



NN

EASTERN REGION

2

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 9 JANUARY

TO

FRIDAY 15 JANUARY 1982

INCLUSIVE

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

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

**** DARLINGTON**

A new theatre-route indication "1" has been added to Up Bishop Auckland branch signal D854 as follows:-

Aspect	Route Indication	Application to or towards
Main	"1"	Darlington Platform 1
Sub	"1"	Platform "1" line occupied

(Ground position light signals 864, 872 and 884 will be cleared for the route to Platform 1 at the same time). (2)

**** CLIFF HOUSE AND CLARENCE ROAD**

The Down and Up Goods lines between Cliff House and Clarence Road have been taken out of use pending removal. (2)

**** CLARENCE ROAD**

A temporary buffer stop had been erected on the former Down Goods line to form a Shunt Neck for access to the Docks. The extension of the former Down Goods line towards the Docks is now the only access to the Docks.

All signalling apertaining to Down and Up Goods lines has been dispensed with.

The disc signal reading Down Main to Up Main or set back along Down Main now applies also to the Shunt Neck. (2)

**** BERWICK STATION**

No.1 Down Siding has been extended to form a continuous running line with access from the Down Main. This line has become the Down Goods.

The existing Down Goods has been severed and become No.1 Down Siding with access from the north end only. Buffer-stops have been erected 100 yards from the points leading from Down Goods.

The Junction Indicator on Down Main Signal No.49 applies towards New Down Goods. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SEATON-ON-TEES BRANCH – GRAYTHORP LEVEL CROSSING

A new "Open" type of level crossing equipped with road traffic signals but without gates or barriers has been provided across the Seaton-on-Tees Branch single line 550 yards from Seaton Snook Junction.

An advance warning sign  in the form of a black "St. Georges Cross" on a white background has been provided 375 yards from the crossing on the Down rail approach.

A notice board worded :-

● STOP – PRESS PLUNGER, OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING

has been provided 27 yards from the crossing on each rail approach.

(3)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the Note at the end of the instruction to read:-

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3.

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2(c) to:-

Six wheeled milk tanks – loaded or empty 45 m.p.h.

(6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

★ SEACOW BALLAST HOPPER WAGONS

The maximum trailing weight of trains containing one or more Seacow wagons numbered in the range DB980000–980250 shall not exceed 640t, and over steeply graded routes shall be further restricted in accordance with the following table:–

Gradient	Maximum Trailing Weight – Tonnes	
Steeper than 1 in 40 rising	448	
1 in 40 to 1 in 47 rising	512	
1 in 47 to 1 in 56 rising	576	
Less than 1 in 56 rising	640	(6D)

★ NORTHALLERTON STATION – TESTING OF DETONATORS

From 07 00 to 17 00 on Thursday 14 January detonators will be placed on the Down Main line approaching Northallerton Station (29m. 71ch.) and a camera and lights will be placed in close proximity to the cess side rail.

Drivers of trains on the Down Main line should approach the site normally obeying the aspects of fixed signals and after passing the site should proceed normally provided they have received a green hand-signal from the Handsignalmen stationed 200 yards beyond the detonators indicating that they may be ignored.

THORNABY STATION – DEMOLITION WORK

Drivers of passenger trains stopping at Thornaby Station to stop at East End of Thornaby Station at the Notice Board provided.

* * BARDON MILL STATION

A New Down Platform has been brought into use located directly opposite the Up Platform. Old Down Platform Closed pending demolition. (2)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
24 DECEMBER, 1981

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



NN

EASTERN REGION

3

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 JANUARY

TO

FRIDAY 22 JANUARY 1982

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

**** SEATON-ON-TEES BRANCH – GRAYTHORP LEVEL CROSSING**

A new "Open" type of level crossing equipped with road traffic signals but without gates or barriers has been provided across the Seaton-on-Tees Branch single line 550 yards from Seaton Snook Junction.

An advance warning sign  in the form of a black "St. Georges Cross" on a white background has been provided 375 yards from the crossing on the Down rail approach.

A notice board worded :-

● STOP – PRESS PLUNGER, OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING

has been provided 27 yards from the crossing on each rail approach.

(3)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the Note at the end of the instruction to read:-

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3.

