

**British Rail****NN**

EASTERN REGION

1

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

SATURDAY 5 JANUARY**TO****FRIDAY 11 JANUARY 1980****INCLUSIVE**

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 5 and SUNDAY 6 JANUARY – BETWEEN GOSWICK AND TWEEDMOUTH**

The level crossing gates at Scremerston will be replaced by lifting barriers controlled from the Gate Box. (4)

DETAILS OF WORK ALREADY CARRIED OUT**CHEVINGTON**

No.28 Signal Down Loop to Down Main has been resited 200 yds. nearer the Signal Box. (New Item) (4)

BEAL

Down Main Signal B11 (previously on a right hand bracket post) has been replaced by a straight post signal. (New Item) (4)

WELLFIELD

The Signal Box has been abolished and the Down and Up Goods lines between Cemetery North and Wellfield have been taken out of use. Hawthorne Combined Mine & Coke Plant N.C.B. signal box has also been abolished together with the Single line to and from Wellfield. (New Item) (4)

**** BETWEEN HARTBURN JUNCTION AND STOCKTON STATION**

The main to main crossover has been brought back into use. (1)

LONGBECK

The Up Distant signal has been replaced by a 2-aspect colour light signal, situated 120 yards further from the signal box. (3)

TYNE DOCK BOTTOM

A "STOP FOR ORDERS" notice board has been provided on the Single line from Boldon Colliery signal box and is situated at approximately 1m.p.

A "LIMIT OF SHUNT" notice board has been provided at the same location facing Tyne Dock Bottom (New Item) (4)

**British Rail****NN**

EASTERN REGION

2

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

**SATURDAY 12 JANUARY
TO
FRIDAY 18 JANUARY 1980
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 6 JANUARY – GATESHEAD**

Down Pelaw signal G60 will be repositioned 44 yards nearer to Pelaw. (5)

DETAILS OF WORK ALREADY CARRIED OUT**CHEVINGTON**

No.28 Signal Down Loop to Down Main has been resited 200 yds. nearer the Signal Box. (4)

BEAL

Down Main Signal B11 (previously on a right hand bracket post) has been replaced by a straight post signal. (4)

BETWEEN GOSWICK AND TWEEDMOUTH

The level crossing gates at Scremerston have been replaced by lifting barriers controlled from the Gate Box. (4)

WELLFIELD

The Signal Box has been abolished and the Down and Up Goods lines between Cemetery North and Wellfield have been taken out of use. Hawthorne Combined Mine & Coke Plant N.C.B. signal box has also been abolished together with the Single line to and from Wellfield. (4)

LONGBECK

The Up Distant signal has been replaced by a 2-aspect colour light signal, situated 162 yards further from the signal box. (3)

TYNE DOCK BOTTOM

A "STOP FOR ORDERS" notice board has been provided on the Single line from Boldon Colliery signal box and is situated at approximately 1m.p.

A "LIMIT OF SHUNT" notice board has been provided at the same location facing Tyne Dock Bottom (4)



NN

EASTERN REGION

3

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

SATURDAY 19 JANUARY

TO

FRIDAY 25 JANUARY 1980

INCLUSIVE

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



British Rail

LONGBECK.

NN

EASTERN REGION

4

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

SATURDAY 26 JANUARY

TO

FRIDAY 1 FEBRUARY 1980

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 26 and SUNDAY 27 JANUARY – BETWEEN BENTON AND EARSDON

The former Down and Up S.E. Curve lines will be re-named Down and Up B & T and diverted to form a new route (comprising a single line between 5¼ m.p. and approximately 6¼ m.p.) to and from Earsdon Junction.

Two diagrams on facing pages are included in this notice, illustrating the above diversion of route and the new associated signalling.

The T.C.B. Regulations will apply between Benton and Earsdon.

Description of Signal	Line	Aspect	Application to or towards
B17	Down B & T	Main	B7
B7	Down B & T	Main	E21
E21	Down B & T		Holywell 1st. Home
(E21 will also act as Distant for Holywell 1st. Home)			
E12	Down B & T	Main with Junction Indicator Position '4'	E19
		Main	Up Northumberland Dock
E19 (existing)	Up B & T	Main	B6
Signal E19 will function as a 3-aspect signal only.			
B6	Up B & T		B8
B8	Up B & T		B28

B28 signal will be re-positioned 200 yards further East. The sub on Up B & T E7/11 signals will be removed and the signal will function as a 3-aspect signal only.

Signal post telephone will be provided on all the above signals.

Holywell
 'Diamond' signs will be provided on the Down B & T 1st. and 2nd. Home signals. (7)

SUNDAY 27 JANUARY : PELAW AND HARTON

The connection from N.C.B. Pontop Exchange Sidings and the Main to Main crossover will be secured out of use and the associated signalling abolished. (7)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

**** CHEVINGTON**

No.28 Signal Down Loop to Down Main has been resited 200 vds. nearer the Signal Box. (4)

**** BEAL**

Down Main Signal B11 (previously on a right hand bracket post) has been replaced by a straight post signal. (4)

**** BETWEEN GOSWICK AND TWEEDMOUTH**

The level crossing gates at Scremerston have been replaced by lifting barriers controlled from the Gate Box. (4)

PELAW

New catch points have been installed in the Up Leamside between 20½ and 20¾m.p. and 600 yards before reaching P.11 signal. (New item) (7)

GATESHEAD

Down Pelaw signal G60 has been repositioned 44 yards nearer to Pelaw. (5)

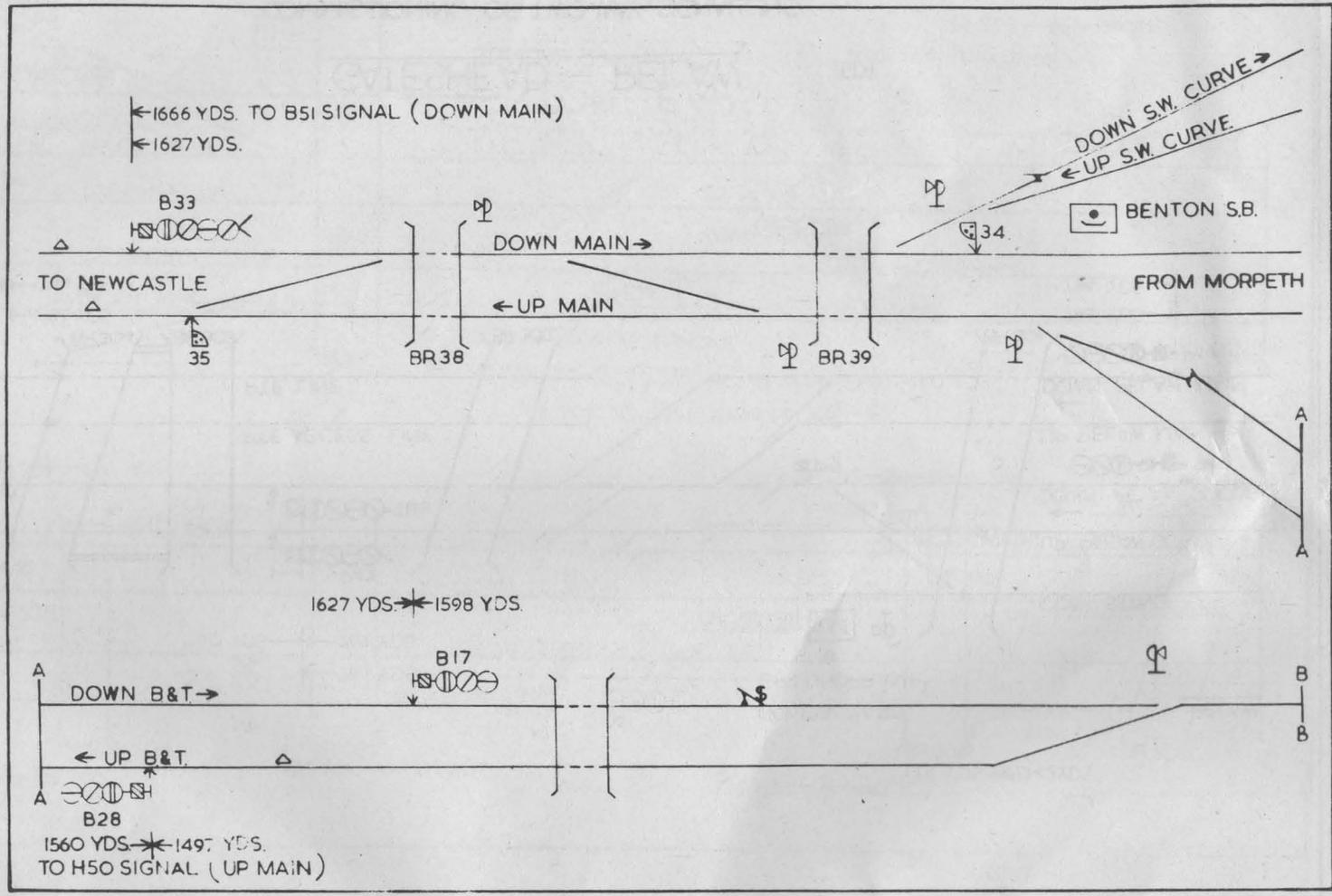
**** WELLFIELD**

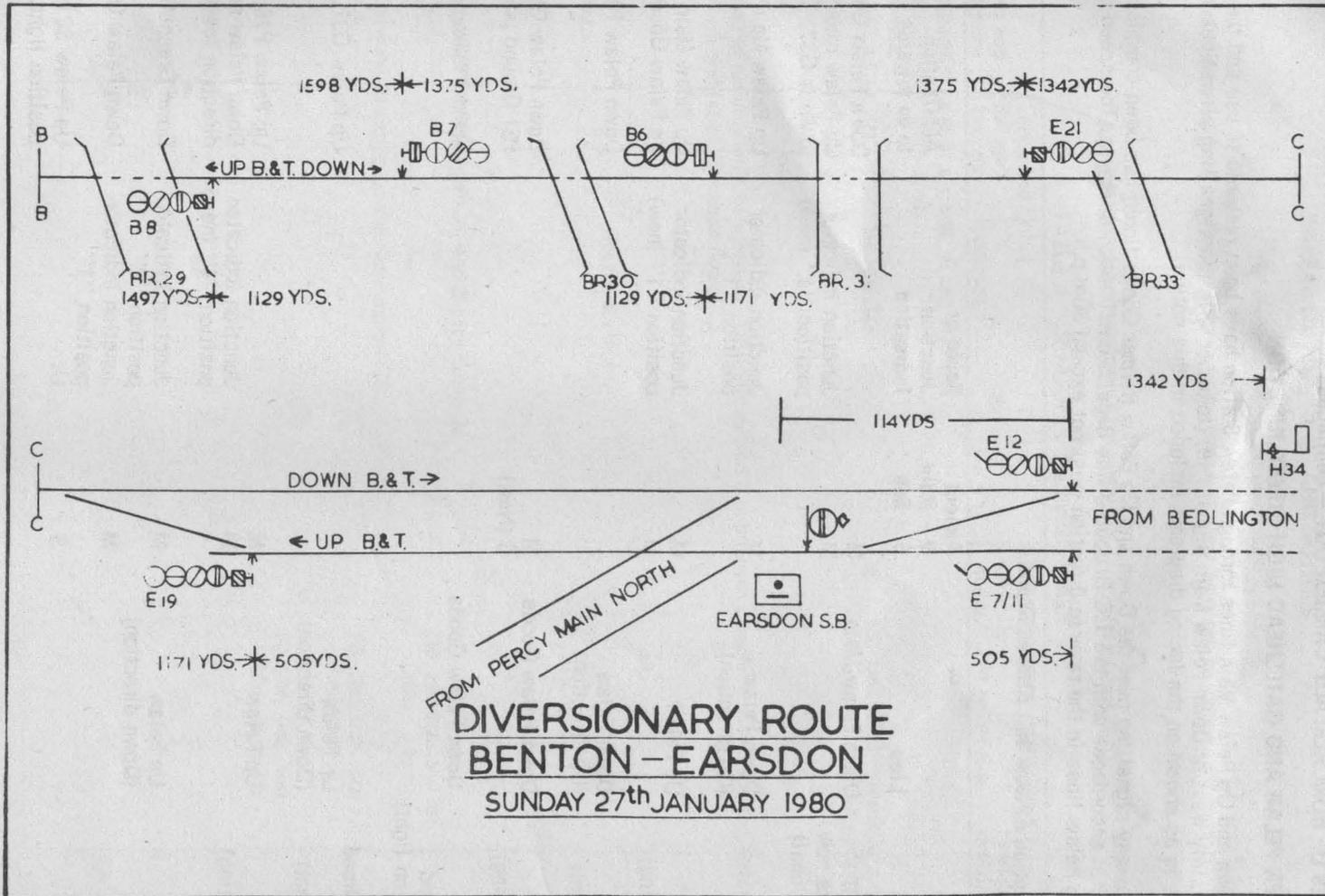
The Signal Box has been abolished and the Down and Up Goods lines between Cemetery North and Wellfield have been taken out of use. Hawthorne Combined Mine & Coke Plant N.C.B. signal box has also been abolished together with the Single line to and from Wellfield. (4)

**** TYNE DOCK BOTTOM**

A "STOP FOR ORDERS" notice board has been provided on the Single line from Boldon Colliery signal box and is situated at approximately 1m.p.

A "LIMIT OF SHUNT" notice board has been provided at the same location facing Tyne Dock Bottom (4)





DIVERSIONARY ROUTE
BENTON - EARSDON
 SUNDAY 27th JANUARY 1980

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX – (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
DONCASTER BLACK CARR JN. TO BERWICK						
Page 24 (Page 28 Supp. Optg. Insts.)						
Amend:—						
		NEWCASTLE AND MORPETH 16m. 50ch.		80	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES. (5D)
Page 27						
Add in running lines column : an additional dotted line between Doncaster North Jn. and Marshgate Jn. North and label "D Leeds Goods". (5D)						
Page 47						
		Heaton South Jn.				
		Add:—		70	1m. 76ch. and 0m. 51ch.	(5D)
Page 48						
		Between Heaton North Jn. and Benton South Jn.				
		Add:—		80	3m. 0ch. and 2m. 7ch.	(5D)
		Between Cramlington and Stannington L.C.				
		Add:—		80	12m. 0ch. and 7m. 40ch.	
				80	13m. 0ch. and 12m. 20ch.	(5D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>Page 176 (page 30 ND48) NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST J.N. VIA HORDEN Delete all details on this page and substitute:-</p>							
		Heworth	98.55	20	20	To and from Goods lines at 98m. 19ch.	
				25		Main line 98m. 21ch. and 98m. 55ch.	
				25		Main lines 98m. 55ch. and 98m. 43ch.	
				60		98m. 55ch. and 100m.p.	
				30		Over Up line in Down (Reverse) direction 98m. 55ch. and 100m. 15ch.	
				45		Down Main 100m.p. and 100m. 15ch.	
				60		100m. 15ch. and 98m. 55ch.	
				15	15	Mains to Greensfield lines and Greensfield lines to Mains 100m. 15ch. and 100m. 24ch.	
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.	
				30		Over Down line in Up (Reverse) direction 100m. 15ch. and 98m. 55ch.	
				10	10	Down Pelaw to Down Greensfield line and Up Greensfield line to Up Pelaw.	
				25		Greensfield line 100m. 75ch. and 101m. 13ch.	
15	15	Pelaw lines 100m. 75ch. and 101m. 21ch.					
		St. James Bridge Jn.	100.18				(5D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – (NORTHERN AREA) – continued

TABLE A – continued

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

Page 214 BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.

Add "OPEN (Type B.1)" below each of the following level crossings together with mileages:-

N.C.B. L.C.	0.66
New Moor L.C.	0.88
Potland L.C.	1.47
Linton Lane L.C.	2.47

(5D)

MISCELLANEOUS NOTICES

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

(Page ND – 5, Page SD – 4)

Add as second paragraph to Note

The perspex windows are each supplied within individual hardboard sheets for transportation purposes, together with a special spanner. Each hardboard sheet bears the name of the allocated station and when a perspex window has to be fitted, the hardboard, sheet and special spanner must be placed in one of the power car brake compartments to enable the Depot, replacing the window, to return it to the owning station suitably protected, together with the spanner.

(5D)

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904.

(U.F.N.)

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST	Trackwork		
Reception Sidings Nos. 1,2,3 and 4			

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

18 JANUARY, 1980

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



NN

EASTERN REGION

5

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

SATURDAY 2 FEBRUARY

TO

FRIDAY 8 FEBRUARY 1980

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 5 FEBRUARY – STOCKTON STATION

The station siding will be taken out of use. The points giving access thereto will be secured out of use in the normal position pending removal.

The Bishopton Lane ground frame will be abolished. (7)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BENTON AND EARSDON

The former Down and Up S.E. Curve lines have been re-named Down and Up B & T and diverted to form a new route (comprising a single line between 5¼m.p. and approximately 6¼m.p.) to and from Earsdon Junction.

Two diagrams on facing pages are included in this notice, illustrating the above diversion of route and the new associated signalling.

The T.C.B. Regulations apply between Benton and Earsdon.

Description of Signal

B = Benton E = Earsdon

Signal	Line	Aspect	Application to or towards
B17	Down B & T	Main	B7
B7	Down B & T	Main	E21
E21	Down B & T		Holywell 1st. Home
(E21 will also act as Distant for Holywell 1st. Home)			
E12	Down B & T	Main with Junction Indicator Position '4'	E19
		Main	Up Northumberland Dock
E19 (existing)	Up B & T	Main	B6
Signal E19 functions as a 3-aspect signal only.			
B6	Up B & T		B8
B8	Up B & T		B28

B28 signal has been re-positioned 200 yards further East. The sub on Up B & T E7/11 signals has been removed and the signal functions as a 3-aspect signal only.

Signal post telephone has been provided on all the above signals.

The Catch points shown on the diagram between B17 signal and the double/single line points have not been brought into use at this stage.

Holywell

'Diamond' signs have been provided on the Down B & T 1st. and 2nd. Home signals.

(Amended Item) (7)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PELAW AND HARTON

The connection from N.C.B. Pontop Exchange Sidings etc. **THIS WORK HAS NOT BEEN CARRIED OUT.**

PELAW

New catch points have been installed in the Up Leamside between 20½ and 20¾m.p. and 600 yards before reaching P.11 signal. (7)

* * GATESHEAD

Down Pelaw signal G60 has been repositioned 44 yards nearer to Pelaw. (5)



NN

EASTERN REGION

6

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

SATURDAY 9 FEBRUARY

TO

FRIDAY 15 FEBRUARY 1980

INCLUSIVE

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

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WARNING



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NOTE : The undermentioned items amend those items relating to SOUTH GOSFORTH DEPOT numbered 1-6 and 8 and 9 shown in ND 5D Notice operative from 2.2.80.

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Co

THE OVERHEAD LINE EQUIPMENT at the following location will be energised at 1,500 volts D.C. with effect from 06 00 hours Sat. 2nd February 1980 and must be regarded as "ALIVE" at all times.

SOUTH GOSFORTH DEPOT

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1. From the limit signified by the notice board within the Shed on No.7 sidings,
To Overhead Line Structure numbered E27D at the East side of the Shed.
2. From Overhead Line Structure numbered W37C at the West end of No.9 siding within the Shed.
To Overhead Line Structure numbered E27C at the East side of the Shed.
3. From Overhead Line Structure numbered W37B at the West end of Nos.10 and 11 Sidings within the Shed.
To Overhead Line Structure numbered E27C at the East side of the Shed.
4. From Overhead Line Structure numbered W37B at the West end of Nos.12 and 13 sidings within the Shed.
To Overhead Line Structure numbered GBY/BGY 00581 at South Gosforth East Jn. (including the scissors crossover between Overhead Line Structures numbered E07 A/B and E06 A/B).
5. From Overhead Line Structure numbered W37A at the West end of Nos.14 and 15 sidings within the Shed.
To Overhead Line Structure numbered GBY/BGY 00581 at South Gosforth East Jn. (including the scissors crossover between Overhead Line Structures numbered E07 A/B and E06 A/B).
6. From Overhead Line Structure numbered X34B on Nos.16 and 17 sidings, South side of the Shed.
To Overhead Line Structure numbered GBY/BGY 00581 at South Gosforth East Jn. (including the scissors crossover between Overhead Line Structures numbered E07 A/B and E06 A/B).
7. From Overhead Line Structure numbered X34A on Nos.18,19 and 20 sidings South side of the Shed.
To Overhead Line Structure numbered GBY/BGY 00581 at South Gosforth East Jn. (including the scissors crossover between Overhead Line Structures numbered E07 A/B and E06 A/B). (14D)



WARNING

THE OVERHEAD LINE EQUIPMENT at the following location has been energised at 1,500 volts D.C. and must be regarded as "ALIVE" at all times.

SOUTH GOSFORTH DEPOT

1. From Overhead Line Structure numbered E28 at the East side of the Shed on Nos.3 and 4 sidings and that past of No.6 siding, up to the limit signified by the Notice board, within the Shed.
To the IN/OUT Loop Lines.
2. From Overhead Line Structure numbered E27 at the East side of the Shed on Nos.7 to 11 sidings inclusive.
To the IN/OUT Loop Lines.
3. The Conditions of the Working Instruction for A.C. Electrified Lines B.R.29987 dated 3 May 1978 and Extracts therefrom B.R.29988 will apply. (14D)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 9 to MONDAY 11 FEBRUARY – GATESHEAD (BOROUGH GARDENS GROUND FRAME AREA)**

Borough Gardens Ground Frame will be abolished and points will be repositioned as follows:–

The trailing crossover between the Down and Up Pelaw lines will be repositioned 80 yards nearer to Gateshead.

The facing connection from Up Pelaw to Reception Sidings will be repositioned 65 yards nearer to Gateshead.

Signalling Alterations

Up Pelaw signal G56 (now on a right-hand bracket) will be replaced by a straight post signal 77 yards nearer to Gateshead.

Down Pelaw signal G60 will be repositioned 78 yards nearer to Gateshead.

The 3-aspect signal (G54) applying Reception Sidings to Down Pelaw or (sub) to Up Siding, will be replaced by a ground position light signal and repositioned 40 yards nearer to Gateshead. This signal will also control the exit from the sorting sidings.

The ground position light signal (57) applying Down Pelaw to Reception Sidings will be repositioned 90 Yards nearer to Gateshead. (9)

MONDAY 11 FEBRUARY – YORK – CLIFTON CARRIAGE SIDINGS

The following arrangements will apply during the demolition of Nos.1, 2 and 3 Bays:–

The hand-worked points leading to Nos.5 and 6 Departure Sidings or to Nos.7 to 17 Carriage Shed Lines will be secured out of use to allow movements to and from Nos.5 and 6 Departure Sidings only.

The hand-worked points leading to Nos.18 or 19 Carriage Shed lines will be secured out of use to allow movements to and from No.19 Carriage Shed line only. (9)



NN

EASTERN REGION

7

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 16 FEBRUARY

TO

FRIDAY 22 FEBRUARY 1980

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 18 FEBRUARY – BISHOP AUCKLAND EAST – GOODS YARD

The 'One Train Working' train staff kept at Bishop Auckland East will be dispensed with and 'Yard Working' brought into operation.

The associated 'One Train Working' notice boards will be removed. (10)

DETAILS OF WORK ALREADY CARRIED OUT

YORK – CLIFTON CARRIAGE SIDINGS

The following arrangements apply during the demolition of Nos.1,2 and 3 Bays:-

The hand-worked points leading to Nos.5 and 6 Departure Sidings or to Nos.7 to 17 Carriage Shed Lines have been secured out of use to allow movements to and from Nos.5 and 6 Departure Sidings only.

The hand-worked points leading to Nos.18 or 19 Carriage Shed lines have been secured out of use to allow movements to and from No.19 Carriage Shed line only. (9)

** BETWEEN BENTON AND EARSDON

The former Down and Up S.E. Curve lines have been re-named Down and Up B & T and diverted to form a new route (comprising a single line between 5¼m.p. and approximately 6¾m.p.) to and from Earsdon Junction.

Two diagrams on facing pages are included in this notice, illustrating the above diversion of route and the new associated signalling.

The T.C.B. Regulations apply between Benton and Earsdon.

Description of Signal		B = Benton E = Earsdon		Application to or towards
Signal	Line	Aspect		
B17	Down B & T	Main		B7
B7	Down B & T	Main		E21
E21	Down B & T			Holywell 1st. Home
(E21 will also act as Distant for Holywell 1st. Home)				
E12	Down B & T	Main with Junction Indicator Position '4'		E19
		Main		Up Northumberland Dock
E19	Up B & T	Main		B6
(existing)				
Signal E19 functions as a 3-aspect signal only.				
B6	Up B & T			B8
B8	Up B & T			B28

B28 signal has been re-positioned 200 yards further East. The sub on Up B & T E7/11 signals has been removed and the signal functions as a 3-aspect signal only.

Signal post telephone has been provided on all the above signals.

The Catch points shown on the diagram between B17 signal and the double/single line points have not been brought into use at this stage.

Holywell

'Diamond' signals have been provided on the Down B & T 1st. and 2nd. Home signals. (7)

Shevington



British Rail

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

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**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 23 FEBRUARY

TO

FRIDAY 29 FEBRUARY 1980

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 25 FEBRUARY – PICTON

The trailing points leading to and from the Up Main line to the Up Sidings will be secured out of use pending removal. The associated Up Sidings ground disc signals will be abolished. (11)

SUNDAY 24 FEBRUARY – CLIFF HOUSE

"B" Yard ground frame will be abolished and the associated connection from the Up Goods to Goods Siding will be secured out of use pending removal. All signals formerly worked from the ground frame will be abolished.

The Up Goods Distant signal will be renewed on a straight post 1,018 yards further from the signal box. (11)

DETAILS OF WORK ALREADY CARRIED OUT

YORK – STATION

An A.W.S. test inductor has been provided 55 yards before reaching Y216 signal on the Secondary Locomotive Outlet Line. (New Item) (11)

YORK – CLIFTON CARRIAGE SIDINGS

The following arrangements apply during the demolition of Nos.1,2 and 3 Bays:-

The hand-worked points leading to Nos.5 and 6 Departure Sidings or to Nos.7 to 17 Carriage Shed Lines have been secured out of use to allow movements to and from Nos.5 and 6 Departure Sidings only.

The hand-worked points leading to Nos.18 or 19 Carriage Shed lines have been secured out of use to allow movements to and from No.19 Carriage Shed line only. (9)

BISHOP AUCKLAND EAST – GOODS YARD

The 'One Train Working' train staff kept at Bishop Auckland East has been dispensed with and 'Yard Working' brought into operation.

The associated 'One Train Working' notice boards have been removed. (10)

SEATON CAREW AND CLIFF HOUSE

The Down Siding has been shortened and buffer-stops erected at 69m. 65chs. (10)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book		Page number relating Table "A"
Page 20		
Delete:-		
Billingham-on-Tees to Philips Sidings and Monsanto Chemical Works		179
Add:-		
Billingham-on-Tees to Seal Sands Storage		179 (14D)
Amend:-		
Percy Main Jn. to Earsdon		211
Add:-		
Benton North Jn. to Morpeth via Earsdon		212 (14D)

TABLE "A" - DETAILS OF RUNNING LINES

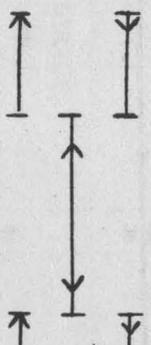
Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 48						
DONCASTER BLACK CARR JN. TO BERWICK						
		Benton North Jn.	4 24	25	To Earsdon Jn. line 0m. 0ch. and 0m. 68ch.	(14D)
Add:-						

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Cns.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Pages 179/180 BILLINGHAM-ON-TEES TO PHILIPS SIDINGS AND MONSANTO CHEMICAL WORKS Delete heading and table and substitute:- BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE BILLINGHAM-ON-TEES AND PHILIPS SIDING PHILIPS SIDING AND SEAL SANDS STORAGE							
		Billingham-on-Tees (See page 171)	0.00		20	0m. 4ch. and 0m. 0ch.	
		Belasis Lane	1.04				
		Belasis Lane Jn. (See page 180)	1.13				
		Port Clarence	3.15	15	15	3m. 15ch. and 3m. 51ch.	
		Philips Siding Jn.	3.51				
		North Tees L.C. Open (Type A1)	4.19				
		Seal Sands L.C. Open (Type A1)	4.71				
		Seal Sands Branch Jn.	<u>5.01</u> 0.00				(14D)

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

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Pages 179/180 - substitute - ★ ----- T	continued	I.C.I. Brinefield LC Open (Type A.2) *	0.12					
		T.H.P.A. LC Open (Type A.2) *	0.29					
		N.E.E.B. LC Open (Type A.2) *	0.39					
		Philips LC Open (Type A.2) *	0.62					
		Rohm Haas LC Open (Type A.2) *	1.42					
		Monsanto Siding Jn.	1.43					
		Monsanto LC Open (Type A.2)	1.46					
		Rohm Haas No.2 LC Open (Type A.2) *	1.49					* Notice Boards not provided.
		Rohm Haas No.3 LC Open (Type A.2) *	1.70					
		S.S. Chemicals LC Open (Type A.2) *	2.11					
		Philips No.2 LC Open (Type A.2) *	2.16					
		Philips No.3 LC Open (Type A.2) *	2.22					
		End of line	2.42					(14D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Cn.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>Page 211</p> <p>Amend heading:- PERCY MAIN JN. TO EARSDON</p> <p>Delete:- EARSDON AND MORPETH</p> <p>Add:-</p> <p>Delete whole of table after Earsdon on pages 211 and 212</p>		Earsdon (See page 212)	0.00	45	45	MAXIMUM PERMISSIBLE SPEED	
<p>Page 212</p> <p>Add new table:- BENTON NORTH JN. TO MORPETH VIA EARSDON BENTON NORTH JN. AND MORPETH</p>		Benton North Jn. (see page 48)	0.00	45	45	MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES	C.W. Down Main at 0m. 9ch. 781 yards before reaching signal B17.
			0.68	30	25	0m. 68ch. and 0m. 0ch.	
				20		2m. 19ch. and 2m. 43ch.	
			2.34		30	2m. 43ch. and 2m. 53ch.	
						2m. 34ch. and 2m. 19ch.	



Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up m.p.h.			
Page 212 - Add - cont'd								
		Earsdon	$\frac{2.53}{7.08}$		20	2m. 53ch. and 2m. 34ch.		
		Holywell LC	7.41					
		Seghill North LC	9.06		30	30	10m. 10ch. and 9m. 0ch. 10m. 49ch. and 11m. 53ch.	
		Hartley LC (A.H.B.)	11.12					
		Newsham South LC	12.44					
		Newsham North Jn. (See page 216)	12.74		15		To Isabella Colliery line.	
		Plessey Road LC (C.C.T.V.)	13.16					
		Bebside LC	14.67					
		Bedlington South LC	15.60		30	30	15m. 46ch. and 15m. 76ch.	
		Bedlington North LC (See page 215)	15.71		20		To Woodhorn line.	
		Choppington LC	17.06		15		Double to Single at 16m. 7ch.	C. Down main at 16m. 9ch.
		Hepscott LC	19.21		30	30	17m. 10ch. and 17m. 25ch.	
		Morpeth LC	20.40		20	20	20m. 30ch. and 20m. 46ch.	
	Morpeth Jn. (See page 49)	20.47		15		20m. 46ch. and 20m. 47ch.		

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING TRAINS OR VEHICLES

Between	Lines	Number of vehicles and special conditions
Page 228		
Amend heading :-		
	BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE	(14D)
Page 231		
PERCY MAIN JN. TO MORPETH		
Amend heading:-		
BENTON NORTH JN. TO MORPETH VIA EARSDON		
Delete:-		
Percy Main North	Earsdon	Down/Up 2 freight brakevans
Add new table:-		
PERCY MAIN JN. TO EARSDON		
Percy Main North	Earsdon	Down/Up 2 freight brakevans (14D)

TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Lines	Maximum No. of Vehicles (S.L.U's) and special conditions.
Page 242			
Amend heading :-			
	BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE		(14D)
Page 245			
Amend heading:-			
	BENTON NORTH JN. TO MORPETH VIA EARSDON		(14D)

TABLE J – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi-tions	Remarks
Page 252				
Amend heading:-				
	PERCY MAIN JN. TO EARSDON			(14D)

LOCAL INSTRUCTIONS

Page 396 (Page 79 Supp. Optg. Insts.)	
Amend heading :-	
	BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE (14D)
Page 418	
Amend heading :-	
	PERCY MAIN JN. TO EARSDON (14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

GATESHEAD EAST STATION

The platforms are being shortened and drivers of stopping trains to stop their trains at the marker board provided. (9)

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

15 FEBRUARY, 1980

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



British Rail

NN

EASTERN REGION

9

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 1 MARCH

TO

FRIDAY 7 MARCH 1980

INCLUSIVE

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

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 MARCH – SEAHAM**

A new trailing crossover will be brought into use 200 yards North of the signal box. The following new ground position light signals will be brought into use in conjunction with the new crossover:—

No.21 – Ground position light signal with 2-way stencil type route indicator applying:—

Route indication "X" –
set back along Up Main

Route indication "D" –
Up Main to Down Main

No.20 – Down Main to Up Main.

New Ground Position Light signals will be provided to replace the existing Ground disc signals as follows:—

No.4 – Siding to Up Main
No.6 – Up Main to Siding
No.24 – Up Goods to Up Main

The Down Main 2nd. Home signal will be abolished. The Down Main 1st. Home signal will be renamed Down Main Home. (12)

DETAILS OF WORK ALREADY CARRIED OUT**YORK – STATION**

An A.W.S. test inductor has been provided 55 yards before reaching Y216 signal on the Secondary Locomotive Outlet Line. (11)

**** YORK – CLIFTON CARRIAGE SIDINGS**

The following arrangements apply during the demolition of Nos.1,2 and 3 Bays:—

The hand-worked points leading to Nos.5 and 6 Departure Sidings or to Nos.7 to 17 Carriage Shed Lines have been secured out of use to allow movements to and from Nos.5 and 6 Departure Sidings only.

The hand-worked points leading to Nos.18 or 19 Carriage Shed lines have been secured out of use to allow movements to and from No.19 Carriage Shed line only. (9)

BISHOP AUCKLAND EAST – GOODS YARD

The 'One Train Working' train staff kept at Bishop Auckland East has been dispensed with and 'Yard Working' brought into operation.

The associated 'One Train Working' notice boards have been removed. (10)



NN

EASTERN REGION

10

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 8 MARCH

TO

FRIDAY 14 MARCH 1980

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 MARCH — HALL DENE

The Down Main Outer Distant signal will be repositioned on the post of the Seaham Down Main Home signal (729 yards from the Down Inner Distant). (13)

MONDAY 10 MARCH — BETWEEN PERCY MAIN JUNCTION AND PERCY MAIN NORTH

The Down and Up Main lines between Percy Main Junction and Percy Main North, will be taken out of use and the junction points at these locations will be secured out of use in the normal position pending removal.

Percy Main

The Junction Indicator arm on Down Main Signal PM8 signal will be removed.

Percy Main North

The Up Starting signal towards Percy Main will be abolished and the adjacent Up Main trap points will be removed and replaced by plain line. The adjacent signal applying Down Main to Up Main; to Down Dock line or to Down Esso Sidings will now apply towards the Down Dock line or to Down Esso Sidings only.

All other associated signalling will be abolished.

Between Percy Main North and Earsdon

The trailing crossover between the Down and Up Main lines (at 2m. 28chs.) will be secured out of use in the normal position pending removal and the associated signals abolished. (13)

DETAILS OF WORK ALREADY CARRIED OUT

YORK — STATION

An A.W.S. test inductor has been provided 55 yards before reaching Y216 signal on the Secondary Locomotive Outlet Line. (11)

BETWEEN DARLINGTON AND NORTHALLERTON

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points — Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been removed and temporarily replaced by plain line. (New Item) (13)

**** BISHOP AUCKLAND EAST — GOODS YARD**

The 'One Train Working' train staff kept at Bishop Auckland East has been dispensed with and 'Yard Working' brought into operation.

The associated 'One Train Working' notice boards have been removed. (10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PICTON

The trailing points leading to and from the Up Main line to the Up Sidings have been secured out of use pending removal. The associated Up Sidings ground disc signals have been abolished. (11)

**** SEATON CAREW AND CLIFF HOUSE**

The Down Siding has been shortened and buffer-stops erected at 69m. 65chs. (10)

CLIFF HOUSE

"B" Yard ground frame has been abolished and the associated connection from the Up Goods to Goods Siding secured out of use pending removal. All Signals formerly worked from the ground frame have been abolished.

The Up Goods Distant signal has been renewed on a straight post 1,018 yards further from the signal box. (11)

EASINGTON

The facing points leading from Up Main to Up Siding have been secured out of use pending removal and the associated disc shunting signals abolished. (Amended Item) (12)

SEAHAM

A new trailing crossover has been brought into use 200 yards North of the signal box. The following new ground position light signals have been brought into use in conjunction with the new crossover:-

No.21 – Ground position light signal with 2-way stencil type route indicator applying:-

Route indication "X" –
set back along Up Main

Route indication "D" –
Up Main to Down Main

No.20 – Down Main to Up Main.

