the pumps on and off at pre-determined locations which will be advised to him in writing when commencing duty.
2. SPEED
 - 2.1 When applying Sandite a constant speed of 20 mph must be maintained.
 - 2.2 If it is necessary to stop or reduce speed below 20 mph on a section of line where Sandite is being applied the pumps must be switched off until the train is again proceeding at 20 mph.

* * * * *

AUTOMATIC OPEN LEVEL CROSSINGS LOCALLY MONITORED (A.O.C.L.)

* * * * *

DRIVERS ARE REMINDED THAT THEY MUST APPROACH THE ABOVE LEVEL CROSSINGS
PREPARED TO STOP, UNLESS THE DRIVER'S WHITE LIGHT IS FLASHING AND THE
CROSSING IS SEEN TO BE CLEAR.

* * * * *

IF THE DRIVER'S WHITE LIGHT DOES NOT FLASH, THE DRIVER MUST STOP SHORT
OF THE CROSSING AND MUST NOT PASS OVER IT UNTIL HE IS SATISFIED IT IS
SAFE TO DO SO. THIS IS BOTH A REQUIREMENT OF THE DEPARTMENT OF
TRANSPORT AND CLAUSE 3.3 OF THE INSTRUCTION ON PAGE 7.3 OF THE
GENERAL APPENDIX.

* * * * *

BRITISH RAIL
EASTERN REGION

NN

37

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 5 DECEMBER

TO

FRIDAY 11 DECEMBER 1987

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 5 TO MONDAY 7 DECEMBER - BETWEEN DURHAM AND OUSTON JUNCTION

Signalling on all lines will be taken out of use from TY286 signal at Plawsworth to Langley Moor for the duration of engineering works on Plawsworth Bridge No.211. D69B signal will be removed whilst the bridge is being demolished.

(40)

SUNDAY 6 DECEMBER - NORTON-ON-TEES SOUTH

Down Sunderland 3-aspect signal NS1 will be repositioned 40 yards further south.

(40)

DETAILS OF WORK ALREADY CARRIED OUT

REDMIRE

Redmire East Ground frame points have been altered so as to lie normally towards the Cripple Siding. The trap points in the Cripple Siding are operated by independent lever. Access from the Redmire Branch running line to Redmire Station, or from Redmire Station to the Cripple Siding, requires release by the Northallerton to Redmire Branch Key.

Redmire "Middle" and "West" ground frames, are no longer released by the Branch key and the associated points have been altered to lie normally for the sidings.

The running line between the "Middle" and "West" ground frames has been designated "Run-Round". The remainder of the running line from the "West" ground frame towards Bridge 34 has been designated "Headshunt". The running line beyond the Headshunt has been abolished.

The following notice boards (A, B and C) have been provided :-

A - (applicable to Down direction) worded "STOP AND AWAIT INSTRUCTIONS" situated on the immediate approach to the Branch/Cripple Siding points.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

REDMIRE - continued

A reflectorised Distant board has been provided 800 yards before reaching this notice board.

B - (applicable to Up direction) - worded "START OF ONE TRAIN WORKING" and on the reverse side notice board C (applicable to the Down direction) worded "END OF ONE TRAIN WORKING".

Notice board B/C is one train length clear of the Cripple Siding points.

Reference should be made to the diagram included herein.

(39)

LONGLANDS LOOP - UP

The Maximum Permissible Speed over Longlands Loop - Up has been increased from 20 to 30 m.p.h.

(39)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use. (UFN)

TEES YARD (BETWEEN BOWESFIELD AND THORNABY STATION)

Signal route indications "E" and "L" (applying towards Wagon Repairs or Loco Arrival) from Down Main signal TY213 and Down Goods signal TY215 have been replaced by a single route indication "U" applying as follows:-

<u>Signal</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Destination</u>
TY213/TY215	Associated Position Light	U	Up Goods position light shunting signal TY207 only.

(39)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

TEES YARD

The hand-point at the West end of the Up Staging and Departure lines (1 to 5 and 6 to 12) has been secured out of use. Access to these lines are at the East end only.

(39)

THIRLWALL LEVEL CROSSING AT 40M. 63CHS. AND BURNT WALLS LEVEL CROSSING AT 41M. 28CHS. (BETWEEN HALTWHISTLE AND LOW ROW)

"WHISTLE" boards have been erected on the Down and Up rail approaches to these crossings.

(39)

CARLISLE: KINGMOOR MARSHALLING YARD

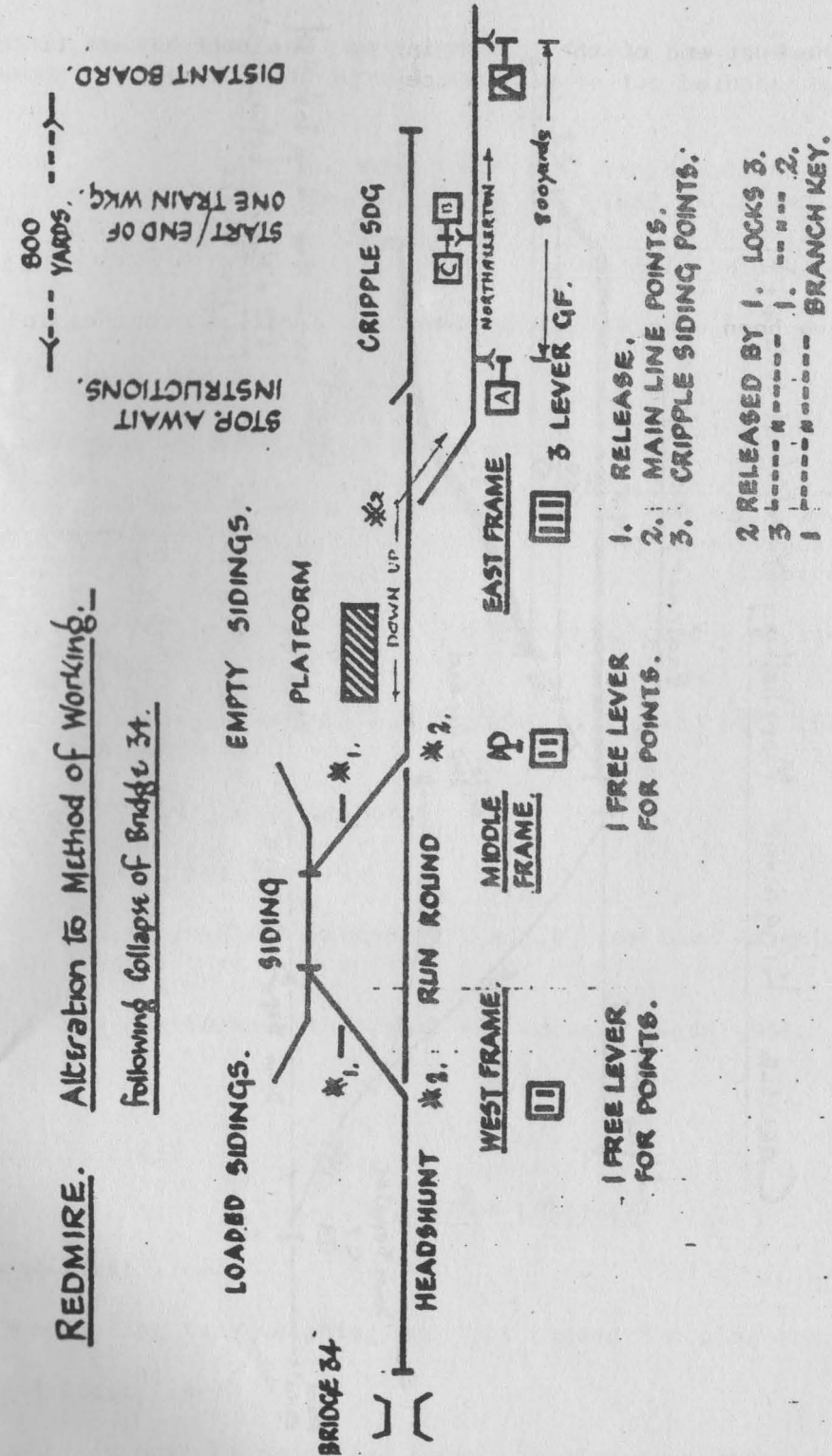
The Carriage and Wagon, Tranship and "B" Group Sidings have been recovered and stop blocks provided.

The Engineers Sidings have been increased by the provision of new Sidings. (See accompanying sketch).