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2 (c) to:-

Six wheeled milk tanks – loaded or empty 45 m.p.h.

(6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

★ ** EASTERN REGION ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES
 BOOKLET BR.29973 RE-ISSUED EDITION DATED DECEMBER 1981

Copies of the above mentioned booklet were despatched from this office to Divisional Managers etc. on the 18th and 21 December 1981. Staff holding copies of the September 1977 edition and who have not yet received copies of the December 1981 version should contact their respective normal distribution point. MO34/63

★ MARK III SLEEPING CARS

On either side of the above vehicles a blue light may be exhibited just below sole bar level, indicating that the toilet effluent tank is full. (6D)

SEACOW BALLAST HOPPER WAGONS

The maximum trailing weight of trains containing one or more Seacow wagons numbered in the range DB980000–980250 shall not exceed 640t, and over steeply graded routes shall be further restricted in accordance with the following table:–

Gradient	Maximum Trailing Weight – Tonnes	
Steeper than 1 in 40 rising	448	
1 in 40 to 1 in 47 rising	512	
1 in 47 to 1 in 56 rising	576	
Less than 1 in 56 rising	640	(6D)

THORNABY STATION – DEMOLITION WORK

Drivers of passenger trains stopping at Thornaby Station to stop at East End of Thornaby Station at the Notice Board provided. (5)

★ DARLINGTON STATION

No.4 platform is being rebuilt, drivers of stopping trains to bring their trains to a stand at the marker boards provided. (6)

MP.32/NN

G. GRAHAM
 Chief Operating Manager

York
 8 JANUARY, 1982

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



NN

EASTERN REGION

4

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 23 JANUARY

TO

FRIDAY 29 JANUARY 1982

INCLUSIVE

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

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

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
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CAMBOIS BRANCH

UNTIL FURTHER NOTICE

125 Blyth Power Stn. All 08 00 to 16 00. Signalling work.

SUNDAY 24 JANUARY

126 Winning Jn. | Down and Up
BLOCKED 07 00 to 17 00. Track maintenance 0m 34ch and
 Marcheys House Loop 0m 38ch. |
BLOCKED

BEDLINGTON TO LYNEMOUTH COLLIERY N.C.B.

THURSDAY 28 JANUARY

127 Bedlington North Down 09 00 to 15 00. Track maintenance 0m 10ch and
 and Ashington **Between Trains** 0m 78ch and 1m 78ch and 3 m.p. Mechanical
 equipment in use. |

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 JANUARY – TYNE DOCK GOODS BRANCH – JARROW STATION

The trailing crossover between the Down and Up Main lines and the facing connection—Down Main to Goods Yard will be secured out of use in the normal position pending removal.

Up Main signal PW716 and the Goods Yard ground position light signal PW717 (Goods Yard to Up Main) will be abolished.

The subsidiary on Up Main signal PW722 will apply along Up Main to G696 ground position light signal at Hebburn.

The Down Main through Jarrow Station will be taken out of use and the Down Main line will be re-routed around the back of Jarrow Old Station using the line at the rear of the Down Platform and connected to the Goods Yard via a new connection.

The Following Signal Routes will be re-instated:—

PW718 – Ground position light signal – set back Down Main to Goods Yard.

PW721 – Ground position light signal – (Down Main towards Tyne Dock;
 (Goods Yard towards Tyne Dock or Shunt Neck. (7)

DETAILS OF WORK ALREADY CARRIED OUT

NIL

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the Note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3.

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2(c) to:–

Six wheeled milk tanks – loaded or empty 45m.p.h. (6D)

MISCELLANEOUS NOTICES

MARK III SLEEPING CARS

On either side of the above vehicles a blue light may be exhibited just below sole bar level, indicating that the toilet effluent tank is full. (6D)

SEACOW BALLAST HOPPER WAGONS

The maximum trailing weight of trains containing one or more Seacow wagons numbered in the range DB980000–980250 shall not exceed 640t, and over steeply graded routes shall be further restricted in accordance with the following table:–

Gradient	Maximum Trailing Weight – Tonnes	
Steeper than 1 in 40 rising	448	
1 in 40 to 1 in 47 rising	512	
1 in 47 to 1 in 56 rising	576	
Less than 1 in 56 rising	640	(6D)