New Ground Position Light signals have been provided to replace the existing Ground disc signals as follows:-

- No.4 – Siding to Up Main
- No.6 – Up Main to Siding
- No.24 – Up Goods to Up Main

The Down Main 2nd. Home signal has been abolished. The Down Main 1st. Home signal has been renamed Down Main Home. (12)



NN

EASTERN REGION

11

TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS

SATURDAY 15 MARCH
TO
FRIDAY 21 MARCH 1980
INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

WEDNESDAY 19 MARCH – PORT CLARENCE – PHILIPS SIDINGS

A single-lever ground frame, released by Annett's Key kept in the Supervisor's hut at Port Clarence will be provided to operate the points leading to and from Philips Petroleum Limited Sidings. (13)

DETAILS OF WORK ALREADY CARRIED OUT

**** YORK – STATION**

An A.W.S. test inductor has been provided 55 yards before reaching Y216 signal on the Secondary Locomotive Outlet Line. (11)

BETWEEN DARLINGTON AND NORTHALLERTON

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points – Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been removed and temporarily replaced by plain line. (U.F.N.)

**** CLIFF HOUSE**

"B" Yard ground frame has been abolished and the associated connection from the Up Goods to Goods Siding secured out of use pending removal. All Signals formerly worked from the ground frame have been abolished.

The Up Goods Distant signal has been renewed on a straight post 1,018 yards further from the signal box. (11)

SEAHAM

A new trailing crossover has been brought into use 200 yards North of the signal box. The following new ground position light signals have been brought into use in conjunction with the new crossover:—

No.21 – Ground position light signal with 2-way stencil type route indicator applying:—

Route indication "X" –
set back along Up Main

Route indication "D" –
Up Main to Down Main

No.20 – Down Main to Up Main.

New Ground Position Light signals have been provided to replace the existing Ground disc signals as follows:—

- No.4 – Siding to Up Main
- No.6 – Up Main to Siding
- No.24 – Up Goods to Up Main

The Down Main 2nd. Home signal has been abolished. The Down Main 1st. Home signal has been renamed Down Main Home. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SEAHAM – continued****Hall Dene**

The Down Main Outer Distant signal has been repositioned on the post of the Seaham Down Main Home signal (729 yards from the Down Inner Distant). **(Amended item) (13)**

BETWEEN PERCY MAIN JUNCTION AND PERCY MAIN NORTH

The Down and Up Main lines between Percy Main Junction and Percy Main North, have been taken out of use and the junction points at these locations secured out of use in the normal position pending removal.

Percy Main

The Junction Indicator arm on Down Main Signal PM8 signal has been removed.

Percy Main North

The Up Starting signal towards Percy Main has been abolished and the adjacent Up Main trap points, have been removed and replaced by plain line. The adjacent signal applying Down Main to Up Main; to Down Dock line or to Down Esso Sidings now applies towards the Down Dock line or to Down Esso Sidings only.

All other associated signalling has been abolished.

Between Percy Main North and Earsdon

The trailing crossover between the Down and Up Main lines (at 2m. 28chs.) has been secured out of use in the normal position pending removal and the associated signals abolished. **(13)**



British Rail

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

12

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 22 MARCH

TO

FRIDAY 28 MARCH 1980

INCLUSIVE

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 MARCH – GRANGETOWN

Grangetown (Tees Dock) Junction

The connections forming the junction between the Down and Up Main lines, and the Tees Dock Branch lines will be secured out of use in the normal position pending removal.

The associated Junction Indicator position "4", subsidiary and route indicator on Down Main signal G103 will be removed.

I.C.I. Wilton/B.S.C. Lackenby Branch

The new junction between the I.C.I. Wilton and the new B.S.C. Lackenby Sidings will be temporarily secured out of use in the normal position to allow movements towards I.C.I. Wilton direction only.

Signals Abolished

Semaphore – Down Goods to G747, and to offset miniature arm – towards Teesport Branch.

Semaphore – I.C.I. Wilton Branch/B.S.C. Lackenby Branch to Up Goods.

Down Main G114 colour light auto signal.

Signal G78 (Teesport Branch to Up Main or to Up Goods) will be replated G728 and the subsidiary signal will be removed.

Shell Junction

The following signals will be brought into use, together with the new connections as shown on the facing diagrams included in this notice.

Signal	Line	Aspect	Route Indication	Application to or towards
G726	I.C.I. Wilton Branch	Main		Up Goods
		Main	Junction Indicator position "1"	Up Main
G728 (G78 replated)	Teesport Branch	Main		Up Goods
		Main	Junction Indicator position "1"	Up Main
G734	I.C.I. Wilton	Main (Y)		G726
G739	Down Goods	Main (Y) Sub		G747 Teesport Branch
G741	Down Main " "	Main "		G745 G747
	" "	Sub	Junction Indicator position "1"	Teesport Branch
G747	Wilton/Lackenby	Sub	"W" "L" (not yet in use)	Wilton I.C.I. B.S.C. Lackenby

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

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

MONDAY 24 MARCH – SEAL SANDS BRANCH

Alterations will be made to the level crossings on the branch as follows:-

North Tees at 4m. 19chs.

The level crossing will be converted from trainmen operated plunger (A1) to OPEN type (B1). Flashing white light signals will be provided 28 yards from the crossing on each rail approach to indicate to Drivers that the road lights are working a combined whistle/25m.p.h. speed restriction board.

25
W

 will be provided 350 yards from the crossing on each rail approach.

Advance Warning boards in the form of a St. George's Cross will be provided 250 yards before reaching each combined whistle/speed restriction board.

Seal Sands level crossing at 4m. 71chs.

The level crossing will be converted from trainmen operated plunger (A1) to OPEN type (B1). Flashing white light signals will be provided 28 yards from the crossing on each rail approach to indicate to Drivers that the road lights are working.

A combined whistle / 25m.p.h. speed restriction board

25
W

 will be provided 350 yards before reaching the crossing on the Down approach and a combined whistle / 10m.p.h. speed restriction board

10
W

 will be provided 117 yards from the crossing on the Up approach.

Advance Warning boards in the form of a St. George's Cross will be provided 250 yards from the Down direction combined whistle / speed restriction board and 100 yards from the board in the Up direction.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DARLINGTON AND NORTHALLERTON

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points – Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been removed and temporarily replaced by plain line. (U.F.N.)

PORT CLARENCE – PHILIPS SIDINGS

A single-lever ground frame, released by Annett's Key kept in the Supervisor's hut at Port Clarence has been provided to operate the points leading to and from Philips Petroleum Limited Sidings. (13)

**** SEAHAM**

A new trailing crossover has been brought into use 200 yards North of the signal box. The following new ground position light signals have been brought into use in conjunction with the new crossover:-

No.21 – Ground position light signal with 2-way stencil type route indicator applying:-

Route indication "X" –
set back along Up Main

Route indication "D" –
Up Main to Down Main

No.20 – Down Main to Up Main.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** * SEAHAM – continued**

New Ground Position Light signals have been provided to replace the existing Ground disc signals as follows:-

- No.4 – Siding to Up Main
- No.6 – Up Main to Siding
- No.24 – Up Goods to Up Main

The Down Main 2nd. Home signal has been abolished. The Down Main 1st. Home signal has been renamed Down Main Home.

Hall Dene

The Down Main Outer Distant signal has been repositioned on the post of the Seaham Down Main Home signal (729 yards from the Down Inner Distant). (12)

BETWEEN PERCY MAIN JUNCTION AND PERCY MAIN NORTH

The Down and Up Main lines between Percy Main Junction and Percy Main North, have been taken out of use and the junction points at these locations secured out of use in the normal position pending removal.

Percy Main

The Junction Indicator arm on Down Main Signal PM8 signal has been removed.

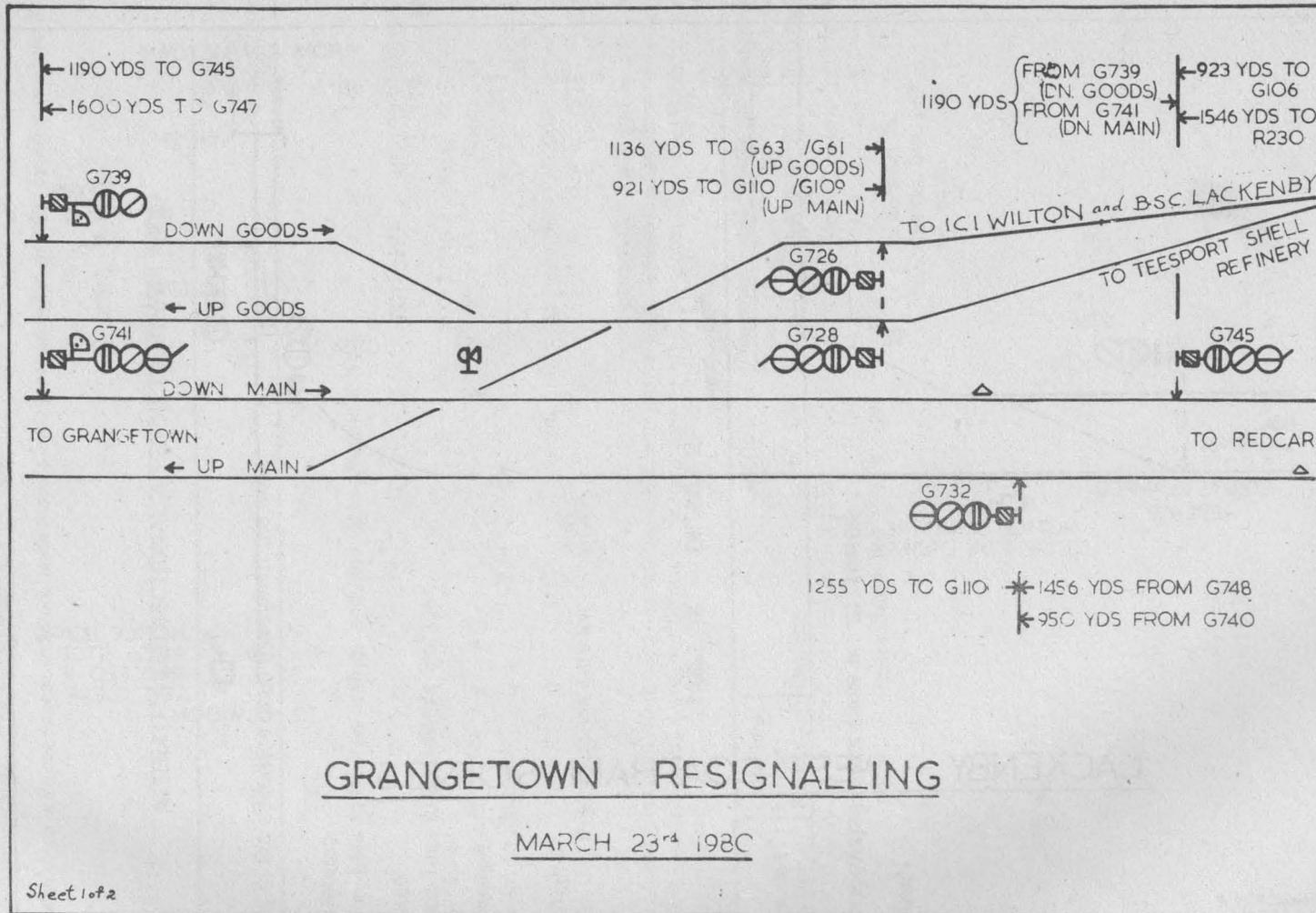
Percy Main North

The Up Starting signal towards Percy Main has been abolished and the adjacent Up Main trap points, have been removed and replaced by plain line. The adjacent signal applying Down Main to Up Main; to Down Dock line or to Down Esso Sidings now applies towards the Down Dock line or to Down Esso Sidings only.

All other associated signalling has been abolished.

Between Percy Main North and Earsdon

The trailing crossover between the Down and Up Main lines (at 2m. 28chs.) has been secured out of use in the normal position pending removal and the associated signals abolished. (13)

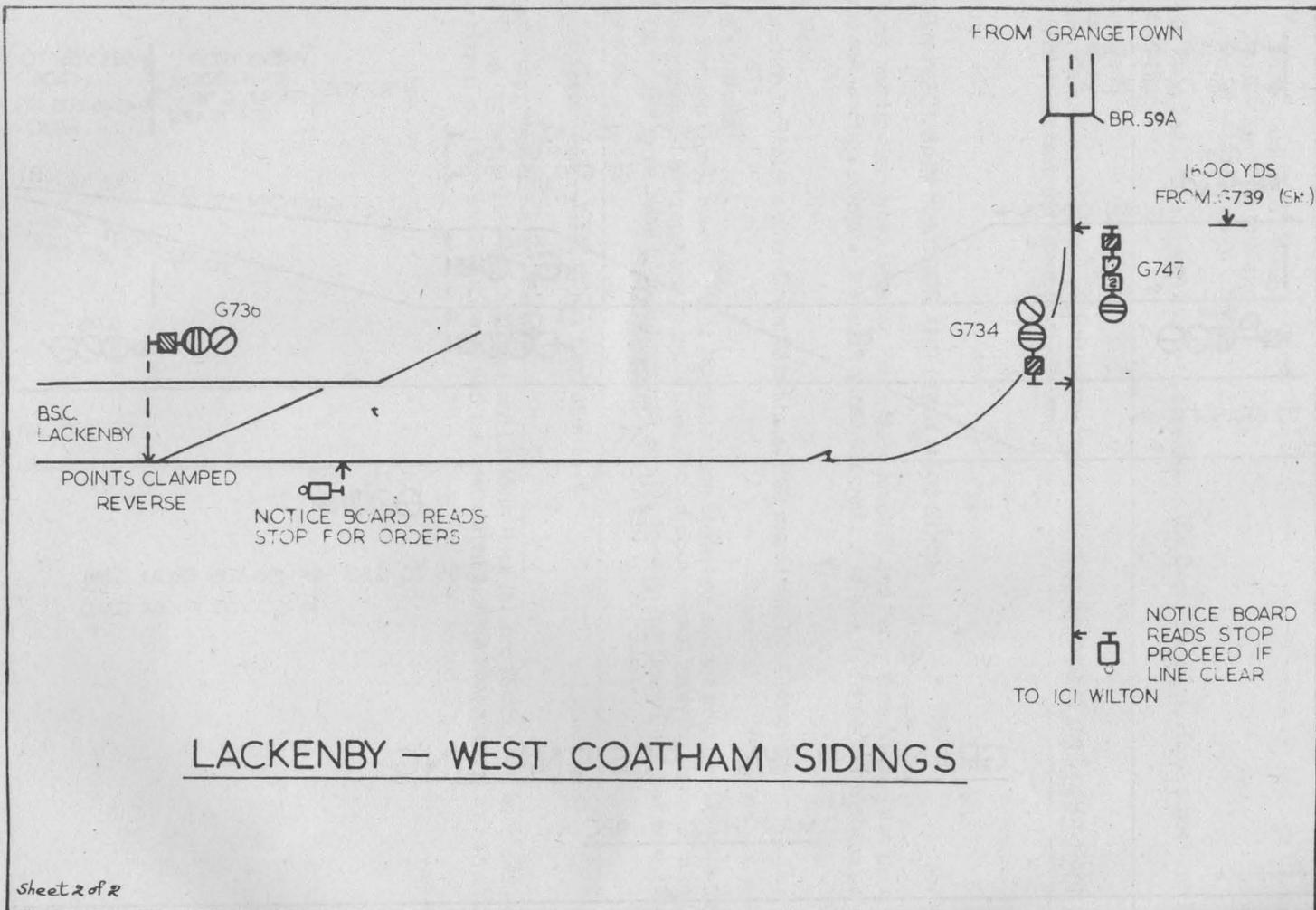


GRANGETOWN RESIGNALLING

MARCH 23rd 1980

Sheet 1 of 2

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



(15)

Sheet 2 of 2

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book		Page number relating Table "A"
Page 20		
Delete:-		
Billingham-on-Tees to Philips Sidings and Monsanto Chemical Works		179
Add:-		
Billingham-on-Tees to Seal Sands Storage		179 (14D)
Amend:-		
Percy Main Jn. to Earsdon		211
Add:-		
Benton North Jn. to Morpeth via Earsdon		212 (14D)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 48						
		DONCASTER BLACK CARR JN. TO BERWICK				
		Benton North Jn.	4 24		25	To Earsdon Jn. line 0m. 0ch. and 0m. 68ch. (14D)
		Add:-				

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Pages 179/180 BILLINGHAM-ON-TEES TO PHILIPS SIDINGS AND MONSANTO CHEMICAL WORKS Delete heading and table and substitute:- BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE BILLINGHAM-ON-TEES AND PHILIPS SIDING PHILIPS SIDING AND SEAL SANDS STORAGE							
		Billingham-on-Tees (See page 171)	0.00		20	0m. 4ch. and 0m. 0ch.	
		Belasis Lane	1.04				
		Belasis Lane Jn. (See page 180)	1.13				
		Port Clarence	3.15	15	15	3m. 15ch. and 3m. 51ch.	
		Philips Siding Jn.	3.51				
		North Tees L.C. Open (Type A1)	4.19				
		Seal Sands L.C. Open (Type A1)	4.71				
		Seal Sands Branch Jn.	<u>5.01</u> 0.00				
							(14D)

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

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Pages 179/180 - substitute - ----- ↓	continued	I.C.I. Brinefield LC Open (Type A.2) *	0.12				
		T.H.P.A. LC Open (Type A.2) *	0.29				
		N.E.E.B. LC Open (Type A.2) *	0.39				
		Philips LC Open (Type A.2) *	0.62				
		Rohm Haas LC Open (Type A.2) *	1.42				
		Monsanto Siding Jn.	1.43				
		Monsanto LC Open (Type A.2)	1.46				
		Rohm Haas No.2 LC Open (Type A.2) *	1.49				* Notice Boards not provided.
		Rohm Haas No.3 LC Open (Type A.2) *	1.70				
		S.S. Chemicals LC Open (Type A.2) *	2.11				
		Philips No.2 LC Open (Type A.2) *	2.16				
		Philips No.3 LC Open (Type A.2) *	2.22				
End of line	2.42				(14D)		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up m.p.h.			
<p>Page 211</p> <p>Amend heading:- PERCY MAIN JN. TO EARSDON</p> <p>Delete:- EARSDON AND MORPETH</p> <p>Add:-</p> <p>Delete whole of table after Earsdon on pages 211 and 212</p>		Earsdon (See page 212)	0.00	45	45	MAXIMUM PERMISSIBLE SPEED		
<p>Page 212</p> <p>Add new table:- BENTON NORTH JN. TO MORPETH VIA EARSDON BENTON NORTH JN. AND MORPETH</p>		Benton North Jn. (see page 48)	0.00	45	45	MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES	C.W. Down Main at 0m. 9ch. 781 yards before reaching signal B17.	
<p>★</p>			0.68	25	25	0m. 68ch. and 0m. 0ch.	C.W. Down Main at 0m. 62ch. 1320 yards before reaching signal B7.	
				30	30	2m. 19ch. and 2m. 43ch.		
				2.34	20	20	2m. 43ch. and 2m. 53ch.	
						30	2m. 34ch. and 2m. 19ch.	

(Amended Item) (14D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up m.p.h.			
Page 212 - Add - cont'd								
		Earsdon	$\frac{2.53}{7.08}$	20	2m. 53ch. and 2m. 34ch.			
	Holywell LC	7.41						
	Seghill North LC	9.06	30	30	10m. 10ch. and 9m. 0ch. 10m. 49ch. and 11m. 53ch.			
	Hartley LC (A.H.B.)	11.12						
	Newsham South LC	12.44						
	Newsham North Jn. (See page 216)	12.74	15		To Isabella Colliery line.			
	Plessey Road LC (C.C.T.V.)	13.16						
	Beside LC	14.67						
	Bedlington South LC	15.60	30	30	15m. 46ch. and 15m. 76ch.			
	Bedlington North LC (See page 215)	15.71	20		To Woodhorn line.			
				15		Double to Single at 16m. 7ch.	C. Down main at 16m. 9ch.	
	Choppington LC	17.06	30	30	17m. 10ch. and 17m. 25ch.			
	Hepscott LC	19.21						
Morpeth LC	20.40	20	20	20m. 30ch. and 20m. 46ch.				
Morpeth Jn. (See page 49)	20.47	15		20m. 46ch. and 20m. 47ch.				

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

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING TRAINS OR VEHICLES

Between	Lines	Number of vehicles and special conditions
Page 228		
Amend heading :- BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE (14D)		
Page 231		
PERCY MAIN JN. TO MORPETH Amend heading:- BENTON NORTH JN. TO MORPETH VIA EARSDON		
Delete:-		
Percy Main North	Earsdon	Down/Up 2 freight brakevans
Add new table:-		
PERCY MAIN JN. TO EARSDON		
Percy Main North	Earsdon	Down/Up 2 freight brakevans (14D)

TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Lines	Maximum No. of Vehicles (S.L.U's) and special conditions.
Page 242			
Amend heading :- BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE (14D)			
Page 245			
Amend heading:- BENTON NORTH JN. TO MORPETH VIA EARSDON (14D)			

TABLE J – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of Train	Condi-tions	Remarks
Page 252				
Amend heading:- PERCY MAIN JN. TO EARSDON (14D)				

LOCAL INSTRUCTIONS

Page 396 (Page 79 Supp. Optg. Insts.)	
Amend heading :- BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE (14D)	
Page 418	
Amend heading :- PERCY MAIN JN. TO EARSDON (14D)	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

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

Page 21 (1)

Item 3.1.

Amend speed to read "3 m.p.h."

ADDITION

★ PROCAR 80 CAR CARRIER – PR.90872

The following conditions must be observed with regard to the above vehicle and details of the services on which it is to be conveyed will be advised separately.

1. The passage of the train to be specially observed.
2. Appropriate reminder appliances to be used to ensure no premature operation of points/signals can be initiated.
3. If power worked points are concerned, such points must be operated to the required position by means of the lever/switch/button and a reminder appliance employed.

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

Page 7 ND5

Delete :-

CHEVINGTON heading and items.

(14D)

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

14 MARCH, 1980

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

**NN**

EASTERN REGION

13

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 29 MARCH

TO

FRIDAY 4 APRIL 1980

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 MARCH (REDATED) – SEAL SANDS BRANCH

Alterations will be made to the level crossings on the branch as follows:-

North Tees at 4m. 19chs.

The level crossing will be converted from trainmen operated plunger (A1) to OPEN type (B1). Flashing white light signals will be provided 28 yards from the crossing on each rail approach to indicate to

Drivers that the road lights are working a combined whistle/25m.p.h. speed restriction board.

25
W

 will be provided 350 yards from the crossing on each rail approach.

Advance Warning boards in the form of a St. George's Cross will be provided 250 yards before reaching each combined whistle/speed restriction board.

Seal Sands level crossing at 4m. 71chs.

The level crossing will be converted from trainmen operated plunger (A1) to OPEN type (B1). Flashing white light signals will be provided 28 yards from the crossing on each rail approach to indicate to Drivers that the road lights are working.

A combined whistle / 25m.p.h. speed restriction board

25
W

 will be provided 350 yards before reaching

the crossing on the Down approach and a combined whistle / 10m.p.h. speed restriction board

10
W

 will be provided 117 yards from the crossing on the Up approach.

Advance Warning boards in the form of a St. George's Cross will be provided 250 yards from the Down direction combined whistle / speed restriction board and 100 yards from the board in the Up direction.

A Notice Board worded "STOP AND EXAMINE POINTS" will be provided at the entrance to Seal Sands Storage. A telephone will be provided. (16)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DARLINGTON AND NORTHALLERTON

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points – Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been removed and temporarily replaced by plain line. (U.F.N.)

****** PORT CLARENCE – PHILIPS SIDINGS

A single-lever ground frame, released by Annett's Key kept in the Supervisor's hut at Port Clarence has been provided to operate the points leading to and from Philips Petroleum Limited Sidings. (13)

GRANGETOWN

Grangetown (Tees Dock) Junction

The connections forming the junction between the Down and Up Main lines and the Tees Dock Branch lines have been secured out of use in the normal position pending removal.

The associated Junction Indicator position "4", subsidiary and route indicator on Down Main signal G103 has been removed.

**British Rail****NN**

EASTERN REGION

14/15

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

**SATURDAY 5 APRIL
TO
FRIDAY 18 APRIL 1980
INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 8 APRIL – DARLINGTON SOUTH JUNCTION

The points at 43m 63chs (Down Main to Passenger Siding) will be secured out of use in the normal position pending removal and Passenger Siding ground frame will be abolished. (17)

TUESDAY 8 APRIL – BISHOP AUCKLAND EAST

The facing points – Down Main to No.2 Platform line will be secured out of use in the normal position pending removal. (17)

TUESDAY 8 APRIL – NORTH SHIELDS

The ground frame points at Hylton Street Coal Yard will be secured out of use pending renewal. (17)

WEDNESDAY 9 APRIL – GUISBOROUGH ROAD CROSSING at 14m 56chs (Between Battersby and Castleton Moor)

As a result of the increase in the permissible approach speeds to the level crossing, the combined whistle/speed restriction boards will be repositioned to 350 yards (200 yards further) from the crossing and will be altered as follows:–

Down Line –	10
	35
	(W)
Up Line –	10
	30
	(W)

See Section D (17)

WEDNESDAY 9 to SUNDAY 13 APRIL – BEAL

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (17)

SATURDAY 12 to MONDAY 14 APRIL – SEGHILL

The Gate Box together with all associated signals will be abolished.

The level crossing will be converted to Automatic-Half-Barriers.

Telephone communication to Holywell signal box will be provided.

“WHISTLE” boards will not be provided at this location. (17)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SUNDAY 30 MARCH (REDATED) – SEAL SANDS BRANCH

Alterations have been made to the level crossings on the branch as follows:-

North Tees at 4m. 19chs.

The level crossing has been converted from trainmen operated plunger (A1) to OPEN type (B1). Flashing white light signals have been provided 28 yards from the crossing on each rail approach to indicate to Drivers that the road lights are working a combined whistle/25 m.p.h. speed restriction board

25
W

 has been provided 350 yards from the crossing on each rail approach.

Advance Warning Boards in the form of a St. George's Cross have been provided 250 yards before reaching each combined whistle/speed restriction board.

Seal Sands level crossing at 4m. 71chs.

The level crossing has been converted from trainmen operated plunger (A1) to OPEN type (B1). Flashing white light signals have been provided 28 yards from the crossing on each rail approach to indicate to Drivers that the road lights are working.

A combined whistle / 25m.p.h. speed restriction board

25
W

 has been provided 350 yards before reaching

the crossing on the Down approach and a combined whistle/10 m.p.h. speed restriction board

10
W

 has been provided 117 yards from the crossing on the Up approach.

Advance Warning boards in the form of a St. George's Cross have been provided 250 yards from the Down direction combined whistle/speed restriction board and 100 yards from the board in the Up direction.

A Notice Board worded "STOP AND EXAMINE POINTS" has been provided at the entrance to Seal Sands Storage. A telephone has been provided.

(16)

FIGHTING COCKS BRANCH

The line to Paton & Baldwins Sidings Ground Frame has been taken out of use and the branch now terminates at 3m. 13chs.

(New Item) (17)

BETWEEN PERCY MAIN NORTH AND EARSDON

The ground frame at Jobling's Siding together with the Down side connection has been removed.

(New Item) (17)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 199						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
★ Amend		Guisborough Road LC Open (Type B.1)	14 56	10	Over Level Crossing (Passenger trains, loaded or empty may proceed at 30m.p.h. (w.e.f. Wednesday 9 April)	
				10	Over Level Crossing (Passenger trains loaded or empty may proceed at 35m.p.h. (w.e.f. Wednesday 9 April)	(23D)

MISCELLANEOUS NOTICES

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (U.F.N.)

SUNDERLAND STATION

The Up Platform is being reconstructed and drivers of stopping trains must stop their trains at the marker boards provided. Commencing Sunday 13 April.

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
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

28 MARCH, 1980

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



*Tynemouth
Box*

NN

EASTERN REGION

16

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 19 APRIL

TO

FRIDAY 25 APRIL 1980

INCLUSIVE

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



WARNING



★ TYNE AND WEAR METRO ELECTRIFICATION

(Notice published in ND14D. page 2)

NOTE:-

Delete reference, to Overhead Line Structure numbered W.50B shown in locations numbered 2 to 7 inclusive and insert reference to Overhead Line Structure numbered KG.01 050 and junction with location No.5 shown on page 3 of ND5D (i.e. from Overhead Line Structure numbered KG.01 389 on Kenton Branch IN Line, West of Regent Centre Siding to junction with the route from Overhead Line Structure numbered BG.03 399 on IN Line East of E.C.M.L. Bridge at Benton to Overhead Line Structure numbered GM.03 996 South of Jesmond Metro Station). (23D)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 20 APRIL – BETWEEN SKELTON AND TOLLERTON – BENINGBROUGH LEVEL CROSSING NO.54 AT 7 m.p.**

Miniature Red/Green warning lights (and associated notice boards) will be provided at the crossing to warn road users of the approach of trains.

'WHISTLE' boards will be provided on each rail approach as follows:—

Down Fast and Up Fast lines – 611 yards from the crossing. |
Down Slow and Up Slow lines – 367 yards from the crossing. | (19)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN DARLINGTON AND NORTHALLERTON**

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points – Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been removed and temporarily replaced by plain line. | (U.F.N.)

DARLINGTON SOUTH JUNCTION

The points at 43m 63chs (Down Main to Passenger Siding) have been secured out of use in the normal position pending removal and Passenger Siding ground frame has been abolished. (17)

BEAL

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (17)

BISHOP AUCKLAND EAST

The facing points – Down Main to No. 2 Platform line have been secured out of use in the normal position pending removal. (17)

NORTH SHIELDS

The ground frame points at Hylton Street Coal Yard have been secured out of use pending renewal. (17)

TYNEMOUTH SOUTH

No. 46 Colour Light signal Up Main has been removed. (New Item) (19)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** SEAL SANDS BRANCH**

Alterations have been made to the level crossings on the branch as follows:-

North Tees at 4m. 19chs.

The level crossing has been converted from trainmen operated plunger (A1) to OPEN type (B1). Flashing white light signals have been provided 28 yards from the crossing on each rail approach to indicate to Drivers that the road lights are working a combined whistle/25 m.p.h. speed restriction board

25
W

 has been provided 350 yards from the crossing on each rail approach.

Advance Warning Boards in the form of a St.George's Cross have been provided 250 yards before reaching each combined whistle/speed restriction board.

Seal Sands level crossing at 4m. 71chs.

The level crossing has been converted from trainmen operated plunger (A1) to OPEN type (B1). Flashing white light signals have been provided 28 yards from the crossing on each rail approach to indicate to Drivers that the road lights are working.

A combined whistle / 25m.p.h. speed restriction board

25
W

 has been provided 350 yards before reaching

the crossing on the Down approach and a combined whistle/10 m.p.h. speed restriction board

10
W

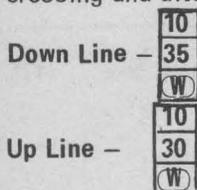
 has been provided 117 yards from the crossing on the Up approach.

Advance Warning boards in the form of a St.George's Cross have been provided 250 yards from the Down direction combined whistle/speed restriction board and 100 yards from the board in the Up direction.

A Notice Board worded "STOP AND EXAMINE POINTS" has been provided at the entrance to Seal Sands Storage. A telephone has been provided. (16)

GUISBOROUGH ROAD CROSSING at 14m. 56chs. (Between Battersby and Castleton Moor)

As a result of the increase in the permissible approach speeds to the level crossing, the combined whistle/speed restriction boards have been repositioned to 350 yards (200 yards further) from the crossing and altered as follows:-



See Section D

(17)

FIGHTING COCKS BRANCH

The line to Paton & Baldwins Sidings Ground Frame has been taken out of use and the branch now terminates at 3m. 13chs.

(17)

BETWEEN PERCY MAIN NORTH AND EARSDON

The ground frame at Jobling's Siding together with the Down side connection has been removed.

(17)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PRUDHOE

The Down Coal Siding has been secured out of use pending removal and the associated signals removed.
 (New Item) (19)

SEGHILL

The Gate Box together with all associated signals has been abolished.

The level crossing has been converted to Automatic-HalfBarriers.

Telephone communication to Holywell signal box is provided.

"WHISTLE" boards are not provided at this location. (17)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down Up m.p.h.	At or Between	
Page 81 (Page ND40, ND14D)						
BENTON NORTH JN. TO MORPETH VIA EARSDON						
Between Holywell and Seghill North						
★	Add :-			15	8m. 63ch. and 9m. 30ch.	
Between Seghill North and Hartley LC						
★	Amend :-				30 10m. 10ch. and 9m. 30ch.	
★	Add :-				15 9m. 30ch. and 9m. 3ch.	
Page 199						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
	Amend	Guisborough Road LC Open (Type B.1)	14 56		10 Over Level Crossing (Passenger trains, loaded or empty may proceed at 30m.p.h. (w.e.f. Wednesday 9 April)	
				10	Over Level Crossing (Passenger trains loaded or empty may proceed at 35m.p.h. (w.e.f. Wednesday 9 April)	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 398

PHILIPS SIDINGS GROUND FRAME AND MONSANTO SIDINGS

★ Delete route heading and item headed "North Tees and Seal Sands Open Level Crossings".
(23D)

MISCELLANEOUS NOTICES

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (19)

SUNDERLAND STATION

The Up Platform is being reconstructed and drivers of stopping trains must stop their trains at the marker boards provided. (19)

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

11 APRIL, 1980

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

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

17

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 26 APRIL

TO

FRIDAY 2 MAY 1980

INCLUSIVE

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

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 2 MAY – SEAL SANDS BRANCH

Alterations will be made to the level crossings on the branch as follows:–

Rohm Haas level crossing at 1m. 42chs.

The level crossing will be converted to trainmen operated flashing lights (type A1).

The control unit and white light indications to indicate that the road signals are working (at this crossing and also the road signals at Monsanto) will be provided 40 yards from the crossing on the Down approach and 28 yards from the crossing on the Up approach.

An advance Warning board in the form of a St. Georges Cross will be provided 278 yards before reaching the crossing in the Up direction.

Monsanto level crossing at 1m 46chs.

The level crossing will be converted to Trainmen operated flashing lights (A1).

A control unit and associated white light indicators applicable to the road lights at both this crossing and at Rohm Haas will be provided immediately before reaching the crossing on the Down approach.

(20)

SATURDAY 26 APRIL AND UNTIL FURTHER NOTICE – BENTON AND SOUTH GOSFORTH

All existing signalling controlled from South Gosforth Signal Box will be disconnected to allow control of the area to be transferred to the P.T.E. Metro Control Centre. South Gosforth Signal Box will, however, remain as a block-post and all moves throughout the area will be under the control of Handsignalmen.

Benton Station Junction

The following signals will be maintained at Red:–

B.R. No.	Metro No.	Line
B35	233	Down S.W. Curve (including associated Banner Repeater).
B39	228	Down B & T (Metro 'OUT' Loop).
B38	230	Up B & T (Metro 'IN' Loop).

The signal-post telephones on these signals will remain connected to Benton Signal Box.

South Gosforth

The following signals will be maintained at Red:–

B.R. No.	Metro No.	Line
SG8	129	Car Sheds Line 1
SG9	131	Car Sheds Line 2
SG10	134	No.1 Group Car Sheds
SG11	132	No.2 Group Car Sheds
SG12	154	Down B & T (Metro 'OUT' Loop)

The existing 'back to back' signals at the South Gosforth end of the Avoiding Line will be taken out of use and replaced on the same site by a new Metro Signal No.148 applicable to the Down ('out') direction and maintained at Red.

A telephone connected to South Gosforth signal box will be provided at Signal 148 and the telephone near signal SG11 (Metro No.132) will remain operational.

(20)

**NN**

EASTERN REGION

18

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 3 MAY

TO

FRIDAY 9 MAY 1980

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 MAY – BETWEEN PELAW AND HARTON

The connection Up Main/NCB Pontop Exchange Sidings and the adjacent main to main crossover will be secured out of use in the normal position pending removal and the associated signalling abolished.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SKELTON AND TOLLERTON – BENINGBROUGH LEVEL CROSSING NO.54 AT 7m.p.

Miniature Red/Green warning lights (and associated notice boards) have been provided at the crossing to warn road users of the approach of trains.

'WHISTLE' boards have been provided on each rail approach as follows:—

Down Fast and Up Fast lines – 611 yards from the crossing.
Down Slow and Up Slow lines – 367 yards from the crossing. (19)

BETWEEN DARLINGTON AND NORTHALLERTON

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points – Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been removed and temporarily replaced by plain line. (U.F.N.)

TYNEMOUTH SOUTH

No. 46 Colour Light signal Up Main has been removed. (19)

SEAL SANDS BRANCH

alterations have been made to the level crossings on the branch as follows:—

Rohm Haas level crossing at 1m. 42chs.