(39)

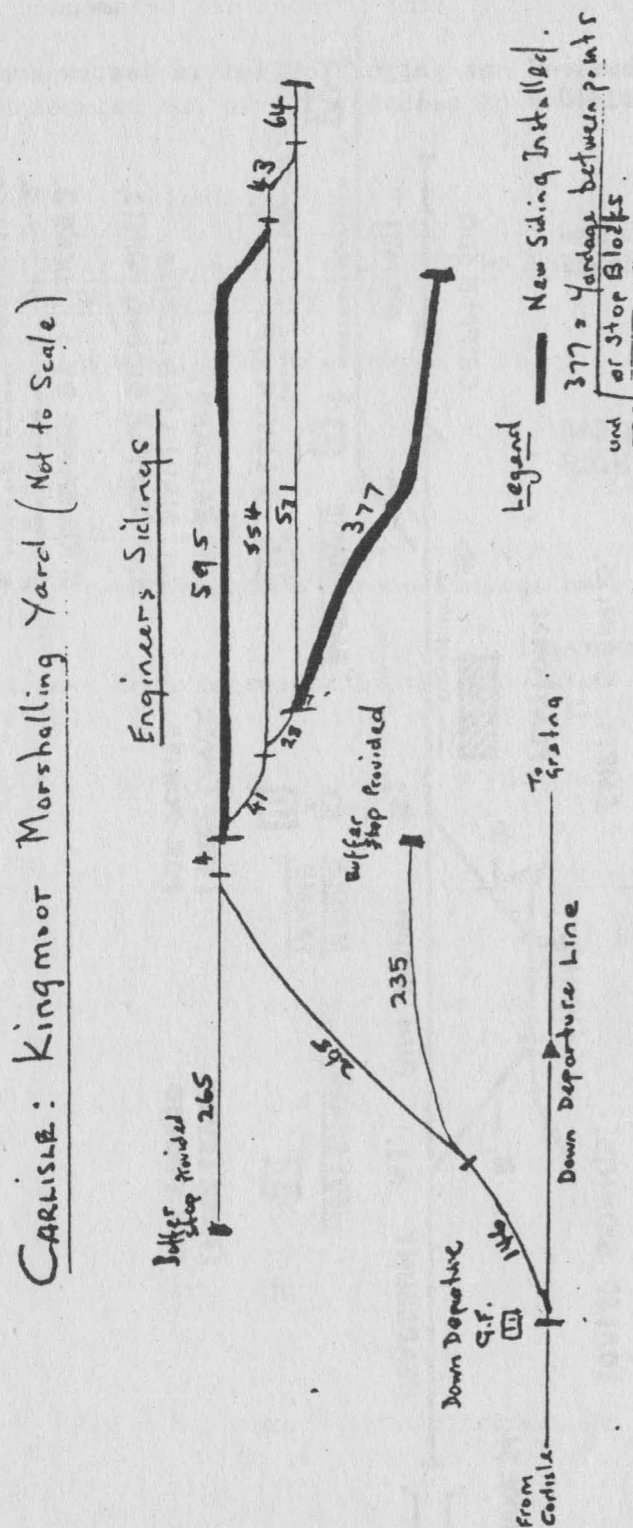
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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.

INSTRUCTIONS FOR M.G.R. TRAIN WORKING
AT COLLIERIES, POWER STATIONS AND OTHER UNLOADING TERMINALS

Page 3308/1707L/10

DAWDON COLLIERY

1. Trains arriving from the South
 - 1.2 Amend second line of paragraph:-
"for tare weighing at a speed not exceeding 2 m.p.h. under the control."
 - 1.3 Second paragraph:
Amend fourth line:-
"exceeding 2 m.p.h. and brought to a stand with the locomotive in rear of"
2. Trains arriving from the North
 - 2.1 Amend third line:-
"at a speed not exceeding 2 m.p.h. for tare weighing under the control"
 - 2.3 Amend reference to signal 993 to read signal 933.

(2.D)

Page 3308/1707L/12

EASINGTON COLLIERY

3. Amend first line:-
"Speed during tare weighing must not exceed 3 m.p.h. etc."
4. Amend first line:-
"The train must be propelled during loading at a speed not exceeding 1 m.p.h."

(2.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESSIGNAL POST TELEPHONES

In certain parts of the Darlington and Middlesbrough areas where there is a high incidence of vandalism, it is the intention to house signal post telephones in lockable cabinets. Access to the cabinets will be by means of a No. 1 key.

Staff are, therefore, reminded of the need to carry their B.R.1 keys when on duty.

(UFN)

CLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signaller must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

(UFN)

YORK STATION

In connection with reconstruction work, Platform 9 has been shortened by approximately 200 yards at the North end. Drivers of trains stopping at Platform 9 must work to the instructions of Handsignalmen and/or Notice Boards whilst work is being carried out.

(UFN)

LONGLANDS LOOP - UP

Until further notice, the Up line between Northallerton East Jn and Longlands Jn via Boroughbridge Road Level Crossing is prohibited to all passenger trains.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedYORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION applies to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connections between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way yard etc. between 1m. 03chs. and 1m. 04chs. adjacent to the signal box.

(UFN)

THIRSK STATION

Drivers of trains stopping at Thirsk Down Platform must heed the instructions of handsignalmen and/or notice boards whilst the station footbridge is being rebuilt.

(UFN)

BETWEEN MORPETH NORTH AND PEGSWOOD - BOTHAL VIADUCT

Users of the Down and Up Walkway on Bothal Viaduct should take special care owing to distortion of walkway plates.

AYCLIFFE VIADUCT (NO. 128)

The Up Side walkway on Aycliffe Viaduct (49m. 16chs.) will be closed until 16 00 Sunday 29 November 1987. The Down Side walkway will not be affected.

REDMIRE

Due to abutment damage on bridge No. 24, the Single line from Castle Hills to Redmire has been temporarily shortened to 22m. 14chs. and buffer stops erected. Access is available to the quarry.

(UFN)

SEABURN STATION

Drivers must stop trains at the marker boards provided, whilst construction work takes place.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SUNDERLAND STATION

Drivers must stop trains at the marker boards provided, whilst station canopies are being refurbished.

(UFN)

CARGO FLEET STATION

Drivers must stop trains at the Marker Boards provided on the Down platform.

(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
York L.I.P., No. 1B Road, Museum line, Tank Road and Fuel Road BLOCKED Nos. 2 and 3 Sidings, Fuel Run-Round Road, Crane Road and Through Road	Earthwork and drainage.	U.F.N.	-
Sunderland South Dock M.P.D. Nos. 5 and 6 Sidings	Construction work.	U.F.N.	-
Middlesbrough Goods Yard All lines	Construction work.	U.F.N.	-

MP.32/NN
YORK
27 NOVEMBER 1987

C. McKEEVER
Regional Operations Manager

WOOLSTENHOLMES

BRITISH RAIL

EASTERN REGION

NN

38

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 12 DECEMBER

TO

FRIDAY 18 DECEMBER 1987

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 B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

LOW FELL JN TO NORWOOD JN

UNTIL FURTHER NOTICE

135	Low Fell Jn and Norwood Jn	Down and Up <u>Between Trains</u>	Earthwork. 1m. 0lchs. (87/35)
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LOW FELL SIDINGS JN TO BENSAM JN

UNTIL FURTHER NOTICE

136	Low Fell Sidings Jn and Bensham Jn	Down and Up <u>Between Trains</u>	Earthwork. 0m. 25chs. (87/35)
-----	------------------------------------	--------------------------------------	--------------------------------------

WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN

UNTIL FURTHER NOTICE

137	Siddick Jn and Flimby	Down and Up	07 00 to 17 00. Sea wall work. 8½ and 10½m.p. Mechanical equipment in use.
138	Aspatria and Wigton	Down and Up <u>Between Trains</u>	07 30 to 16 00. Bridgework (No. 80). 15½ and 15½m.p. Mechanical equipment in use.

MONDAY/TUESDAY 14/15 DECEMBER

139	Workington No. 3	Up Main BLOCKED	22 45 to 06 50. Track maintenance. 7 and 6¾m.p.
140	Workington No. 3	Up Main	22 45 to 07 50. Signalling work. Points and signals disconnected.

TUESDAY 15 DECEMBER

141	Maryport	All	07 30 to 16 00. Signalling work. Points and signals disconnected.
-----	----------	-----	--

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

REDMIRE

Redmire East Ground frame points have been altered so as to lie normally towards the Cripple Siding. The trap points in the Cripple Siding are operated by independent lever. Access from the Redmire Branch running line to Redmire Station, or from Redmire Station to the Cripple Siding, requires release by the Northallerton to Redmire Branch Key.

Redmire "Middle" and "West" ground frames, are no longer released by the Branch key and the associated points have been altered to lie normally for the sidings.

The running line between the "Middle" and "West" ground frames has been designated "Run-Round". The remainder of the running line from the "West" ground frame towards Bridge 34 has been designated "Headshunt". The running line beyond the Headshunt has been abolished.