THORNABY STATION – DEMOLITION WORK

Drivers of passenger trains stopping at Thornaby Station to stop at East End of Thornaby Station at the Notice Board provided. (5)

DARLINGTON STATION

No.4 platform is being rebuilt, drivers of stopping trains to bring their trains to a stand at the marker boards provided. (6)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
15 JANUARY, 1982

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

Dear Colleague,

I have no need to remind you of the extremely adverse weather conditions which have prevailed since early December, and the consequential effect this has had on our services and equipment. There have been some horrendous delays, particularly in the initial stages of heavy snow falls, and there has been some criticism from some customers.

Nevertheless, this should not detract from the fact that we have given a service to customers, often when other modes of transport have been unable to do so. To have maintained services in such adverse weather has required the often taken for granted efforts of colleagues in all grades and departments. I know that many of you have had to overcome significant problems in just getting to and from work, and again many have had to work long hours in most arduous conditions.

Practicalities prevent me from writing individually and printing schedules distort timescales. However, I hope this rather impersonal means of communication does not obscure the respect and appreciation of myself and other railway officers for the positive contribution that has been made in recent weeks.



CHIEF OPERATING MANAGER

**NN**

EASTERN REGION

5**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 30 JANUARY**

TO

FRIDAY 5 FEBRUARY 1982**INCLUSIVE**

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT**TYNE DOCK GOODS BRANCH – JARROW STATION**

The trailing crossover between the Down and Up Main lines and the facing connection – Down Main to Goods Yard have been secured out of use in the normal position pending removal.

Up Main signal PW716 and the Goods Yard ground position light signal PW717 (Goods Yard to Up Main) have been abolished.

The subsidiary on Up Main signal PW722 applies along Up Main to G696 ground position light signal at Hebburn.

The Down Main through Jarrow Station has been taken out of use and the Down Main line has been re-routed around the back of Jarrow Old Station using the line at the rear of the Down Platform and connected to the Goods Yard via a new connection.

The following Signal Routes have been re-instated:—

PW718 – Ground position light signal – set back Down Main to Goods Yard.

PW721 – Ground position light signal – (Down Main towards Tyne Dock;
(Goods Yard towards Tyne Dock or Shunt Neck. (7)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the Note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3.

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2 (c) to:–

Six wheeled milk tanks – loaded or empty 45m.p.h. (6D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 402 (Supp. Optg. Instructions page 152)

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

Paragraph 2

★ Delete reference to signal 717.

Page 405

★ Add:–

WORKING BETWEEN SIMONSIDE SIDING AND JARROW

1. The line between signals 725/720/729 and the "Stop Await Instructions" board at Simonside is worked as a siding under the control of the signalman at Pelaw.
2. The Guard of an Up train along the sidings must, on arrival at signal 716/719 confirm to the Signalman at Pelaw that his train has arrived complete with tail lamp.

Page 405 (Supp. Optg. Instructions page 152/3)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

Amend:– Signal P.714 to read Signal P.716/719.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

★ NORTHALLERTON STATION – TESTING OF DETONATORS

From 07 00 to 17 00 on Friday 5 February detonators will be placed on the Down Main line approaching Northallerton Station (29m. 71ch) and a camera and lights will be placed in close proximity to the cess side rail.

Drivers of trains on the Down Main line should approach the site normally obeying the aspects of fixed signals and after passing the site should proceed normally provided they have received a green hand signal from the Handsignalmen stationed 200 yards beyond the detonators indicating that they may be ignored.

MARK III SLEEPING CARS

On either side of the above vehicles a blue light may be exhibited just below sole bar level, indicating that the toilet effluent tank is full. (6D)

SEACOW BALLAST HOPPER WAGONS

The maximum trailing weight of trains containing one or more Seacow wagons numbered in the range DB980000–980250 shall not exceed 640t, and over steeply graded routes shall be further restricted in accordance with the following table:–

Gradient	Maximum Trailing Weight – Tonnes	
Steeper than 1 in 40 rising	448	
1 in 40 to 1 in 47 rising	512	
1 in 47 to 1 in 56 rising	576	
Less than 1 in 56 rising	640	(6D)

** THORNABY STATION – DEMOLITION WORK

Drivers of passenger trains stopping at Thornaby Station to stop at East End of Thornaby Station at the Notice Board provided. (5)

DARLINGTON STATION

No.4 platform is being rebuilt, drivers of stopping trains to bring their trains to a stand at the marker boards provided. (6)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
22 JANUARY, 1982

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

ITEM NN.134

K.E.B. Jn.