The level crossing has been converted to trainmen operated flashing lights (type A1).

The control unit and white light indications to indicate that the road signals are working (at this crossing and also the road signals at Monsanto) have been provided 40 yards from the crossing on the Down approach and 28 yards from the crossing on the Up approach.

An advance Warning board in the form of a St. Georges Cross has been provided 278 yards before reaching the crossing in the Up direction.

Monsanto level crossing at 1m 46chs.

The level crossing has been converted to trainmen operated flashing lights (A1).

A control unit and associated white light indicators applicable to the road lights at both this crossing and at Rohm Haas have been provided immediately before reaching the crossing on the Down approach.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PRUDHOE

The Down Coal Siding has been secured out of use pending removal and the associated signals removed. (19)

BENTON AND SOUTH GOSFORTH

All existing signalling controlled from South Gosforth Signal Box has been disconnected to allow control of the area to be transferred to the P.T.E. Metro Control Centre. South Gosforth Signal Box, however, remains as a block-post and all moves throughout the area are under the control of Handsignalmen.

Benton Station Junction

The following signals have been maintained at Red:—

B.R. No.	Metro No.	Line
B35	233	Down S.W. Curve (including associated Banner Repeater).
B39	228	Down B & T (Metro 'OUT' Loop).
B38	230	Up B & T (Metro 'IN' Loop).

The signal-post telephones on these signals remain connected to Benton Signal Box.

South Gosforth

The following signals have been maintained at Red:—

B.R. No.	Metro No.	Line
SG8	129	Car Sheds Line 1
SG9	131	Car Sheds Line 2
SG10	134	No.1 Group Car Sheds
SG11	132	No.2 Group Car Sheds
SG12	154	Down B & T (Metro 'OUT' Loop)

The existing 'back to back' signals at the South Gosforth end of the Avoiding Line have been taken out of use and replaced on the same site by a new Metro Signal No.148 applicable to the Down ('out') direction and maintained at Red.

A telephone connected to South Gosforth signal box has been provided at Signal 148 and the telephone near signal SG11 (Metro No.132) remains operational. (UFN)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 81 (Page ND40, ND14D)						
BENTON NORTH JN. TO MORPETH VIA EARSDON						
Between Holywell and Seghill North						
	Add:—			15	8m. 63ch. and 9m. 30ch.	
Between Seghill North and Hartley LC						
	Amend:—			30	10m. 10ch. and 9m. 30ch.	
	Add:—			15	9m. 30ch. and 9m. 3ch.	
Page 175						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Seaburn and East Boldon						
★	Delete:—			30	92m. 52ch. and 93m. 18ch.	(w.e.f. Saturday 3 May) (23D)
Page 180 (Page ND59, ND 14D)						
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE						
Amend:—						
		Monsanto L.C. Open (Type A.1)	1 46			
		Rohm Haas No.2 L.C. Open (Type A.1)*	1 49			(23D)
Page 199						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
	Amend	Guisborough Road LC Open (Type B.1)	14 56		10 Over Level Crossing (Passenger trains, loaded or empty may proceed at 30m.p.h.	
				10	Over Level Crossing (Passenger trains loaded or empty may proceed at 35m.p.h.	(23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 398

PHILIPS SIDINGS GROUND FRAME AND MONSANTO SIDINGS

Delete route heading and item headed "North Tees and Seal Sands Open Level Crossings".
(23D)

MISCELLANEOUS NOTICES

STOCKTON STATION

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904. (19)

SUNDERLAND STATION

The Up Platform is being reconstructed and drivers of stopping trains must stop their trains at the marker boards provided. (19)

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

25 APRIL, 1980

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

**British Rail****NN**

EASTERN REGION

19

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 10 MAY

TO

FRIDAY 16 MAY 1980**INCLUSIVE**

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

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 MAY – CHEVINGTON

The following signals will be replated as shown:-

Up Main

U30 auto signal will be replated CN50.

U29 auto signal will be replated CN48.

CN46 signal will be converted to an automatic signal.

U27 auto signal will be replated CN44.

CN45 signal will be converted to an automatic signal and replated CN40.

Down Main

D27 automatic signal will be replated CN39.

CN32 signal will be converted to an automatic signal and replated CN43.

Signal-post telephones to Chevington signal box will be provided on all the above.

(23)

MONDAY 12 and TUESDAY 13 MAY – MORPETH: COMMISSIONING OF NORTH-EAST CURVE (BETWEEN THE NEW JUNCTIONS OF HEPSCOTT JUNCTION AND MORPETH NORTH JUNCTION)

The new curve which will connect the Blyth & Tyne branch with the North Main Line will be brought into use. **The Track Circuit Block Regulations will apply over the new N.E. Curve double/single lines.**

The curve will be as shown on the diagram contained in this notice.

A.W.S.: The Automatic Warning System will be provided as shown on the diagram.

GENERAL: A description of the new signals is shown below and a diagram illustrating the new layout and signalling is included in this notice.

DESCRIPTION OF SIGNALS:- M = Morpeth H = Hepscott

Signal	Line	Aspect M = Main	Routes or Junction Indicator	Application to or towards
DOWN:-				
M159	Down B. & T.	M	Route indicator Position "1"	M137 (existing)
		M	—	M135
M135	Down N.E. Curve	M	—	M133
M133	Down N.E. Curve	M	—	M143 (auto existing)
UP:-				
M140 (existing)	Up Main	M	New Position "2" Route indication	M132
M132	Up N.E. Curve	M	—	M134
M134	Up N.E. Curve	M	—	H11 (existing)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

**** BETWEEN SKELTON AND TOLLERTON – BENINGBROUGH LEVEL CROSSING NO.54 AT 7m.p.**

Miniature Red/Green warning lights (and associated notice boards) have been provided at the crossing to warn road users of the approach of trains.

'WHISTLE' boards have been provided on each rail approach as follows:-

Down Fast and Up Fast lines – 611 yards from the crossing.
Down Slow and Up Slow lines – 367 yards from the crossing. (19)

BETWEEN DARLINGTON AND NORTHALLERTON

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points – Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been removed and temporarily replaced by plain line. (U.F.N.)

BETWEEN PELAW AND HARTON

The connection Up Main/NCB Pontop Exchange Sidings and the adjacent main to main crossover have been secured out of use in the normal position pending removal and the associated signalling abolished. (22)

**** TYNEMOUTH SOUTH**

No. 46 Colour Light signal Up Main has been removed. (19)

SEAL SANDS BRANCH

Alterations have been made to the level crossings etc. **THIS WORK HAS NOT BEEN CARRIED OUT.**

**** PRUDHOE**

The Down Coal Siding has been secured out of use pending removal and the associated signals removed. (19)

BENTON AND SOUTH GOSFORTH

All existing signalling controlled from South Gosforth Signal Box has been disconnected to allow control of the area to be transferred to the P.T.E. Metro Control Centre. South Gosforth Signal Box, however, remains as a block-post and all moves throughout the area are under the control of Handsignalmen.

Benton Station Junction

The following signals have been maintained at Red:-

B.R. No.	Metro No.	Line
B35	233	Down S.W. Curve (including associated Banner Repeater).
B39	228	Down B & T (Metro 'OUT' Loop).
B38	230	Up B & T (Metro 'IN' Loop).

The signal-post telephones on these signals remain connected to Benton Signal Box.

South Gosforth

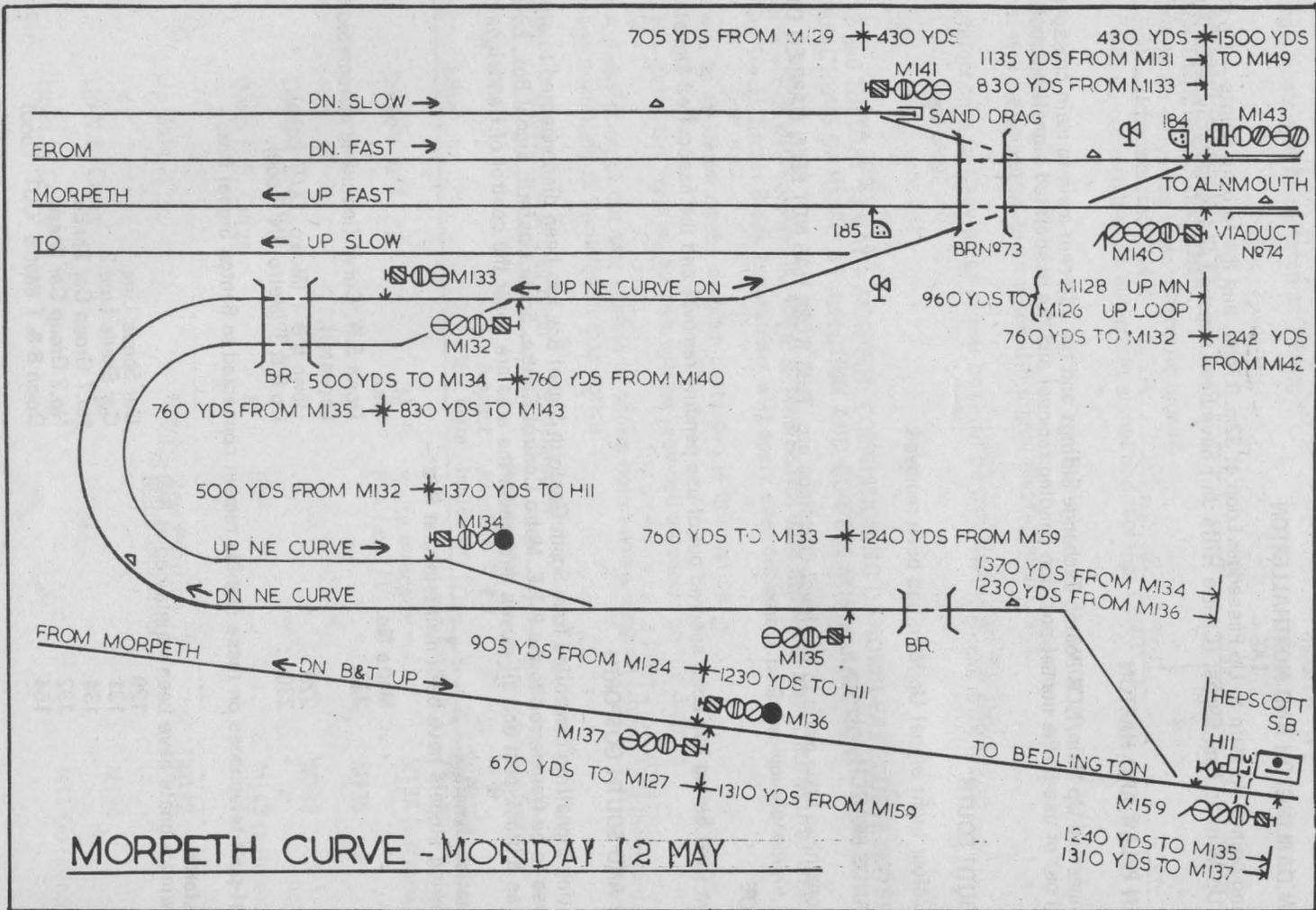
The following signals have been maintained at Red:-

SG8	129	Car Sheds Line 1
SG9	131	Car Sheds Line 2
SG10	134	No.1 Group Car Sheds
SG11	132	No.2 Group Car Sheds
SG12	154	Down B & T (Metro 'OUT' Loop)

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

The existing 'back to back' signals at the South Gosforth end of the Avoiding Line have been taken out of use and replaced on the same site by a new Metro Signal No. 148 applicable to the Down ('out') direction and maintained at Red.

A telephone connected to South Gosforth signal box has been provided at Signal 148 and the telephone near signal SG11 (Metro No. 132) remains operational. (UFN)



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 81 (Page ND40, ND14D)						
BENTON NORTH JN. TO MORPETH VIA EARSDON						
Between Holywell and Seghill North						
Add :-				15	8m. 63ch. and 9m. 30ch.	
Between Seghill North and Hartley LC						
Amend :-				30	10m. 10ch. and 9m. 30ch.	
Add :-				15	9m. 30ch. and 9m. 3ch.	
Page 175						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Seaburn and East Boldon						
Delete:-				30	92m. 52ch. and 93m. 18ch.	(23D)
Page 180 (Page ND59, ND 14D)						
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE						
★ Amend:-						
		Rohm Haas	1	42		
		L.C. Open (Type A.1)				
		Monsanto L.C.	1	46		
		Open (Type A.1)				(23D)
Page 199						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
Amend		Guisborough Road	14	56	10	Over Level Crossing (Passenger trains, loaded or empty may proceed at 30m.p.h.
		LC Open (Type B.1)			10	Over Level Crossing (Passenger trains loaded or empty may proceed at 35m.p.h.
						(23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 398

PHILIPS SIDINGS GROUND FRAME AND MONSANTO SIDINGS

Delete route heading and item headed "North Tees and Seal Sands Open Level Crossings".
(23D)

MISCELLANEOUS NOTICES

★ On Friday, 16 May, 1980 a helicopter will be carrying out aerial photography over the section of line
** between Newcastle and Berwick between 09 00 and 13 00. (19)
*

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

2 MAY, 1980

MP.32/NN

G. GRAHAM
Chief Operating Manager

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

**NN**

EASTERN REGION

20

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

SATURDAY 17 MAY

TO

FRIDAY 23 MAY 1980**INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 18 MAY : HEATON STATION**

Up North Signal UN1 will be replaced by a straight post signal at a reduced height of 11 feet above rail level.

Its Banner Repeater Signal (RUN.1) will be abolished. (24)

MONDAY 19 to FRIDAY 23 MAY – HENDON

The miniature arm signal operated from the Shunters ground frame, applying towards No.1 Reception; Siding No.2; Reception No.5 and Standage Siding will be repositioned 34 yards further from the ground frame. (24)

SUNDAY 18 MAY – SOUTH GOSFORTH SIGNALLING (TYNE – WEAR METRO) STAGE 1

From Sunday 18 May new signalling will be commissioned worked from South Gosforth P.T.E. Control Centre. Full details are shown in Supplementary Signalling notice No.106 and all concerned must ensure they are in possession of a copy of this notice.

The following alterations should be made to Notice No.106 :-

Delete – Paragraph 5 (At this stage ----).

Insert – Trains will cease to be conducted over the Goods Avoiding line and the present method of working will apply on the line to Coxlodge. A "Stop Board", facing towards Coxlodge will be provided adjacent to signal G180. Drivers of Up trains must telephone the South Gosforth PTE Control Centre for authority to proceed – using the signal post telephone at Signal G180.

Notice Boards :-

Insert the following :-

Type D1 – Road type "Traffic Light" sign which with a plate underneath indicates distance, in metres to next stop signal.

Type D2 – Whistle sign (Blue circle with white "W")

Type D5 – Road type "No entry" sign – indicates limit of shunt.

Type D7 – Black St. Georges Cross on white background – indicates approach to level crossing.

This supersedes the information contained on Pages 429 and 430 of the Sectional Appendix.

Description of signals : Amend reference to signal G148 to read :-

G148	Out Avoiding Line	M	G158
------	-------------------	---	------

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

TUESDAY 20 MAY – PETH LANE LEVEL CROSSING AT 5m. 58chs. (BETWEEN ADDISON AND WYLAM)

The level crossing gates will be locked against road traffic. The Gate Box, together with all signals worked therefrom will be abolished.

Telephone communications between the level crossing and Addison signal box will be provided.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DARLINGTON AND NORTHALLERTON

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points – Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been removed and temporarily replaced by plain line. (U.F.N.)

MORPETH: COMMISSIONING OF NORTH-EAST CURVE (BETWEEN THE NEW JUNCTIONS OF HEPSCOTT JUNCTION AND MORPETH NORTH JUNCTION)

The new curve which connects the Blyth & Tyne branch with the North Main Line has been brought into use. **The Track Circuit Block Regulations apply over the new N.E. Curve double/single lines.**

The curve is as shown on the diagram contained in this notice.

A.W.S.: The Automatic Warning System has been provided as shown on the diagram.

GENERAL: A description of the new signals is shown below and a diagram illustrating the new layout and signalling is included in this notice.

DESCRIPTION OF SIGNALS:– M = Morpeth H = Hepscott

Signal	Line	Aspect M = Main	Routes or Junction Indicator	Application to or towards
DOWN:–				
M159	Down B. & T.	M	Route indicator Position "1"	M137 (existing)
		M	–	M135
M135	Down N.E. Curve	M	–	M133
M133	Down N.E. Curve	M	–	M143 (auto existing)
UP:–				
M140 (existing)	Up Main	M	New Position "2" Route indication	M132
M132	Up N.E. Curve	M	–	M134
M134	Up N.E. Curve	M	–	H11 (existing) (24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CHEVINGTON

The following signals have been replated as shown:-

Up Main

- U30 auto signal has been replated CN50.
- U29 auto signal has been replated CN48.
- CN46 signal has been converted to an automatic signal.
- U27 auto signal has been replated CN44.
- CN45 signal has been converted to an automatic signal and replated CN40.

Down Main

- D27 automatic signal has been replated CN39.
- CN32 signal has been converted to an automatic signal and replated CN43.

Signal-post telephones to Chevington signal box have been provided on all the above, (23)

BETWEEN PELAW AND HARTON

The connection Up Main/NCB Pontop Exchange Sidings and the adjacent main to main crossover have been secured out of use in the normal position pending removal and the associated signalling abolished. (22)

UNTIL SUNDAY 18 MAY – BENTON AND SOUTH GOSFORTH

All existing signalling controlled from South Gosforth Signal Box has been disconnected to allow control of the area to be transferred to the P.T.E. Metro Control Centre. South Gosforth Signal Box, however, remains as a block-post and all moves throughout the area are under the control of Handsignalmen.

Benton Station Junction

The following signals have been maintained at Red:-

B.R. No.	Metro No.	Line
B35	233	Down S.W. Curve (including associated Banner Repeater).
B39	228	Down B & T (Metro 'OUT' Loop).
B38	230	Up B & T (Metro 'IN' Loop).

The signal-post telephones on these signals remain connected to Benton Signal Box.

South Gosforth

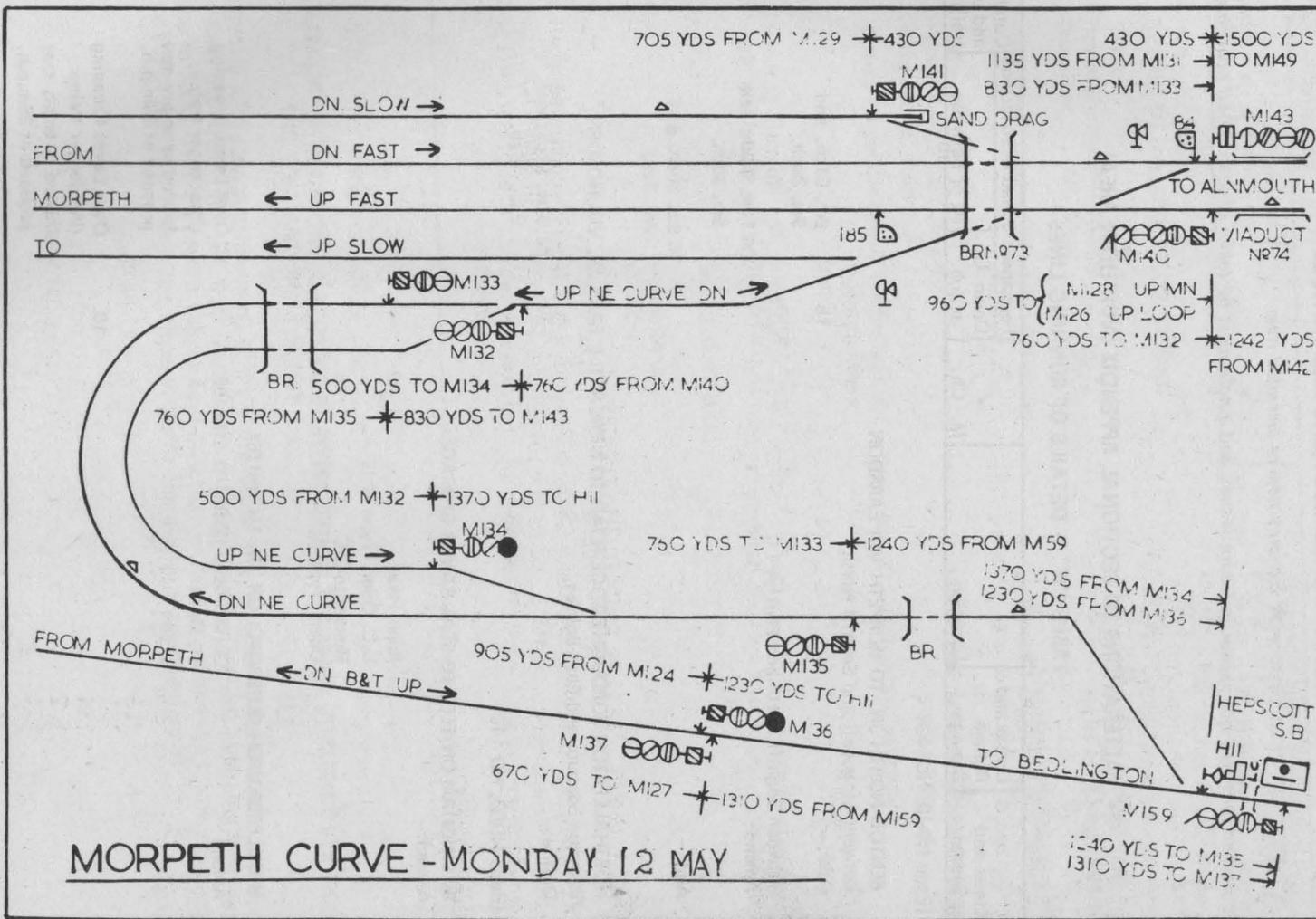
The following signals have been maintained at Red:-

SG8	129	Car Sheds Line 1
SG9	131	Car Sheds Line 2
SG10	134	No.1 Group Car Sheds
SG11	132	No.2 Group Car Sheds
SG12	154	Down B & T (Metro 'OUT' Loop)

The existing 'back to back' signals at the South Gosforth end of the Avoiding Line have been taken out of use and replaced on the same site by a new Metro Signal No.148 applicable to the Down ('out') direction and maintained at Red.

A telephone connected to South Gosforth signal box has been provided at Signal 148 and the telephone near signal SG11 (Metro No.132) remains operational.

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



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 81 (Page ND40, ND14D)						
BENTON NORTH JN. TO MORPETH VIA EARS DON						
Between Holywell and Seghill North						
	Add:—		15	8m. 63ch. and 9m. 30ch.		
Between Seghill North and Hartley LC						
	Amend:—			30 10m. 10ch. and 9m. 30ch.		
	Add:—			15 9m. 30ch. and 9m. 3ch.		
Page 175						
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Seaburn and East Boldon						
	Delete:—		30	30 92m. 52ch. and 93m. 18ch.		(23D)
Page 180 (Page ND59, ND 14D)						
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE						
	Amend:—					
		Rohm Haas	1 42			
		L.C. Open (Type A.1)				
		Monsanto L.C.	1 46			
		Open (Type A.1)				(23D)
Page 199						
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY						
	Amend	Guisborough Road	14 56	10	Over Level Crossing (Passenger trains, loaded or empty may proceed at 30m.p.h.	
		LC Open (Type B.1)				
				10	Over Level Crossing (Passenger trains loaded or empty may proceed at 35m.p.h.	(23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "A" – continued

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

Pages 424-425

BENTON TO CALLERTON I.C.I. SIDINGS



Delete:-

Regent Centre East Jn. and Bank Foot L.C. (4m. 70ch)

20 20 MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES.

Bank Foot L.C. (4m. 70ch.) and Callerton I.C.I. Sidings

30 30 MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.



Add:-

Regent Centre East Jn. and Callerton I.C.I. Sidings

10 10 MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.



Delete all details Regent Centre East Jn. to Callerton I.C.I. Sidings and **substitute**



Regent Centre East Jn. 0 29

Coxlodge Station L.C. 1 54

*See Local Instructions.

Bells L.C. (T.M.O.) 2 40

Kenton Bank L.C. (T.M.O.) 3 06

Callerton L.C. (T.M.O.) 4 20

Callerton I.C.I. Sidings 5 58

(w.e.f. Sunday 18 May)
(23D)

Pages 422/430 INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

Concurrently with the commissioning of the Metro Signalling between Benton Station Junction and Regent Centre East Junction, Tyne and Wear Metro rules will apply between those locations. B.R. rules will continue to apply between Regent Centre East Junction and Callerton and the following amendments/additions will apply until the next stage of Metro Signalling is commissioned. (23D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
★ BENTON TO CALLERTON I.C.I. SIDINGS			
Coxlodge Station	Rowntrees Down Sidings	Single	20 S.L.U. without brakevan.
Callerton	I.C.I. Sidings	Single	6 S.L.U. (23D)

GENERAL INSTRUCTIONS

Page 426

METRO SIGNALLING SYSTEM

★ Delete third sentence i.e. "IN corresponds to UP and OUT corresponds to DOWN." (23D)

LOCAL INSTRUCTIONS

Page 398

PHILIPS SIDINGS GROUND FRAME AND MONSANTO SIDINGS

Delete route heading and item headed "North Tees and Seal Sands Open Level Crossings". (23D)

Page 423

★ Add:—
WORKING OF SINGLE LINE SIDING BETWEEN REGENT CENTRE EAST JUNCTION (SIGNAL DOWN DIRECTION/STOP BOARD UP DIRECTION) AND "START OF ONE TRAIN WORKING" – AT KENTON BANK FOOT

1. Method

- 1.1 The line between Regent Centre East Junction (signal G180 Down direction/stop board Up direction) and Kenton Bank Foot is worked as a siding under the control of the Signalman at Coxlodge Crossing and his permission must be obtained before:—
 - (a) Any movement is allowed to enter the Single line siding or
 - (b) Any work is commenced which affects safety of the line or
 - (c) Any obstruction is placed on the line.
- 1.2 Only one train must be allowed on the siding line at any one time and the Signalman at Coxlodge must be advised when movements leave the sidings line.
- 1.3 To contact the Signalman at Coxlodge Crossing, telephone Newcastle 851509.
- 1.4 Drivers of trains to Coxlodge will be authorised to proceed along the siding from signal G180.
- 1.5 When a train from Coxlodge arrives at the stop board on the Goods Avoiding line, the driver must telephone the Metre Control Centre for authority to proceed using the telephone at signal G180.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

LOCAL INSTRUCTIONS – continued

★ Page 423 – Add – continued

2. Rule Book

2.1 Section H

Drivers must not exceed a speed of 10m.p.h. when working over the siding line and all trains must exhibit head, tail and when necessary, side lamps in accordance with Clause 7. Trains must not be propelled except as provided for in Clause 8.

2.2 Section M

The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 10 yards apart, 200 yards from the obstruction on both sides. The Operating Supervisor at Coxlodge Crossing must then be advised of the circumstances.

2.3 Section O

The provisions of this Section must be applied, except that, protection by Handsignalman will not be necessary

2.4 Section S

The provisions of this Section must be applied except that the Handsignalman need only be stationed 200 yards from the trolley with the 3 detonators placed 10 yards apart.

2.5 Section T

The provisions of this Section must be applied except when carrying out protection, it will only be necessary to place 3 detonators 10 yards apart 200 yards on both sides of the point where the line is unsafe. (23D)

Page 428

ROWNTREE'S SIDINGS

The instruction relative to Rowntree's Sidings and working of trains between Bank Foot Junction and Callerton I.C.I. Sidings will not apply at this stage.

★ **COXLODGE**

KENTON BANK FOOT AND CALLERTON I.C.I. SIDINGS

1. The line between Kenton Bank Foot and Callerton I.C.I. Sidings is worked under the Regulations for One Train Working; the staff being handed to the Driver at Coxlodge Crossing by the Operating Supervisor who will accompany the train.
 2. A Driver of a train from Callerton must not pass the "End of One Train Working" board at Kenton Bank Foot until he has received permission from the Signalman at Coxlodge Crossing. If the telephone at Kenton Bank Foot should be out of order the Driver must obtain permission to proceed by the most expeditious means available. (23D)
-

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) (BR 31293)

Pages 80/83 (Pages 10/11 ND No.14)

★ **Delete:– INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO** all particulars.

The instructions published in the Sectional Appendix will now apply with certain amendments/ additions which are published under Sectional Appendix amendments. (23D)

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

9 MAY, 1980

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

**NN**

EASTERN REGION

21/22

**TEMPORARY SPEED RESTRICTIONS
PERMANENT WAY OPERATIONS
SIGNAL ALTERATIONS**

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 24 MAY

TO

FRIDAY 6 JUNE 1980**INCLUSIVE**

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 25 MAY – ST. JAMES BRIDGE GROUND FRAME (BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION)

The facing crossover between the Down and Up Pelaw lines will be repositioned 22 yards further from Gateshead and the double slip at the Reception lines end of the connection from Up Pelaw, will be repositioned 27 yards nearer to Gateshead.

A notice board worded 'STOP, AWAIT INSTRUCTIONS' applicable to Nos.1 and 2 Reception lines and Sorting Sidings will be repositioned 22 yards before reaching G39 signal. An additional board worded 'STOP FOR ORDERS' will be provided on the East Side of the double slip connections.

Nos.1 and 2 Reception lines will be remodelled and Gateshead G39 signal will now read:—

MAIN ASPECT	—	UP PELAW (as at present)	
SUBSIDIARY	—	SIDING SHUNT SPUR (altered reading)	(25)

WEDNESDAY 28 MAY : BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

Alterations will be made to the level crossings on the branch as follows:—

Rohm Haas level crossing at 1m. 42chs.

The level crossing will be converted to trainmen operated flashing lights (type A1).

The control unit and white light indications to indicate that the road signals are working (at this crossing and also the road signals at Monsanto) will be provided 40 yards from the crossing on the Down approach and 28 yards from the crossing on the Up approach.

An advance Warning board in the form of a St. Georges Cross will be provided 278 yards before reaching the crossing in the Up direction.

Monsanto level crossing at 1m. 46chs.

The level crossing will be converted to trainmen operated flashing lights (A1).

A control unit and associated white light indicators applicable to the road lights at both this crossing and at Rohm Haas will be provided immediately before reaching the crossing on the Down approach.

(25)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DARLINGTON AND NORTHALLERTON

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points – Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been removed and temporarily replaced by plain line. (U.F.N.)

HEATON STATION

Up North Signal UN1 has been replaced by a straight post signal at a reduced height of 11 feet above rail level.

Its Banner Repeater Signal (RUN.1) has been abolished.

(24)



NN

EASTERN REGION

23

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7th JUNE

116
~~45~~
112

TO

FRIDAY 13 JUNE 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

** The line speed between Boroughbridge Road and Northallerton East Jn. is now 50 m.p.h.

A 30 m.p.h. P.S.R. has been imposed on the Up line at Romanby Road between 42m. 38chs. and 42m. 22chs.
(New Item) (23)

** The 30 m.p.h. P.S.R. between Holywell and Seghill North has been reduced to 15 m.p.h. and now applies between 8m. 63chs. and 9m. 30chs.

Between Seghill North and Hartley LC the 30 m.p.h. restriction in the Up now applies between 10m. 10chs. and 9m. 30chs. and a 15 m.p.h. restriction on the Up now applies between 9m. 30chs. and 9m. 3chs.
(New Item) (23)

** A 20 m.p.h. P.S.R. has been imposed on the Up Main between Darlington South Jn. and Dinsdale (1m. 30chs. and 1m. 3chs.).
(New Item) (23)

DETAILS OF WORK ALREADY CARRIED OUT

** BETWEEN DARLINGTON AND NORTHALLERTON

The facing points Up Main to Up Passenger Loop at 32m. 17chs. and the trailing points – Up Passenger Loop to Up Main at 30m. 59chs. (Castle Hills Jn.) have been restored to use. (23)

HEATON STATION

Up North Signal UN1 has been replaced by a straight post signal at a reduced height of 11 feet above rail level and will be located between the Up North and Down North lines.

Its Banner Repeater Signal (RUN.1) has been abolished. (Amended Item) (24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** MORPETH: COMMISSIONING OF NORTH-EAST CURVE (BETWEEN THE NEW JUNCTIONS OF HEPSCOTT JUNCTION AND MORPETH NORTH JUNCTION)**

The new curve which connects the Blyth & Tyne branch with the North Main Line has been brought into use. **The Track Circuit Block Regulations apply over the new N.E. Curve double/single lines.**

The curve is as shown on the diagram contained in this notice.

A.W.S.: The Automatic Warning System has been provided as shown on the diagram.

GENERAL: A description of the new signals is shown below and a diagram illustrating the new layout and signalling is included in this notice.

DESCRIPTION OF SIGNALS:– M = Morpeth H = Hepscott

Signal	Line	Aspect M = Main	Routes or Junction Indicator	Application to or towards
DOWN:–				
M159	Down B. & T.	M	Route indicator Position "1"	M137 (existing)
		M	–	M135
M135	Down N.E. Curve	M	–	M133
M133	Down N.E. Curve	M	–	M143 (auto existing)
UP:–				
M140 (existing)	Up Main	M	New Position "2" Route indication	M132
M132	Up N.E. Curve	M	–	M134
M134	Up N.E. Curve	M	–	H11 (existing) (24)

**** CHEVINGTON**

The following signals have been replated as shown:–

Up Main

- U30 auto signal has been replated CN50.
- U29 auto signal has been replated CN48.
- CN46 signal has been converted to an automatic signal.
- U27 auto signal has been replated CN44.
- CN45 signal has been converted to an automatic signal and replated CN40.

Down Main

- D27 automatic signal has been replated CN39.
- CN32 signal has been converted to an automatic signal and replated CN43.

Signal-post telephones to Chevington signal box have been provided on all the above, (23)

HENDON

The miniature arm signal operated from the Shunters ground frame, applying towards No.1 Reception; Siding No.2; Reception No.5 and Standage Siding has been repositioned 34 yards further from the ground frame. (24)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

ST. JAMES BRIDGE GROUND FRAME (BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION)

The facing crossover between the Down and Up Pelaw lines has been repositioned 22 yards further from Gateshead and the double slip at the Reception lines end of the connection from Up Pelaw, has been repositioned 27 yards nearer to Gateshead.

A notice board worded 'STOP, AWAIT INSTRUCTIONS' applicable to Nos.1 and 2 Reception lines and Sorting Sidings has been repositioned 22 yards before reaching G39 signal. An additional board worded 'STOP FOR ORDERS' has been provided on the East Side of the double slip connections.

Nos. 1 and 2 Reception lines have been remodelled and Gateshead G39 signal now reads :-

MAIN ASPECT	—	UP PELAW (as at present)	
SUBSIDIARY	—	SIDING SHUNT SPUR (altered reading)	(25)

BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

Alterations have been made to the level crossings on the branch as follows :-

Rohm Haas level crossing at 1m. 42chs.

The level crossing has been converted to trainmen operated flashing lights (type A1).

The control unit and white light indications to indicate that the road signals are working (at this crossing and also the road signals at Monsanto) have been provided 40 yards from the crossing on the Down approach and 28 yards from the crossing on the Up approach.

An advance Warning board in the form of a St. Georges Cross has been provided 278 yards before reaching the crossing in the Up direction.

Monsanto level crossing at 1m. 46chs.

The level crossing has been converted to trainmen operated flashing lights (A1).

A control unit and associated white light indicators applicable to the road lights at both this crossing and at Rohm Haas have been provided immediately before reaching the crossing on the Down approach. (25)

SOUTH GOSFORTH SIGNALLING (TYNE – WEAR METRO) STAGE 1

New signalling has been commissioned worked from South Gosforth P.T.E. Control Centre. Full details are shown in Supplementary Signalling Notice No.106 and all concerned must ensure they are in possession of a copy of this notice. |

The following alterations should be made to Notice No.106 :-

Delete – Paragraph 5 (At this stage ---).

Insert – Trains will cease to be conducted over the Goods Avoiding line and the present method of working will apply on the line to Coxlodge. A "Stop Board", facing towards Coxlodge will be provided adjacent to signal G180. Drivers of Up trains must telephone the South Gosforth PTE Control Centre for authority to proceed – using the signal post telephone at Signal G180.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SOUTH GOSFORTH SIGNALLING (TYNE – WEAR METRO) STAGE 1 – continued

Notice Boards :-

Insert the following :-

Type D1 – Road type "Traffic Light" sign which with a plate underneath indicates distance, in metres to next stop signal.

Type D2 – Whistle sign (Blue circle with white "W")

Type D5 – Road type "No entry" sign – indicates limit of shunt.

Type D7 – Black St. Georges Cross on white background – indicates approach to level crossing.

This supersedes the information contained on Pages 429 and 430 of the Sectional Appendix.