The following notice boards (A, B and C) have been provided :-

A - (applicable to Down direction) worded "STOP AND AWAIT INSTRUCTIONS" situated on the immediate approach to the Branch/Cripple Siding points.

A reflectorised Distant board has been provided 800 yards before reaching this notice board.

B - (applicable to Up direction) - worded "START OF ONE TRAIN WORKING" and on the reverse side notice board C (applicable to the Down direction) worded "END OF ONE TRAIN WORKING".

Notice board B/C is one train length clear of the Cripple Siding points.

Reference should be made to the diagram included herein.

BRITISH RAIL
EASTERN REGION

NN

3 9/4 0

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 19 DECEMBER 1987

TO

FRIDAY 1 JANUARY 1988

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

** NORTON-ON-TEES SOUTH

* Down Sunderland 3-aspect signal NS1 has been repositioned 40 yards further south.

(40)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

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.

INSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES, POWER STATIONS AND OTHER UNLOADING TERMINALS

Page 3308/1707L/10

DAWDON COLLIERY

1. Trains arriving from the South

1.2 Amend second line of paragraph:-

"for tare weighing at a speed not exceeding 2 m.p.h. under the control."

1.3 Second paragraph:

Amend fourth line:-

"exceeding 2 m.p.h. and brought to a stand with the locomotive in rear of"

2. Trains arriving from the North

2.1 Amend third line:-

"at a speed not exceeding 2 m.p.h. for tare weighing under the control"

2.3 Amend reference to signal 993 to read signal 933.

(2.D)

Page 3308/1707L/12

EASINGTON COLLIERY

3. Amend first line:-

"Speed during tare weighing must not exceed 3 m.p.h. etc."

4. Amend first line:-

"The train must be propelled during loading at a speed not exceeding 1 m.p.h."

(2.D)

M:56

BRITISH RAIL
EASTERN REGION

NN

4 1/4 2

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS ★

SATURDAY 2 JANUARY

TO

FRIDAY 15 JANUARY 1988

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 JANUARY - BETWEEN DRINGHOUSES JUNCTION AND YORK HOLGATE JUNCTION

The trailing connection in the Down Main from Dringhouses yard Up Receptions will be removed and plain line installed.

(45)

DETAILS OF WORK ALREADY CARRIED OUT

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

* *

* WORKING ON THE OUTSIDE OF A TRAIN STOPPED ON A RUNNING LINE DUE TO *
* FAILURE OR OTHER EXCEPTIONAL CAUSE *
* *
* *

* IF YOU HAVE TO GO ON THE OUTSIDE OF A TRAIN WHEN LOOKOUT PROTECTION IS *
* NOT AVAILABLE AND YOU CONSIDER THAT WORK CANNOT BE CARRIED OUT SAFELY *
* WITH TRAINS RUNNING ON AN ADJOINING LINE, REMEMBER TO SAFEGUARD YOUR *
* PERSONAL SAFETY BY OBSERVING RULE BOOK, SECTION B, CLAUSE 5.3.8. *
* *
* *

BRITISH RAIL
EASTERN REGION

NN

43

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 JANUARY

TO

FRIDAY 22 JANUARY 1988

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 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 17 JANUARY - YORK STATION

Platform lines No. 4 and No. 6 and the Middle Road together with all associated signals or signal routes will be abolished.

(46)

SUNDAY 17 JANUARY - BETWEEN YORK YARD NORTH AND SKELTON

Up Arrival lines 1 & 2 and the Up Shunting line will be taken out of use pending removal. All associated signals or signal routes will be abolished.

(46)

SUNDAY 17 JANUARY - TEES YARD

The Up Staging/Departure Sidings Nos. 1 to 12 will be renamed "Arrival/Departure Sidings". This item should be read in conjunction with the diagrams in this notice.

The points at the West End of the Arrival/Departure Sidings Nos. 6 to 12 will be restored to use and converted to power operation from Tees Yard signal box.

New "STOP, AWAIT INSTRUCTIONS" and "STOP AND TELEPHONE" notice boards will be provided at the exits of the Arrival/Departure Sidings as shown on the diagram.

Between the Arrival/Departure Sidings West end exit points and Thornaby Station, the Up Departure will become a signalled two-way line known as the Down Arrival/Up Departure.

Transfer line 2 at the East end of the Arrival/Departure Sidings will also become a signalled two-way line.

The Up Storage Sidings will be renamed Up Yard and extended Eastwards to connect into the Down Engine line by new hand-worked points. This Down Engine will become a Shunt Spur of 185 yards standage at the east end of Thornaby M.P.D.

The hand-worked points in the Loco Outlet No. 1 and 2, will be secured for through running towards No. 3 and 4 outlets pending replacement by plain line. The associated position light shunting signals Nos. 172 and 173 will be abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 17 JANUARY - TEES YARD - continued

The former Secondary Sorting Sidings and former Down Departure Sidings will become the A.C.E. Dept. Sidings.

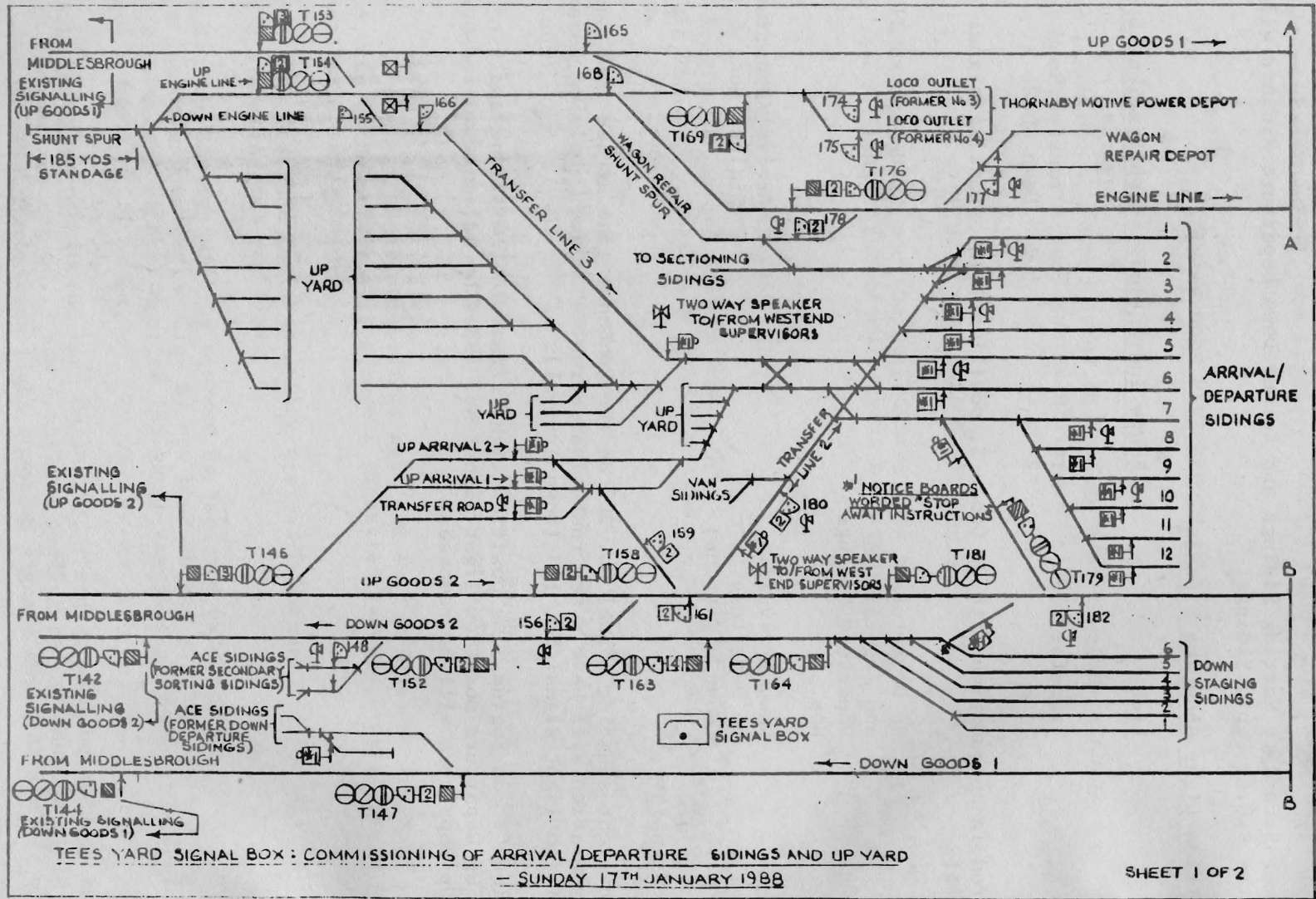
New Position Light Shunting Signals

<u>Signal</u>	<u>Line</u>	<u>Route Indication</u>	<u>Application to or towards</u>
180	Transfer line 2	T* 2*	Transfer Road Down Goods 2
* Cleared in conjunction with Up Goods 2, position light shunting signal No. 161			
192	Up Departure and Arrival/ Departure Sidings Nos. 1 - 5		Up Departure T197 signal
193	Down Arrival/ Up Departure (Down direction)		Arrival/Departure Sidings Nos. 6 to 12