ITEM NN.135

K.E.B. Jn. and Bensham Curve

ITEM NN.136

Norwood Jn. and Blaydon Jn.

ITEM NN.137

Low Fell Sidings Jn.

ITEM NN.140

Ashington

SECTION 'C'

DETAILS OF WORK ALREADY CARRIED OUT

DURHAM STATION - TURSDALE JN.

The catch points on Up Line between Durham Station and Turdale Jn. at 59m.60c. have been clamped out of use pending removal.

Sandy and
St. Gasts

Down and Up Fast
BLOCKED

/Continued

/Continued

NN NOTICE
CANCELLATION

PAGE NN.16

Tyne Dock Goods Branch - Jarrow Station.

SECTION 'D'

MISCELLANEOUS NOTICES

BARDON MILL STATION

The new Down Platform has now been brought into use located directly opposite the Up Platform. Old Down Platform closed pending demolition.

Please advise all concerned and acknowledge receipt by telephone to the D.O.M. Extn. 035-2259

0.5/1

D.JENKINSON.

NN NOTICE
CANCELLATION

DETAILS OF WORK ALREADY CARRIED OUT

DURHAM STATION - TUESDAY 14.

The catch points on Up line between Durham Station and Tursdale Jn. at Durham have been clamped out of use pending removal.

ITEM NN.76
Tursdale Jn. and Whitwell

ITEM NN.88
Glarence Road and Cemetery north.

ITEM NN.90
Sunderland and Wearmouth.

ITEM NN.92
Seal Sands.

ITEM NN.101

ITEM NN.107
Rosesfield and Thornaby East Jn.

ITEM NN.109

ITEM NN.111
Rosesfield Jn. and Thornaby East Jn.

ITEM NN.122

Scotwood and Blaydon

ITEM NN.124

Warden and Baydon Bridge.

ITEM NN.128

ITEM NN.130
Warden and Bardon Mill

ITEM NN.134

K.E.B. Jn.

ITEM NN.135

K.E.B. Jn. and Bardon Bridge

ITEM NN.136

Horwood Jn. and Blaydon Jn.

ITEM NN.137

Low Well Sidings Jn.

ITEM NN.140

Ashington

SECTION 'C'

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

6

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 FEBRUARY

TO

FRIDAY 12 FEBRUARY 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

A 20 m.p.h. P.S.R. has been imposed on the Up between Norton-on-Tees LC and Norton-on-Tees East (62m. 22ch. and 61m. 72ch.). (6D)

A 30 m.p.h. P.S.R. has been imposed on the Up between **Haydon Bridge** LC and Warden LC (27m. 25ch. and 26m. 65ch.). (6D)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 FEBRUARY – TYNE DOCKS GOODS BRANCH – JARROW STATION

The trailing crossover between the Down and Up Main lines and the facing connection – Down Main to Goods Yard will be secured out of use in the normal position pending removal.

The Goods Yard ground position light signal PW717 (Goods Yard to Up Main) will be abolished.

The Down Main through Jarrow Station will be taken out of use and the Down Main line will be re-routed around the back of Jarrow Old Station using the line at the rear of the Down Platform and connected to the Goods Yard via a new connection.

The Following Signal Routes will be re-instated :-

PW718 – Ground position light signal – set back Down Main to Goods Yard.

PW721 – Ground position light signal – Goods Yard to Down Main or Shunt Spur. (9)

DETAILS OF WORK ALREADY CARRIED OUT

E.C.M.L. AT 59¾ m.p. (BETWEEN DURHAM STATION AND TURSDALE JUNCTION)

The catchpoints in the Up Main line, situated 850 yards before reaching Ferryhill signal F420 have been secured out of use for through running pending replacement by plain line. (New Item) (9)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

★ Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

★ Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND6D. These items however still apply and should **not** be deleted.