Description of signals : Amend reference to signal G148 to read :-

G148	Out Avoiding Line	M	G158	(25)
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TEES (NEWPORT EAST JUNCTION)

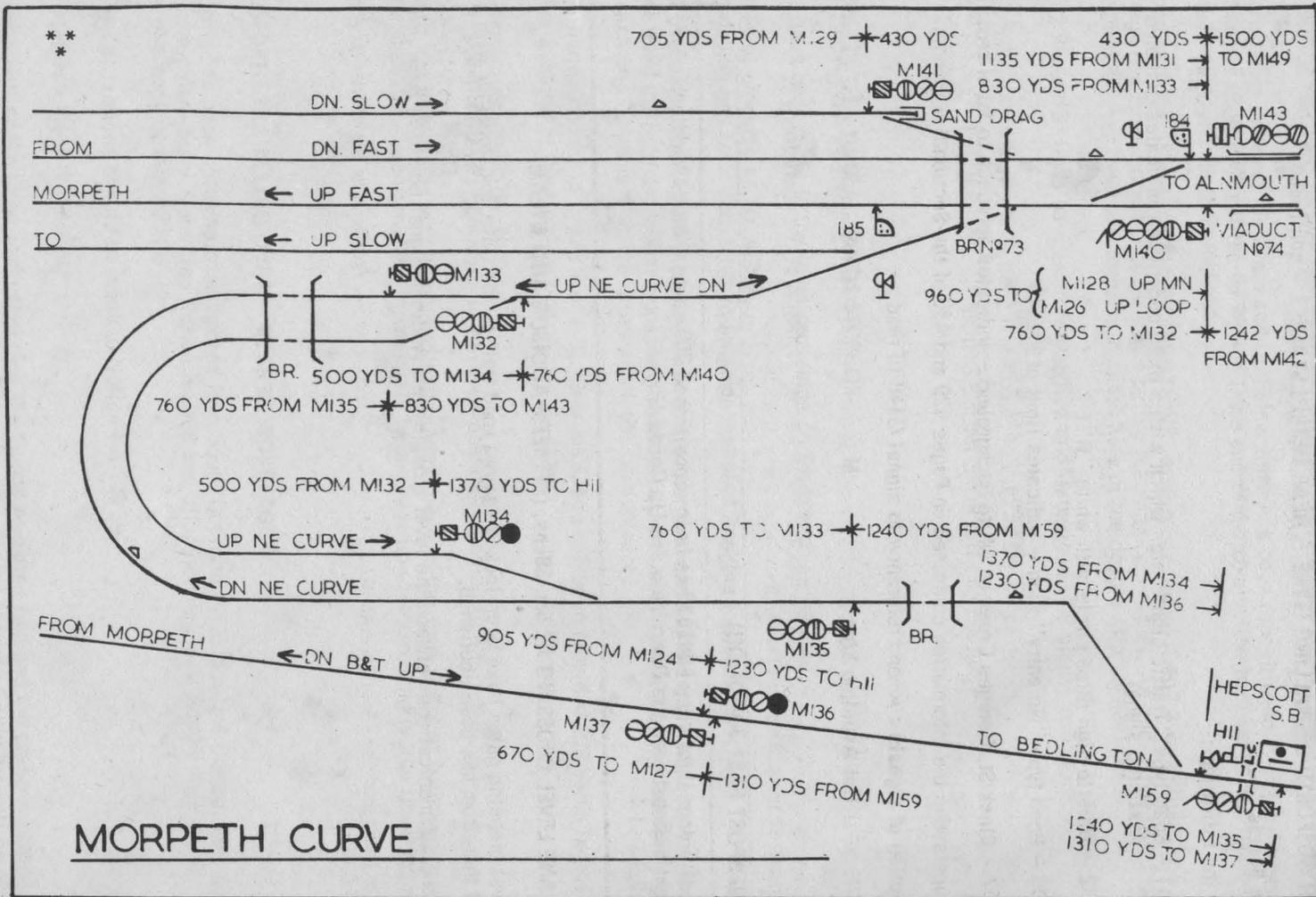
Up Goods colour light signal **TY103** has been repositioned 200 yards towards Middlesbrough, mounted on a straight post between the Down Main and Up Goods lines. **(New item) (25)**

PETH LANE LEVEL CROSSING AT 5m. 58chs. (BETWEEN ADDISON AND WYLAM)

The level crossing gates have been locked against road traffic. The Gate Box, together with all signals worked therefrom has been abolished.

Telephone communications between the level crossing and Addison signal box have been provided. **(25)**

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



GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

MANORS STATION

Platform No. 7 has been reduced in length at both the North and South Ends, to give an effective length of 500 feet. Drivers of stopping trains to bring their trains to a stand at the marker board provided, adjacent to footbridge No. 16.

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

30 MAY, 1980

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



British Rail

NN

EASTERN REGION

24

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 14 JUNE

TO

FRIDAY 20 JUNE 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 15 JUNE – HALTWHISTLE**

The Up Main Starting signal will be replaced by a 2-aspect colour light signal (Red/Green) and resited 916 yards further from the signal box. (27)

DETAILS OF WORK ALREADY CARRIED OUT**** HEATON STATION**

Up North Signal UN1 has been replaced by a straight post signal at a reduced height of 11 feet above rail level and will be located between the Up North and Down North lines.

Its Banner Repeater Signal (RUN.1) has been abolished. (24)

**** HENDON**

The miniature arm signal operated from the Shunters ground frame, applying towards No.1 Reception; Siding No.2; Reception No.5 and Standage Siding has been repositioned 34 yards further from the ground frame. (24)

ST. JAMES BRIDGE GROUND FRAME (BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION)

The facing crossover between the Down and Up Pelaw lines has been repositioned 22 yards further from Gateshead and the double slip at the Reception lines end of the connection from Up Pelaw, has been repositioned 27 yards nearer to Gateshead.

A notice board worded 'STOP, AWAIT INSTRUCTIONS' applicable to Nos.1 and 2 Reception lines and Sorting Sidings has been repositioned 22 yards before reaching G39 signal. An additional board worded 'STOP FOR ORDERS' has been provided on the East Side of the double slip connections.

Nos. 1 and 2 Reception lines have been remodelled and Gateshead G39 signal now reads :—

MAIN ASPECT	—	UP PELAW (as at present)	
SUBSIDIARY	—	SIDING SHUNT SPUR (altered reading)	(25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

Alterations have been made to the level crossings on the branch as follows :-

Rohm Haas level crossing at 1m. 42chs.

The level crossing has been converted to trainmen operated flashing lights (type A1).

The control unit and white light indications to indicate that the road signals are working (at this crossing and also the road signals at Monsanto) have been provided 40 yards from the crossing on the Down approach and 28 yards from the crossing on the Up approach.

An advance Warning board in the form of a St. Georges Cross has been provided 278 yards before reaching the crossing in the Up direction.

Monsanto level crossing at 1m. 46chs.

The level crossing has been converted to trainmen operated flashing lights (A1).

A control unit and associated white light indicators applicable to the road lights at both this crossing and at Rohm Haas have been provided immediately before reaching the crossing on the Down approach. (25)

SOUTH GOSFORTH SIGNALLING (TYNE – WEAR METRO) STAGE 1

New signalling has been commissioned worked from South Gosforth P.T.E. Control Centre. Full details are shown in Supplementary Signalling Notice No.106 and all concerned must ensure they are in possession of a copy of this notice. |

The following alterations should be made to Notice No.106 :-

Delete – Paragraph 5 (At this stage ---).

Insert – Trains will cease to be conducted over the Goods Avoiding line and the present method of working will apply on the line to Coxlodge. A "Stop Board", facing towards Coxlodge will be provided adjacent to signal G180. Drivers of Up trains must telephone the South Gosforth PTE Control Centre for authority to proceed – using the signal post telephone at Signal G180.

Notice Boards :-

Insert the following :-

Type D1 – Road type "Traffic Light" sign which with a plate underneath indicates distance, in metres to next stop signal.

Type D2 – Whistle sign (Blue circle with white "W")

Type D5 – Road type "No entry" sign – indicates limit of shunt.

Type D7 – Black St. Georges Cross on white background – indicates approach to level crossing.

This supersedes the information contained on Pages 429 and 430 of the Sectional Appendix.

Description of signals : Amend reference to signal G148 to read :-

G148	Out Avoiding Line	M	G158	(25)
------	-------------------	---	------	------

TEES (NEWPORT EAST JUNCTION)

Up Goods colour light signal **TY103** has been repositioned 200 yards towards Middlesbrough, mounted on a straight post between the Down Main and Up Goods lines. (New item) (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PETH LANE LEVEL CROSSING AT 5m. 58chs. (BETWEEN ADDISON AND WYLAM)

The level crossing gates have been locked against road traffic. The Gate Box, together with all signals worked therefrom has been abolished.

Telephone communications between the level crossing and Addison signal box have been provided.

(25)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

MANORS STATION

Platform No. 7 has been reduced in length at both the North and South Ends, to give an effective length of 500 feet. Drivers of stopping trains to bring their trains to a stand at the marker board provided, adjacent to footbridge No. 16.

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

6 JUNE, 1980

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

Seaton



British Rail

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

25

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 JUNE

TO

FRIDAY 27 JUNE 1980

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



WARNING

**TYNE AND WEAR METRO ELECTRIFICATION
(Page 2-ND23D)**

Amend

TYNE AND WEAR METRO ELECTRIFICATION

THE OVERHEAD LINE EQUIPMENT at the following locations will be energised at 1,500 volts D.C. with effect from 06 00 hours Monday 16 June 1980 and thereafter must be regarded as "ALIVE" at all times.

BETWEEN WEST MONKSEATON AND TYNEMOUTH (INCL.)

FROM Overhead Line Structures numbered WB.09818 on the IN Line and BW.09818 on the OUT Line East of West Monkseaton Station.

TO Overhead Line Structures numbered PW/WP.14932 on the IN and OUT Lines at Tynemouth Station.

THE OVERHEAD LINE EQUIPMENT at the following locations will be energised at 1,500 volts D.C. with effect from 06 00 hours Monday 30 June 1980 and thereafter must be regarded as "ALIVE" at all times.

BETWEEN REGENT CENTRE AND KENTON BANK FOOT

FROM Overhead Line Structures numbered GK 01389 on the Kenton Branch OUT Line and KG01389 on the Kenton Branch IN Line, located West of Regent Centre Siding.

TO Overhead Line Structure numbered GKX 04918A located immediately on the Metro station side of the level crossing at Kenton Bank Foot for the platform line and for the B.R. Single line

and also

TO Overhead Line Structure numbered GKX 04918C located immediately on the Metro station side of the level crossing at Kenton Bank Foot for the Metro siding. (31D)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 21 to SUNDAY 22 JUNE – CHEVINGTON

New trap points will be installed in the Refuge Siding and the Ground Position light signal N36 will be renumbered 75 and resited at the trap points.

The Down Goods Loop will be upgraded to passenger line status and renamed Down Passenger Loop.

Down Main signal CN27 will be abolished, and Widdrington North Signal WN3 will become a controlled signal (also controlled now from Chevington).

The following Signals will be replated :-

Line	Former No .	New No.	
Down Main	CN30	CN33	
Down Main	CN31	CN35	
Down Pass. Loop	CN28	CN37	
Up Main	CN44	CN38	
Up Main	CN42	CN36	
Up Main	CN38	CN32	
Up Pass. Loop	CN41	CN34	(28)

SUNDAY 22 JUNE – CONSETT EAST

The signal box, together with all points and signals worked therefrom has been abolished.

The Block Section is now between Consett North and Carr House Junction. (28)

WEDNESDAY 25 JUNE – WEARMOUTH

The points opposite the signal box leading to Up Goods No.1 or Up Goods No.2 will be secured out of use pending removal and the associated signalling abolished. Up Goods No.1 will be removed – Up Goods No.2 will be renamed Up Goods. The hand points at the Monkwearmouth end of Up Goods No.1 will be secured out of use pending removal. (28)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

GATESHEAD (ST. JAMES BRIDGE JN.)

The P.T.E. Access line has been abandoned. The associated points on the Up Greensfield have been secured out of use pending removal. The former B.R. Main lines between Pelaw and Gateshead (St. James Bridge Jn.) are now connected into the P.T.E. Metro tracks at Old Fold (metro) station.
 (New Item) (28)

HALTWHISTLE

The Up Main Starting signal has been replaced by a 2-aspect colour light signal (Red/Green) and resited 916 yards further from the signal box. (27)

**** ST. JAMES BRIDGE GROUND FRAME (BETWEEN PELAW AND GATESHEAD HIGH STREET JUNCTION)**

The facing crossover between the Down and Up Pelaw lines has been repositioned 22 yards further from Gateshead and the double slip at the Reception lines end of the connection from Up Pelaw, has been repositioned 27 yards nearer to Gateshead.

A notice board worded 'STOP, AWAIT INSTRUCTIONS' applicable to Nos.1 and 2 Reception lines and Sorting Sidings has been repositioned 22 yards before reaching G39 signal. An additional board worded 'STOP FOR ORDERS' has been provided on the East Side of the double slip connections.

Nos. 1 and 2 Reception lines have been remodelled and Gateshead G39 signal now reads :-

MAIN ASPECT	–	UP PELAW (as at present)	
SUBSIDIARY	–	SIDING SHUNT SPUR (altered reading)	(25)

**** BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE**

Alterations have been made to the level crossings on the branch as follows :-

Rohm Haas level crossing at 1m. 42chs.

The level crossing has been converted to trainmen operated flashing lights (type A1).

The control unit and white light indications to indicate that the road signals are working (at this crossing and also the road signals at Monsanto) have been provided 40 yards from the crossing on the Down approach and 28 yards from the crossing on the Up approach.

An advance Warning board in the form of a St. Georges Cross has been provided 278 yards before reaching the crossing in the Up direction.

Monsanto level crossing at 1m. 46chs.

The level crossing has been converted to trainmen operated flashing lights (A1).

A control unit and associated white light indicators applicable to the road lights at both this crossing and at Rohm Haas have been provided immediately before reaching the crossing on the Down approach.
 (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** SOUTH GOSFORTH SIGNALLING (TYNE – WEAR METRO) STAGE 1**

New signalling has been commissioned worked from South Gosforth P.T.E. Control Centre. Full details are shown in Supplementary Signalling Notice No.106 and all concerned must ensure they are in possession of a copy of this notice.

The following alterations should be made to Notice No.106 :-

Delete – Paragraph 5 (At this stage ----).

Insert – Trains will cease to be conducted over the Goods Avoiding line and the present method of working will apply on the line to Coxlodge. A "Stop Board", facing towards Coxlodge will be provided adjacent to signal G180. Drivers of Up trains must telephone the South Gosforth PTE Control Centre for authority to proceed – using the signal post telephone at Signal G180.

Notice Boards :-

Insert the following :-

Type D1 – Road type "Traffic Light" sign which with a plate underneath indicates distance, in metres to next stop signal.

Type D2 – Whistle sign (Blue circle with white "W")

Type D5 – Road type "No entry" sign – indicates limit of shunt.

Type D7 – Black St. Georges Cross on white background – indicates approach to level crossing.

This supersedes the information contained on Pages 429 and 430 of the Sectional Appendix.

Description of signals : Amend reference to signal G148 to read :-

G148	Out Avoiding Line	M	G158	(25)
------	-------------------	---	------	------

****TEES (NEWPORT EAST JUNCTION)**

Up Goods colour light signal **TY103** has been repositioned 200 yards towards Middlesbrough, mounted on a straight post between the Down Main and Up Goods lines. (New item) (25)

**** PETH LANE LEVEL CROSSING AT 5m. 58chs. (BETWEEN ADDISON AND WYLAM)**

The level crossing gates have been locked against road traffic. The Gate Box, together with all signals worked therefrom has been abolished.

Telephone communications between the level crossing and Addison signal box have been provided. (25)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

MANORS STATION

Platform No. 7 has been reduced in length at both the North and South Ends, to give an effective length of 500 feet. Drivers of stopping trains to bring their trains to a stand at the marker board provided, adjacent to footbridge No. 16.

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

MP.32/NN

G. GRAHAM
Chief Operating Manager

York

13 JUNE, 1980

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

EVERY MINUTE MATTERS WITH

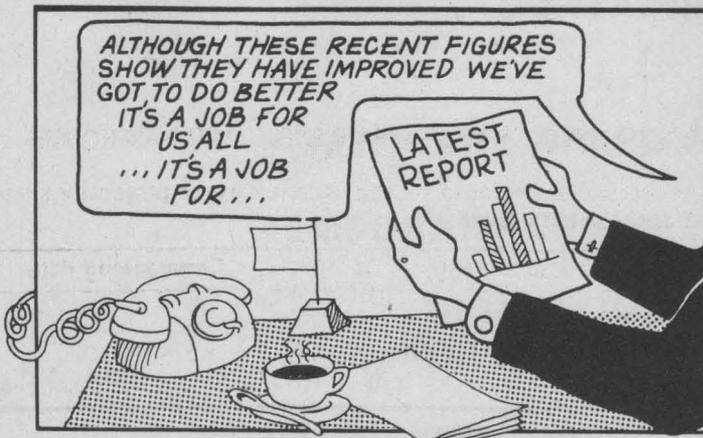
SUPER-RAIL



Monday Morning - Operating Manager's Office



ALTHOUGH THESE RECENT FIGURES SHOW THEY HAVE IMPROVED WE'VE GOT TO DO BETTER IT'S A JOB FOR US ALL ... IT'S A JOB FOR ...



SUPER-RAIL



- * Right Time Starts
- * Connections
- * Station Time
- * Parcels In Position

THE BREAD & BUTTER OF TIME KEEPING



- * Emergencies
- * Regulation
- * Communications

LEAVE IT TO ME...



FOLLOW SUPER-RAIL ON THE 'TIME-SAVING TRAIL'... EVERY WEEK

EVERY MINUTE MATTERS



X
replace



10 CHAINS = 1 FUR
8 FUR = 1 MILE

NN

EASTERN REGION

26

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

22 yds = 1 CHAIN
220 yds = 1 FURL
8 FURL = 1 MILE

SATURDAY 28 JUNE

TO

FRIDAY 4 JULY 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 1 JULY – WASHINGTON

The Banner Repeating signal to the Down Main Starting signal will be abolished. (29)

WEDNESDAY 2 JULY – BETWEEN RYHOPE GRANGE AND LONDONDERRY

Foreman's Ground frame together with the Down Hendon Home signal worked therefrom and the Londonderry Distant arm below will be abolished.

The Down Hendon Distant signal below the Grangetown level crossing Home signal (formerly Distant for Foreman's Ground frame) will become the Londonderry Down Hendon Distant signal at a distance of 1,264 yards from the Londonderry Home signal).

Grangetown level crossing Up Hendon Home signal, together with the Distant signal below on the straight post, will be resited 55 yards before reaching the level crossing. The Distant signal on the offset bracket of this signal will be abolished. (29)

DETAILS OF WORK ALREADY CARRIED OUT

HENDON

The facing connection leading from Down Hendon to Goods together with the associated signalling has been abolished.

The adjacent ground disc signal applying – set back along Up Hendon or to Sidings has been resited 54 yards nearer to the signal box. (New Item) (29)

BETWEEN NUNTHORPE AND BATTERSBY

Morton Carr level crossing at 4m. 68chs. has been converted to an open type level crossing without gates or barriers equipped with steady amber twin flashing red road lights activated by approaching trains. White flashing lights have been provided adjacent to the crossing facing towards rail movements which will indicate when illuminated that the road traffic signals are in working order.

DOWN DIRECTION

A warning indicator in the form of a reflectorised St. George cross has been provided 519 yards from the crossing.

A combined speed restriction/whistle board

10
25
W

 has been provided 244 yards before reaching the crossing.

UP DIRECTION

A warning indicator in the form of a reflectorised St. George cross has been provided 1,392 yards before reaching the crossing. A combined speed restriction/whistle board

10
35
W

 has been provided 342 yards before reaching the crossing.

The crossing will be illuminated at night (activated by approaching trains). (New Item) (29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

CHEVINGTON

New trap points have been installed in the Refuge Siding and the Ground Position light signal N36 has been renumbered 75 and resited at the trap points.

The Down Goods Loop has been upgraded to passenger line status and renamed Down passenger Loop.

Down Main signal CN27 has been abolished, and Widdrington North Signal WN3 is now also controlled from Chevington. (Amended)

The following Signals will be replated :-

Line	Former No .	New No.	
Down Main	CN30	CN33	
Down Main	CN31	CN35	
Down Pass. Loop	CN28	CN37	
Up Main	CN44	CN38	
Up Main	CN42	CN36	
Up Main	CN38	CN32	
Up Pass. Loop	CN41	CN34	(28)

CONSETT EAST

The signal box, together with all points and signals worked therefrom has been abolished.

The Block Section is now between Consett North and Carr House Junction. (28)

WEARMOUTH

The points opposite the signal box leading to Up Goods No.1 or Up Goods No.2 have been secured out of use pending removal and the associated signalling abolished. Up Goods No.1 has been removed – Up Goods No.2 has been renamed Up Goods. The hand points at the Monkwearmouth end of Up Goods No.1 has been secured out of use pending removal. (28)

GATESHEAD (ST. JAMES BRIDGE JN.)

The P.T.E. Access line has been abandoned. The associated points on the Up Greensfield have been secured out of use pending removal. The former B.R. Main lines between Pelaw and Gateshead (St. James Bridge Jn.) are now connected into the P.T.E. Metro tracks at Old Fold (metro) station. (28)

HALTWHISTLE

The Up Main Starting signal has been replaced by a 2-aspect colour light signal (Red/Green) and resited 916 yards further from the signal box. (27)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

MANORS STATION

Platform No. 7 has been reduced in length at both the North and South Ends, to give an effective length of 500 feet. Drivers of stopping trains to bring their trains to a stand at the marker board provided, adjacent to footbridge No. 16.

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

20 JUNE, 1980

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

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

27

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 5 JULY

TO

FRIDAY 11 JULY 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 JULY – BOLDON COLLIERY AND PELAW

Changing signal heads for future work on Signals U97, P16 and B20.

(30)

DETAILS OF WORK ALREADY CARRIED OUT

HENDON

The facing connection leading from Down Hendon to Goods together with the associated signalling has been abolished.

The adjacent ground disc signal applying – set back along Up Hendon or to Sidings has been resited 54 yards nearer to the signal box.

(29)

BETWEEN NUNTHORPE AND BATTERSBY

Morton Carr level crossing at 4m. 68chs. has been converted to an open type level crossing without gates or barriers equipped with steady amber twin flashing red road lights activated by approaching trains. White flashing lights have been provided adjacent to the crossing facing towards rail movements which will indicate when illuminated that the road traffic signals are in working order.

DOWN DIRECTION

A warning indicator in the form of a reflectorised St. George cross has been provided 519 yards from the crossing.

A combined speed restriction/whistle board

10
25
W

 has been provided 244 yards before reaching the crossing.

UP DIRECTION

A warning indicator in the form of a reflectorised St. George cross has been provided 1,392 yards before reaching the crossing. A combined speed restriction/whistle board

10
35
W

 has been provided 342 yards before reaching the crossing.

The crossing will be illuminated at night (activated by approaching trains).

(29)

WASHINGTON

The Banner Repeating signal to the Down Main Starting signal has been abolished.

(29)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN RYHOPE GRANGE AND LONDONDERRY

Foreman's Ground frame together with the Down Hendon Home signal worked therefrom and the Londonderry Distant arm below has been abolished.

The Down Hendon Distant signal below the Grangetown level crossing Home signal (formerly Distant for Foreman's Ground Frame) has become the Londonderry Down Hendon Distant signal at a distance of 1,264 yards from the Londonderry Home signal).

Grangetown level crossing Up Hendon Home signal, together with the Distant signal below on the straight post, has been resited 55 yards before reaching the level crossing. The Distant signal on the offset bracket of this signal has been abolished. (29)

CHEVINGTON

New trap points have been installed in the Refuge Siding and the Ground Position light signal N36 has been renumbered 75 and resited at the trap points.

The Down Goods Loop has been upgraded to passenger line status and renamed Down passenger Loop.

Down Main signal CN27 has been abolished, and Widdrington North Signal WN3 is now also controlled from Chevington. (Amended)

The following Signals will be replated :-

Line	Former No .	New No.
Down Main	CN30	CN33
Down Main	CN31	CN35
Down Pass. Loop	CN28	CN37
Up Main	CN44	CN38
Up Main	CN42	CN36
Up Main	CN38	CN32
Up Pass. Loop	CN41	CN34

(28)

CONSETT EAST

The signal box, together with all points and signals worked therefrom has been abolished.

The Block Section is now between Consett North and Carr House Junction. (28)

WEARMOUTH

The points opposite the signal box leading to Up Goods No.1 or Up Goods No.2 have been secured out of use pending removal and the associated signalling abolished. Up Goods No.1 has been removed – Up Goods No.2 has been renamed Up Goods. The hand points at the Monkwearmouth end of Up Goods No.1 has been secured out of use pending removal. (28)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD (ST. JAMES BRIDGE JN.)

The P.T.E. Access line has been abandoned. The associated points on the Up Greensfield have been secured out of use pending removal. The former B.R. Main lines between Pelaw and Gateshead (St. James Bridge Jn.) are now connected into the P.T.E. Metro tracks at Old Fold (metro) station. (28)

**** HALTWHISTLE**

The Up Main Starting signal has been replaced by a 2-aspect colour light signal (Red/Green) and resited 916 yards further from the signal box. (27)

GUISBOROUGH JUNCTION

The Signal Box at Guisborough Junction has been destroyed by fire.

The following signal and track alterations will apply until further notice.

A temporary signal box has been provided adjacent to the junction with the Whitby Branch north of the Down Goods line. This temporary signal box controls only the junction between the Main lines and the Whitby Branch together with the trailing Main to Main crossover which is unsignalled.

The Platform Siding Ground Frame has been abolished and the connections worked therefrom have been clamped out of use.

The Main to Goods and Goods to Main connection have been taken out of use.

All Signalling on the Goods lines formerly controlled by Guisborough Junction has been abolished and the Absolute Block Regulations will apply on the Goods lines between Whitehouse and Middlesborough.

The following additional signals have also been abolished:-

The Down Main Starter.

The Down Branch Starter.

The Up Main Starter – together with calling on arm.

The Up Main Outer Home.

The Discs controlling the Main to Main Crossover.

Signals G30 and M687 will show only a red or yellow aspect.

Signal Post Telephones will be provided to the New Temporary Signal box from the Up Main and Up Branch Home Signal. (New Item) (30)

HAYDON BRIDGE

No.6 Points Up Main to Up Refuge Siding have been padlocked, spiked and clamped out of use pending removal. (New Item) (30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ANNFIELD

No.5 Points to No.1 and No.2 Sidings have been disconnected from signal box and converted to hand points. The associated signalling has been dispensed with. (New Item) (30)

SOUTH GOSFORTH DEPOT

Signal G152 situated on the 'IN' Reception Line reading towards the 'IN' Line has been repositioned on the right hand side of the Line. (New Item) (30)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

★ METRO SIGNALLING : BENTON STATION – TYNEMOUTH STATION.

As from Monday 7 July, 1980 Metro Signalling will be brought into use between Benton Station and Tynemouth Station (via Backworth) OUT PLATFORM LINE. (30)

MANORS STATION

Platform No. 7 has been reduced in length at both the North and South Ends, to give an effective length of 500 feet. Drivers of stopping trains to bring their trains to a stand at the marker board provided, adjacent to footbridge No. 16.

★ GATESHEAD STATION

The Down Platform is being shortened at both ends to give an overall length of 88 metres. Drivers of stopping trains must bring their trains to a stand at the marker boards provided. (30)

★ WILTON BRANCH

A temporary level crossing has been installed at 0m. 27chs. Boards worded "STOP, WHISTLE, BEFORE PROCEEDING", have been positioned at the approaches to the crossing. (30)

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

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

Location	Nature of Work	Duration	Commencing date
Heaton HST Reception Sidings Nos. 1,2,3 and 4	Trackwork		

York

MP.32/NN

G. GRAHAM
Chief Operating Manager

27 JUNE, 1980

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

EVERY MINUTE MATTERS WITH

SUPER-RAIL



'SUPER-RAIL' OUR CUSTOMERS REGARD OUR RAILWAY AS A NETWORK - WE MUST GET OUR LOCAL SERVICES CONNECTING PUNCTUALLY WITH MAIN LINE TRAINS - LOCAL SERVICES ARE JUST AS IMPORTANT AS EXPRESSES TO THE CUSTOMER



AS JOHN SETS OFF FOR HIS LOCAL STATION...

MUST BE ON TIME IF I'M TO GET THAT EXPORT ORDER FROM BROWNS

MEANWHILE IN BROWNS 'CITY' OFFICE

HOPE THAT JOHN CHAP GETS HERE ON TIME!
EVERY MINUTE MATTERS



OLD CHARLIE'S COMING ... IT'S ONLY A LOCAL TRAIN. HANG ON A COUPLE OF MINUTES

I'VE GOT TO MAKE THE CONNECTION IF I'M TO GET THAT EXPORT ORDER... WE'RE A MINUTE DOWN ALREADY!



SURE ENOUGH HERE COMES 'OLD CHARLIE' LATE AS USUAL!

STATION CAR PARK



GOOD WE'RE ON OUR WAY WE'LL MAKE IT!

CLOSE THAT DOOR BOB! WE'VE GOT CONNECTIONS TO MAKE



HARD LINES ON CHARLIE... BUT ALL THE OTHER PASSENGERS WILL MAKE THEIR CONNECTIONS

ON TIME



FOLLOW SUPER-RAIL ON THE 'TIME-SAVING TRAIL'... EVERY WEEK

EVERY MINUTE MATTERS



X
Sept 1980

NN

EASTERN REGION

29

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 JULY

TO

FRIDAY 25 JULY 1980

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 – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TEES – NEWPORT EAST JUNCTION

The Goods Yard line has been removed between the points adjacent to 3-aspect signal TY117 and ground position light signal 104.

The points have been secured for through running to and from the Down Goods. **(New Item) (32)**

**** BETWEEN RYHOPE GRANGE AND LONDONDERRY**

Foreman's Ground frame together with the Down Hendon Home signal worked therefrom and the Londonderry Distant arm below has been abolished.

The Down Hendon Distant signal below the Grangetown level crossing Home signal (formerly Distant for Foreman's Ground Frame) has become the Londonderry Down Hendon Distant signal at a distance of 1,264 yards from the Londonderry Home signal).

Grangetown level crossing Up Hendon Home signal, together with the Distant signal below on the straight post, has been resited 55 yards before reaching the level crossing. The Distant signal on the offset bracket of this signal has been abolished. **(29)**

GUISBOROUGH JUNCTION

The Signal Box at Guisborough Junction has been destroyed by fire.

The following signal and track alterations will apply until further notice.

A temporary signal box has been provided adjacent to the junction with the Whitby Branch north of the Down Goods line. This temporary signal box controls only the junction between the Main lines and the Whitby Branch together with the trailing Main to Main crossover which is unsignalled.

The Platform Siding Ground Frame has been abolished and the connections worked therefrom have been clamped out of use.

The Main to Goods and Goods to Main connections have been taken out of use.

All Signalling on the Goods lines formerly controlled by Guisborough Junction has been abolished and the Absolute Block Regulations will apply on the Goods lines between Whitehouse and Middlesborough.

The following additional signals have also been abolished:-

The Down Main Starter.

The Down Branch Starter.

The Up Main Starter – together with calling on arm.

The Up Main Outer Home.

The Discs controlling the Main to Main Crossover.

Signal G30 will show only a yellow aspect.

Signal Post Telephones will be provided to the New Temporary Signal box from the Up Main and Up Branch Home Signal. **(30)**



NN

EASTERN REGION

30

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 JULY

TO

FRIDAY 1 AUGUST 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 27 JULY – TEES (NEWPORT EAST JUNCTION)**

The following facing connections will be repositioned 200 yards towards Middlesborough :-

Up Main to Up Goods
Down Goods to Down Main

(33)

TUESDAY 29 JULY – MONKWEARMOUTH

The slip connection leading to Down Main, (associated with the crossover between the Down and Up Goods lines) will be abolished. The associated ground disc signal applying—set back—Down Main to Freight Depot will be abolished.

(33)

DETAILS OF WORK ALREADY CARRIED OUT**HAYDON BRIDGE**

The points leading from Up Main to Up Refuge Siding have been secured out of use pending removal.

(31)

TEES – NEWPORT EAST JUNCTION

The Goods Yard line has been removed between the points adjacent to 3—aspect signal TY117 and ground position light signal 104.

The points have been secured for through running to and from the Down Goods.

(32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** GUISBOROUGH JUNCTION**

The Signal Box at Guisborough Junction has been destroyed by fire.

The following signal and track alterations will apply until further notice.

A temporary signal box has been provided adjacent to the junction with the Whitby Branch north of the Down Goods line. This temporary signal box controls only the junction between the Main lines and the Whitby Branch together with the trailing Main to Main crossover which is unsignalled.

The Platform Siding Ground Frame has been abolished and the connections worked therefrom have been clamped out of use.

The Main to Goods and Goods to Main connections have been taken out of use.

All Signalling on the Goods lines formerly controlled by Guisborough Junction has been abolished and the Absolute Block Regulations will apply on the Goods lines between Whitehouse and Middlesborough.

The following additional signals have also been abolished:-

The Down Main Starter.

The Down Branch Starter.

The Up Main Starter – together with calling on arm.

The Up Main Outer Home.

The Discs controlling the Main to Main Crossover.

Signal G30 will show only a yellow aspect.

Signal Post Telephones will be provided to the New Temporary Signal box from the Up Main and Up Branch Home Signal. (30)

**** ANNFIELD**

No.5 Points to No.1 and No.2 Sidings have been disconnected from signal box and converted to hand points. The associated signalling has been dispensed with. (30)

**** SOUTH GOSFORTH DEPOT**

Signal G152 situated on the 'IN' Reception Line reading towards the 'IN' Line has been repositioned on the right hand side of the Line. (30)

EVERY MINUTE MATTERS WITH SUPER-RAIL



Right Time Starts ✓
Connections ✓
Station Time ✓
Parcels In ✓
Position

WE'VE PAID ATTENTION TO THESE - BUT YOU WILL RECALL THAT I ALSO WANTED EFFORT MADE IN THESE AREAS



Emergencies
Regulation
Communications



**NN**

EASTERN REGION

31**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 2 AUGUST****TO****FRIDAY 8 AUGUST 1980****INCLUSIVE**

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

- **** The line speed Seal Sands Branch Jn. and Seal Sands Storage has been reduced to 15m.p.h. (31D)
- **** The 20m.p.h. PSR in the Down direction between Annfield and Beamish Tunnel (4m. 18chs. to 3m. 64chs.) has been reduced to 15m.p.h. (31D)

DETAILS OF WORK ALREADY CARRIED OUT

WIDDRINGTON LEVEL CROSSING – WIDDRINGTON NORTH AND CHEVINGTON

Widdrington North signal box has been abolished and the control of all points and signals transferred to Chevington.

The Track Circuit Block Regulations apply between Widdrington Level Crossing and Chevington.

The following signals have been replated as shown:—

Former No.	Line	New No.
WN.3 (semi-auto)	Down Main	CN.29 (converted to controlled signal)
WN.10	Up Main	CN.28
WN.16	Departure to Up Main	CN.30
Ground position light signals		
12	Up Main to Up Departures	65
18	Opencast Line to Departure line	69

Exchange Sidings

The points at the South exit from the Up Departures (previously hand-worked), have been brought under control of Chevington signal box, and the following new Ground Position Light Signals (to control movements through these points towards CN.30) have been brought into use:—

Up Departure Line	Signal No.
No.1	64
No.2	66
No.3	68
No.4	70
No.5	72

A new Ground Position Light Signal (No.67) has been brought into use on the Departure Line applying towards No.1,2,3,4 or 5 Up Departures.

Notice boards have been sited as follows:—

- (a) At the North end of each Up Departure Line worded 'STOP-PROCEED IF LINE IS CLEAR' and
- (b) At the exit from the Shunting Neck at the North end of the Up Departure Lines worded 'STOP-TELEPHONE'. (New Item) (34)

GATESHEAD (ST. JAMES BRIDGE GROUND FRAME)

The (Trailing) crossover immediately on the Pelaw Side of St. James Bridge ground frame has been re-positioned 85 yards nearer to Gateshead. (New Item) (34)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HAYDON BRIDGE

The points leading from Up Main to Up Refuge Siding have been secured out of use pending removal. (31)

TEES – NEWPORT EAST JUNCTION

The Goods Yard line has been removed between the points adjacent to 3-aspect signal TY117 and ground position light signal 104.

The points have been secured for through running to and from the Down Goods. (32)

TEES (NEWPORT EAST JUNCTION)

The following facing connections have been repositioned 200 yards towards Middlesborough :-

Up Main to Up Goods
Down Goods to Down Main (33)

MONKWEARMOUTH

The slip connection leading to Down Main, (associated with the crossover between the Down and Up Goods lines) has been abolished. The associated ground disc signal applying set back Down Main to Freight Depot has been abolished. (33)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE H1 – WORKING OF PARTIALLY FITTED TRAINS AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum number of vehicles S.L.U's and special conditions
Page 239 FERRYHILL TURSDALE JN. TO PELAW			
Add:-			
Wardley	Pelaw	Down	40 (40D)

MISCELLANEOUS NOTICES

NIL

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
25 JULY, 1980

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

EVERY MINUTE MATTERS WITH SUPERRAIL

Operating Manager's Office



THERE'S AN **EMERGENCY**.
THE LINE'S **BLOCKED!**
TRAIN SERVICES WILL
HAVE TO BE
MODIFIED...
SEE WHAT YOU
CAN DO.