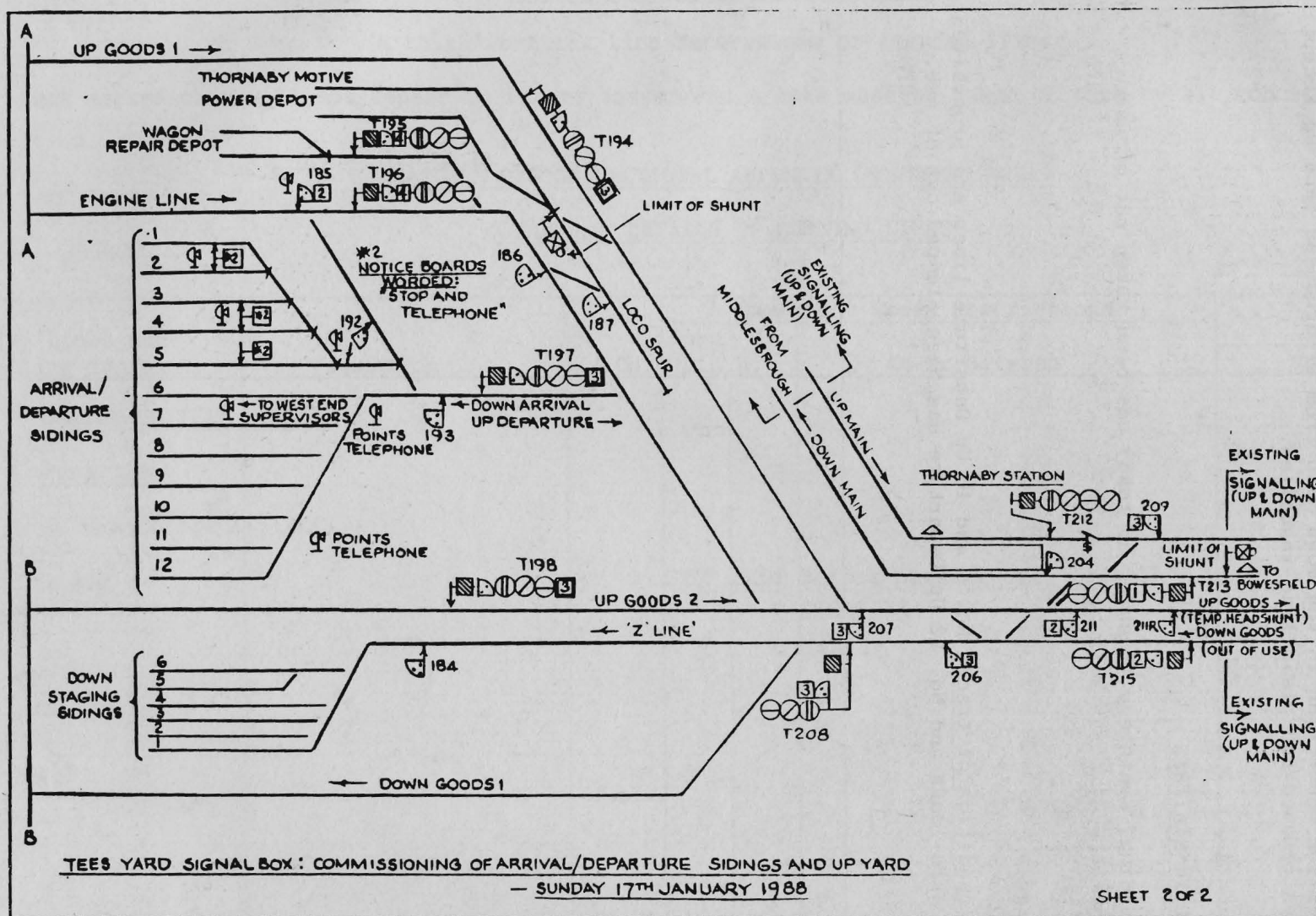
Altered Signals

Position light shunting signal No. 207 on the Up Goods line at the East End of Thornaby Station will have a new route indication "A" added, applying towards new position light signal No. 193 (Down Arrival).

Indication "Y" on Engine line position light signal 185, will now apply towards Up Departure position light signal No. 192 (The adjacent notice board on the Up Departure will be removed).



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

BETWEEN DRINGHOUSES JUNCTION AND YORK HOLGATE JUNCTION

The trailing connection in the Down Main from Dringhouses Yard Up Receptions has been removed and plain line installed.

(45)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

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		Remarks	
			Down m.p.h.	Up m.p.h.		
<p><u>PELAW JN TO SIMONSID</u></p> <p>Page 122</p> <p>Between <u>Pelaw Jn</u> and Simonside</p> <p><u>Delete</u> all details and substitute :-</p>						
'	Pelaw Jn (See pages 46 and 114)	0 09	<u>25</u>	<u>25</u>	<u>0m. 09chs. and 0m. 27chs.</u>	Line controlled by Gateshead (G) Signal box.
'	Hebburn	1 50	<u>15</u>	<u>15</u>	<u>1m. 35chs. and 1m. 65chs.</u>	D & UGL 33A.
'A			<u>20</u>	<u>20</u>	<u>2m. 50chs. and 3m. 36chs.</u>	
'	Jarrow	3 00				D & UGL 42A.
'	Shell Mex Depot	3 36	<u>15</u>	<u>15</u>	<u>To and from Shell Mex Depot.</u>	
'	Simonside	4 19				
					(W.e.f. 10 00 Monday 18 January)	(2.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		Remarks
			Down m.p.h.	Up m.p.h.	
	GUISBOROUGH JN TO WHITBY				
	<u>Page 127</u>				
	<u>Amend</u> second and third maximum permissible speeds to read :-				
	BATTERSBY AND GROSMONT (29m. 62chs.)		<u>20</u> 45	<u>20</u> 45	MAXIMUM PERMISSIBLE SPEED (HIGHER SPEED APPLIES TO D.M.U. TRAINS ONLY)
	GROSMONTH (29m. 62chs.) AND WHITBY		<u>20</u> 30	<u>20</u> 30	MAXIMUM PERMISSIBLE SPEED (HIGHER SPEED APPLIES TO D.M.U. TRAINS ONLY)
					(2.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS FOR M.G.R. TRAIN WORKING
AT COLLIERIES, POWER STATIONS AND OTHER UNLOADING TERMINALS

Page 3308/1707L/10

DAWDON COLLIERY

1. Trains arriving from the South

1.2 Amend second line of paragraph:-

"for tare weighing at a speed not exceeding 2 m.p.h. under the control."

1.3 Second paragraph:

Amend fourth line:-

"exceeding 2 m.p.h. and brought to a stand with the locomotive in rear of"

2. Trains arriving from the North

2.1 Amend third line:-

"at a speed not exceeding 2 m.p.h. for tare weighing under the control"

2.3 Amend reference to signal 993 to read signal 933.

(2.D)

Page 3308/1707L/12

EASINGTON COLLIERY

3. Amend first line:-

"Speed during tare weighing must not exceed 3 m.p.h. etc."

4. Amend first line:-

"The train must be propelled during loading at a speed not exceeding 1 m.p.h."

(2.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STOCKTON STATION

Drivers must stop trains at the market boards provided whilst construction work takes place.

(U.F.N)

SEABURN STATION

Drivers must stop trains at the marker boards provided, whilst construction work takes place.

(U.F.N)

SUNDERLAND STATION

Drivers must stop trains at the marker boards provided, whilst station canopies are being refurbished.

(U.F.N)

CARGO FLEET STATION

Drivers must stop trains at the Marker Boards provided on the Down platform.

(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
York L.I.P., No. 1B Road, Museum line, Tank Road and Fuel Road BLOCKED Nos. 2 and 3 Sidings, Fuel Run-Round Road, Crane Road and Through Road	Earthwork and drainage.	U.F.N.	-

BRITISH RAIL
EASTERN REGION

NN

46

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 FEBRUARY

TO

FRIDAY 12 FEBRUARY 1988

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 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.

Nil: Details in Section B NN22/44/88

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 7 FEBRUARY - TEES YARD

The Up Staging/Departure Sidings Nos. 1 to 12 will be renamed "Arrival/Departure Sidings". This item should be read in conjunction with the diagrams in this notice.