LOCAL INSTRUCTIONS

Page 402 (Supp. Optg. Instructions page 152)

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

Paragraph 2

Delete reference to signal 717.

Page 405

Add:-

WORKING BETWEEN SIMONSIDE SIDING AND JARROW

1. The line between signals 725/720/729 and the "Stop Await Instructions" board at Simonside is worked as a siding under the control of the signalman at Pelaw.
2. The Guard of an Up train along the sidings must, on arrival at signal 716/719 confirm to the Signalman at Pelaw that his train has arrived complete with tail lamp.

Page 405 (Supp. Optg. Instructions page 152/3)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

Amend:- Signal P.714 to read Signal P.716/719.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ SECTIONAL APPENDIX SOUTHERN AREA BR.30015/1
DATED 6 FEBRUARY 1982

Owing to unforeseen circumstances, distribution of the above has been delayed and may not be in the hands of all those entitled to a copy by the operative date. Until copies are received, the present Appendix (dated 6 February 1978) must be retained. Although the Sectional Appendix alterations in the Periodical Operating Notice No.6 dated 6 February 1982 refer to the 1982 Appendix, all details such as alterations to permanent speed restrictions etc., are relevant to the 1978 Appendix although the page numbers given refer to the new Appendix.

★ BARDON MILL STATION

The new Down Platform has now been brought into use located directly opposite the Up Platform. Old Down Platform closed pending demolition. (9)

** DARLINGTON STATION

No.4 platform is being rebuilt, drivers of stopping trains to bring their trains to a stand at the marker boards provided. (6)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
28 JANUARY, 1982

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

7

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 FEBRUARY

TO

FRIDAY 19 FEBRUARY 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

TYNE DOCKS GOODS BRANCH – JARROW STATION

The trailing crossover between the Down and Up Main lines and the facing connection – Down Main to Goods Yard has been secured out of use in the normal position pending removal.

The Goods Yard ground position light signal PW717 (Goods Yard to Up Main) has been abolished.

The Down Main through Jarrow Station has been taken out of use and the Down Main line has been re-routed around the back of Jarrow Old Station using the line at the rear of the Down Platform and connected to the Goods Yard via a new connection.

The Following Signal Routes have been re-instated:—

PW718 – Ground position light signal – set back Down Main to Goods Yard.

PW721 – Ground position light signal – Goods Yard to Down Main or Shunt Spur. (9)

E.C.M.L. AT 59¼ m.p. (BETWEEN DURHAM STATION AND TURSDALE JUNCTION)

The catchpoints in the Up Main line, situated 850 yards before reaching Ferryhill signal F420 have been secured out of use for through running pending replacement by plain line. (9)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ *Denotes new or amended item*

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

OTHER GENERAL INSTRUCTIONS

Pages 320–322

ELECTRICALLY OPERATED POINTS – WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND6D. These items however still apply and should **not** be deleted. (14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS

Page 402 (Supp. Optg. Instructions page 152)

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

Paragraph 2

Delete reference to signal 717. (14D)

Page 405

Add:—

WORKING BETWEEN SIMONSDIE SIDING AND JARROW

1. The line between signals 725/720/729 and the "Stop Await Instructions" board at Simonside is worked as a siding under the control of the signalman at Pelaw.
2. The Guard of an Up train along the sidings must, on arrival at signal 716/719 confirm to the Signalman at Pelaw that his train has arrived complete with tail lamp. (14D)

Page 405 (Supp. Optg. Instructions page 152/3)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

Amend:— Signal P.714 to read Signal P.716/719. (14D)

MISCELLANEOUS NOTICES

BARDON MILL STATION

The new Down Platform has now been brought into use located directly opposite the Up Platform. Old Down Platform closed pending demolition. (9)

York
5 FEBRUARY, 1982

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

8

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 FEBRUARY

TO

FRIDAY 26 FEBRUARY 1982

INCLUSIVE

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

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

SECTION B – TEMPORARY ENGINEERING WORKS – continued

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

GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON – continued

SUNDAY 21 FEBRUARY

- | | | | |
|-----|----------------------------------|--|---|
| 134 | Bensham Curve Jn. and K.E.B. Jn. | Up Goods
BLOCKED
Down and Up
Between Trains | 08 00 to 16 00. Earthworks and bridgework (No.9), 0m. 48ch. and 0m. 53ch. Restricted clearance. |
| 135 | Norwood Jn. and Blaydon | Down and Up
BLOCKED | 01 00 to 10 00. Earthwork, 2 and 3m.p. Mechanical equipment in use. Possession to be given up for passage of P.Way trains. |