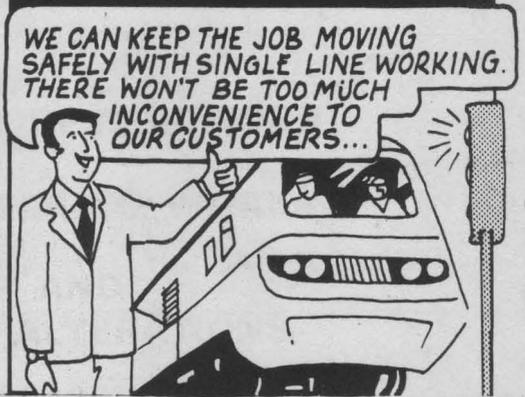
LEAVE IT
TO ME

Central
Control
Office



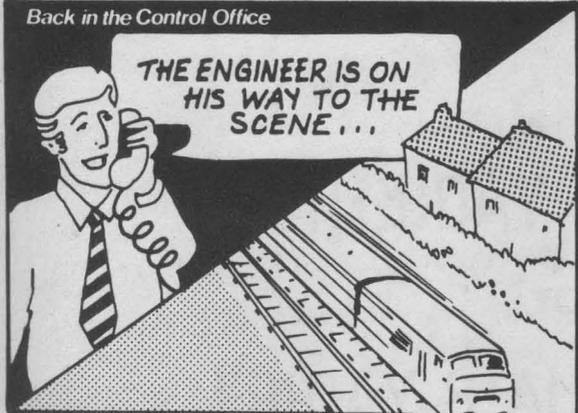
HELLO DIVISIONAL CONTROL.
TRAIN NUMBER 1E12 IS
TRAPPED BEHIND THE
BLOCKAGE. CAN YOU
PROVIDE A REPLACEMENT
TRAIN SET?

At the blockage



WE CAN KEEP THE JOB MOVING
SAFELY WITH SINGLE LINE WORKING.
THERE WON'T BE TOO MUCH
INCONVENIENCE TO
OUR CUSTOMERS...

Back in the Control Office



THE ENGINEER IS ON
HIS WAY TO THE
SCENE...

later, still in Control Office



OH JOHN THE ENGINEER
WILL NOW NEED THE
OTHER ROAD TOO SO
WE'RE GOING TO LOSE
SINGLE LINE WORKING.
THIS MEANS WE'LL HAVE
TO TURN TRAINS AT

YOUR STATION AND TAKE THE
PASSENGERS
FORWARD BY
BUS. CAN YOU
GET ENOUGH
BUSES?

At Station Refreshment Room



THE EMERGENCY MEANS
THAT WE'RE GOING TO HAVE
MORE
PASSENGERS
THAN USUAL FOR
SOME TIME.
CAN YOU BE
PREPARED TO
DEAL WITH
THEM?



WE MUST PULL OUT
ALL THE STOPS TO
KEEP THE
JOB MOVING...

FOLLOW SUPER-RAIL
ON HIS
TIME-SAVING
TRAIL NEXT
WEEK!



NN

EASTERN REGION

32

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 9 AUGUST

TO

FRIDAY 15 AUGUST 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 AUGUST – PELAW

Down Main Signal P19 will be re-sited 50 yards further from the Signal Box. (35)

DETAILS OF WORK ALREADY CARRIED OUT

EASINGTON

The trap points in the Departure line have been temporarily secured out of use in the reverse position for through running. The adjacent ground disc signal has been temporarily taken out of use.

(New Item) (35)

WIDDRINGTON LEVEL CROSSING – WIDDRINGTON NORTH AND CHEVINGTON

Widdrington North signal box has been abolished and the control of all points and signals transferred to Chevington.

The Track Circuit Block Regulations apply between Widdrington Level Crossing and Chevington.

The following signals have been replated as shown:-

Former No.	Line	New No.
WN.3 (semi-auto)	Down Main	CN.29 (converted to controlled signal)
WN.10	Up Main	CN.28
WN.16	Departure to Up Main	CN.30
Ground position light signals		
12	Up Main to Up Departures	65
18	Opencast Line to Departure line	69

Exchange Sidings

The points at the South exit from the Up Departures (previously hand-worked), have been brought under control of Chevington signal box, and the following new Ground Position Light Signals (to control movements through these points towards CN.30) have been brought into use:-

Up Departure Line	Signal No.
No.1	64
No.2	66
No.3	68
No.4	70
No.5	72

A new Ground Position Light Signal (No.67) has been brought into use on the Departure Line applying towards No.1,2,3,4 or 5 Up Departures.

Notice boards have been sited as follows:-

- (a) At the North end of each Up Departure Line worded 'STOP-PROCEED IF LINE IS CLEAR' and
- (b) At the exit from the Shunting Neck at the North end of the Up Departure Lines worded 'STOP-TELEPHONE'.

(34)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD (ST. JAMES BRIDGE GROUND FRAME)

The (Trailing) crossover immediately on the Pelaw Side of St. James Bridge ground frame has been re-positioned 85 yards nearer to Gateshead. (34)

** HAYDON BRIDGE

The points leading from Up Main to Up Refuge Siding have been secured out of use pending removal. (32)

** TEES – NEWPORT EAST JUNCTION

The Goods Yard line has been removed between the points adjacent to 3-aspect signal TY117 and ground position light signal 104.

The points have been secured for through running to and from the Down Goods. (32)

TEES (NEWPORT EAST JUNCTION)

The following facing connections have been repositioned 200 yards towards Middlesborough :-

Up Main to Up Goods
Down Goods to Down Main (33)

MONKWEARMOUTH

The slip connection leading to Down Main, (associated with the crossover between the Down and Up Goods lines) has been abolished. The associated ground disc signal applying set back Down Main to Freight Depot has been abolished. (33)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

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

Page 38 (Page 25 Supp. Optg. Insts.)
DONCASTER BLACK CARR JN. TO BERWICK
Castle Hills Jn.



Delete:-

100 32m. 20chs. and 33m. 0ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix
Page 291 Southern Appendix

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

★ Add to list of Depots; – 0D06 Goole.

(M.O.141)

TABLE H1 – WORKING OF PARTIALLY FITTED TRAINS AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum number of vehicles S.L.U's and special conditions
Page 239 FERRYHILL TURSDALE JN. TO PELAW Add:–			
Wardley	Pelaw	Down	40 (40D)

MISCELLANEOUS NOTICES

★ MAXIMUM SPEED OF FREIGHT ROLLING STOCK

1. With effect from 00 01 hours, Monday 4 August, 1980, the following wagon types will be restricted to a maximum speed of 35 m.p.h. whether in loaded or empty conditions.

MCO, MCV, ZHO, ZHP, ZHV, ZDO.

The speed shown on the Yellow Panel to be Ignored.

2. Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October, 1980.
3. Class 6B. Fully-Fitted Freight Trains. If conveying any of these vehicles must operate at 35 m.p.h. maximum speed.
4. Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35 m.p.h. maximum speed.
5. Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35 m.p.h., the equivalent load of a Class 8 may be conveyed.

★ HEATON STATION

Commencing Sunday 10 August, Heaton Station will close, and will be subsequently demolished.

★ GATESHEAD STATION

The Down Platform is being shortened from both ends to give an overall length of 88 metres. Drivers of stopping trains to bring their trains to a stand at the Marker Boards provided.

★ WILTON BRANCH

A temporary level crossing has been installed at 0m. 27chs. "STOP WHISTLE BEFORE PROCEEDING" Boards have been located on approaches to this crossing.

York
1 AUGUST, 1980

MP.32/NN

G. GRAHAM
Chief Operating Manager

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

EVERY MINUTE MATTERS WITH SUPERRAIL

REGULATION AND COMMUNICATION...

ARE VITALLY IMPORTANT TO THE PROPER RUNNING OF THE RAILWAY AND TO THE WELFARE AND CONVENIENCE OF OUR PAYING CUSTOMERS



In the Signalbox

THAT WAS TO SAY THAT THE LINE IS BLOCKED FURTHER NORTH. TRAIN SERVICES WILL BE DISRUPTED FOR SOME TIME. THERE WILL BE SPECIAL STOPS AND SOME WILL BE RUNNING OUT OF COURSE. WE'LL HAVE TO WATCH REGULATION CAREFULLY!



At the blockage.... Driver and Guard at lineside phone

THE SIGNALMAN SAYS WE'LL BE HERE FOR SOME TIME YET...

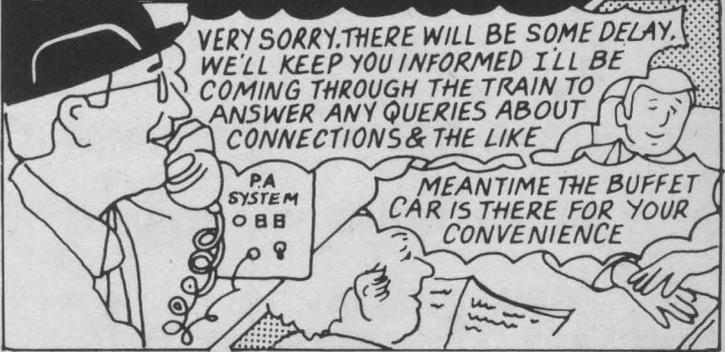


In the train

VERY SORRY, THERE WILL BE SOME DELAY. WE'LL KEEP YOU INFORMED I'LL BE COMING THROUGH THE TRAIN TO ANSWER ANY QUERIES ABOUT CONNECTIONS & THE LIKE

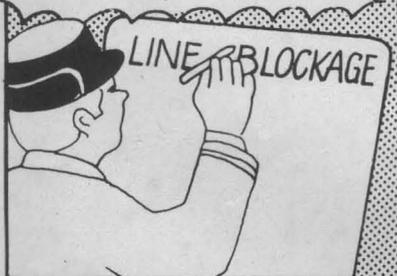
PA SYSTEM
O B B

MEANTIME THE BUFFET CAR IS THERE FOR YOUR CONVENIENCE



A station down the line

WE ARE SORRY FOR THE INCONVENIENCE CAUSED BUT...



In the Public Relations Department

MIKE THAT WAS CONTROL THERE'S A BLOCKAGE UP NORTH AND TRAIN SERVICES ARE DISRUPTED...

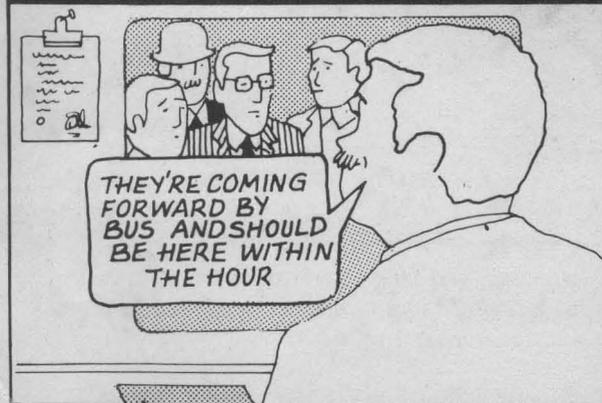
WE'LL HAVE TO ADVISE THE PRESS AND LOCAL RADIO... AND STEVE DON'T FORGET THE T.V. TEATIME BULLETINS

OK. MIKE!



At Station Enquiry Office Window

THEY'RE COMING FORWARD BY BUS AND SHOULD BE HERE WITHIN THE HOUR



THAT'S IT. KEEP COLLEAGUES AND CUSTOMERS INFORMED... DON'T HESITATE COMMUNICATE



**NN**

EASTERN REGION

33**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 16 AUGUST****TO****FRIDAY 22 AUGUST 1980****INCLUSIVE**

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 17 AUGUST – WIDDRINGTON LEVEL CROSSING AND CHEVINGTON

Widdrington Level Crossing signal box will be abolished and the control of all signals transferred to Chevington and replated as shown below. All signal-post telephones on these signals will be connected to Chevington.

The Track Circuit Block Regulations will apply between Morpeth and Chevington.

DOWN MAIN

Old No.	New No.
D21	CN21
W24 (approach to Ulgham Grange Level Crossing)	CN23 (converted to control signal)
W23 (approach to Widdrington level crossing)	CN25
W22	CN27 (converted to automatic signal)

UP MAIN

W15	CN26 (becomes semi-auto)
W16 (approach to Widdrington level crossing)	CN24
W17 (approach to Ulgham Grange level crossing)	CN22 (becomes a controlled signal)

Widdrington Level Crossing lifting barriers will be remotely controlled from Chevington signal box and supervised with the aid of C.C.T.V.

A new Ground Switch Panel (released from Chevington) will be provided to control the connection from Up Main to the C.C.E. Siding. This will replace Widdrington Ground frame.

Telephone communication with Chevington signal box will be provided at the following :-

Ulgham Grange Crossing Gate Box (released from Chevington)
 Felton Lane Gate Box (released from Chevington)
 Widdrington level crossing
 Widdrington ground switch panel (C.C.E. Siding).

Stobswood level crossing (N.C.B.) at 23m. 75chs. will be permanently closed.

(36)

DETAILS OF WORK ALREADY CARRIED OUT

EASINGTON

The trap points in the Departure line have been temporarily secured out of use in the reverse position for through running. The adjacent ground disc signal has been temporarily taken out of use.

(35)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WIDDRINGTON LEVEL CROSSING – WIDDRINGTON NORTH AND CHEVINGTON

Widdrington North signal box has been abolished and the control of all points and signals transferred to Chevington.

★ The Track Circuit Block Regulations apply between Widdrington Level Crossing and Chevington. **Until Widdrington Level Crossing signal box closes on Sunday 17 August.**

The following signals have been replated as shown:—

Former No.	Line	New No.
WN.3 (semi-auto)	Down Main	CN.29 (converted to controlled signal)
WN.10	Up Main	CN.28
WN.16	Departure to Up Main	CN.30
Ground position light signals		
12	Up Main to Up Departures	65
18	Opencast Line to Departure line	69

Exchange Sidings

The points at the South exit from the Up Departures (previously hand-worked), have been brought under control of Chevington signal box, and the following new Ground Position Light Signals (to control movements through these points towards CN.30) have been brought into use:—

Up Departure Line	Signal No.
No.1	64
No.2	66
No.3	68
No.4	70
No.5	72

A new Ground Position Light Signal (No.67) has been brought into use on the Departure Line applying towards No.1,2,3,4 or 5 Up Departures.

Notice boards have been sited as follows:—

- (a) At the North end of each Up Departure Line worded 'STOP-PROCEED IF LINE IS CLEAR' and
 - (b) At the exit from the Shunting Neck at the North end of the Up Departure Lines worded 'STOP-TELEPHONE'.
- (34)

PELAW

Down Main Signal P19 has been re-sited 50 yards further from the Signal Box. (35)

GATESHEAD (ST. JAMES BRIDGE GROUND FRAME)

The (Trailing) crossover immediately on the Pelaw Side of St. James Bridge ground frame has been re-positioned 85 yards nearer to Gateshead. (34)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** TEES (NEWPORT EAST JUNCTION)**

The following facing connections have been repositioned 200 yards towards Middlesborough :-

Up Main to Up Goods
Down Goods to Down Main (33)

**** MONKWEARMOUTH**

The slip connection leading to Down Main, (associated with the crossover between the Down and Up Goods lines) has been abolished. The associated ground disc signal applying set back Down Main to Freight Depot has been abolished. (33)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 38 (Page 25 Supp. Optg. Insts.)						
DONCASTER BLACK CARR JN. TO BERWICK						
		Castle Hills Jn.				
		Delete:-		100	32m. 20chs. and 33m. 0ch.	
Page 49 (Page 29 Supp. Optg Insts)						
DONCASTER BLACK CARR JN. TO BERWICK						
		Widdrington (W) LC	23.23			
★		Delete:-				
★		Add:-				
Page 50						
	URS 15	Stobswood LC	23.75			
★		Delete:-				
★		Amend catch points entry:-				CW. Up Main at 24m. 47ch. (1050 yards before reaching signal CN26)
		Widdrington North	24.63			
★		Delete				

(w.e.f Sunday 17 August)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX – (NORTHERN AREA) – continued

TABLE H1 – WORKING OF PARTIALLY FITTED TRAINS AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum number of vehicles S.L.U's and special conditions
Page 239			
FERRYHILL TURSDALE JN. TO PELAW			
Add:–			
Wardley	Pelaw	Down	40 (40D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix
Page 291 Southern Appendix

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

Add to list of Depots;– 0D06 Goole.

(M.O.141)

MISCELLANEOUS NOTICES

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

- The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be Ignored.
- Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October, 1980.
- Class 6B. Fully-Fitted Freight Trains. If conveying any of these vehicles must operate at 35 m.p.h. maximum speed.
- Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35 m.p.h. maximum speed.
- Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35 m.p.h., the equivalent load of a Class 8 may be conveyed.

HEATON STATION

Heaton Station is now closed and subsequently being demolished.

GATESHEAD STATION

The Down Platform is being shortened from both ends to give an overall length of 88 metres. Drivers of stopping trains to bring their trains to a stand at the Marker Boards provided.

WILTON BRANCH

A temporary level crossing has been installed at 0m. 27chs. "STOP WHISTLE BEFORE PROCEEDING" Boards have been located on approaches to this crossing.

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
8 AUGUST, 1980

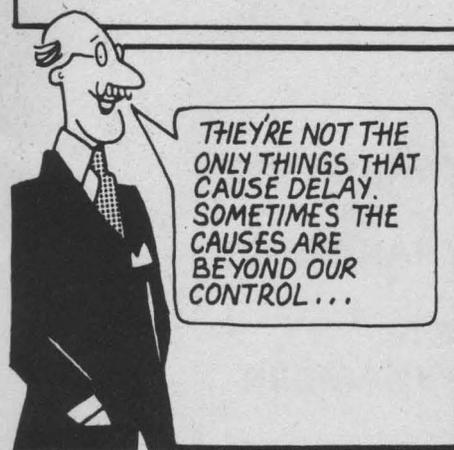
Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.

EVERY MINUTE MATTERS WITH SUPERRAIL

Operating Manager's Office

- Right Time Starts ✓
- Regulation ✓
- Connections ✓
- Station Time ✓
- Parcels In ✓
- Position
- Emergencies ✓

WELL SUPERRAIL, WE'VE GIVEN ATTENTION TO THESE...



THEY'RE NOT THE ONLY THINGS THAT CAUSE DELAY. SOMETIMES THE CAUSES ARE BEYOND OUR CONTROL...



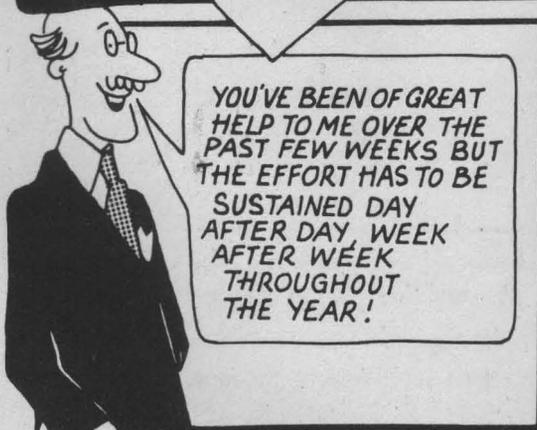
... BUT THE INDICATIONS ARE THAT ATTENTION TO THESE MATTERS HAS IMPROVED TIMEKEEPING AND KEPT OUR CUSTOMERS INFORMED WHEN THINGS ARE GOING WRONG ...



WE SHOULD REMEMBER THAT WHILE WE AS RAILWAYMEN MUST LOOK FIRST TO THE RUNNING OF THE RAILWAY WE MUST NOT FORGET THAT THE PRIME AIM IS TO CONVEY OUR PAYING PASSENGERS SAFELY & PUNCTUALLY TO THEIR DESTINATIONS. WE HAVE TO LOOK AFTER THEM...



HOW RIGHT YOU ARE. ON MY TIME- SAVING TRAIL I'VE BEEN IMPRESSED BY THE WAY EVERYONE IS WORKING TOWARDS GIVING THE CUSTOMER A BETTER AND BETTER SERVICE.



YOU'VE BEEN OF GREAT HELP TO ME OVER THE PAST FEW WEEKS BUT THE EFFORT HAS TO BE SUSTAINED DAY AFTER DAY, WEEK AFTER WEEK THROUGHOUT THE YEAR!



DON'T FORGET ...
EVERY MINUTE MATTERS
ALL OF THE TIME!



British Rail

NN

EASTERN REGION

36

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 SEPTEMBER

TO

FRIDAY 12 SEPTEMBER 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

Permissive working over the Up Main Line between Guisborough Jn. and Middlesbrough has been suspended until further notice.

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 7 SEPTEMBER – GRANGETOWN**

Down Goods 3-aspect colour light signal G48 will be repositioned 122 yards further from the signal box. (39)

SUNDAY 7 SEPTEMBER: BOLDON COLLIERY AND PELAW**Boldon Colliery**

The Down Main Semaphore Starting signal will be provided with a 3-aspect colour light head on the signal post capable of displaying yellow, double yellow or green aspects. The red spec associated with the semaphore arm will be retained and intensified, and the green spec will be blanked out.

Pelaw

The Down Main Auto Distant signal D96 will become a 4-aspect automatic signal capable of displaying red, yellow, double yellow or green aspects and will be replated P13.

The Down Main 4-aspect automatic signal D97 will be replated P15.

DETAILS OF WORK ALREADY CARRIED OUT**BEAMISH**

As a temporary measure the signal box, together with all points and signals worked therefrom has been abolished.

The Block section is now between Annfield and South Pelaw until further notice. (38)

PRUDHOE

The following ground position light signals have been provided to replace the existing ground disc of miniature arm signals. A 2-way route indicator has been provided on No.35 and No.28 signals:—

No. 25 – Up Refuge Siding to Up Main.

No. 35 – Set back along Up Main – indication "X".
Up Main to Down Main – indication "D".

No. 28 – Down Main to Up Main – indication "U".
Down Main to Down Refuge – indication "Y".

No. 43 – Down Refuge Siding to Down Main.

(38)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BOLDON COLLIERY

The arm of the Down Main Starting Signal has been reduced in height to 19ft. above rail level (6ft. lower). (38)

HEATON EAST JUNCTION AND TYNEMOUTH

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

All signalling east of ¼m.p. has been abolished.

The route indications on Down Tynemouth signal No.100 (except indication C for the Carriage Sidings) have been disconnected and the signal will display a RED aspect only.

The Corporation Siding (C.A. Parsons Ltd.) will remain in use.

The Down Tynemouth immediately east of H120 signal has become an arrival line and the adjacent Up Tynemouth has become a Departure line. Up Tynemouth signal H111 will be maintained at red.

Departure line (former Up Tynemouth) ground position light signal 116 (with routes to Arrival line (T) and Departure (X)) has been disconnected.

The ground position light signals applying from Departure line to Corporation Siding (97) and Corporation Sidings to Departure (92) have been replaced by "STOP TELEPHONE" notice boards. (New Item) (39)

**** WIDDRINGTON NORTH : WIDDRINGTON LEVEL CROSSING AND CHEVINGTON**

Widdrington North and Widdrington Level Crossing signal boxes have been abolished and the control of all points and signals transferred to Chevington and replated as shown below:-

The Track Circuit block regulations now apply between Morpeth and Chevington.

W = former Widdrington Level Crossing signal; WN = former Widdrington North signal; CN = Chevington

Former No.	Line	New Number
D.21	Down Main	CN.21
W.24	Down Main	CN.23 (converted to Controlled signal)
W.23	Down Main	CN.25
W.22	Down Main	CN.27 (converted to Automatic signal)
WN.3 (semi-auto)	Down Main	CN.29 (converted to Controlled signal)
W.10	Up Main	CN.28
W.15	Up Main	CN.26 (becomes semi-auto)
W.16	Up Main	CN.24
W.17	Up Main	CN.22 (becomes a controlled signal)
W.N.16	Departure Line to Up Main	CN.30

Ground position light signals previously controlled by Widdrington North

12	Up Main to Up Departures	65
18	Opencast Line to Departure line	69

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WIDDRINGTON NORTH : WIDDRINGTON LEVEL CROSSING AND CHEVINGTON – continued

Exchange Sidings (former Widdrington North signal box area)

The points at the South exit from the Up Departures (previously hand-worked), have been brought under control of Chevington signal box, and the following new Ground Position Light Signals (to control movements through these points towards CN.30) have been brought into use:—

Up Departure Line	Signal No.
No.1	64
No.2	66
No.3	68
No.4	70
No.5	72

A new Ground Position Light Signal (No.67) has been brought into use on the Departure Line applying towards No.1,2,3,4 or 5 Up Departures.

Notice boards have been sited as follows:—

- (a) At the North end of each Up Departure Line worded 'STOP—PROCEED IF LINE IS CLEAR' and
- (b) At the exit from the Shunting Neck at the North end of the Up Departure Lines worded 'STOP—TELEPHONE'.

Former Widdrington Level Crossing signal box area

Widdrington Level Crossing lifting barriers are now remotely controlled from Chevington signal box and supervised with the aid of C.C.T.V.

A new Ground Switch Panel (released from Chevington) has been provided to control the connection from Up Main to the C.C.E. Siding. This has replaced Widdrington Ground Frame.

Telephone communication with Chevington signal box is now provided at the following:—

- Ulgham Grange Crossing Gate Box (released from Chevington)
- Felton Lane Gate Box (released from Chevington)
- Widdrington level crossing
- Widdrington ground switch panel (C.C.E. Siding).

Stobswood level crossing (N.C.B.) at 23m. 75chs. has been permanently closed.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down	Up	
Page 38 (Page 25 Supp. Optg. Insts.)						
DONCASTER BLACK CARR JN. TO BERWICK						
		Castle Hills Jn.				
		Delete:-		100	32m. 20chs. and 33m. 0ch.	
Page 49 (Page 29 Supp. Optg Insts)						
DONCASTER BLACK CARR JN. TO BERWICK						
		Widdrington (W) LC	23.23			
		Delete:- signal box dots and signal prefix (W)				
		Add:- (C.C.T.V.) after L.C.				
Page 50						
	URS	Stobswood LC	23.75			
	15					
		Delete:- URS 15, location and mileage				
		Amend catch points entry:-				CW. Up Main at 24m. 47ch. (1050 yards before reaching signal CN26)
		Widdrington North	24.63			
		Delete signal box dots, location and mileage				(40D)

TABLE H1 - WORKING OF PARTIALLY FITTED TRAINS AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum number of vehicles S.L.U's and special conditions
Page 239			
FERRYHILL TURSDALE JN. TO PELAW			
		Add:-	
Wardley	Pelaw	Down	40 (40D)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 280 Northern Appendix
Page 291 Southern Appendix

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

Add to list of Depots;- 0D06 Goole.

(M.O.141) (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

1. The following wagon types are restricted to a maximum speed of 35m.p.h. whether in loaded or empty conditions.
MCO, MCV, ZHO, ZHP, ZHV, ZDO.
The speed shown on the Yellow Panel to be Ignored.
2. Formal instructions in the White Pages of the Working Manual (Paras B2/7, B3/1 and C3/12) will be progressed for inclusion in the reprint of Section 6 as from 6 October, 1980.
3. Class 6B. Fully-Fitted Freight Trains. If conveying any of these vehicles must operate at 35 m.p.h. maximum speed.
4. Class 7. Partially Fitted Freight Trains. If conveying any of these vehicles must operate at 35 m.p.h. maximum speed.
5. Where Class 6B and Class 7 trains are required to operate at a maximum speed of 35 m.p.h., the equivalent load of a Class 8 may be conveyed.

HEATON STATION

Heaton Station is now closed and subsequently being demolished. (40D)

GATESHEAD STATION

The Down Platform is being shortened from both ends to give an overall length of 88 metres. Drivers of stopping trains to bring their trains to a stand at the Marker Boards provided. (40D)

WILTON BRANCH

A temporary level crossing has been installed at 0m. 27chs. "STOP WHISTLE BEFORE PROCEEDING" Boards have been located on approaches to this crossing. (38)

York
29 AUGUST, 1980

MP.32/NN

G. GRAHAM
Chief Operating Manager

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



NN

EASTERN REGION

37

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 SEPTEMBER

TO

FRIDAY 19 SEPTEMBER 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

Permissive working over the Up Main Line between Guisborough Jn. and Middlesbrough has been suspended until further notice. (40D)

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 13 SEPTEMBER : LONGBECK**

The existing level crossing gates will be replaced by lifting barriers provided with red flashing load signals. The Up Main Starting Signal will be replaced by a 2 aspect colour light signal capable of displaying red or green aspects. This signal will be positioned 55 yards from the crossing with the red aspect 11 feet above rail level and will be plated L7. (40)

SUNDAY 14 SEPTEMBER – PELAW AND BOLDON COLLIERY

The following signals will be replated as shown:—

U.97 Up Main 4 Aspect Automatic Replated B97B

P.16 Up Main 4 Aspect Automatic Replated B97

B.20 Up Main 4 Aspect Automatic Replated B96

The Track Circuit Block Regulations will be introduced on the Up Main line. (40)

SUNDAY 14 SEPTEMBER – PELAW

The following points will be secured out of use pending removal:—

Between Down Pelaw Main and Down Pelaw Goods at 98m. 06chs.

Between Up Pelaw Main and Up Pelaw Goods at 98m. 16chs.

Between Up Pelaw Goods and Up Pelaw Main at 98m. 10chs.

The catch points in the Down Pelaw Goods at 98m. 13chs.

The trap points in the Down Pelaw Goods at 98m. 46chs.

The trap points in the Up Pelaw Goods at 98m. 15chs.

The spring points in the Up Pelaw Goods at 98m. 49chs.

The Up and Down Pelaw Goods lines between 98m. 16chs. and 98m. 55chs. will be redesignated Passenger lines and renamed the Up and Down Pelaw. (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 14 SEPTEMBER – PORT CLARENCE AND PHILIPS SIDINGS JN.

The Arrival line between the new facing crossover situated at Port Clarence 3m. 5chs. and 3m. 29chs. will be taken out of use. The Single line will commence at the new crossover using the existing Departure line.

A run-round facility worked by hand points will be provided between a new connection at 3m. 29chs. and the existing connection at 3m. 48chs. (40)

MONDAY 15 SEPTEMBER – HARTON AND WHITBURN

Departure Line between Harton and Whitburn will be clamped out of use pending removal.

All trains to and from Dean Road Sidings to use Arrival Line. (40)

DETAILS OF WORK ALREADY CARRIED OUT

BEAMISH

As a temporary measure the signal box, together with all points and signals worked therefrom has been abolished.

The Block section is now between Annfield and South Pelaw until further notice. (38)

PRUDHOE

The following ground position light signals have been provided to replace the existing ground disc of miniature arm signals. A 2-way route indicator has been provided on No.35 and No.28 signals:-

No. 25 – Up Refuge Siding to Up Main.

No. 35 – Set back along Up Main – indication "X".
Up Main to Down Main – indication "D".

No. 28 – Down Main to Up Main – indication "U".
Down Main to Down Refuge – indication "Y".

No. 43 – Down Refuge Siding to Down Main. (38)

GRANGETOWN

Down Goods 3-aspect colour light signal G48 has been repositioned 122 yards further from the signal box. (39)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BOLDON COLLIERY AND PELAW****Boldon Colliery**

The Down Main Semaphore Starting signal has been provided with a 3-aspect colour light head on the signal post capable of displaying yellow, double yellow or green aspects. The red spec associated with the semaphore arm has been retained and intensified, and the green spec blanked out.

Pelaw

The Down Main Auto Distant signal D96 has become a 4-aspect automatic signal capable of displaying red, yellow, double yellow or green aspects and replated P13.

The Down Main 4-aspect automatic signal D97 has been replated P15.

BOLDON COLLIERY

The arm of the Down Main Starting Signal has been reduced in height to 19ft. above rail level (6ft. lower). (38)

HEATON EAST JUNCTION AND TYNEMOUTH

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

All signalling east of ¼m.p. has been abolished.

The route indications on Down Tynemouth signal No.100 (except indication C for the Carriage Sidings) have been disconnected and the signal will display a RED aspect only.

The Corporation Siding (C.A. Parsons Ltd.) will remain in use.

The Down Tynemouth immediately east of H120 signal has become an arrival line and the adjacent Up Tynemouth has become a Departure line.

Departure line (former Up Tynemouth) ground position light signal 116 (with routes to Arrival line (T) and Departure (X)) has been disconnected.

The ground position light signals applying from Departure line to Corporation Siding (97) and Corporation Sidings to Departure (92) have been replaced by "STOP TELEPHONE" notice boards. (39)



NN

EASTERN REGION

38

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 SEPTEMBER

TO

FRIDAY 26 SEPTEMBER 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

**

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

Permissive working over the Up Main Line between Guisborough Jn. and Middlesbrough has been suspended until further notice. (40D)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 SEPTEMBER – HEATON

3-aspect colour light signal H90 (on the connection from Carriage Sidings to Arrival Line (Down Tynemouth) and Arrival Line (former Down Tynemouth) 4-aspect signal H100 will be abolished.

The signal routes from Heaton ground position light signals 115 and 116 and from Down Tynemouth 4-aspect signal H120 towards H100 signal will be disconnected.

The position "4" Junction Indicator on Down North signal H121 (applying towards signal H100) will be removed.

The points controlled by Heaton Control Tower, leading from the Carriage Sidings to the Arrival line (former Down Tynemouth), will be secured out of use in the normal position. (41)

DETAILS OF WORK ALREADY CARRIED OUT

LONGBECK

The existing level crossing gates have been replaced by lifting barriers provided with red flashing road signals. The Up Main Starting Signal has been replaced by a 2 aspect colour light signal capable of displaying red or green aspects. This signal is positioned 55 yards from the crossing with the red aspect 11 feet above rail level and plated L7. (40)

PELAW AND BOLDON COLLIERY

The following signals have been replated as shown:—

U.97 Up Main 4 Aspect Automatic Replated B97B

P.16 Up Main 4 Aspect Automatic Replated B97

B.20 Up Main 4 Aspect Automatic Replated B96

The Track Circuit Block Regulations have been introduced on the Up Main line. (40)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PELAW

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

Between Down Pelaw Main and Down Pelaw Goods at 98m. 06chs.

Between Up Pelaw Main and Up Pelaw Goods at 98m. 16chs.

Between Up Pelaw Goods and Up Pelaw Main at 98m. 10chs.

The catch points in the Down Pelaw Goods at 98m. 13chs.

The trap points in the Down Pelaw Goods at 98m. 46chs.

The trap points in the Up Pelaw Goods at 98m. 15chs.

The spring points in the Up Pelaw Goods at 98m. 49chs.

The Up and Down Pelaw Goods lines between 98m. 16chs. and 98m. 55chs. have been redesignated Passenger lines and renamed the Up and Down Pelaw. (40)

PORT CLARENCE AND PHILIPS SIDINGS JN.

The Arrival line between the new facing crossover situated at Port Clarence 3m. 5chs. and 3m. 29chs. has been taken out of use. The Single line commences at the new crossover using the existing Departure line.

A run-round facility worked by hand points has been provided between a new connection at 3m. 29chs. and the existing connection at 3m. 48chs. (40)

HARTON AND WHITBURN

Departure Line between Harton and Whitburn has been clamped out of use pending removal.

All trains to and from Dean Road Sidings to use Arrival Line. (40)

**** BEAMISH**

As a temporary measure the signal box, together with all points and signals worked therefrom has been abolished.

The Block section is now between Annfield and South Pelaw until further notice. (38)

**** PRUDHOE**

The following ground position light signals have been provided to replace the existing ground disc of miniature arm signals. A 2-way route indicator has been provided on No.35 and No.28 signals:–

No. 25 – Up Refuge Siding to Up Main.

No. 35 – Set back along Up Main – indication "X".
Up Main to Down Main – indication "D".

No. 28 – Down Main to Up Main – indication "U".
Down Main to Down Refuge – indication "Y".

No. 43 – Down Refuge Siding to Down Main. (38)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GRANGETOWN

Down Goods 3-aspect colour light signal G48 has been repositioned 122 yards further from the signal box. (39)

BOLDON COLLIERY AND PELAW

Boldon Colliery

The Down Main Semaphore Starting signal has been provided with a 3-aspect colour light head on the signal post capable of displaying yellow, double yellow or green aspects. The red spec associated with the semaphore arm has been retained and intensified, and the green spec blanked out.

Pelaw

The Down Main Auto Distant signal D96 has become a 4-aspect automatic signal capable of displaying red, yellow, double yellow or green aspects and replated P13.

The Down Main 4-aspect automatic signal D97 has been replated P15. (39)

**** BOLDON COLLIERY**

*

The arm of the Down Main Starting Signal has been reduced in height to 19ft. above rail level (6ft. lower). (38)

HEATON EAST JUNCTION AND TYNEMOUTH

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

All signalling east of ¼m.p. has been abolished.