The points at the West End of the Arrival/Departure Sidings Nos. 6 to 12 will be restored to use and converted to power operation from Tees Yard signal box.

New "STOP, AWAIT INSTRUCTIONS" and "STOP AND TELEPHONE" notice boards will be provided at the exits of the Arrival/Departure Sidings as shown on the diagram in this notice.

Between the Arrival/Departure Sidings West end exit points and Thornaby Station, the Up Departure will become a signalled two-way line known as the Down Arrival/Up Departure.

Transfer line 2 at the East end of the Arrival/Departure Sidings will also become a signalled two-way line.

The Up Storage Sidings will be renamed Up Yard and extended Eastwards to connect into the Down Engine line by new hand-worked points. This Down Engine will become a Shunt Spur of 185 yards standage at the east end of Thornaby M.P.D.

The hand-worked points in the Loco Outlet No. 1 and 2, will be secured for through running towards No. 3 and 4 outlets pending replacement by plain line. The associated position light shunting signals Nos. 172 and 173 will be abolished.

The former Secondary Sorting Sidings and former Down Departure Sidings will become the A.C.E. Dept. Sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 7 FEBRUARY - TEES YARD - continued

New Position Light Shunting Signals

<u>Signal</u>	<u>Line</u>	<u>Route Indication</u>	<u>Application to or towards</u>
180	Transfer line 2	T* 2*	Transfer Road Down Goods 2
* Cleared in conjunction with Up Goods 2, position light shunting signal No. 161			
192	Up Departure and Arrival/ Departure Sidings Nos. 1 - 5		Up Departure T197 signal
193	Down Arrival/ Up Departure (Down direction)		Arrival/Departure Sidings Nos. 6 to 12

Altered Signals

Position light shunting signal No. 207 on the Up Goods line at the East End of Thornaby Station will have a new route indication "A" added, applying towards new position light signal No. 193 (Down Arrival).

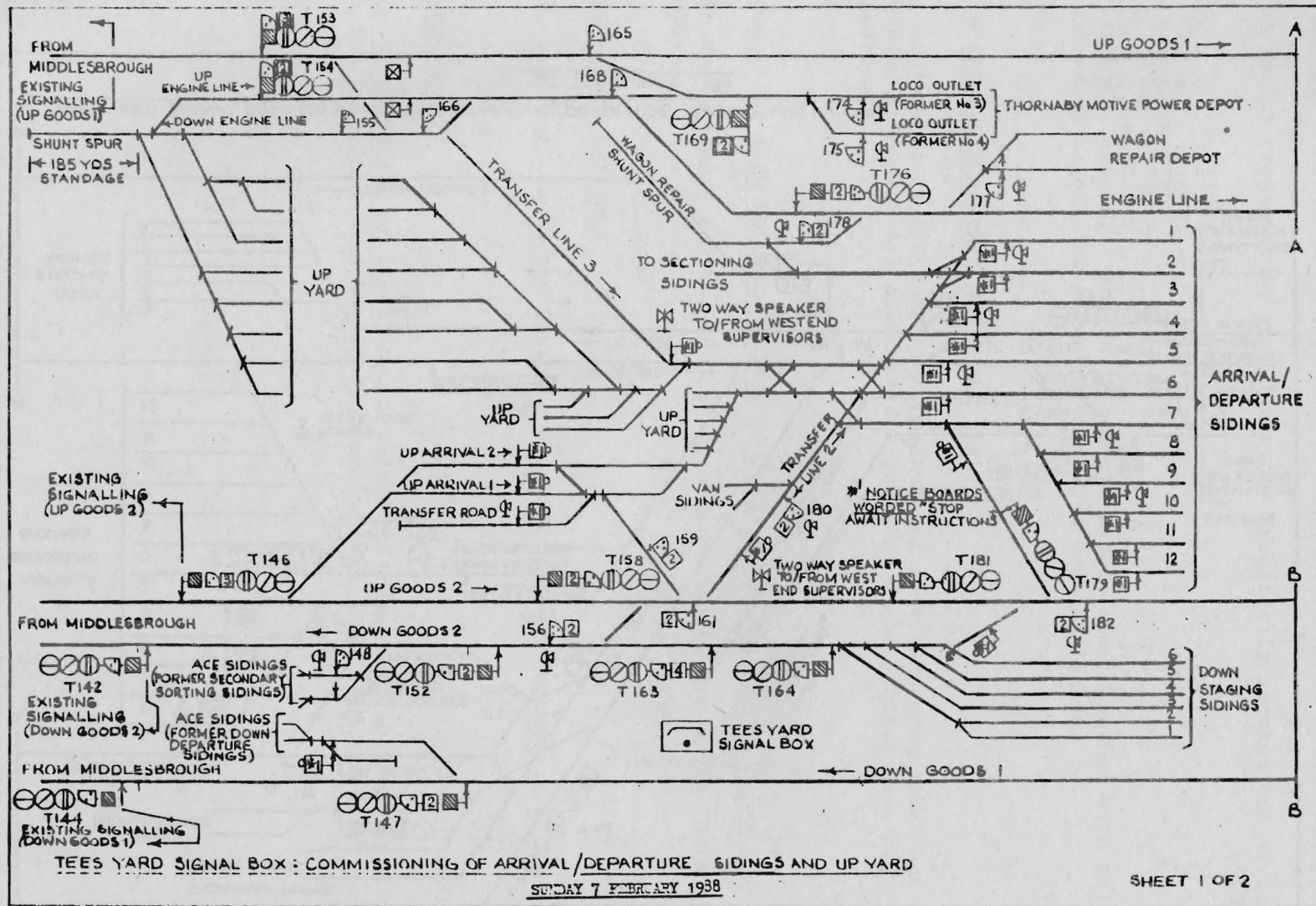
Indication "Y" on Engine line position light signal 185, will now apply towards Up Departure position light signal No. 192 (The adjacent notice board on the Up Departure will be removed).

(49)

MONDAY 8 FEBRUARY - ASHINGTON

From 10 00 hours the permanent speed restriction of 15 m.p.h. will be extended from 3m. 02chs. to 3m. 65chs. (See Section 'D').

(49)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTCHATHILL

The facing crossover at 45m. 75chs. is temporarily secured out of use.
(UFN)

* * YORK STATION

*

Platform lines No. 4 and No. 6 and the Middle Road together with all associated signals or signal routes have been abolished.

(46)

* * BETWEEN YORK YARD NORTH AND SKELTON

*

Up Arrival lines 1 & 2 and the Up Shunting line have been taken out of use pending removal. All associated signals or signal routes have been abolished.

(46)

YORK TRAIN CREW HOLDING SIDINGS

SUNDAY 31 JANUARY

The Through Road and No. 1B Road is secured out of use until Thursday 28 February.

NN 24/45/88

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.
(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>BEDLINGTON TO LYNEMOUTH COLLIERY N.C.B.</u> <u>Page 52</u> At Ashington <u>Amend :-</u>			15	15	<u>3m. 02chs. and 3m. 65chs. including to and from the Buttwell line.</u> (W.e.f. 10 00 Monday 8 February). (4.D)

NN-30

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

REPRINT OF RULE BOOK AND OTHER ASSOCIATED OPERATING PUBLICATIONS

1. The Rule Book (BR 87109) dated 1st October, 1972 and the associated Extracts Book (BR 87109/4) will be superseded by revised publications which will come into operation on Saturday 4 June, 1988. The revised Rules will be issued wholly or partly in the three publications shown under:-

- a) The complete Rule Book (BR 87109) containing Sections 'A' to 'U' inclusive.

This is to be issued to Drivers, Guards, Shunters, Signalmen, S & T Technicians and Persons in Charge of Stations, Depots or Yards. It is also to be issued to any person appointed as a Pilotman, Person in Charge of a Possession or Engineering Supervisor in charge of work within a possession, or any person required to be in charge of work undertaken in Section 'S' or Section 'T'.

- b) The Rule Book, Sections 'A', 'B' and 'P' (BR 87110)

This is to be issued to other employees who undertake duties on or near the line, including Crossing Keepers, Handsignalmen, Lookoutmen, Points Operators and any person in charge of a platform.

- c) The Rule Book, Section 'A' (BR 87110/1)

This is to be issued to employees who are not required to undertake duties on or near the line.

These publications will be accompanied by Acknowledgement Slips/ Explanatory Leaflets drawing attention to the principal changes in each as follows:-

- | | |
|-------------|---|
| BR 87109/41 | Acknowledgement Slip/Explanatory Leaflet for the complete Rule Book. |
| BR 87110/2 | Acknowledgement Slip/Explanatory Leaflet for the Rule Book Sections 'A', 'B' and 'P'. |
| BR 87110/3 | Acknowledgement Slip/Explanatory Leaflet for the Rule Book Section 'A'. |

2. Consequential amendments will also be made to the following publications. These will also apply from Saturday 4 June, 1988 and will be issued as follows:-

- (a) General Appendix (BR 29944)

An 'Alterations and Additions - Issue No. 9' (BR 29944/36) will be published.