REDHEUGH BRANCH

UNTIL FURTHER NOTICE

- | | | | |
|-----|-------------------------------------|--------|---|
| 136 | Redheugh Bank Foot and Dunston East | Single | 08 00 to 16 30. Demolition work, 0m. 50ch. Mechanical equipment in use. (81/43) |
|-----|-------------------------------------|--------|---|

CAMBOIS BRANCH

UNTIL FURTHER NOTICE

- | | | | |
|-----|------------------|-----|----------------------------------|
| 137 | Blyth Power Stn. | All | 08 00 to 16 00. Signalling work. |
|-----|------------------|-----|----------------------------------|

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

**** TYNE DOCKS GOODS BRANCH – JARROW STATION**

This work has not been carried out.

E.C.M.L. AT 59¾ m.p. (BETWEEN DURHAM STATION AND TURSDALE JUNCTION)

The catchpoints in the Up Main line, situated 850 yards before reaching Ferryhill signal F420 have been secured out of use for through running pending replacement by plain line. (9)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE ✓

Page 322

RAIL POINT CLAMP LOCKS ✓

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND6D. These items however still apply and should **not** be deleted. (14D)

LOCAL INSTRUCTIONS

Page 402 (Supp. Optg. Instructions page 152)

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

Paragraph 2

Delete reference to signal 717. (14D)

Page 405

Add:-

WORKING BETWEEN SIMONSIDE SIDING AND JARROW

1. The line between signals 725/720/729 and the "Stop Await Instructions" board at Simonside is worked as a siding under the control of the signalman at Pelaw.
2. The Guard of an Up train along the sidings must, on arrival at signal 716/719 confirm to the Signalman at Pelaw that his train has arrived complete with tail lamp. (14D)

Page 405 (Supp. Optg. Instructions page 152/3)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

Amend:- Signal P.714 to read Signal P.716/719. (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

DARLINGTON SOUTH JN. TO SALTBURN

Page 406

THORNABY

★ Add:-

THORNABY DEPOT STEAM PLANT SIDINGS

1. The Rolling Stock Inspector is responsible for operating the hand points for operation of the Barriers (protecting the overhead equipment) and for authorising all movements into and out of the sidings.
 2. The hand points giving access from the West end must be clipped and padlocked for the shed road when not in use.
 3. Inwards wagons must be propelled into the sidings from the West end only.
 4. Outward wagons must be hauled from the sidings via the Round Shed end only, except during breakdowns or mishaps when provision to shunt from the West end may be arranged.
 5. When wagons are placed or removed from either siding, the locomotive must be brought to a stand clear of the gantries. (14D)
-

MISCELLANEOUS NOTICES

BARDON MILL STATION

The new Down Platform has now been brought into use located directly opposite the Up Platform. Old Down Platform closed pending demolition. (9)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
12 FEBRUARY, 1982

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

9

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 27 FEBRUARY

TO

FRIDAY 5 MARCH 1982

INCLUSIVE

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

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

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON		
UNTIL FURTHER NOTICE		
131 Derwenthaugh Jn. and Blaydon Station	Mineral Lines	Contractors working on Staiths at 4m. 30ch. (81/7)
REDHEUGH BRANCH		
UNTIL FURTHER NOTICE		
132 Redheugh Bank Foot and Dunston East	Single	08 00 to 16 30. Demolition work, 0m. 50ch. Mechanical equipment in use. (81/43)
CAMBOIS BRANCH		
UNTIL FURTHER NOTICE		
133 Blyth Power Stn.	All	08 00 to 16 00. Signalling work.
SUNDAY 28 FEBRUARY West Blyth	Empty Line BLOCKED	06 00 to 16 00. Loading work.

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 28 FEBRUARY – MORPETH (between Morpeth Junction and Hepscoth)

The Reception line adjacent to the B & T line will be abolished.