The route indications on Down Tynemouth signal No.100 (except indication C for the Carriage Sidings) have been disconnected and the signal will display a RED aspect only.

The Corporation Siding (C.A. Parsons Ltd.) will remain in use.

The Down Tynemouth immediately east of H120 signal has become an arrival line and the adjacent Up Tynemouth has become a Departure line.

The ground position light signals applying from Departure line to Corporation Siding (97) and Corporation Sidings to Departure (92) have been replaced by "STOP TELEPHONE" notice boards.

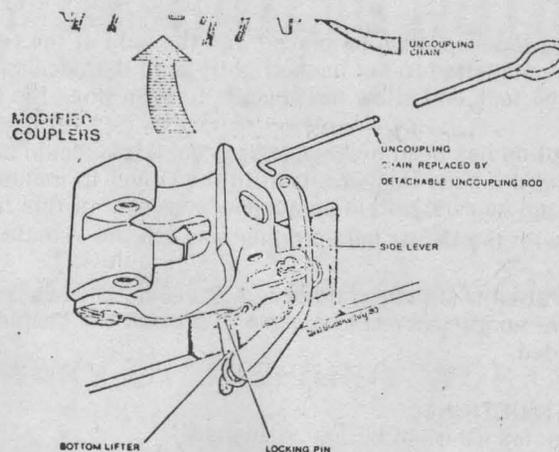
(Amended Item) (39)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS

INSTRUCTIONS IN THE OPERATION OF 'ALLIANCE' BUCKEYE
AUTOMATIC COUPLERS – CLASS 253/254 TRAINS

Whilst the principle of operation is similar to that of the drop-head 'buck-eye' couplers fitted to locomotive hauled vehicles, the 'Alliance' type are fixed and no side buffers are fitted.



WARNING

When coupling, staff must not in any circumstances stand between vehicles, but must wait until the vehicles have been brought together before passing between the vehicles to connect the brake pipes, etc.

1. COUPLING INSTRUCTIONS

The knuckle of the coupler head of ONE of the vehicles must be opened by first removing the locking pin and then placing the end of the uncoupling rod into the hole at the top of the side lever and pulling, in the same way as the release chain on drop-head couplers.

The knuckle of the coupler of the OTHER vehicle should be kept closed, EXCEPT WHEN THE COUPLING IS DONE ON A CURVE, in which case it may be necessary to open the knuckle of both couplers.

Automatic couplers may NOT engage on ACUTE curves.

The stationary vehicle must have its brakes hard on or be prevented otherwise from moving.

The vehicle to be attached should be brought up steadily against the stationary vehicle and pressed against it without shock to allow the couplers knuckle to close and lock to drop. A test must then be made by a slight pull from the traction unit.

The locking pin must then be placed in the hole in the bottom lifter.

The necessary brake pipes and jumper cables must then be coupled and the gangway vestibule doors secured in the open position.

NOTE : Uncoupling rods are provided at principal stations and depots on lines served by Class 253/254 trains and, for emergency use, in the cupboard which contains the emergency couplings in each power car and in the Guards' compartment of the TGS vehicle.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

INSTRUCTIONS IN THE OPERATION OF 'ALLIANCE' BUCKEYE AUTOMATIC COUPLERS - CLASS 253/254 TRAINS - continued

2. UNCOUPLING INSTRUCTIONS

The gangway vestibule doors must be secured in the closed position and the necessary brake pipes and jumper cables uncoupled.

The locking pin must be removed from the bottom lifter.

The uncoupling rod must then be placed into the hole at the top of the side lever and the Driver should then be signalled to set back slightly, and the uncoupling rod firmly pulled and held. This will release the lock and allow the knuckle to open when the traction unit draws ahead.

After the coupling has been disengaged the vehicles should be drawn six feet apart and the Shunter must then exhibit a hand Danger signal to the Driver to indicate that he wishes to proceed between the vehicles and he must obtain an acknowledgement of this hand signal, working in close co-operation with the Driver before going between the vehicles.

If, in the operation of dividing, there is any easing backwards or forwards and the vehicles come together again, no attempt must be made to prevent the couplers from re-engaging and the train must again be divided.

3. GENERAL INSTRUCTIONS

(a) The vehicles must not be loose-shunted.

(b) The vehicles must not be shunted against buffer stops nor must they be allowed to contact, or be contacted by, other vehicles except those with buckeye couplers. (40D)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
12 SEPTEMBER, 1980

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



NN

EASTERN REGION

41

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 OCTOBER

TO

FRIDAY 17 OCTOBER 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

**

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 11 OCTOBER – GATESHEAD HIGH STREET JUNCTION

The connections, forming the junction between the Down Greensfield and the Down Gateshead East will be secured out of use in the normal position pending removal.

The associated points at the Down Gateshead East end of this connection will be replaced by plain line for the route – Down Pelaw/Down Gateshead East.

The catch points in the Down Greensfield at 0m. 55chs., 155 yards before reaching G109 signal will be removed and plain line installed.

All associated signalling routes will be disconnected.

(44)

SUNDAY 12 OCTOBER – GATESHEAD

The route indications on Up Gateshead Main signal G106 will be altered as follows:–

route indication	towards	
“P”	Up Pelaw (former Up Gateshead East)	
“W”	Up Gateshead West	(44)

DETAILS OF WORK ALREADY CARRIED OUT

EARS DON AND PORT OF TYNE NO. 6 GROUND FRAME

Percy Main North signal box, together with all associated points and signals worked therefrom have been abolished.

The double line section between Earsdon and Percy Main North has been singled throughout to Esso Sidings ground frame.

The Single line will be worked in accordance with Special Instructions using a train staff and a ticket.

The Port of Tyne No. 6 ground frame has been padlocked and the key retained by the Supervisor at Esso Sidings.

A notice board worded “STOP FOR ORDERS” has been provided 625 yards North of the Port of Tyne No.6 ground frame applying to the Up Dock line.

A Distant signal has been provided 622 yards North of Esso Sidings ground frame (associated with the notice board at Esso Sidings ground frame worded “End of One Train Working – Stop for Orders”).

Earsdon Down home signal with Holywell distant below has been replaced by a straight post signal and moved adjacent to the Single line. (Amended) (43)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN GATESHEAD HIGH STREET JN. AND PELAW

Up Pelaw G40 signal (Up Pelaw to P76 signal) has been resited 7 yards nearer to Gateshead as a separate straight post signal and replated G84.

G39 signal (Up Reception/Sorting Sidings) to P76 has been resited on a new gantry 7 yards nearer to Gateshead. (43)

NEWPORT EAST JN. AND MIDDLESBROUGH (TEES YARD)

Down Goods colour light signal No. TY97 has been repositioned 77 yards towards Middlesbrough.

The stencil-route indicator (Indication "G") has been abolished, and the following indication now apply:—

Indication	Destination
Main	Down Goods
Sub	Down Goods line occupied

(42)

GATESHEAD, HIGH STREET JN.

The connections leading from Up Gateshead East to Up Greensfield have been secured out of use pending removal. The associated facing points in the Up Gateshead East have been abolished and replaced by plain line for the route to Up Pelaw.

Signalling Alterations

The two-way route indicator (M-Up Pelaw: G-Up Greensfield) on the Up Gateshead East 4-aspect signal G105 has been disconnected and the signal (main aspect only) applies towards Up Pelaw. (42)

KELLOE BANK FOOT BRANCH

The Run Round Points (hand) have been moved from 11m. 59chs. to 11m. 39chs. to shorten Run Round. (43)

**** HEATON**

3-aspect colour light signal H90 (on the connection from Carriage Sidings to Arrival Line (Down Tynemouth) and Arrival Line (former Down Tynemouth) 4-aspect signal H100 has been abolished.

The signal routes from Heaton ground position light signals 115 and 116 and from Down Tynemouth 4-aspect signal H120 towards H100 signal have been disconnected.

The position "4" Junction Indicator on Down North signal H121 (applying towards signal H100) has been removed.

The points controlled by Heaton Control Tower, leading from the Carriage Sidings to the Arrival line (former Down Tynemouth), have been secured out of use in the normal position. (41)

DARLINGTON

The Ground Frame operated crossover in the Up Siding has been taken out of use and points clamped in the normal position. (42)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

Pages 85 to 86 (Pages 40 and 41 Supplement No. 3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5 ND40D, Page SD00 SD40D)

★ Amend note 3 to:—

3. Fully-fitted train:—

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van. (49D)

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 134

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

Instruction 2 (b) and 2 (c)

★ Add:— The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly. (49D)

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

Page 274

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H. Clause 4.4.1

Add:—

The Guard must travel in the T.G.S. (Trailer Guard Second) when such vehicle is included in the formation of a Class 253 or 254 train.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS

FIGHTING COCKS BRANCH

Page 413 (Supp. Optg. Insts. Page 112)

Delete item and substitute:–

1. The Single line between the Down and Up Main lines at Oak Tree Jn. and the "Stop, proceed if line is clear" board is controlled by the Signaller at Darlington.
2. When the Driver or Guard of a train requires his train to proceed from the Long Welded Rail Depot Sidings or the line from Fighting Cocks level crossing along the Single line towards Oak Tree Jn. he must contact the Signaller by telephone from the "Stop, telephone" board for permission to proceed. He must advise the Signaller whether the movement will be drawn or propelled.
3. Propelling of trains from Oak Tree Jn. signal D953 along the Single line towards the Long Welded Rail Depot is restricted to two freight brake vans only. (49D)

Page 418

PERCY MAIN NORTH TO EARSDON



Amend route heading to read :–

EARSDON TO NORTHUMBERLAND/ALBERT AND EDWARD DOCKS – PORT OF TYNE AUTHORITY



Add :–

WORKING OF SINGLE LINE BETWEEN EARSDON SIGNAL BOX AND ESSO SIDINGS GROUND FRAME

- (1) The method of working is by a train staff and metal tickets, and the object of the system is to prevent more than one train being on the single line at the same time.
- (2) The train staff or a ticket indicating that the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signaller at Earsdon or the Esso Sidings Supervisor as the case may be, or if he leaves with a ticket but without having first seen the train staff.
- (3) On arrival of the train at the end of the single line, the train staff or the ticket must be surrendered to the Esso Sidings Supervisor or the Signaller at Earsdon as the case may be.
- (4) All tickets must be kept attached to the train staff except when it is necessary to issue a ticket in accordance with the above instructions.
- (5) Should the telephone fail, each train must carry the train staff.
- (6) Should the train staff be lost, the provisions of Regulation 11 of the "Regulations for One Train Working on Single Lines" must be carried out. In the event of a ticket being at either end of the section when the staff is lost, the Pilotman must take possession of the ticket.
- (7) If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 12 of the "Regulations for One Train Working on Single lines" must be carried out.

WORKING BETWEEN PERCY MAIN NORTH AND ESSO OIL INSTALLATION



Delete the heading "Working of the Single line between Percy Main North and Esso Sidings".



Amend second paragraph thereunder, third line :–

"returned to the Signaller at Earsdon to enable the second train to occupy the".

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS—continued

Page 418 – continued



Add:—

BETWEEN EARSDON AND PORT OF TYNE AUTHORITY DOCKS

Unfitted and partially fitted trains proceeding towards the Northumberland/Albert and Edward Docks must stop for application of wagon brakes adjacent to the site of the former signal box at Percy Main North. The train must be stopped at Albert and Edward Docks for the brakes to be released.

INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

LOCAL INSTRUCTIONS

Page 428 (Page ND39)

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

1. Method



Amend in clauses 1.1, 1.2 and 1.3 "Signalman" to read "Operating Supervisor". (49D)

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

Page 4

Drax, Eggborough, Ferrybridge, Thorpe Marsh and Fiddler's Ferry Power Stations.

Amend loadings as follows:—

Drax, Eggborough and Ferrybridge Power Stations – 34 wagons per train.

Thorpe Marsh and Fiddlers Ferry Power Stations – 30 wagons per train.

(49D)

MISCELLANEOUS NOTICE

MORPETH

"W" Boards have been erected 196 yards each side of the footpath crossing between Morpeth East and Morpeth North Curve. (43)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
3 OCTOBER, 1980

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

FIRST AID

Avoid becoming a casualty yourself – know the life-saving procedures.

BREATHING STOPPED

If the victim stops breathing he will die unless breathing is restored at once. First tilt his head back to open the air passage from mouth to lungs, squeeze the nostrils together then BLOW your own breath through his mouth into his lungs.

BLEEDING

Bleeding from injuries must be controlled as severe loss of blood may lead to death. The best way to stop bleeding is to squeeze the injured part together by direct pressure of the fingers on the wound or squeeze the edges of the wound together and apply a firm bandage.

UNCONSCIOUSNESS

The willing but untrained bystander is most helpless when confronted with an UNCONSCIOUS victim. The simplest act of turning such a victim on his side, so that he cannot drown in his own vomit, may save many such victims who would otherwise die.

SHOCK

Shock is likely to be present in all cases of injury and many cases of sudden illness. Its effects, which may be extremely serious, may be eased by the comfort, confidence and reassurance given by the rescuer.

BROKEN BONES

These may be serious injuries. STOP ANY MOVEMENT OF BROKEN BONES which can make the injuries more severe. Injured arms may be secured to the body or injured legs tied together.

BURNS AND SCALDS

Rapidly COOL the affected part with cold water then cover with clean cloth or large dressing till seen by a doctor.

A thorough knowledge of First Aid can only be gained by taking a Course of Lectures. Details regarding Courses in First Aid can be obtained direct from your Regional First Aid Secretary (C.W. Frampton, Toft Green Chambers, York. Telephone No. 032 2677/3345) or your local First Aid Secretary.



Lee
British Rail

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

42

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 OCTOBER

TO

FRIDAY 24 OCTOBER 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

**

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 19 OCTOBER - HEATON SOUTH JUNCTION

The remodelled connections to the Carriage Sidings and D.M.U. Sidings will be brought into use.

The following new points will be commissioned.

Up Siding to P.T.E. "IN" line.
Carriage Sidings to Up Siding.
Trap points - Up Siding to Departure.

New Ground Position Light Signals

92 - Parsons Siding to Up Siding (replaces notice board).
97 - D.M.U. Sidings to Up Siding.

The exit signal from the Carriage Sidings H90 signal will be jointly controlled by the Control Tower.

The route applications from the following signals will be amended as shown in the Description of signals shown below:-

Signal Number	Line	Aspect	Route Indication	Application to or towards
100 (Ground position light)	Up Siding		C W S	Carriage Sidings Wagon shops/DMU Sidings Parsons Siding *
* "STOP TELEPHONE"	notice board removed.			
115 (Ground position light)	Arrival		S R D	Up Siding Reception Departure
116 (Ground position light with route indicator removed)	Departure			Up Siding
H111	Up Siding	Main	T N	Up Tynemouth Up North
H120	Down Tynemouth	Main	Junction indicator position "1"	Down Goods
		Main Sub	S	Down Main Down Sidings
		Sub	Junction indicator position "1"	Down Goods line occupied
		Sub	T	Arrival line
121	Down North	Main	Junction indicator position "1"	Down Goods
		Main Sub	S	Down Main Down Siding
		Sub	Junction indicator position "1"	Down Goods line occupied
		Sub	T	Arrival line

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 19 OCTOBER – GATESHEAD (ST. JAMES BRIDGE JUNCTION) AND HIGH STREET JUNCTION

Down Pelaw Main signal G55 will be resited 383 yards further from the signal box on the bracket post formerly carrying Up Pelaw Main signal G51, and will be replated G85. (45)

DETAILS OF WORK ALREADY CARRIED OUT

EARSDON AND PORT OF TYNE NO. 6 GROUND FRAME

Percy Main North signal box, together with all associated points and signals worked therefrom have been abolished.

The double line section between Earsdon and Percy Main North has been singled throughout to Esso Sidings ground frame.

The Single line will be worked in accordance with Special Instructions using a train staff and a ticket.

The Port of Tyne No. 6 ground frame has been padlocked and the key retained by the Supervisor at Esso Sidings.

A notice board worded "STOP FOR ORDERS" has been provided 625 yards North of the Port of Tyne No.6 ground frame applying to the Up Dock line.

A Distant signal has been provided 622 yards North of Esso Sidings ground frame (associated with the notice board at Esso Sidings ground frame worded "End of One Train Working – Stop for Orders").

Earsdon Down home signal with Holywell distant below has been replaced by a straight post signal and moved adjacent to the Single line. (43)

GATESHEAD HIGH STREET JUNCTION

The connections, forming the junction between the Down Greensfield and the Down Gateshead East have been secured out of use in the normal position pending removal.

The associated points at the Down Gateshead East end of this connection have been replaced by plain line for the route – Down Pelaw/Down Gateshead East.

The catch points in the Down Greensfield at 0m. 55chs., 155 yards before reaching G109 signal have been removed and plain line installed.

All associated signalling routes have been disconnected. (44)

GATESHEAD

The signal head on signal G101 Up Greensfield line has been renewed and the Route Indicator removed. The Main aspects temporarily read through 334/333 points to the Up Pelaw line until full commissioning on 2 November. (New Item) (45)

GATESHEAD

The route indications on Up Gateshead Main signal G106 have been altered as follows:—

route indication
"P"

towards
Up Pelaw (former Up Gateshead East)

"W"

Up Gateshead West (44)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BERWICK GOODS YARD

The points leading from No.2 Down Goods Loop to No.1 Siding have been secured out of use pending removal of No.1 Siding. The notice board worded 'STOP, TELEPHONE FOR ORDERS' and the associated telephone on No.2 Down Goods Loop have been repositioned to the Goods Yard outlet line.

Trains routed into No.1 or No.2 Down Goods Loop must come to a stand as near as possible to the outlet signal. (New item) (45)

BETWEEN GATESHEAD HIGH STREET JN. AND PELAW

Up Pelaw G40 signal (Up Pelaw to P76 signal) has been resited 7 yards nearer to Gateshead as a separate straight post signal and replated G84.

G39 signal (Up Reception/Sorting Sidings) to P76 has been resited on a new gantry 7 yards nearer to Gateshead. (43)

**** NEWPORT EAST JN. AND MIDDLESBROUGH (TEES YARD)**

Down Goods colour light signal No. TY97 has been repositioned 77 yards towards Middlesbrough.

The stencil-route indicator (Indication "G") has been abolished, and the following indication now apply:-

Indication	Destination
Main	Down Goods
Sub	Down Goods line occupied

(42)

**** GATESHEAD, HIGH STREET JN.**

The connections leading from Up Gateshead East to Up Greensfield have been secured out of use pending removal. The associated facing points in the Up Gateshead East have been abolished and replaced by plain line for the route to Up Pelaw.

Signalling Alterations

The two-way route indicator (M-Up Pelaw: G-Up Greensfield) on the Up Gateshead East 4-aspect signal G105 has been disconnected and the signal (main aspect only) applies towards Up Pelaw.

(42)

KELLOE BANK FOOT BRANCH

The Run Round Points (hand) have been moved from 11m. 59chs. to 11m. 39chs. to shorten Run Round. (43)

**** DARLINGTON**

The Ground Frame operated crossover in the Up Siding has been taken out of use and points clamped in the normal position. (42)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

Pages 85 to 86 (Pages 40 and 41 Supplement No. 3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5 ND40D, Page SD00 SD40D)

Amend note 3 to:-

3. Fully-fitted train:-

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van. (49D)

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 134

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

Instruction 2 (b) and 2 (c)

Add :- The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly. (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)

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

Pages 175 and 176 (Page 70 Supp. Optg. Insts.) (Page ND29, ND40D)
 NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN.

Pelaw 98.13

- ★ Amend:–
 - 15 To Leamside line
 - 20 To South Shields line.
- ★ Delete:–
 - 20 20 To and from Pelaw lines at 98m. 19ch.

Page 274

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H. Clause 4.4.1

Add :-

The Guard must travel in the T.G.S. (Trailer Guard Second) when such vehicle is included in the formation of a Class 253 or 254 train.

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 338

HEATON

- ★ Add:–
 - WORKING OF TRAINS BETWEEN HEATON AND PARSONS SIDINGS

1. All trains working between Heaton and Parsons Sidings must be accompanied by the Chargeman, Heaton North Yard.
2. When a train is required to proceed from either Heaton or Parsons Sidings, the Supervisor must obtain permission from the Signaller at Heaton before the movement commences.
3. The Supervisor must operate the hand points to their correct positions and hand signal the Driver past shunt signal 100 at Danger at the Heaton end or past the STOP board at the exit from Parsons Sidings, as the case may be.
4. After the train has cleared all connections, including signal box operated points 255, the Supervisor must replace the hand points to normal and advise the Signaller that the line is again clear. (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS – continued

FIGHTING COCKS BRANCH

Page 413 (Supp. Optg. Insts. Page 112)

Delete item and substitute:—

1. The Single line between the Down and Up Main lines at Oak Tree Jn. and the "Stop, proceed if line is clear" board is controlled by the Signalman at Darlington.
2. When the Driver or Guard of a train requires his train to proceed from the Long Welded Rail Depot Sidings or the line from Fighting Cocks level crossing along the Single line towards Oak Tree Jn. he must contact the Signalman by telephone from the "Stop, telephone" board for permission to proceed. He must advise the Signalman whether the movement will be drawn or propelled.
3. Propelling of trains from Oak Tree Jn. signal D953 along the Single line towards the Long Welded Rail Depot is restricted to two freight brake vans only. (49D)

Page 418

PERCY MAIN NORTH TO EARSDON

Amend route heading to read:—

EARSDON TO NORTHUMBERLAND/ALBERT AND EDWARD DOCKS – PORT OF TYNE AUTHORITY

Add:—

WORKING OF SINGLE LINE BETWEEN EARSDON SIGNAL BOX AND ESSO SIDINGS GROUND FRAME

- (1) The method of working is by a train staff and metal tickets, and the object of the system is to prevent more than one train being on the single line at the same time.
- (2) The train staff or a ticket indicating that the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signalman at Earsdon or the Esso Sidings Supervisor as the case may be, or if he leaves with a ticket but without having first seen the train staff.
- (3) On arrival of the train at the end of the single line, the train staff or the ticket must be surrendered to the Esso Sidings Supervisor or the Signalman at Earsdon as the case may be.
- (4) All tickets must be kept attached to the train staff except when it is necessary to issue a ticket in accordance with the above instructions.
- (5) Should the telephone fail, each train must carry the train staff.
- (6) Should the train staff be lost, the provisions of Regulation 11 of the "Regulations for One Train Working on Single Lines" must be carried out. In the event of a ticket being at either end of the section when the staff is lost, the Pilotman must take possession of the ticket.
- (7) If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 12 of the "Regulations for One Train Working on Single Lines" must be carried out.

WORKING BETWEEN PERCY MAIN NORTH AND ESSO OIL INSTALLATION

Delete the heading "Working of the Single line between Percy Main North and Esso Sidings".

Amend second paragraph thereunder, third line:—

"returned to the Signalman at Earsdon to enable the second train to occupy the".

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS—continued

Page 418 – continued

Add:—

BETWEEN EARSDON AND PORT OF TYNE AUTHORITY DOCKS

Unfitted and partially fitted trains proceeding towards the Northumberland/Albert and Edward Docks must stop for application of wagon brakes adjacent to the site of the former signal box at Percy Main North. The train must be stopped at Albert and Edward Docks for the brakes to be released.

INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

LOCAL INSTRUCTIONS

Page 428 (Page ND39)

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

1. Method

Amend in clauses 1.1, 1.2 and 1.3 "Signalman" to read "Operating Supervisor". (49D)

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

Page 4

Drax, Eggborough, Ferrybridge, Thorpe Marsh and Fiddler's Ferry Power Stations.

Amend loadings as follows:—

Drax, Eggborough and Ferrybridge Power Stations – 34 wagons per train.

Thorpe Marsh and Fiddlers Ferry Power Stations – 30 wagons per train.

(49D)

MISCELLANEOUS NOTICES

MORPETH

"W" Boards have been erected 196 yards each side of the footpath crossing between Morpeth East and Morpeth North Curve. (43)

HARTON S.B. |

Temporary level crossings have been brought into use at 1m. 23chs., 1m. 36chs. and 1m. 41chs. These are open type crossings without gates or barriers. (45)

York
10 OCTOBER, 1980

MP.32/NN

G. GRAHAM
Chief Operating Manager

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

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 OCTOBER – NEWPORT EAST JUNCTION AND MIDDLESBROUGH

The following connections will be repositioned 200 yards nearer to Middlesbrough:—

Down Main to Down Goods
Up Goods to Up Main

(46)

DETAILS OF WORK ALREADY CARRIED OUT

HEATON SOUTH JUNCTION

The remodelled connections to the Carriage Sidings and D.M.U. Sidings have been brought into use.

The following new points have been commissioned.

Up Siding to P.T.E. "IN" line.

Carriage Sidings to Up Siding.

Trap points – Up Siding to Departure.

New Ground Position Light Signals

92 – Parsons Siding to Up Siding (replaces notice board).

97 – D.M.U. Sidings to Up Siding.

The exit signal from the Carriage Sidings H90 signal is jointly controlled by the Control Tower.

The route applications from the following signals have been amended as shown in the Description of signals shown below:—

Signal Number	Line	Aspect	Route Indication	Application to or towards
100 (Ground position light)	Up Siding		C W S	Carriage Sidings Wagon shops/DMU Sidings Parsons Siding *
* "STOP TELEPHONE"	notice board removed.			
115 (Ground position light)	Arrival		S R D	Up Siding Reception Departure
116 (Ground position light with route indicator removed)	Departure			Up Siding
H111	Up Siding	Main	T N	Up Tynemouth Up North

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

GATESHEAD

The signal head on signal G101 Up Greensfield line has been renewed and the Route Indicator removed.

The Main aspects temporarily read through 334/333 points to the Up Pelaw line until full commissioning on 2 November. (45)

GATESHEAD

The route indications on Up Gateshead Main signal G106 have been altered as follows :-

route indication	towards	
“P”	Up Pelaw (former Up Gateshead East)	
“W”	Up Gateshead West	(44)

BERWICK GOODS YARD

The points leading from No.2 Down Goods Loop to No.1 Siding have been secured out of use pending removal of No.1 Siding. The notice board worded ‘STOP, TELEPHONE FOR ORDERS’ and the associated telephone on No.2 Down Goods Loop have been repositioned to the Goods Yard outlet line.

Trains routed into No.1 or No.2 Down Goods Loop must come to a stand as near as possible to the outlet signal. (45)

*** * BETWEEN GATESHEAD HIGH STREET JN. AND PELAW**

Up Pelaw G40 signal (Up Pelaw to P76 signal) has been resited 7 yards nearer to Gateshead as a separate straight post signal and replated G84.

G39 signal (Up Reception/Sorting Sidings) to P76 has been resited on a new gantry 7 yards nearer to Gateshead. (43)

*** * KELLOE BANK FOOT BRANCH**

The Run Round Points (hand) have been moved from 11m. 59chs. to 11m. 39chs. to shorten Run Round. (43)

PORT CLARENCE

The connection between Seal Sands Branch and Philips Siding, together with the associated ground frame at 3m. 50chs. have been moved 20 chains towards Port Clarence Yard. (New Item) (46)

FUEL OIL

IS PRECIOUS — HELP

SAVE IT!

**ENGINE
IDLING**

shut down engines
whenever possible

**FUELLING
EQUIPMENT**

handle carefully,
don't drop

**LEAKING
CONNECTIONS**

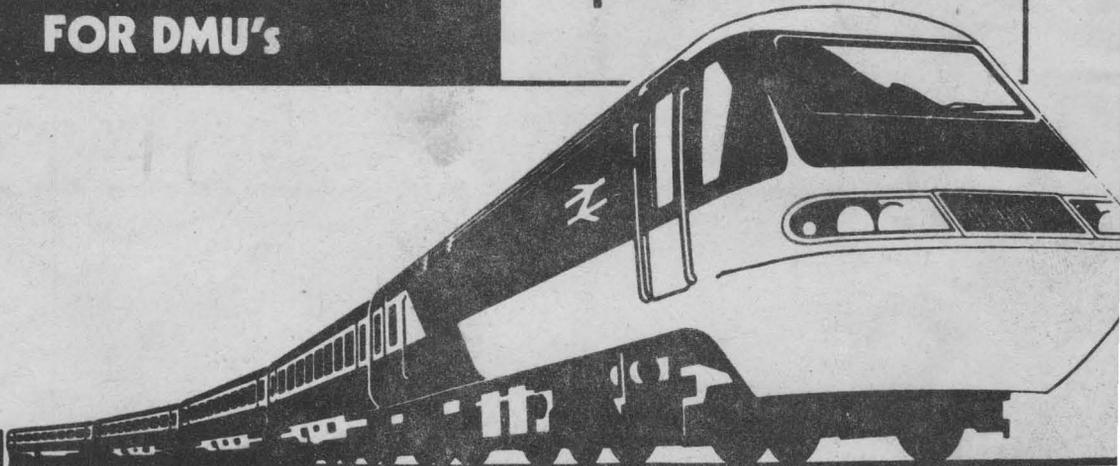
tighten or
report

**SHUT-OFF VALVES
ON LOCOMOTIVES**

report if not
closing properly

**FUELLING NOZZLES
FOR DMU's**

report if defective



Slings



British Rail

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

44

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 1 NOVEMBER

TO

FRIDAY 7 NOVEMBER 1980

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 1 TO MONDAY 3 NOVEMBER – GATESHEAD AND BETWEEN GATESHEAD HIGH STREET JUNCTION AND PELAW

During the above period, all signalling equipment in the Gateshead area will be disconnected, and the lines between St. James Bridge ground frame area and High Street Junction will be resignalled.

Reference should be made to the facing diagrams included in this notice.

Permanent Way Alterations (High Street Junction)

The trailing crossover between the Down and Up Greensfield lines and between the Down and Up Pelaw lines, together with the associated connections forming the route from Down Pelaw to Down Greensfield and from Up Greensfield to Up Pelaw will be secured out of use in the normal position pending removal and the associated signalling abolished.

Signalling Alterations

Pelaw

Down Main signal P19 will be moved 60 yards further from the signal box.

Gateshead

Signals No. G36 and G37 will be replated G73 and G75 respectively.

The route indicator will be removed from G75.

A Junction Indicator arm will be provided on G94 (G84 replated) signal and the theatre-type route indicator will be replaced by a 2-way stencil route indicator.

G96 signal (G86 signal replated) will be converted to a 4-aspect signal. A junction arm and 2-way stencil type route indicator will be provided.

G91 signal will be replated G97. The 2-way route indicator and subsidiary will be removed.

The subsidiary and route indicator will be removed from G95 (former G90 signal) and this will become an automatic signal.

The following signals will be abolished:— Up Pelaw G98 and G56, Down Pelaw G60.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 1 TO MONDAY 3 NOVEMBER – GATESHEAD AND BETWEEN GATESHEAD HIGH STREET JUNCTION AND PELAW – continued

Description of New and Altered Signals. G – Gateshead. The numbers shown in brackets against the signal number indicates the previous number of a related signal.

Signal No.	Line	Aspect	Route Indication	Application to or towards
				M = Main (Junction arm position S = Sub or route indication)
G73 (G36)	Two-way Down Pelaw Main	M M S S	Position '1' 'R' 'S'	G85 G83 Up Reception Sorting Sidings
G75 (G37)	Two-way Up Pelaw	M S	Position '2' Position '1'	G83 G85 G77
G82	Up Greensfield	M M S	'U' 'D'	G76 Down Pelaw Up Direction Shunt Spur
G84	Up Pelaw Main	M M	Position 4	G76 Down Pelaw Up direction
G85 (resited)	Down Pelaw Main	M M S	Position 1	G97 (Down Pelaw) G95 (Down Greensfield) Close Works Siding
G86 (G39)	Reception line	M M S	Position 4	G76 Down Pelaw Up direction Shunt Spur
G83	Down Greensfield	M M S	Position 4	G95 (Down Greensfield) G97 (Down Pelaw) Close Works Siding
G88	TCFD Sidings	M M S	Position 4	G76 Down Pelaw Up direction Shunt Spur
G94 (G84)	Up Greensfield	M M S S	Position 1 S R	G32 G84 Sorting Siding Reception line
G95 (G90) (converted to auto signal)	Down Greensfield	M		G109
G96 (G86)	Up Pelaw	M M S S	Position 4 S 'R'	G84 G82 Sorting Sidings Reception line
G97 (G91)	Down Pelaw	M		G107
G105 (converted to auto signal)		M		G96

A Banner Repeating signal (RG96) will be provided 155 yards before reaching G96 signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

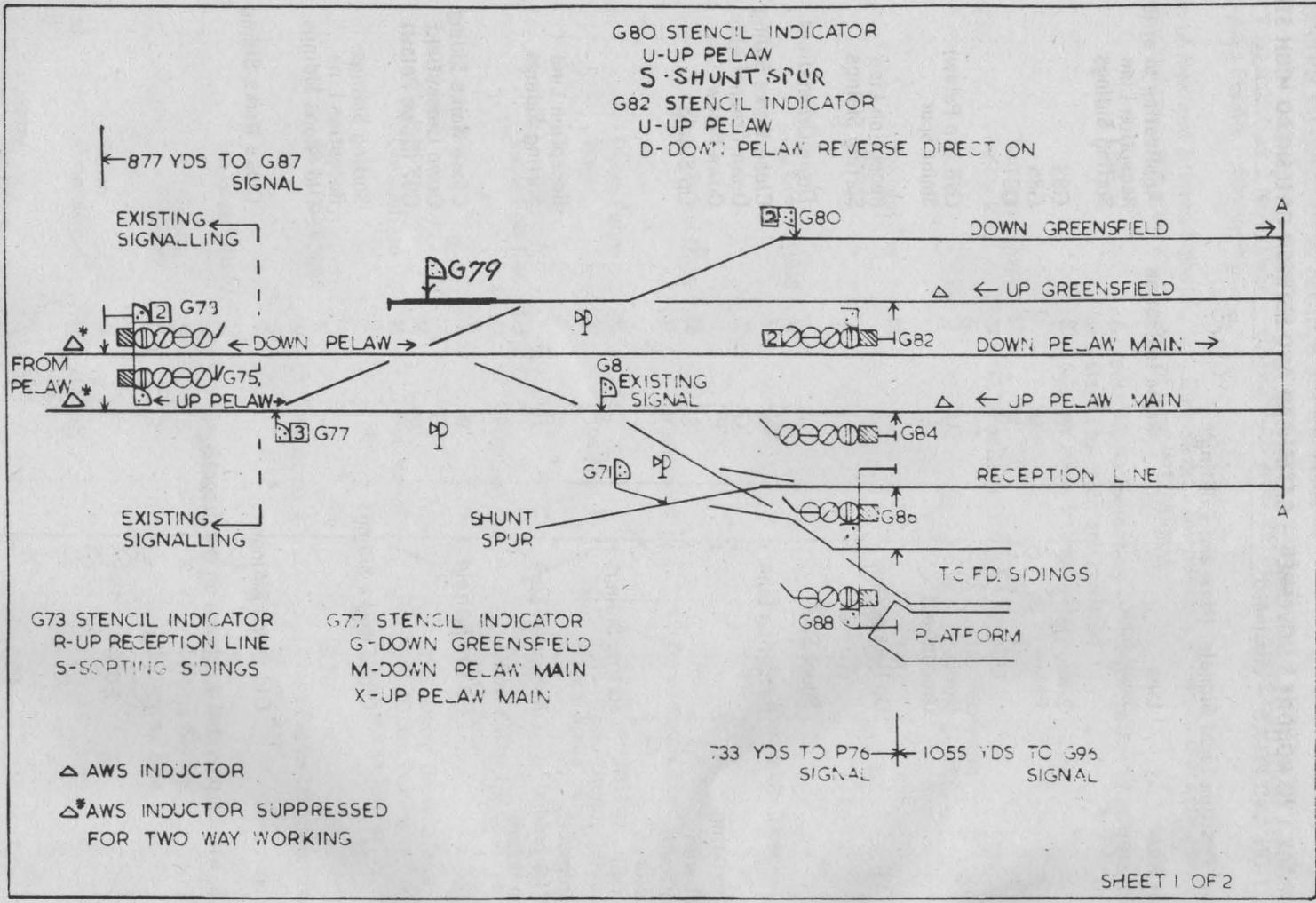
SATURDAY 1 TO MONDAY 3 NOVEMBER – GATESHEAD AND BETWEEN GATESHEAD HIGH STREET JUNCTION AND PELAW – continued

Ground Position Light Signals (New and Existing)

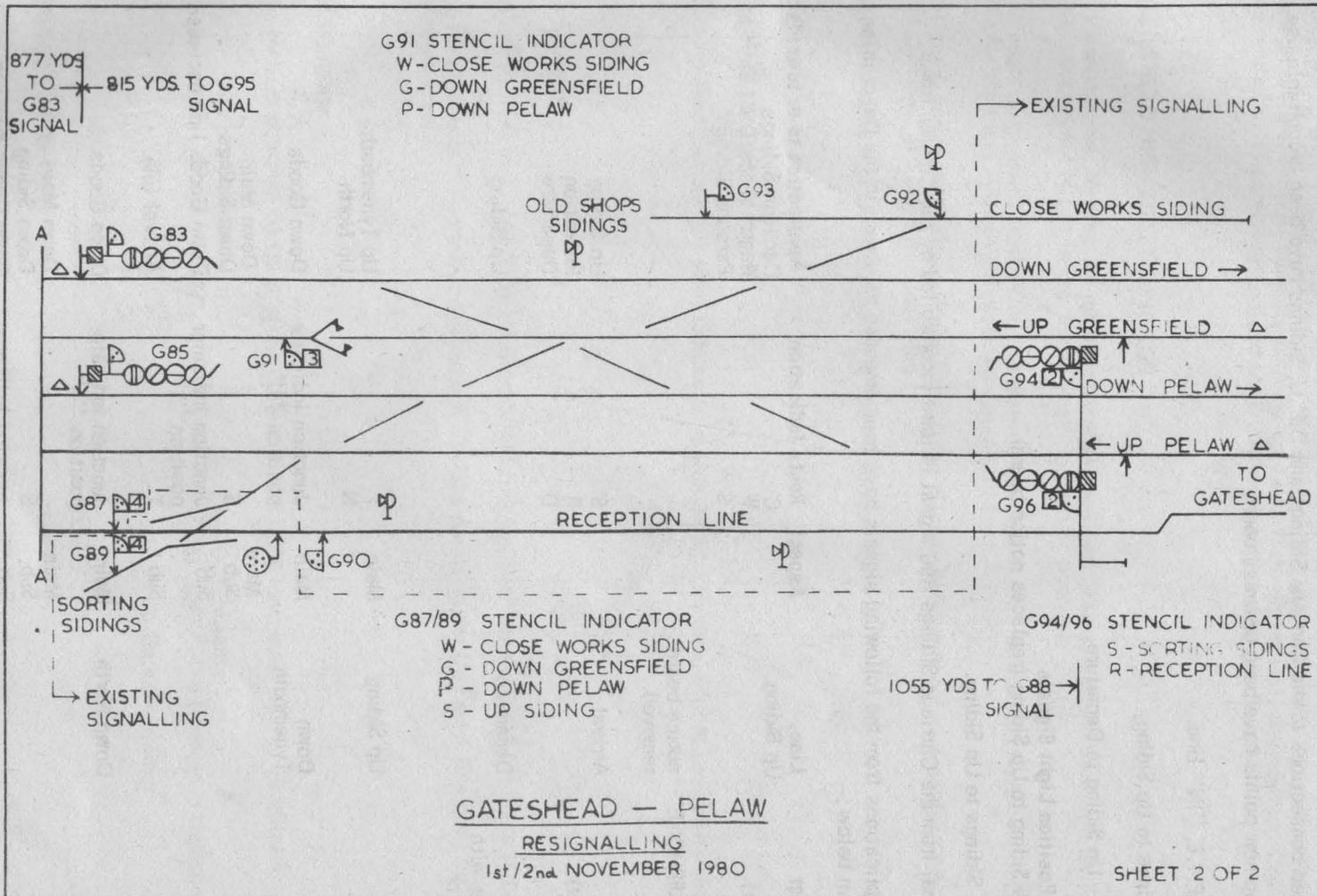
Signal No.	Line	Route Indication	Application to or towards
G71	Shunt Spur		Reception Line Sorting Sidings
G77	2-Way Up Pelaw	'G' 'M' 'X'	G83 G85 G81
G80	Down Greensfield	'U' S	G76 (Up Pelaw) Shunt Spur
G81 (38)	Up Pelaw Main		Reception Line Sorting Sidings
G79	Shunt Spur		Down Greensfield
G87	Reception Line)	'W'	Close Works Siding
)	'G'	Down Greensfield
G89 (existing)	'P'	Down Pelaw
signal with)	'S'	Up Siding
4-way route)		
indicator)		
provided)	Sorting Sidings)		
G90 (replaces 'Stop for orders' notice board)	Reception Line		Reception Line Sorting Sidings
G91	Up Greensfield	'W' 'G' 'P'	Close Works Siding Down Greensfield G97 (Down Pelaw)
G92	Close Works Sidings		Sorting Sidings Reception Line Old Shops Sidings
G93	Old Shops Sidings		Close Works Siding

A.W.S. will be provided as shown on the diagram.