**BRITISH RAIL
EASTERN REGION**

NN

48

WEEKLY OPERATING NOTICE

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

**SATURDAY 20 FEBRUARY
TO
FRIDAY 26 FEBRUARY 1988
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.

Nil: Details in Section B NN 26/47/88

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SIMONSIDE WAGON WORKS

Following the closure of the Wagon Works, all Sidings at Simonside will be removed and the connection at Jarrow Shell Mex Junction secured out of use pending replacement by plain line.

(New Item) (51)

HEBBURN BRITISH SHIPBUILDERS "BEDE" EXCHANGE SIDINGS

Following the removal of British Shipbuilders Sidings at Hebburn, the associated connection will be secured out of use pending replacement by plain line.

(New Item) (51)

CHATHILL

The facing crossover at 45m. 75chs. is temporarily secured out of use.

(UFN)

YORK TRAIN CREW HOLDING SIDINGS

The Through Road and No. 1B Road is secured out of use until Thursday 28 February.

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)



WARNING



EAST COAST MAIN LINE ELECTRIFICATION

IF YOU WORK ON THE ECML BETWEEN PETERBOROUGH (EXCLUSIVE), DONCASTER AND LEEDS ARE YOU READY FOR THE ENERGISATION OF THE OVERHEAD LINE EQUIPMENT NORTH OF NEW ENGLAND PETERBOROUGH (280 YARDS NORTH OF 78½ MILE POST) (SEE ITEMS AT FRONT OF PERIODICAL OPERATING NOTICE AND THIS NOTICE FOR PRECISE DETAILS).

1. ENSURE YOU HAVE A COPY OF THE WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES B.R.29987 AND FIRST AID FOR ELECTRICAL ACCIDENTS B.R.7243/7.
2. HAVE YOU BEEN ON A SAFETY AND FIRST AID COURSE?
IF NOT COMPLAIN TO YOUR SUPERVISOR NOW!

REMEMBER THAT AFTER THE ENERGISATION DATE FOR EACH SECTION OF LINE THE OVERHEAD LINE EQUIPMENT MUST ALWAYS BE TREATED AS ALIVE.

DO NOT TAKE CHANCES

FORGETFULNESS CAN BE FATAL!



WARNING



**BRITISH RAIL
EASTERN REGION**

NN

49

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 27 FEBRUARY
TO
FRIDAY 4 MARCH 1988
INCLUSIVE**

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

CHATHILL

The facing crossover at 45m. 75chs. is temporarily secured out of use.
 (UFN)

YORK TRAIN CREW HOLDING SIDINGS

The Through Road and No. 1B Road is secured out of use until Thursday 28
 February.

SIMONSIDE WAGON WORKS

Following the closure of the Wagon Works, all Sidings at Simonside will be
 removed and the connection at Jarrow Shell Mex Junction secured out of use
 pending replacement by plain line.
 (51)

HEBBURN BRITISH SHIPBUILDERS "BEDE" EXCHANGE SIDINGS

Following the removal of British Shipbuilders Sidings at Hebburn, the
 associated connection will be secured out of use pending replacement by
 plain line.
 (51)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.
 (UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to
 25 ton axle loads and No. 12 Up Departure has been clamped out of use.
 (UFN)

**BRITISH RAIL
EASTERN REGION**

NN

50

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 5 MARCH

TO

FRIDAY 11 MARCH 1988

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

CHATHILL

The facing crossover at 45m. 75chs. is temporarily secured out of use.
 (UFN)

SIMONSIDE WAGON WORKS

Following the closure of the Wagon Works, all Sidings at Simonside will be removed and the connection at Jarrow Shell Mex Junction secured out of use pending replacement by plain line.
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 (51)

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No. 4 Siding, South end (Pushing up road) has been taken out of use.
 (UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.
 (UFN)

Must have.

**BRITISH RAIL
EASTERN REGION**

NN

51

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 12 MARCH
TO
FRIDAY 18 MARCH 1988
INCLUSIVE**

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

CHATHILL

The facing crossover at 45m. 75chs. is temporarily secured out of use.
 (UFN)

* * SIMONSIDE WAGON WORKS

*

Following the closure of the Wagon Works, all Sidings at Simonside will be removed and the connection at Jarrow Shell Mex Junction secured out of use pending replacement by plain line.

(51)

* * HEBBURN BRITISH SHIPBUILDERS "BEDE" EXCHANGE SIDINGS

*

Following the removal of British Shipbuilders Sidings at Hebburn, the associated connection will be secured out of use pending replacement by plain line.

(51)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.
 (UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or Between	
<u>DARLINGTON PARKGATE JN TO EASTGATE</u>					
<u>Page 42</u>					
Between <u>Newton Aycliffe</u> and <u>Sildon</u>					
<u>Delete:-</u>			30	<u>7m.p. and 5½m.p.</u>	
			40		
<u>Add:-</u>			30	<u>7m.p. and 5½m.p.</u>	
<u>Page 43</u>					(4.D)
Between <u>Witton-le-Wear LC</u> and <u>Widerley Hall LC</u>					
<u>Delete:-</u>			25	<u>1m. 15ch. and 3½ m.p.</u>	
<u>Add:-</u>			25	<u>1m. 15ch. and 1½ m.p.</u>	
<u>Add:-</u>			15	<u>1½m.p. and 2½m.p.</u>	
<u>Add:-</u>			25	<u>2½m.p. and 3½m.p.</u>	
				<u>(w.e.f. 10 00 Monday 14 March)</u>	(4.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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>BEDLINGTON TO LYNEMOUTH COLLIERY N.C.B.</u>					
<u>Page 52</u>					
At Ashington					
<u>Amend:-</u>					
			<u>15</u>	<u>15</u>	<u>3m. 02chs. and 3m. 65chs. including to and from the Buttwell line.</u>
					(4.D)

NN-50

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 180

Amend heading BEDLINGTON TO LYNEMOUTH COLLIERY (BRITISH COAL)

LYNEMOUTH

Amend

Alcan Works

1. The General Appendix Instructions headed "Automatic Open Crossings Locally Monitored (AOCL)" apply so far as they are appropriate in respect of the manned open level crossing situated between the run-round loop and the works sidings.
2. On arrival of a train for the Works, the locomotive must proceed light to the security gates and the Guard telephone the security staff for the gates to be opened for rail movements. Should the telephone be out of order, the Driver must sound the locomotive horn to alert attention of the firm's staff.
3. The Guard must, when the security gates are opened proceed on foot and check that the line as far as the open crossing is not obstructed by freightliner vehicles standing at the ingot loading pad.
4. Provided the line is clear to the open crossing, the Guard must, after conducting the run-round of the locomotive, authorise the train to be propelled and brought to a stand with the leading cab of the locomotive adjacent to the "Stop, obtain white flashing light before proceeding" board, applicable to inwards movements.
5. The Guard must, after proceeding forward and checking the points are set for the Alumina siding, press the plunger at the "Stop, obtain white flashing light before proceeding" board, applicable to outward movements.
6. When the white lights at the Stop board commence to flash, the Guard must ensure the red flashing road lights are operating and on positioning himself to hand signal the train, check the crossing remains clear of road traffic until the train has cleared the crossing.
7. Should the line between the security gate and the open crossing be obstructed by freightliner vehicles standing at the ingot loading pad, the Guard must ensure a red tail lamp is attached to the rearmost vehicle and is illuminated during darkness. He must then warn all staff working on or near the vehicles, to stand clear whilst the vehicles are shunted, to enable the train for Alcan Works to proceed.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

Page 180 - LYNEMOUTH - continued

8. The guard must then authorise the locomotive to proceed to the rear of the freightliner vehicles and be attached.
9. The Guard must, after proceeding forward and ensuring the points are set for the coke siding, press the plunger at the "Stop, obtain white flashing light before proceeding" board, applicable to outward movements.
10. The provisions of clause 6 must then be observed in respect of the Freightliner vehicles and when shunted clear into the coke siding the Guard must accompany the returning locomotive and authorise the Alumina train to be propelled and worked to the Alumina siding in accordance with clauses 4, 5 and 6.

(4.D)

Page 181

WEST SLEEKBURN JN TO NORTH BLYTH

Add:-

NORTH BLYTH

Alcan Alumina Siding

1. Arriving trains

- 1.1 Trains must only be propelled to the loading area.
- 1.2 When a train is ready to proceed from the "Stop, Await Instructions" board, the Guard must obtain permission from the firm's security cabin staff to enter the loading area.
- 1.3 The Guard, after ensuring the line is clear to the loading area and ensuring the points are set correctly and the firm's staff have placed the barriers of both crossings against road traffic, authorise the train forward.