The connection furthest from the signalbox of the two connections between the Reception line and B & T line will be secured out of use pending removal.

The Signal Box end of the remaining connection will be secured out of use in the reverse position for through line along the B & T line.

Signalling Alterations

Reception line ground position light signal 181 and R181, applying Reception line to Goods Yard or Down B & T will be abolished.

Morpeth Up B & T signal M124:-

Route indication 'R' (applying Up B & T to Reception line) will be abolished.

The 2-way stencil route indicator on Goods Yard Ground Position light signal 176 will be abolished and the signal will apply – Goods Yard to Up B & T line only. (12)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

MONDAY 1 MARCH – LOW FELL SIDINGS JUNCTION

The trailing crossover between the Down and Up Goods lines (the one nearest to Low Fell Sidings Junction) will be secured out of use in the normal position pending removal.

All associated signal routes will be abolished. (12)

DETAILS OF WORK ALREADY CARRIED OUT

**** E.C.M.L. AT 59¼ m.p. (BETWEEN DURHAM STATION AND TURSDALE JUNCTION)**

The catchpoints in the Up Main line, situated 850 yards before reaching Ferryhill signal F420 have been secured out of use for through running pending replacement by plain line. (9)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ *Denotes new or amended item*

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

OTHER GENERAL INSTRUCTIONS

Pages 320–322

ELECTRICALLY OPERATED POINTS – WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND6D. These items however still apply and should **not** be deleted. (14D)

LOCAL INSTRUCTIONS

Page 402 (Supp. Optg. Instructions page 152)

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

Paragraph 2

Delete reference to signal 717. (14D)

Page 405

Add:–

WORKING BETWEEN SIMONSDALE SIDING AND JARROW

1. The line between signals 725/720/729 and the "Stop Await Instructions" board at Simonside is worked as a siding under the control of the signalman at Pelaw.
2. The Guard of an Up train along the sidings must, on arrival at signal 716 719 confirm to the Signalman at Pelaw that his train has arrived complete with tail lamp. (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

Page 405 (Supp. Optg. Instructions page 152/3)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

Amend:- Signal P.714 to read Signal P.716/719.

(14D)

DARLINGTON SOUTH JN. TO SALT BURN

Page 406

THORNABY

Add:-

THORNABY DEPOT STEAM PLANT SIDINGS

1. The Rolling Stock Inspector is responsible for operating the hand points for operation of the Barriers (protecting the overhead equipment) and for authorising all movements into and out of the sidings.
2. The hand points giving access from the West end must be clipped and padlocked for the shed road when not in use.
3. Inwards wagons must be propelled into the sidings from the West end only.
4. Outward wagons must be hauled from the sidings via the Round Shed end only, except during breakdowns or mishaps when provision to shunt from the West end may be arranged.
5. When wagons are placed or removed from either siding, the locomotive must be brought to a stand clear of the gantries.

(14D)

MISCELLANEOUS NOTICES

★ ** LOOSE LEAF SUPPLEMENTS

Issue No.7 to Rule Book BR87109/30

Issue No.1 to General Appendix BR29944/27

Issue No.1 to Signalmen's General Instructions BR30062/8

The above mentioned loose leaf Supplements have now been dispatched from the Printers.

The revised instructions contained in the Supplements will come into operation on Saturday 3 April.

Any member of the staff who has been issued with a Rule Book, General Appendix and/or Signalmen's General Instructions must advise his Supervisor if he does not receive the respective Supplement by 13 March, 1982.

**** BARDON MILL STATION**

The new Down Platform has now been brought into use located directly opposite the Up Platform. Old Down Platform closed pending demolition.

(9)

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
19 FEBRUARY, 1982

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

SECTION 'C'

DETAILS OF WORK ALREADY CARRIED OUT

TYNE DOCK GOODS BRANCH - JARROW STATION

The trailing crossover between the Down and Up Main lines and the facing connections - Down Main to Goods Yard has been secured out of use in the normal position pending removal.

Ground position light signals PW 717 (Goods Yard to Up Main) PW 714 Up Main to Down Main or Goods Yard) and PW 719 (Down Main to Down Main or Up Main) have been abolished.