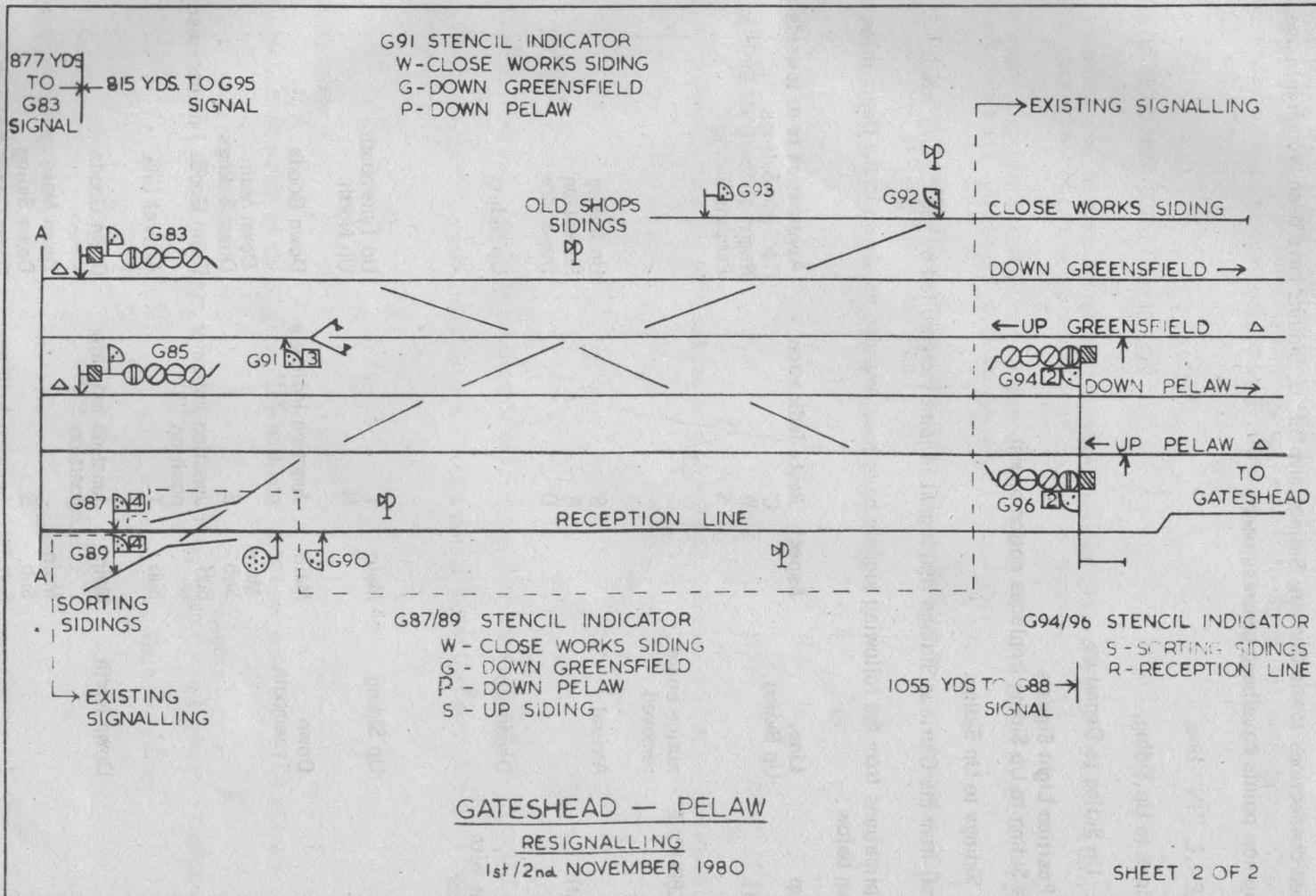
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK REFERRED TO IN SECTION B - continued



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



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



SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

HEATON SOUTH JUNCTION

The remodelled connections to the Carriage Sidings and D.M.U. Sidings have been brought into use.

The following new points have been commissioned.

Up Siding to P.T.E. "IN" line.

Carriage Sidings to Up Siding.

Trap points – Up Siding to Departure.

New Ground Position Light Signals

92 – Parsons Siding to Up Siding (replaces notice board).

97 – D.M.U. Sidings to Up Siding.

The exit signal from the Carriage Sidings H90 signal is jointly controlled by the Control Tower.

The route applications from the following signals have been amended as shown in the Description of signals shown below :-

Signal Number	Line	Aspect	Route Indication	Application to or towards
100 (Ground position light)	Up Siding		C W S	Carriage Sidings Wagon shops/DMU Sidings Parsons Siding *
* "STOP TELEPHONE"	notice board removed.			
115 (Ground position light)	Arrival		S R D	Up Siding Reception Departure
116 (Ground position light with route indicator removed)	Departure			Up Siding
H111	Up Siding	Main	T N	Up Tynemouth Up North
H120	Down Tynemouth	Main	Junction indicator position "1"	Down Goods
		Sub	S	Down Main Down Sidings
		Sub	Junction indicator position "1"	Down Goods line occupied
		Sub	T	Arrival line
121	Down North	Main	Junction indicator position "1"	Down Goods
		Sub	S	Down Main Down Siding
		Sub	Junction indicator position "1"	Down Goods line occupied
		Sub	T	Arrival line

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GATESHEAD (ST. JAMES BRIDGE JUNCTION) AND HIGH STREET JUNCTION

Down Pelaw Main signal G55 has been resited (as a temporary measure) 383 yards further from the signal box on the bracket post formerly carrying Up Pelaw Main signal G51, and replated G85. This signal will be resited in its permanent position on 1/2 November (See diagram, Sheet1) **(Amended) (45)**

*** * GATESHEAD HIGH STREET JUNCTION**

The connections, forming the junction between the Down Greensfield and the Down Gateshead East have been secured out of use in the normal position pending removal.

The associated points at the Down Gateshead East end of this connection have been replaced by plain line for the route - Down Pelaw/Down Gateshead East.

The catch points in the Down Greensfield at 0m. 55chs., 155 yards before reaching G109 signal have been removed and plain line installed.

All associated signalling routes have been disconnected. **(44)**

ADDISON

No.9 Up Main Distant has been reduced on a straight post on same site at reduced height. **(New item) (47)**

GATESHEAD

The signal head on signal G101 Up Greensfield line has been renewed and the Route Indicator removed.

The Main aspects temporarily read through 334/333 points to the Up Pelaw line until full commissioning on 2 November. **(45)**

*** * GATESHEAD**

The route indications on Up Gateshead Main signal G106 have been altered as follows :-

route indication	towards	
"P"	Up Pelaw (former Up Gateshead East)	
"W"	Up Gateshead West	(44)

BERWICK GOODS YARD

The points leading from No.2 Down Goods Loop to No.1 Siding have been secured out of use pending removal of No.1 Siding. The notice board worded 'STOP, TELEPHONE FOR ORDERS' and the associated telephone on No.2 Down Goods Loop have been repositioned to the Goods Yard outlet line.

Trains routed into No.1 or No.2 Down Goods Loop must come to a stand as near as possible to the outlet signal. **(45)**

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PORT CLARENCE

The connection between Seal Sands Branch and Philips Siding, together with the associated ground frame at 3m. 50chs. have been moved 20 chains towards Port Clarence Yard.

(46)

NEWPORT EAST JUNCTION AND MIDDLESBROUGH

The following connections have been repositioned 200 yards nearer to Middlesbrough :-

Down Main to Down Goods

Up Goods to Up Main

(46)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

Pages 85 to 86 (Pages 40 and 41 Supplement No. 3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5 ND40D, Page SD00 SD40D)

Amend note 3 to:-

3. Fully-fitted train:-

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van.

(49D)



British Rail

Checked

NN

EASTERN REGION

45

WEEKLY OPERATING NOTICE

*(Note Page 12
13)*

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 NOVEMBER

TO

FRIDAY 14 NOVEMBER 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

**

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

DETAILS OF WORK REFERRED TO IN SECTION B**TUESDAY 11 NOVEMBER - YORK YARD NORTH**

The Ground Frame controlling the points from the Transfer line to the P Way Yard will be abolished, together with associated signals, and the points will in future be hand operated.

(48)

DETAILS OF WORK ALREADY CARRIED OUT**GATESHEAD AND BETWEEN GATESHEAD HIGH STREET JN. AND PELAW**

The lines between St. James Bridge ground frame area and High Street Jn. have been resignalled.

Reference should be made to the facing diagrams included in this notice.

Permanent Way Alterations (High Street Junction)

The trailing crossover between the Down and Up Greensfield lines and between the Down and Up Pelaw lines, together with the associated connections forming the route from Down Pelaw to Down Greensfield and from Up Greensfield to Up Pelaw have been secured out of use in the normal position pending removal and the associated signalling abolished.

Signalling Alterations**Gateshead**

Signals No. G36 and G37 will be replated G73 and G75 respectively.

The route indicator has been removed from G75.

A Junction indicator arm has been provided on G94 (G84 replated) signal and the theatre-type route indicator replaced by a 2-way stencil route indicator.

G96 signal (G86 signal replated) has been converted to a 4-aspect signal. A Junction arm and 2-way stencil type route indicator has been provided.

G91 signal has been replated G97. The 2-way route indicator and subsidiary have been removed.

The subsidiary and route indicator have been removed from G95 (former G90 signal) and this will become an automatic signal.

The following signals have been abolished:— Up Pelaw G98 and G56. Down Pelaw G60.



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EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 15 NOVEMBER

TO

FRIDAY 21 NOVEMBER 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

**

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 16 NOVEMBER – SUNDERLAND

Down Main colour light signal (S69), (with routes to Down Loop indication L; to Down Main indication D; or to Up Main indication U) will be removed from its position in the tunnel to a new position 140 yards further North and 13 yards South of the Signal box. (49)

SUNDAY 16 NOVEMBER – GRANGETOWN, TEES DOCK JUNCTION

The trailing junction points – Up Tees Dock Branch/Up Goods will be secured out of use in the normal position pending removal and Tees Dock Junction will be converted to a single lead junction to and from the Down Goods line.

Until the resignalling is commissioned on **Sunday 23 November** all new points will be hand-worked and secured as required and all movements will be controlled by Handsignalmen. (50)

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD NORTH

The Ground Frame controlling the points from the Transfer line to the P Way Yard has been abolished, together with associated signals, and the points are now hand operated. (48)

CONSETT FELL AND CARR HOUSE JUNCTION

Consett Fell signal box, together with all points and signals worked therefrom has been abolished.

Carr House Junction

The points leading to and from the steelworks from the Down and Up Main lines have been secured out of use in the normal position pending removal, and the associated signalling abolished. (New Item) (50)

GATESHEAD AND BETWEEN GATESHEAD HIGH STREET JN. AND PELAW

The lines between St. James Bridge ground frame area and High Street Jn. have been resignalled.

Reference should be made to the facing diagrams included in this notice.

Permanent Way Alterations (High Street Junction)

The trailing crossover between the Down and Up Greensfield lines and between the Down and Up Pelaw lines, together with the associated connections forming the route from Down Pelaw to Down Greensfield and from Up Greensfield to Up Pelaw have been secured out of use in the normal position pending removal and the associated signalling abolished.

Signalling Alterations**Gateshead**

Signals No. G36 and G37 will be replaced G73 and G75 respectively.

The route indicator has been removed from G75.

A Junction indicator arm has been provided on G94 (G84 replaced) signal and the theatre-type route indicator replaced by a 2-way stencil route indicator.

See



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EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 NOVEMBER

TO

FRIDAY 28 NOVEMBER 1980

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
look-out and be prepared to stop or run at red
may be exhibited.

13 60 14 26 20 Subsidence.
(80/37)

All 14 60 15 25 20 Trackwork.
(78/39)

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
EARSDON TO ESSO SIDINGS G.F.		
UNTIL FURTHER NOTICE		
195 Earsdon and Esso Sidings	Single and Sidings	08 00 to 16 30. Earthwork and track maintenance 0m.p. and 3m. 37chs. Mechanical equipment in use.
BEDLINGTON TO LYNEMOUTH COLLIERY NCB		
MONDAY and TUESDAY 24 and 25 NOVEMBER		
196 Ashington and Woodhorn	Down and Up Between Trains	09 00 to 15 00 daily. Track maintenance. 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 23 NOVEMBER – SKELTON

Down Slow line 3-aspect signal S19 (with position 4 Junction Indicator applying towards the Down Fast), will be repositioned 20 yards further south. (50)

SUNDAY 23 NOVEMBER – TYNE (OUSTON JN.)

A double-headed Banner-repeating signal will be provided 325 yards before reaching Down Main signal TY277 and plated as follows:—

R277A For the straight route – Down Main to Down Fast.

R277B (Offset) For the route to Down Slow. (50)

MONDAY 24 NOVEMBER – CARGO FLEET – NORMANBY BRANCH

The branch will be closed and a buffer stop will be erected to the west of Cargo Fleet Old Station level crossing forming a head shunt for Cargo Fleet Up Sidings. All associated signalling will be abolished. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

SUNDERLAND

Down Main colour light signal (S69), (with routes to Down Loop indication L; to Down Main indication D; or to Up Main indication U) has been removed from its position in the tunnel to a new position 140 yards further North and 13 yards South of the Signal box. (49)

GRANGETOWN, TEES DOCK JUNCTION

The trailing junction points – Up Tees Dock Branch/Up Goods have been secured out of use in the normal position pending removal and Tees Dock Junction has been converted to a single lead junction to and from the Down Goods line.

Until the resignalling is commissioned on **Sunday 7 December** all new points will be hand-worked and secured as required and all movements will be controlled by Handsignalmen. (50)

YORK YARD NORTH

The Ground Frame controlling the points from the Transfer line to the P Way Yard has been abolished, together with associated signals, and the points are now hand operated. (48)

CONSETT FELL AND CARR HOUSE JUNCTION

Consett Fell signal box, together with all points and signals worked therefrom has been abolished.

Carr House Junction

The points leading to and from the steelworks from the Down and Up Main lines have been secured out of use in the normal position pending removal, and the associated signalling abolished. (New Item) (50)

**** GATESHEAD AND BETWEEN GATESHEAD HIGH STREET JN. AND PELAW**

*

The lines between St. James Bridge ground frame area and High Street Jn. have been resignalled.

Reference should be made to the facing diagrams included in this notice.

Permanent Way Alterations (High Street Junction)

The trailing crossover between the Down and Up Greensfield lines and between the Down and Up Pelaw lines, together with the associated connections forming the route from Down Pelaw to Down Greensfield and from Up Greensfield to Up Pelaw have been secured out of use in the normal position pending removal and the associated signalling abolished.

Signalling Alterations

Gateshead

Signals No. G36 and G37 will be replated G73 and G75 respectively.

The route indicator has been removed from G75.

A Junction indicator arm has been provided on G94 (G84 replated) signal and the theatre-type route indicator replaced by a 2-way stencil route indicator.



British Rail

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EASTERN REGION

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WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 29 NOVEMBER

TO

FRIDAY 5 DECEMBER 1980

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 NOVEMBER – BETWEEN SUNDERLAND AND GATESHEAD

The **Automatic Warning System** will be provided and made continuous on the Down Main/Down Pelaw between Sunderland signal No.S70 and Gateshead at all colour light signals and semaphore distant signals, and on the Up Pelaw/Up Main between Gateshead and Sunderland S65 signal.

Sunderland

The A.W.S. Inductor situated 200 yards before reaching Up Main signal S58 (Up Platform Starting) will be suppressed for Down direction movements on the Up Main.

The Inductor on the Up Main at the South end of the Up Platform will be situated 180 yards before reaching S55 signal, applicable to Down direction movements on the Up Main and 190 yards before reaching Up Main signal S65. This Inductor will work in conjunction with either Up or Down direction movements on the two-way Up Main - but will be suppressed for Up direction movements via the Crossover(s) towards Middle Sidings or Up Main signal U88.

The Inductor on the Down Main before reaching S56 (Down Platform Starting), will be 210 yards from the signal. (51)

TUESDAY 2 DECEMBER – CLIFF HOUSE

The connection between the Down and Up Cliff House Branch lines will be secured out of use in the reverse position and this connection will form part of the Cliff House Branch Single line worked in accordance with the 'One Train Working' Regulations.

All signalling associated with the former South Works to North Works of the South Durham Steel & Iron Company Crossing lines will be abolished.

The points S.D.S. & I. Co. sidings to Down siding, also the facing points – Up Main to S.D.S. & I. Co. siding signals will be dispensed with together with the associated signalling.

The points – Down Sidings to Down Cliff House single line will be secured reverse for through running to the Single line pending replacement by plain line.

A new disc signal with 2-way stencil route indicator (G = Up Goods Loop ; M = Up Main) will be positioned to the left of the Up Branch line, 45 yards from the signal box.

Longhill siding ground frame will be released by padlock key kept in the signal box.

All redundant sections of the former double track of the Cliff House Branch will be subsequently removed and the associated signalling abolished. (51)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

Down Slow line 3-aspect signal S19 (with position 4 Junction Indicator applying towards the Down Fast), has been repositioned 20 yards further south. (50)

TYNE (OUSTON JN.)

A double-headed Banner-repeating signal has been provided 325 yards before reaching Down Main signal TY277 and plated as follows:–

R277A For the straight route – Down Main to Down Fast.

R277B (Offset) For the route to Down Slow. (50)

CARGO FLEET – NORMANBY BRANCH

The branch has been closed and a buffer stop has been erected to the west of Cargo Fleet Old Station level crossing forming a head shunt for Cargo Fleet Up Sidings. All associated signalling has been abolished. (50)

SUNDERLAND

Down Main colour light signal (S69), (with routes to Down Loop indication L; to Down Main indication D; or to Up Main indication U) has been removed from its position in the tunnel to a new position 140 yards further North and 13 yards South of the Signal box. (49)

GRANGETOWN, TEES DOCK JUNCTION

The trailing junction points – Up Tees Dock Branch/Up Goods have been secured out of use in the normal position pending removal and Tees Dock Junction has been converted to a single lead junction to and from the Down Goods line.

Until the resignalling is commissioned on **Sunday 7 December** all new points will be hand-worked and secured as required and all movements will be controlled by Handsignalmen. (50)

* * YORK YARD NORTH

The Ground Frame controlling the points from the Transfer line to the P Way Yard has been abolished, together with associated signals, and the points are now hand operated. (48)

CONSETT FELL AND CARR HOUSE JUNCTION

Consett Fell signal box, together with all points and signals worked therefrom has been abolished.

Carr House Junction

The points leading to and from the steelworks from the Down and Up Main lines have been secured out of use in the normal position pending removal, and the associated signalling abolished. (New Item) (50)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

**
* SPECIAL GENERAL APPENDIX SUPPLEMENT

WORKING OF DEPARTMENTAL TRAINS

A Special Supplement (No. 3A) to the General Appendix is being distributed from the Printers to be operative from Saturday 6 December 1980. This Supplement does not supersede the existing Supplement No. 3 in its entirety, but only those instructions concerning Departmental Trains.

Any member of the staff possession a copy of the General Appendix, and who has not received a copy of the Special Supplement by 29 November, must advise his Supervisor immediately.

Although the Special Supplement refers to the General Appendix being re-issued in a loose-leaf format in April, 1981, the new publication will not now operate until 6 June, 1981. (48)

ALTERATIONS TO GENERAL APPENDIX

Pages 85 to 86 (Pages 40 and 41 Supplement No. 3)

STANDARD CLASSIFICATION OF TRAINS

Page 86 (Page ND5 ND40D, Page SD00 SD40D)

Amend note 3 to:-

3. Fully-fitted train:-

A train with all the vehicles fitted with the automatic brake or brake pipe connected up and in use. The automatic brake must be operative on the last two vehicles.

If a parcels or fully-fitted freight train is hauled by a single cab locomotive(s), a brake van must be provided. The brake van must be marshalled at the rear of the train or immediately behind the locomotive and the guard must ride in it. When marshalled immediately behind the locomotive the brake van may be piped only. If marshalled at the rear of the train the brake van must be fully-fitted or piped only (complete with gauge and guard's valve).

If other circumstances require a brake van to be provided on a fully-fitted freight train it must be marshalled at the rear of the train and must be either fully-fitted or pipe only (complete with gauge and guard's valve), and the guard must ride in it.

NOTE: In all cases where the brake van is marshalled at the rear, the automatic brake must be operative on the two vehicles next to the brake van. (49D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA)

MISCELLANEOUS NOTICES

Page 134

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

Instruction 2 (b) and 2 (c)

Add:- The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly. (49D)

WORKING MANUAL, WHITE PAGES, SECTION C2

PROCAR 80 MOTORCAR CARRYING VEHICLES

Movement of this type of vehicle, in both loaded and empty condition, must be made under the "Exceptional Load" procedure as defined in the Working Manual, Green Pages D1/5 and White Pages C2.

1. The Train must be identified by 'X' head code.
2. Special bell signal 2-1-6 to be observed.
3. Line must be advised, prior to any intended movement.
4. Form BR.29973 to be issued to train crew showing the authorised route.
5. Wagons must carry the 'Exceptional Load' label – BR.21349.
6. When conveyed in less than train load, special marshalling restrictions do not apply.

Signalmen to Note:-

- (a) Passage of the train to be specially observed.
 - (b) Appropriate reminder appliances to be used to ensure that no premature operation of points/signals can be inadvertently initiated.
 - (c) If power worked points are concerned, such points must be operated to the required position by means of the lever/switch/button and a reminder appliance placed. (MO11/331/Procar 80) (49D)
-

TABLE 'A' DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 48 (Page 27 Supp. Optg. Insts.) DONCASTER BLACK CARR JN. TO BERWICK Between Benton and Killingworth LC Amend:—				80		5m. 60ch. and 6m. 10ch.	(49D)
Page 48 (Page 28 Supp. Optg. Insts.) Between Cramlington and Stannington Delete:—					80	12m. 0ch. and 7m. 40ch.	(49D)
Page 49 (Page 28 Supp. Optg. Insts.) Amend:—		Morpeth		70		16m. 50ch. and 17m. 57ch.	(49D)
Page 49 (Page 29 Supp. Optg. Insts.) Add:— Between Morpeth North Jn. and Pegswood Amend:— Add:—		Morpeth North Jn.	17.26	90		17m. 57ch. and 18m. 16ch.	(49D)
				70		17m. 28ch. and 16m. 50ch.	
				80		17m. 61ch. and 17m. 28ch.	
Page 168 ★ Amend:—		NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Romanby Road LC			50	42m. 66ch. and 42m. 38ch.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 ALTERATIONS TO ER SECTIONAL APPENDIX (NORTHERN AREA)
 NN-26

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

TABLE "A" – DETAILS OF RUNNING LINES – continued

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

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

Between Cowpen Lane LC and Greatham LC

★ Delete:— 40 40 66m. 48ch. and 66m. 52ch.

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

NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN.

Pelaw 98.13

Amend:— 15 To Leamside line
20 To South Shields line.

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

Page 192 (Page 75 Supp. Optg. Insts.)

DARLINGTON SOUTH JN. TO SALT BURN

Between Thornaby East Jn. and Tees

★ Amend:— 45 45 Main lines 13m. 55ch. and 13m. 70ch.

Page 193 (Page 76 Supp. Optg. Insts.)

Between Tees and Newport East Jn.

★ Delete:— 15 15 Main lines 13m. 65ch. and 13m. 76ch.

Page 274

INSTRUCTIONS RELATING TO THE RULE BOOK

Section H. Clause 4.4.1

Add:—

The Guard must travel in the T.G.S. (Trailer Guard Second) when such vehicle is included in the formation of a Class 253 or 254 train.

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 330

BENTLEY COLLIERY

DOWN MAIN SECTION SIGNAL 827

Delete:— sub heading and item

Add:— Working of Colliery Branch During Failure of Signalling Equipment

In the event of a failure of a track circuit or signal controlling movements to or from the branch, traffic must be worked by Pilotman in accordance with Regulation 11 of the Regulations for One Train Working on Single Lines.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS – continued

DONCASTER BLACK CARR JUNCTION TO BERWICK

Page 338

HEATON

Add – WORKING OF TRAINS BETWEEN HEATON AND CORPORATION SIDING

1. All trains working between Heaton and Corporation Siding must be accompanied by the Shunter, Heaton North Yard.
2. Before any movement commences, the Shunter must ensure no conflicting movement is being or about to be made from Parsons private sidings (Item NN43 page 24 Amended). (ND49D)

FIGHTING COCKS BRANCH

Page 413 (Supp. Optg. Insts. Page 112)

Delete item and substitute:–

1. The Single line between the Down and Up Main lines at Oak Tree Jn. and the "Stop, proceed if line is clear" board is controlled by the Signalman at Darlington.
2. When the Driver or Guard of a train requires his train to proceed from the Long Welded Rail Depot Sidings or the line from Fighting Cocks level crossing along the Single line towards Oak Tree Jn. he must contact the Signalman by telephone from the "Stop, telephone" board for permission to proceed. He must advise the Signalman whether the movement will be drawn or propelled.
3. Propelling of trains from Oak Tree Jn. signal D953 along the Single line towards the Long Welded Rail Depot is restricted to two freight brake vans only. (49D)

Page 418

PERCY MAIN NORTH TO EARSDON

Amend route heading to read:–

EARSDON TO NORTHUMBERLAND/ALBERT AND EDWARD DOCKS – PORT OF TYNE AUTHORITY

Add:–

WORKING OF SINGLE LINE BETWEEN EARSDON SIGNAL BOX AND ESSO SIDINGS GROUND FRAME

- (1) The method of working is by a train staff and metal tickets, and the object of the system is to prevent more than one train being on the single line at the same time.
- (2) The train staff or a ticket indicating that the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signalman at Earsdon or the Esso Sidings Supervisor as the case may be, or if he leaves with a ticket but without having first seen the train staff.
- (3) On arrival of the train at the end of the single line, the train staff or the ticket must be surrendered to the Esso Sidings Supervisor or the Signalman at Earsdon as the case may be.
- (4) All tickets must be kept attached to the train staff except when it is necessary to issue a ticket in accordance with the above instructions.
- (5) Should the telephone fail, each train must carry the train staff.
- (6) Should the train staff be lost, the provisions of Regulation 11 of the "Regulations for One Train Working on Single Lines" must be carried out. In the event of a ticket being at either end of the section when the staff is lost, the Pilotman must take possession of the ticket.
- (7) If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 12 of the "Regulations for One Train Working on Single Lines" must be carried out.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

LOCAL INSTRUCTIONS-continued

WORKING BETWEEN PERCY MAIN NORTH AND ESSO OIL INSTALLATION

Delete the heading "Working of the Single line between Percy Main North and Esso Sidings".

Amend second paragraph thereunder, third line :-

"returned to the Signalman at Earsdon to enable the second train to occupy the".

BETWEEN EARSDON AND PORT OF TYNE AUTHORITY DOCKS

Add:-

Unfitted and partially fitted trains proceeding towards the Northumberland/Albert and Edward Docks must stop for application of wagon brakes adjacent to the site of the former signal box at Percy Main North. The train must be stopped at Albert and Edward Docks for the brakes to be released.

**INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WORKING OVER
THE LINES OF THE TYNE AND WEAR METRO**

LOCAL INSTRUCTIONS

Page 428 (Page ND39)

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

1. Method

Amend in clauses 1.1, 1.2 and 1.3 "Signalman" to read "Operating Supervisor". (49D)

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

Page 4

Drax, Eggborough, Ferrybridge, Thorpe Marsh and Fiddler's Ferry Power Stations.

Amend loadings as follows:-

Drax, Eggborough and Ferrybridge Power Stations - 34 wagons per train.

Thorpe Marsh and Fiddlers Ferry Power Stations - 30 wagons per train.

(49D)

MISCELLANEOUS NOTICES

REDCAR EAST STATION

Owing to the condition of the Platforms at Redcar East Station, until further notice drivers must bring their trains to a stand only at the Middlesborough end of the Platforms on each line. (49)

York
21 NOVEMBER, 1980

MP.32/NN

G. GRAHAM
Chief Operating Manager

EVERY MINUTE MATTERS





NN

EASTERN REGION

49

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 DECEMBER

TO

FRIDAY 12 DECEMBER 1980

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 6 DECEMBER – BETWEEN CHATHILL AND BELFORD (NEWHAM GATE BOX AREA)

Down Main

An illuminated warning indicator "80" will be provided in the vicinity of the 46¾ m.p. giving warning of the change in the permanent speed restriction from 125 m.p.h. to 80 m.p.h. at 47½ m.p.

The distance between the warning indicator and the commencement of the 80 m.p.h. speed restriction will be 1,290 yards.

Up Main

An illuminated warning indicator "80" will be provided in the vicinity of the 49 m.p., giving warning of the change in the permanent speed restriction from 125 m.p.h. to 80 m.p.h. at 48¾ m.p.

The distance between the warning indicator and the commencement of the 80 m.p.h. speed restriction will be 1,310 yards.

An A.W.S. Inductor (permanent magnet) will be provided in conjunction with each of the above warning indicators. (52)

SATURDAY 6 to MONDAY 8 DECEMBER – GRANGETOWN – TEES DOCK JUNCTION

The remodelled junction between the Down Goods line and the Tees Dock Branch lines (new single lead junction), will be brought under control of Grangetown signal box.

The crossover between the Main and Goods lines will be abolished and new 'ladder' crossovers will be installed, together with a new trailing crossover between the Down and Up Goods lines.

Two facing diagrams illustrating the above and the new associated signalling are included in this notice.