2. Departing trains

When a train is ready to depart, the Guard must advise the firm's security cabin staff and ensure they place the barriers at both crossings against road traffic, before authorising the train to leave the loading area.

(4.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedEASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continuedLOCAL INSTRUCTIONS - continuedBETWEEN THORNABY EAST JN AND NEWPORT EAST JN

Page 210

TEES YARDAdd:-1. Movements at Thornaby end of Arrival/Departure Yard1.1 Arriving trains from West and shunting movements requiring to enter sidings 6 to 11

1.1.1 When the Signaller requests permission for a route into any siding 6 to 11, the Chargehand must advise him to which siding the movement must be routed.

1.1.2 Permission for a following movement into any siding 6 to 11 must not be given until the first movement has come to a stand.

1.2 Departing trains for the West and shunting movements requiring to pass the "Stop and Telephone" Boards from sidings 1 to 5

1.2.1 When a departing train or a shunting movement is ready to proceed beyond the appropriate "Stop and Telephone" Board, the permission of the Signaller must be obtained.

1.2.2 Light locomotives and locomotives and brakevans for the Thornaby end of the Yard from the Newport end must only be routed through sidings 1 to 5.

2. Movements at Newport end of Arrival/Departure Yard

The Chargehand is responsible for all movements into and out of the Yard.

2.1 Departing trains for East via Transfer Line 2

The Chargehand must obtain the permission of the Signaller before authorising a train to proceed to signal 180.

2.2 Departing trains for East via Up Goods 2 line

The Signaller must be advised of a departing train before it is authorised to proceed to signal 179.

2.3 Arriving trains from East, propelled from Down Goods 2 line

The Chargehand must ensure the points are set for the propelled train to proceed to the siding selected, before he authorises it to proceed beyond the "Stop, Await Instructions" board.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

Page 210 - TEES YARD - continued

3. Movements to/from Thornaby end of sidings 40, 41 and 42

- 3.1 The Signalman must be advised of any intended movement towards Down Goods 2 line, before it is authorised to pass the appropriate "Stop, Await Instructions" board.
- 3.2 The Signalman must be advised if a movement is to be made into siding 40 or 41 from the Thornaby end.

4. Movements from Wagon Repair Shunt Spur/Sectioning Sidings towards sidings 1 and 2 (Arrival/Departure Sidings)

The Person in Charge of the movement must obtain the Chargeman's permission before making a movement towards these sidings.

5. Exchange of traffic : A.M. & E.E. sidings 9 and 10

- 5.1 The Chargeman will be advised by the A.M. & E.E's representative of the times shunting will commence and finish within the sidings and a record of these times must be maintained.
- 5.2 The Chargeman must ensure no movements are made on or towards these sidings during the times shunting by the A.M.& E.E's staff is being performed.

6. Movements by A.M.& E.E's Department between Thornaby Depot and A.M.& E.E's Sidings (Up Yard)

Movements between these locations must be hauled only.

7. Movements to/from the Area Civil Engineer's Sidings

- 7.1 When the sidings are manned, movements must not be made without the authority of the Area Civil Engineer's man in charge.
- 7.2 The train crew of a departing train for the East must obtain the Signalman's permission before proceeding beyond the "Stop and Telephone" board towards signal 127.
- 7.3 When the sidings are unmanned, the train crew is responsible for all movements within the sidings and are permitted to pass the "Stop and Await Instructions" board as required, provided it is safe to do so.

(4.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

LABELLING OF FREIGHTLINER WAGONS

From Saturday 2nd April 1988, agreement is given to dispense with the labelling of Freightliner wagons for a trial period of SIX MONTHS.

All concerned should note the following clarification of Working Manual for Rail Staff relevant entries.

Part 6 (WHITE) Section F, Clause F2/1.

For the duration of the trial period this clause may be ignored.

Part 3 (PINK) Section C clause C1.

There is no relaxation to the requirements of this clause, and the labelling of containers MUST continue as normal.

YORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION applies to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connections between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way yard etc. between 1m. 03chs. and 1m. 04chs. adjacent to the signal box.

(UFN)

SATURDAY/SUNDAY 12/13 MARCH - SINGLE LINE WORKING OVER THE
DOWN SLOW LINE BETWEEN SKELTON AND TOLLERTON

1. In order to divide the section for wrong direction trains an additional handsignalman (for Up trains) will be appointed on the Down Slow line opposite signal S20 (on the Up Fast line) approaching Skelton Bridge. When authorised to proceed, the Driver may continue to the handsignalman opposite signal S6 (on the Up Slow line) approaching Skelton signal box.
2. Beningbrough Footpath Red/Green light level crossing will be manned during Single Line working and the Red/Green lights permitted to work for right direction trains and the provisions of Rule Book, Section N, Clause 4.8.2 and General Appendix, Section 7 Crossings Equipped with Miniature Red/Green Warning Lights Clause 5, second sentence will not apply unless there is a failure of communication with the Crossing Attendant.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

YORK STATION

Platform repairs are taking place on Platform 9

Drivers of trains stopping at Platform 9 must work to the instructions of Handsignalmen/notice boards whilst work is in progress

(UFN)

YORK STATION

Platforms 9B and 12 have been permanently shortened by approximately 50 yards at the North end.

Drivers of trains using Platforms 9B and 12 must work to the instructions of Handsignalmen and/or notice boards whilst demolition work is being carried out.

DANBY STATION

Drivers must stop trains at the marker boards provided whilst platform work takes place.

(UFN)

DARLINGTON STATION

From 08 00 to 17 00 and 22 00 to 06 00 daily, drivers must stop trains at the market boards provided whilst tiling of Platforms 1 and 4 takes place.

(UFN)

THIRSK STATION

Drivers of trains stopping at Thirsk Down Platform must heed the instructions of handsignalmen and/or notice boards whilst the station footbridge is being rebuilt.

(UFN)

BETWEEN MORPETH NORTH AND PEGSWOOD - BOTHAL VIADUCT

Users of the Down and Up Walkway on Bothal Viaduct should take special care owing to distortion of walkway plates.

WHITBY STATION

Whilst Platform No. 2 is being resurfaced drivers of trains must stop 40 metres from the buffer stop at the 'Train Stop Here' sign.

(UFN)

**BRITISH RAIL
EASTERN REGION**

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52

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 MARCH

TO

FRIDAY 25 MARCH 1988

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

HARTLEPOOL CLIFF HOUSE

The connection leading to Cliff House Sidings 4 to 8 has been clamped out of use pending recovery of the sidings.

(NEW ITEM) (2)

MIDDLESBROUGH GOODS YARD - RIBBLESDALE CEMENT RUN-ROUND

The Engine Release at the end of the Ribble Cement Run-Round has been shortened by 10 yards, the buffer-stops removed and temporary sleeper wheel-stop placed over the track.

(NEW ITEM) (2)

CHATHILL

The facing crossover at 45m. 75chs. is temporarily secured out of use.
 (UFN)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.
 (UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.
 (UFN)

**BRITISH RAIL
EASTERN REGION**

NN

53

WEEKLY OPERATING NOTICE

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

SATURDAY 26 MARCH
TO
FRIDAY 1 APRIL 1988
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 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 27 MARCH - YORK YARD NORTH

The connections between the Mineral Line Reception No. 1 and the Frodingham Line Reception No. 2, will be remodelled and converted to hand-worked points. The connections between the Warehouse Line, Receptions and the North Arrival Line will also be converted to hand-worked points.

The Transfer Line will be stop-blocked south of the Transfer Line to Warehouse Line crossover, access to the Transfer Line being via this crossover and a new hand-operated lead.

"STOP AND AWAIT INSTRUCTIONS" boards will be provided at the north end exits from Reception Lines Nos. 1 to 4 and from the Warehouse and Transfer Lines.

The following signals will be abolished

YYN71 (disc) - applying along the Warehouse Line northwards.

YYN70 (disc) - Shop Siding to Warehouse line northwards.

Miniature arm semaphore, Mineral Line to Warehouse Line northwards.

Miniature arm semaphore, Frodingham Line to Warehouse Line northwards.

YYN83 (disc) - applying North Arrival to Warehouse Line northwards.

Miniature arm semaphore - applying Transfer Line northwards.

The twin arm semaphore signal applying southwards along the Warehouse Line etc.

Altered Signal

The top arm of the twin miniature arm inlet signal on the Transfer Line will be abolished and the remaining arm will apply towards the Yard.