DESCRIPTION OF SIGNALS

G = Grangetown

Signal No.	Line	Aspect M = Main S = Sub	Route or Junction Indication J.I. = Junction Indicator	Application to or Towards
G735	Down Main	M		G.741 (existing)
G724	Up Main	M		G.111 (existing)
		M	J.I. Position 4	Up Goods G14/15
		S		Down Goods
G722	Up Goods	M		Up Goods
		S		Down Goods
G733	Down Goods	M		Down Goods
		M	J.I. Position 4	Down Main
		S	'G'	Down Goods Draw-ahead
G720	Tees Dock	M		Up Goods
		S	'X'	Down Goods (G.266)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

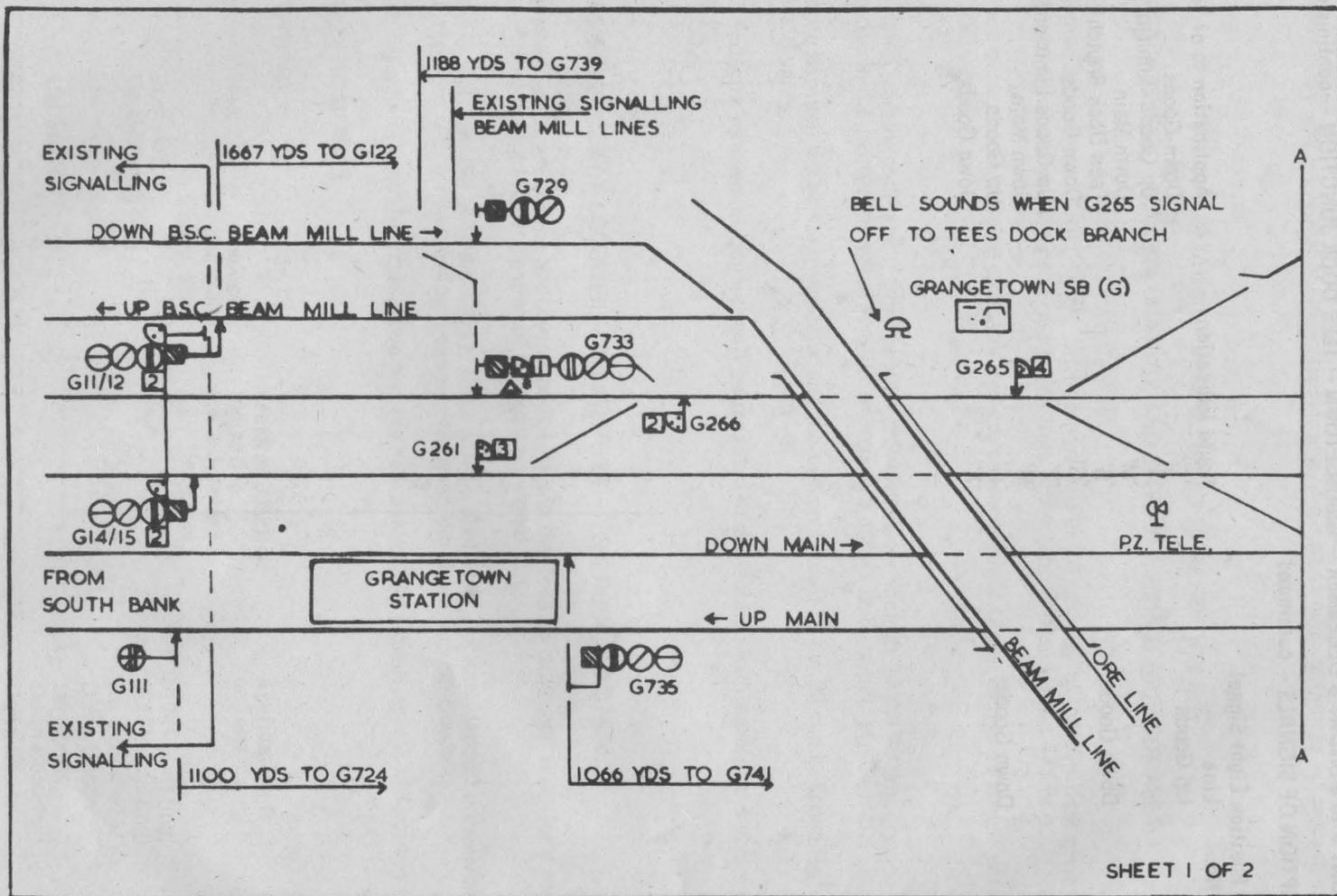
DETAILS OF WORK REFERRED TO IN SECTION B - continued

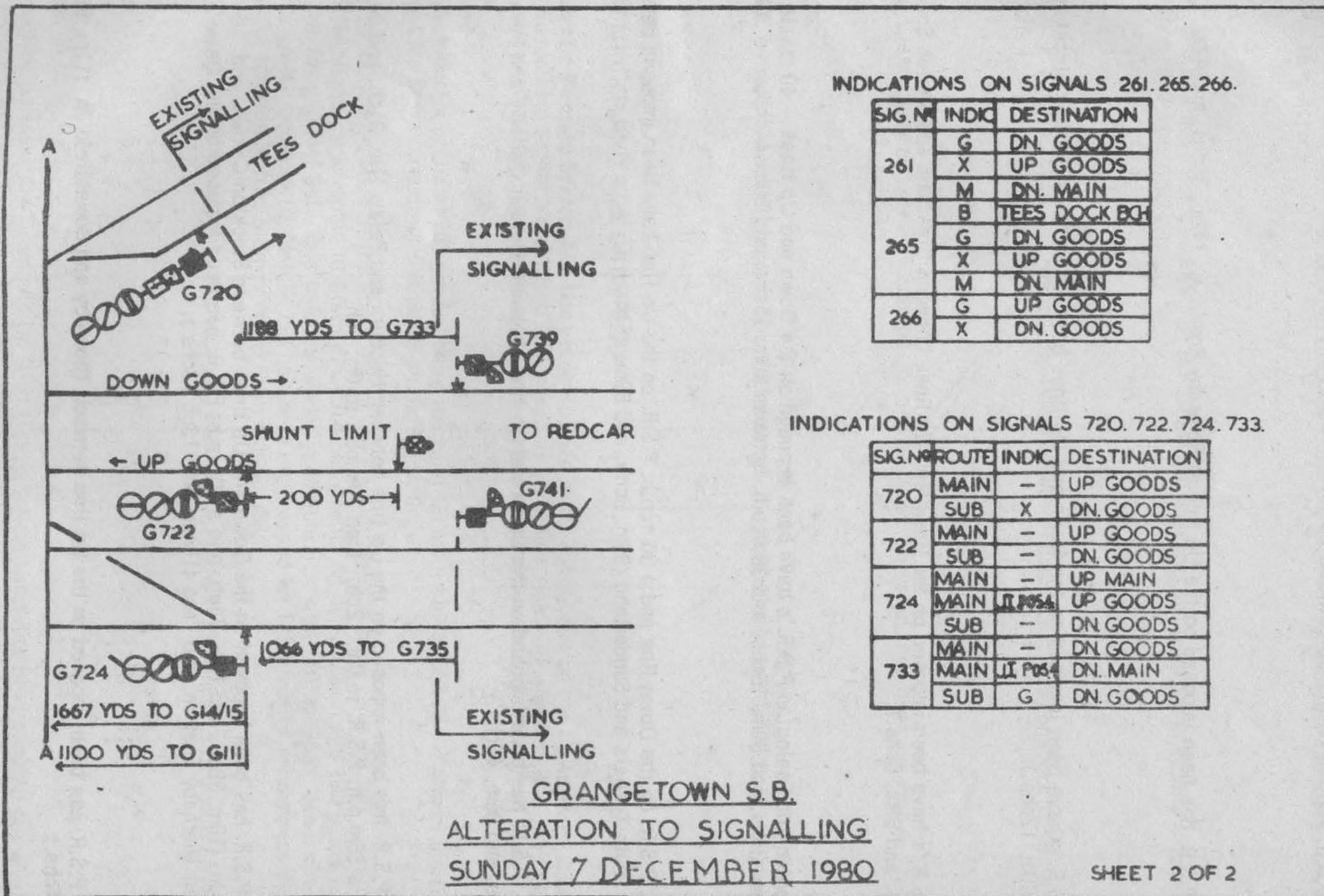
SATURDAY 6 to MONDAY 8 DECEMBER - GRANGETOWN - TEES DOCK JUNCTION - continued

DESCRIPTION OF SIGNALS - continued

Ground Position Light Signal	Line	Route Indication	Application to or Towards
G261	Up Goods	'G' 'X'	Down Goods Up Goods 'Limit of Shunt'
G265	Down Goods	'M' 'B' 'G' 'X'	Down Main Tees Dock Branch Down Goods
G.266	Down Goods	'M' 'G' 'X'	Up Goods Limit of Shunt Down Main Up Goods Down Goods

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





INDICATIONS ON SIGNALS 261.265.266.

SIG. N°	INDIC	DESTINATION
261	G	DN. GOODS
	X	UP GOODS
	M	DN. MAIN
265	B	TEES DOCK BCH
	G	DN. GOODS
	X	UP GOODS
266	M	DN. MAIN
	G	UP GOODS
	X	DN. GOODS

INDICATIONS ON SIGNALS 720.722.724.733.

SIG. N°	ROUTE	INDIC	DESTINATION
720	MAIN	-	UP GOODS
	SUB	X	DN. GOODS
722	MAIN	-	UP GOODS
	SUB	-	DN. GOODS
724	MAIN	-	UP MAIN
	MAIN	LI P054	UP GOODS
	SUB	-	DN. GOODS
733	MAIN	-	DN. GOODS
	MAIN	LI P054	DN. MAIN
	SUB	G	DN. GOODS

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

- A 60m.p.h. P.S.R. applies on the Up between Warkworth L.C. and Acklington (32m. 67chs. and 31m. 67chs.). (49D)
- A 30m.p.h. P.S.R. has been imposed on the Up line at Romanby Road L.C. (42m. 38chs. and 42m. 22chs.) (49D)
- 15m.p.h. P.S.R.'s have been imposed on the Down and Up lines between Hartburn Jn. and Stockton (59m. 70chs. and 60m. 12chs.). (49D)
- 30m.p.h. P.S.R.'s have been imposed on the Down and Up lines between Greatham and Seaton Snook Jn. (68m. 55chs. and 69m. 5chs.). (49D)
- Between Horden and Easington P.S.R.'s have been imposed on the Down and Up lines - 40 m.p.h. between 80m. 3chs. and 80m. 15chs. and 30 m.p.h. between 80m. 15chs. and 80m. 44chs. (49D)
- A 20 m.p.h. P.S.R. on the Down line and a 30 m.p.h. P.S.R. on the Up line have been imposed between Sunderland South Tunnels and Sunderland (89m. 5chs. and 89m. 45chs.) (49D)
- A 30 m.p.h. P.S.R. has been imposed on the Down and Up lines between Boldon Colliery and Pelaw (95m. 20chs. and 95m. 45chs.) (49D)
- A 20m.p.h. P.S.R. has been imposed on the Up line between Hebburn and Pelaw (1m. 31ch. and 0m. 24ch.) followed by a 35m.p.h. P.S.R. to 0m. 12ch., then 20m.p.h. to 0m. 0ch. (49D)
- A 20m.p.h. P.S.R. has been imposed on the Down and Up lines between Stockton Cut Jn. and Bowesfield Jn. (10m. 38ch. and 10m. 74ch. and a 10m.p.h. P.S.R. has been imposed on the Down Goods No.1 between Thornaby East Jn. and Tees (13m.p. and 13m. 73chs.). (49D)
- A 30m.p.h. P.S.R. has been imposed on the Up line between Thornaby and Bowesfield Jn. (11m. 56chs. and 11m. 24chs.). (49D)
- A 15m.p.h. P.S.R. has been imposed on the Up line at Thornaby East Jn. (11m. 68chs. and 11m. 56chs.). (49D)
- 20m.p.h. P.S.R.'s have been imposed on the Down and Up lines between Guisborough Jn. and Whitehouse LC (15m. 71chs. and 15m. 79chs.). (49D)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

A 35m.p.h. P.S.R. has been imposed on the Down line between Whitehouse LC and Cargo Fleet (15m. 79chs. and 16m. 4chs.). (49D)

30m.p.h. P.S.R.'s have been imposed on the Down and Up lines between South Bank and Beam Mill Jn. (17m. 65chs. and 18m. 10chs.). (49D)

A 30m.p.h. P.S.R. has been imposed on the Down between Redcar East and Longbeck (25m. 20chs. and 25m. 60chs.). (49D)

The line speed between Low Fell Sidings Jn. and Bensham Curve Jn. has been reduced to 15m.p.h. (49D)

The P.S.R. between Low Fell Jn. and Low Fell Sidings Jn. (0m. 60chs. and 1m. 0chs.) has been reduced to 10m.p.h. (49D)

BETWEEN SUNDERLAND AND GATESHEAD

The **Automatic Warning System** has been provided and made continuous on the Down Main/Down Pelaw between Sunderland signal No.S70 and Gateshead at all colour light signals and semaphore distant signals, and on the Up Pelaw/Up Main between Gateshead and Sunderland S65 signal.

Sunderland

The A.W.S. Inductor situated 200 yards before reaching Up Main signal S58 (Up Platform Starting) has been suppressed for Down direction movements on the Up Main.

The Inductor on the Up Main at the South end of the Up Platform has been situated 180 yards before reaching S55 signal, applicable to Down direction movements on the Up Main and 190 yards before reaching Up Main signal S65. This Inductor works in conjunction with either Up or Down direction movements on the two-way Up Main – but has been suppressed for Up direction movements via the Crossover(s) towards Middle Sidings or Up Main signal U88.

The Inductor on the Down Main before reaching S56 (Down Platform Starting), is 210 yards from the signal. (51)

CLIFF HOUSE

The connection between the Down and Up Cliff House Branch lines has been secured out of use in the reverse position and this connection forms part of the Cliff House Branch Single line worked in accordance with the 'One Train Working' Regulations.

All signalling associated with the former South Works to North Works of the South Durham Steel & Iron Company Crossing lines has been abolished.

The points S.D.S. & I. Co. Sidings to Down Siding, also the facing points – Up Main to S.D.S. & I. Co. Siding signals have been dispensed with together with the associated signalling.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****CLIFF HOUSE – continued**

The points – Down Sidings to Down Cliff House single line have been secured reverse for through running to the Single line pending replacement by plain line.

A new disc signal with 2-way stencil route indicator (G = Up Goods Loop ; M = Up Main) has been positioned to the left of the Up Branch line, 45 yards from the signal box.

Longhill siding ground frame has been released by padlock key kept in the signal box.

All redundant sections of the former double track of the Cliff House Branch has been subsequently removed and the associated signalling abolished. (51)

SKELTON

Down Slow line 3-aspect signal S19 (with position 4 Junction Indicator applying towards the Down Fast), has been repositioned 20 yards further south: (50)

TYNE (OUSTON JN.)

A double-headed Banner-repeating signal has been provided 325 yards before reaching Down Main signal TY277 and plated as follows:–

R277A For the straight route – Down Main to Down Fast.

R277B (Offset) For the route to Down Slow. (50)

CARGO FLEET – NORMANBY BRANCH

The branch has been closed and a buffer stop has been erected to the west of Cargo Fleet Old Station level crossing forming a head shunt for Cargo Fleet Up Sidings. All associated signalling has been abolished. (50)

**** SUNDERLAND**

Down Main colour light signal (S69), (with routes to Down Loop indication L; to Down Main indication D; or to Up Main indication U) has been removed from its position in the tunnel to a new position 140 yards further North and 13 yards South of the Signal box. (49)

CONSETT FELL AND CARR HOUSE JUNCTION

Consett Fell signal box, together with all points and signals worked therefrom has been abolished.

Carr House Junction

The points leading to and from the steelworks from the Down and Up Main lines have been secured out of use in the normal position pending removal, and the associated signalling abolished. (New Item) (50)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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

TABLE 'A' - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or Between	
Page 51							
DONCASTER BLACK CARR JN. TO BERWICK							
Between Newham L.C. and Lucker L.C.							
★ Add:—			80	80	47m. 40ch. and 48m. 20ch.		
Page 168							
NORTHALLERTON BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Romanby Road L.C.							
Amend:—			50	42m. 66ch. and 42m. 38ch.		(5D)	
Page 171 (Page 66 Supp. Optg. Insts.)							
Between Cowpen Lane LC and Greatham LC							
Delete:—			40	40	66m. 48ch. and 66m. 52ch.		(5D)
Pages 175 and 176 (Page 70 Supp. Optg. Insts.) (Page ND29, ND40D)							
NORTHALLERTON BOROUGHBIDGE ROAD TO NEWCASTLE EAST JN.							
Pelaw 98,13							
Amend:—			15	20	To Leamside line To South Shields line.		
Delete:—			20	20	To and from Pelaw lines at 98m. 19ch.		
Page 192 (Page 75 Supp. Optg. Insts.)							
DARLINGTON SOUTH JN. TO SALTBURN							
Between Thornaby East Jn. and Tees							
Amend:—			45	45	Main lines 13m. 55ch. and 13m. 70ch.		(5D)
Page 193 (Page 76 Supp. Optg. Insts.)							
Between Tees and Newport East Jn.							
Delete:—			15	15	Main lines 13m. 65ch. and 13m. 76ch.		(5D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JUNCTION TO BERWICK

Page 332

YORK



Add – Train Arrivals Platform 14.

Drivers of North-bound locomotive-hauled trains and H.S.T. trains must stop their trains with the locomotive or leading power car outside the station roof. (North End) (5D)

MISCELLANEOUS NOTICES

★GATESHEAD STATION UP PLATFORM

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

★KELLOE BANK FOOT BRANCH

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

★REDCAR EAST

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

York
28 NOVEMBER, 1980

MP.32/NN

G. GRAHAM
Chief Operating Manager

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

WOOLSTENHOLMES



NN

EASTERN REGION

50

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 DECEMBER

TO

FRIDAY 19 DECEMBER 1980

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 14 DECEMBER – HAYDON BRIDGE

The Up Main 2nd Home signal will be abolished. The Up Main 1st Home signal will become the Up Main Home. (1)

SUNDAY 14 DECEMBER – STANNINGTON *(Abolition of Plessey Xing CCTV)*

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

TUESDAY 16 DECEMBER – HOLYWELL

Eccles Colliery G.F. and associated signalling will be dispensed with. (1)

MONDAY 15 DECEMBER – TYNE & WEAR METRO – REGENT CENTRE TO CALLERTON I.C.I.

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

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

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

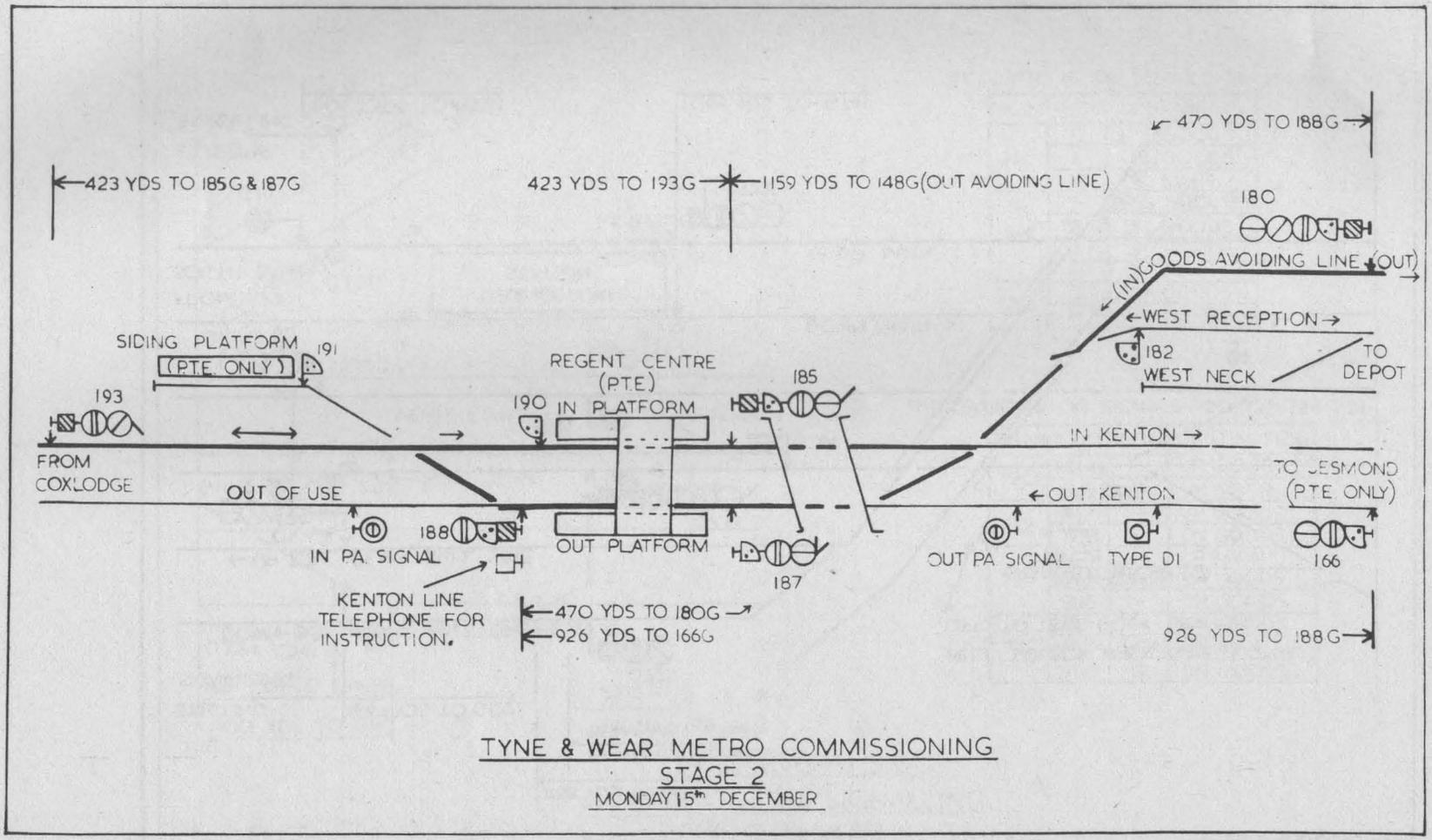
Signalling Alterations

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

Drivers must telephone for instructions before proceeding past G188 signal.

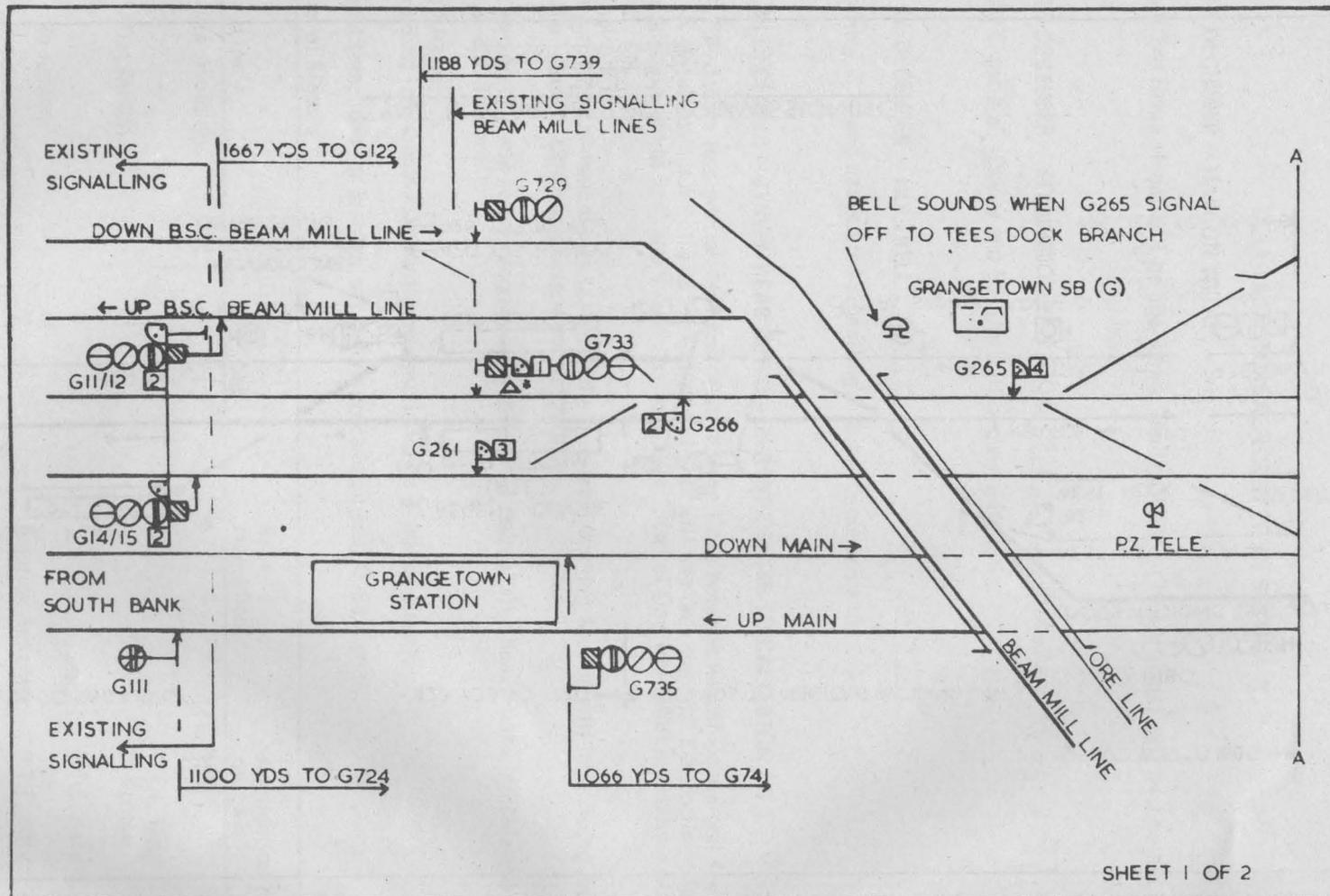
Description of Signals

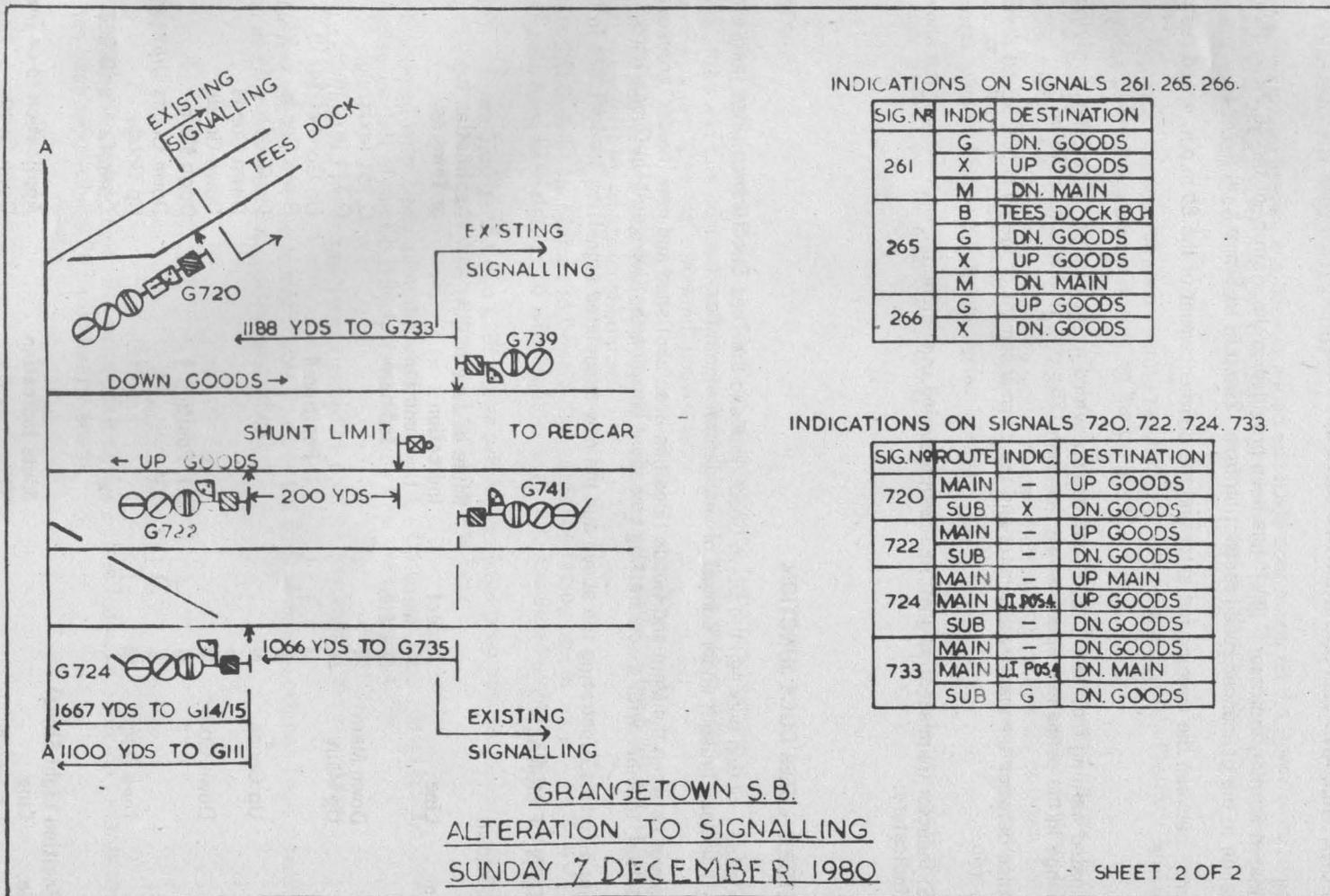
Signal	Line	Aspect		Route Indication	Application to or towards
		M – Main	S – Sub		
G180 (existing)	In Avoiding	M			188
G188 (Red only)	Out Kenton	S			P.T.E. only
		M			In Kenton
193	In Kenton	S			P.T.E. only
		M		Junction Indicator position 4	185 P.T.E. only
185	In Kenton	M			P.T.E. only
		M		Junction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



TYNE & WEAR METRO COMMISSIONING
 STAGE 2
 MONDAY 15th DECEMBER

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





INDICATIONS ON SIGNALS 261. 265. 266.

SIG. NO.	INDIC.	DESTINATION
261	G	DN. GOODS
	X	UP GOODS
	M	DN. MAIN
265	B	TEES DOCK BCH
	G	DN. GOODS
	X	UP GOODS
266	M	DN. MAIN
	G	UP GOODS
	X	DN. GOODS

INDICATIONS ON SIGNALS 720. 722. 724. 733.

SIG. NO.	ROUTE	INDIC.	DESTINATION
720	MAIN	-	UP GOODS
	SUB	X	DN. GOODS
722	MAIN	-	UP GOODS
	SUB	-	DN. GOODS
724	MAIN	-	UP MAIN
	MAIN	LI POS 4	UP GOODS
733	SUB	-	DN. GOODS
	MAIN	LI POS 4	DN. MAIN
	SUB	G	DN. GOODS

GRANGETOWN S.B.
 ALTERATION TO SIGNALLING
 SUNDAY 7 DECEMBER 1980

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN CHATHILL AND BELFORD (NEWHAM GATE BOX AREA)

Down Main

An illuminated warning indicator "80" has been provided in the vicinity of the 46¾m.p. giving warning of the change in the permanent speed restriction from 125m.p.h. to 80m.p.h. at 47½m.p.

The distance between the warning indicator and the commencement of the 80 m.p.h. speed restriction is 1290 yards.

Up Main

An illuminated warning indicator "80" has been provided in the vicinity of the 49m.p. giving warning of the change in the permanent speed restriction from 125m.p.h. to 80m.p.h. at 48¼m.p.

The distance between the warning indicator and the commencement of the 80 m.p.h. speed restriction is 1310 yards.

An A.W.S. Inductor (permanent magnet) has been provided in conjunction with each of the above warning indicators. (52)

GRANGETOWN – TEES DOCK JUNCTION

The remodelled junction between the Down Goods line and the Tees Dock Branch lines (new single lead junction), has been brought under control of Grangetown signal box.

The crossover between the Main and Goods lines has been abolished and new 'ladder' crossovers have been installed, together with a new trailing crossover between the Down and Up Goods lines.

Two facing diagrams illustrating the above and the new associated signalling are included in this notice.

DESCRIPTION OF SIGNALS

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Signal No.	Line	Aspect M = Main S = Sub	Route or Junction Indication J.I. = Junction Indicator	Application to or Towards
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G724	Up Main	M		G.111 (existing)
		M	J.I. Position 4	Up Goods G14/15
		S		Down Goods
G722	Up Goods	M		Up Goods
		S		Down Goods
G733	Down Goods	M		Down Goods
		M	J.I. Position 4	Down Main
		S	'G'	Down Goods Draw-ahead
G720	Tees Dock	M		Up Goods
		S	'X'	Down Goods (G.266)
Ground Position Light Signal				
Signal No.	Line		Route Indication	Application to or Towards
G261	Up Goods		'G'	Down Goods
			'X'	Up Goods 'Limit of Shunt'
			'M'	Down Main
G265	Down Goods		'B'	Tees Dock Branch
			'G'	Down Goods
			'X'	Up Goods Limit of Shunt
			'M'	Down Main
G.266	Down Goods		'G'	Up Goods
			'X'	Down Goods (52)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN SUNDERLAND AND GATESHEAD

The **Automatic Warning System** has been provided and made continuous on the Down Main/Down Pelaw between Sunderland signal No.S70 and Gateshead at all colour light signals and semaphore distant signals, and on the Up Pelaw/Up Main between Gateshead and Sunderland S65 signal.

Sunderland

The A.W.S. Inductor situated 200 yards before reaching Up Main signal S58 (Up Platform Starting) has been suppressed for Down direction movements on the Up Main.

The Inductor on the Up Main at the South end of the Up Platform has been situated 180 yards before reaching S55 signal, applicable to Down direction movements on the Up Main and 190 yards before reaching Up Main signal S65. This Inductor works in conjunction with either Up or Down direction movements on the two-way Up Main – but has been suppressed for Up direction movements via the Crossover(s) towards Middle Sidings or Up Main signal U88.

The Inductor on the Down Main before reaching S56 (Down Platform Starting), is 210 yards from the signal. (51)

CLIFF HOUSE

The connection between the Down and Up Cliff House Branch lines has been secured out of use in the reverse position and this connection forms part of the Cliff House Branch Single line worked in accordance with the 'One Train Working' Regulations.

All signalling associated with the former South Works to North Works of the South Durham Steel & Iron Company Crossing lines has been abolished.

The points S.D.S. & I. Co. Sidings to Down Siding, also the facing points – Up Main to S.D.S. & I. Co. Siding signals have been dispensed with together with the associated signalling.

The points – Down Sidings to Down Cliff House single line have been secured reverse for through running to the Single line pending replacement by plain line.

A new disc signal with 2-way stencil route indicator (G = Up Goods Loop ; M = Up Main) has been positioned to the left of the Up Branch line, 45 yards from the signal box.

Longhill siding ground frame has been released by padlock key kept in the signal box.

All redundant sections of the former double track of the Cliff House Branch has been subsequently removed and the associated signalling abolished. (51)

**** SKELTON**

Down Slow line 3-aspect signal S19 (with position 4 Junction Indicator applying towards the Down Fast), has been repositioned 20 yards further south. (50)

**** TYNE (OUSTON JN.)**

A double-headed Banner-repeating signal has been provided 325 yards before reaching Down Main signal TY277 and plated as follows:–

R277A For the straight route – Down Main to Down Fast.

R277B (Offset) For the route to Down Slow. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** CARGO FLEET – NORMANBY BRANCH**

The branch has been closed and a buffer stop has been erected to the west of Cargo Fleet Old Station level crossing forming a head shunt for Cargo Fleet Up Sidings. All associated signalling has been abolished. (50)

**** CONSETT FELL AND CARR HOUSE JUNCTION**

Consett Fell signal box, together with all points and signals worked therefrom has been abolished.

Carr House Junction

The points leading to and from the steelworks from the Down and Up Main lines have been secured out of use in the normal position pending removal, and the associated signalling abolished. (New Item) (50)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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

TABLE 'A' - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or Between	
Page 51							
DONCASTER BLACK CARR JN. TO BERWICK							
Between Newham L.C. and Lucker L.C.							
Add:-			80	80	47m. 40ch. and 48m. 20ch.		
Page 168							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Romanby Road L.C.							
Amend:-			50	42m. 66ch. and 42m. 38ch.		(5D)	
Page 171 (Page 66 Supp. Optg. Insts.)							
Between Cowpen Lane LC and Greatham LC							
Delete:-			40	40	66m. 48ch. and 66m. 52ch.	(5D)	
Page 173 (Page ND38, ND49D)							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN							
Between Horden and Easington							
★ Delete:-			40	40	80m. 03ch. and 80m. 15ch.		
			30	30	80m. 15ch. and 80m. 40ch.		
★ Add:-			30	30	80m. 3ch. and 80m. 40ch.	(5D)	
Pages 175 and 176 (Page 70 Supp. Optg. Insts.) (Page ND29, ND40D)							
NORTHALLERTON BROUGHBRIDGE ROAD TO NEWCASTLE EAST JN.							
Pelaw 98.13							
Amend:-			15		To Leamside line		
			20		To South Shields line.		
Delete:-			20	20	To and from Pelaw lines at 98m. 19ch.		
Page 192 (Page 75 Supp. Optg. Insts.)							
DARLINGTON SOUTH JN. TO SALTBURN							
Between Thornaby East Jn. and Tees							
Amend:-			45	45	Main lines 13m. 55ch. and 13m. 70ch.	(5D)	
Page 193 (Page 76 Supp. Optg. Insts.)							
Between Tees and Newport East Jn.							
Delete:-			15	15	Main lines 13m. 65ch. and 13m. 76ch.	(5D)	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JUNCTION TO BERWICK

Page 332

YORK

Add – Train Arrivals Platform 14.

Drivers of North-bound locomotive-hauled trains and H.S.T. trains must stop their trains with the locomotive or leading power car outside the station roof. (North End) (5D)

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

Pages 422/430 (Page 37–ND40D)



Amend:–

Concurrently with the commissioning of the Metro Signalling between Benton Station Junction and Regent Centre, Tyne and Wear Metro rules will apply between those locations. B.R. rules will continue to apply between Regent Centre and Callerton and the amendments/additions published in ND40D pages 37 to 40 will apply until the next stage of the Metro Signalling is commissioned with the undermentioned alteration: (5D)

Page 428 (Page 39–ND40D)

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



Amend heading and paragraph 1 – Method.

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

1. Method

- 1.1 The future In Kenton line (Up line) between Regent Centre (signal G.188 Out Kenton line/signal G.193 In Kenton line) and Kenton Bank Foot is worked as a siding under the control of the Operating Supervisor at Coxlodge Crossing and his permission must be obtained before:–
 - (a) Any movement is allowed to enter the siding.
 - (b) Any work is commenced which affects the safety of the siding or
 - (c) Any obstruction is placed on the siding.
 - 1.2 Only one train must be allowed on the siding at any one time and the Operating Supervisor at Coxlodge must be advised when movements leave the siding.
 - 1.3 To contact the Operating Supervisor at Coxlodge Crossing, telephone Newcastle 851509.
 - 1.4 Drivers of trains to Coxlodge will be authorised to proceed along the siding from Signal G.188.
 - 1.5 The Guard of a train from Coxlodge, on arriving at signal G.193 must advise the System Controller if his train is complete with tail lamp. (5D)
-

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

GATESHEAD STATION UP PLATFORM

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

KELLOE BANK FOOT BRANCH

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

REDCAR EAST

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

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

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

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

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

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

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

Location	Nature of Work	Duration	Commencing Date
★ Darlington Diesel Depot	Trackwork 1, 2, 3 & 4 Departure Lines	08 00 to 16 00	Monday 15 December

York
5 DECEMBER, 1980

MP.32/NN

G. GRAHAM
Chief Operating Manager

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



British Rail

PAGES 12x13

NN

EASTERN REGION

C. J. **51/52**

WOOLSTENHOLMES

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 20 DECEMBER 1980

TO

FRIDAY 2 JANUARY 1981

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 DECEMBER – DARLINGTON

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

DETAILS OF WORK ALREADY CARRIED OUT

HAYDON BRIDGE

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

STANNINGTON

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

HOLYWELL

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

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

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

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

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

Signalling Alterations

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

Drivers must telephone for instructions before proceeding past G188 signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

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

Description of Signals

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

(1)