(3)

SUNDAY 27 MARCH - SKELTON JUNCTION

A new facing crossover will be provided between the Up Slow and Down Slow lines, 111 yards north of Skelton signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 27 MARCH - SKELTON JUNCTION - continued

Up Slow 3 aspect signal number SJ6 will be repositioned 200 yards north of the new Up Slow facing points. The repositioned signal will be provided with Junction Route Indicators, subsidiary and stencil route indicators and the following indications will apply:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application Towards</u>
Main	Junction Indicator Position 2	Up Main
Main	Junction Indicator Position 1	Not in use at this stage
Main	Junction Indicator Position 4	Up Goods
Position Light	Stencil "R"	York Yard North Up Arrivals
Position Light	Stencil "D"	York Yard North Departure lines

Down Slow position light shunting signal SJ62 will be repositioned 13 yards further north.

(3)

SUNDAY 27 MARCH - BOWESFIELD (NORTH SHORE JUNCTION AREA)

Banner Repeating signals B911R (Down Sunderland) and B914R (Up Sunderland) will be abolished.

(3)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HOLGATE JN AND DRINGHOUSES JN

The trailing connection leading from Down Main to Dringhouses Yard Up Receptions 1 to 4 has been removed and replaced by plain line.

(3)

MIDDLESBROUGH GOODS YARD - RIBBLESDALE CEMENT RUN ROUND

The Engine Release at the end of the Ribble Cement Run-Round has been shortened by 10 yards, the buffer stop removed and temporary sleeper wheel stop placed over the track.

(3)

CHATHILL

The facing crossover at 45m. 75chs. is temporarily secured out of use.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HARTLEPOOL CLIFF HOUSE

The connection leading to Cliff House Sidings 4 to 8 has been clamped out of use pending recovery of the sidings.

(2)

MIDDLESBROUGH GOODS YARD - RIBBLESDALE CEMENT RUN-ROUND

The Engine Release at the end of the Ribble Cement Run-Round has been shortened by 10 yards, the buffer-stops removed and temporary sleeper wheel-stop placed over the track.

(2)

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

TEES YARD

Due to condition of track, No. 6 and 10 Up Departure lines are prohibited to 25 ton axle loads and No. 12 Up Departure has been clamped out of use.

(UFN)

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<u>DARLINGTON PARKGATE JN TO EASTGATE</u>					
<u>Page 42</u>					
Between <u>Newton Aycliffe</u> and <u>Sildon</u>					
<u>Delete:-</u>			30		<u>7m.p. and 5½m.p.</u>
			40		
<u>Add:-</u>			30		<u>7m.p. and 5½m.p.</u>
<u>Page 43</u>					
Between <u>Witton-le-Wear LC</u> and <u>Widerley Hall LC</u>					
<u>Delete:-</u>			25	25	<u>1m. 15ch. and 3½ m.p.</u>
<u>Add:-</u>			25	25	<u>1m. 15ch. and 1½ m.p.</u>
<u>Add:-</u>			15	15	<u>1½m.p. and 2½m.p.</u>
<u>Add:-</u>			25	25	<u>2½m.p. and 3½m.p.</u>

(4.D)

(4.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		Remarks
			Down m.p.h.	Up m.p.h.	
<u>BEDLINGTON TO LYNEMOUTH COLLIERY N.C.B.</u> <u>Page 52</u> At Ashington <u>Amend:-</u>			15	15	<u>3m. 02chs. and 3m. 65chs. including to and from the Buttwell line.</u> (4.D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

WORKING MANUAL FOR RAIL STAFF : (BR.30054)
PART 2 : GREEN PAGES

A complete reissue of Part 2 (Green Pages) of the Working Manual for Rail Staff is currently being distributed (effective from 00 01 hrs on 19th March 1988).

In the event of non receipt, staff and offices entitled to receive these pages should contact their normal distribution point.

(52)

DEPARTMENTAL LOCOMOTIVES

Five former Class 45 locomotives have been reinstated for use on departmental trains and have been renumbered 97409, 97410, 97411, 97412 and 97413.

The maximum speed of the above locomotives has been reduced to 45 m.p.h. Drivers must inform Signalmen of the speed of the locomotives when working as a light diesel.

(4.D)

PERMANENTLY COUPLED D.B. 2 x 45 TONNE VANS

The instructions referring to these vehicles and currently printed on pages ND66 and SD98 of the Periodical Operating Notices are withdrawn with immediate effect.

These wagons may now be operated without restriction.

(4D)

CLASS 141, 142, 143 AND 144 DIESEL UNITS

On routes where the above trains are authorised to run, if a train does not pass over a section of line for more than three hours and the first train after that period is a class 141, 142, 143 or 144 train the Signaller must:-

1. Specially watch the passage of the train over each section of line.
2. Not permit any conflicting or following movement and in addition, on a route setting panel, not cancel the route until he is satisfied that the train has passed clear.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

LABELLING OF FREIGHTLINER WAGONS

From Saturday 2nd April 1988, agreement is given to dispense with the labelling of Freightliner wagons for a trial period of SIX MONTHS.

All concerned should note the following clarification of Working Manual for Rail Staff relevant entries.

Part 6 (WHITE) Section F, Clause F2/1.

For the duration of the trial period this clause may be ignored.

Part 3 (PINK) Section C clause C1.

There is no relaxation to the requirements of this clause, and the labelling of containers MUST continue as normal.

YORK YARD NORTH

Until further notice, a 5 m.p.h. SPEED RESTRICTION applies to the following movements :-

Up Goods line (from Skelton) to and from the P. Way Yard etc.,

Up Shunt line/Up Arrival lines to and from the Up Goods Independent line (to York Yard South) or the P. Way Yard etc.,

through the slip connections between the Up Goods line and Up Shunt line/Up Arrival lines and the Up Goods Independent line and P. Way yard etc. between 1m. 03chs. and 1m. 04chs. adjacent to the signal box.

(UFN)

YORK STATION

Platform repairs are taking place on Platform 9

Drivers of trains stopping at Platform 9 must work to the instructions of Handsignalmen/notice boards whilst work is in progress

(UFN)

YORK STATION

Platforms 9B and 12 are being permanently shortened by approximately 50 yards at the North end.

Drivers of trains using Platforms 9B and 12 must work to the instructions of Handsignalmen and/or notice boards whilst demolition work is being carried out.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

DANBY STATION

Drivers must stop trains at the marker boards provided whilst platform work takes place.

(UFN)

DARLINGTON STATION

From 08 00 to 17 00 and 22 00 to 06 00 daily, drivers must stop trains at the market boards provided whilst tiling of Platforms 1 and 4 takes place.

(UFN)

THIRSK STATION

Drivers of trains stopping at Thirsk Down Platform must heed the instructions of handsignalmen and/or notice boards whilst the station footbridge is being rebuilt.

(UFN)

BETWEEN MORPETH NORTH AND PEGSWOOD - BOTHAL VIADUCT

Users of the Down and Up Walkway on Bothal Viaduct should take special care owing to distortion of walkway plates.

SEABURN STATION

From 08 00 Monday 28 March. Drivers of trains stopping at Seaburn (Up platform) must stop at the marker boards provided whilst platform work takes place.

(UFN)

WHITBY STATION

Whilst Platform No. 2 is being resurfaced drivers of trains must stop 40 metres from the buffer stop at the 'Train Stop Here' sign.

(UFN)

SEC

SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

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DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN KING EDWARD BRIDGE NORTH JN AND NEWCASTLE WEST JN

*

The 15 m.p.h. Permanent Speed Restriction on all lines has been extended to between 79m. 70chs. and 0m. 50chs. (Newcastle to Berwick mileage).

(39).

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ALNMOUTH

The South side trailing crossover at 30m. 56chs. has been temporarily removed and plain line installed pending replacement.

(UFN)

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For
and

WEST BLYTH STAITHES

No. 4 Siding, South end (Pushing up road) has been taken out of use.

(UFN)

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MILLERHILL RESIGNALLING

The work described and illustrated in the Special Notice entitled MILLERHILL RESIGNALLING dated December 1988 has been introduced. Stations and Depots with trainmen working through the area not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2603/2716).

Tee

Note the following Amendments to this Special Notice.

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METHOD OF WORKING

Delete final paragraph.

The Monktonhall Colliery line will be put out of use until further notice and the associated entry under the heading "GROUND FRAME ARRANGEMENTS, Monktonhall Colliery" is deleted.

The diagram is amended accordingly.

(41)

BETWEEN EAST BOLDON AND BOLDON COLLIERY

Tile Shed Signalbox has been abolished.

Tile Shed level crossing at 93m. 64chs. has been converted to Automatic Half Barrier operation. The crossing is monitored by East Boldon Signalbox and telephone communication with the signalbox has been provided.

Former Tile Shed Down Main signal TS20 and Up Main signal TS7 have been replaced EB6 and EB22 respectively.

The Track Circuit Block Regulations apply between Boldon Colliery and East Boldon.