The Down Main line through Jarrow Station has been taken out of use and the Down Main line has been re-routed around the back of Jarrow Old Station using the line at the rear of the Down Platform and connected to the Goods Yard via a new connection.

The following Signal Routes have been re-instated :-

PW 718 Ground position light signal - set back Down Main to Goods Yard.

PW 721 Ground position light signal - Goods Yard to Down Main or Shunt Spur

PW 723 Ground position light signal - Shunt Spur to Goods Yard.

Please advise all concerned and acknowledge receipt by telephone to the D.C.M.
Ext. 035-2259

0.9/1



NN

EASTERN REGION

10

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 MARCH

TO

FRIDAY 12 MARCH 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

TYNE DOCK GOODS BRANCH – JARROW STATION

The trailing crossover between the Down and Up Main lines and the facing connection – Down Main to Goods Yard have been secured out of use in the normal position pending removal.

Ground position light signals PW717(Goods Yard to Up Main), PW714 (Up Main to Down Main or Goods Yard) and PW719 (Down Main to Up Main) have been abolished.

The Down Main through Jarrow Station has been taken out of use and the Down Main line has been re-routed around the back of Jarrow Old Station using the line at the rear of the Down Platform and connected to the Goods Yard via a new connection.

The following Signal Routes have been re-instated:–

- PW718 – Ground position light signal – set back Down Main to Goods Yard
- PW721 – Ground position light signal – Goods Yard to Down Main or Shunt Spur
- PW723 – Ground position light signal – Shunt Neck to Goods Yard **(New Item) (13)**

MORPETH (between Morpeth Junction and Hepscoth)

The Reception line adjacent to the B & T line has been abolished.

The connection furthest from the signalbox of the two connections between the Reception line and B & T line has been secured out of use pending removal.

The Signal Box end of the remaining connection has been secured out of use in the reverse position for through line along the B & T line.

Signalling Alterations

Reception line ground position light signal 181 and R181, applying Reception line to Goods Yard or Down B & T have been abolished.

Morpeth Up B & T signal M124:–

Route indication 'R' (applying Up B & T to Reception line) has been abolished.

The 2-way stencil route indicator on Goods Yard Ground Position light signal 176 has been abolished and the signal applies – Goods Yard to Up B & T line only. (12)

LOW FELL SIDINGS JUNCTION

The trailing crossover between the Down and Up Goods lines (the one nearest to Low Fell Sidings Junction) has been secured out of use in the normal position pending removal.

All associated signal routes have been abolished.

(12)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND6D. These items however still apply and should **not** be deleted. (14D)

LOCAL INSTRUCTIONS

Page 402 (Supp. Optg. Instructions page 152)

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

Paragraph 2

Delete reference to signal 717. (14D)

TYNE DOCK GOODS BRANCH

Page 402

★ Add :-

WORKING BETWEEN SIMONSIDE SIDING AND JARROW

1. The line between signals 725/729 and the "Stop Await Instructions" board at Simonside is worked as a siding under the control of the Signalman at Pelaw.
2. The Guard of an Up train along the siding must, on arrival at signal 719, confirm to the Signalman at Pelaw that his train has arrived complete with tail lamp. (14D)

Page 405

★ Add :- **BOLDON COLLIERY JUNCTION TO DEAN ROAD SIDINGS**

1. The line between Boldon Colliery Jn. and Dean Road Sidings is worked as a siding under the control of the Signalman at Boldon Colliery Junction.
2. The following provisions of the Rule Book apply, amended as follows :-
 - 2.1. **Section H**
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.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS – continued

★ **Page 405 – Add – continued**

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, 20 yards apart, 300 yards from the obstruction on both sides. The signalman at Boldon Colliery Junction must then be advised of the circumstances.

2.3. Section Q

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 300 yards from the trolley with the 3 detonators placed 20 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.

Page 405 (Supp. Optg. Instructions page 152/3)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

Amend:— Signal P.714 to read Signal P.716/719.

(14D)

DARLINGTON SOUTH JN. TO SALTBURN

Page 406

THORNABY

Add:—

THORNABY DEPOT STEAM PLANT SIDINGS

1. The Rolling Stock Inspector is responsible for operating the hand points for operation of the Barriers (protecting the overhead equipment) and for authorising all movements into and out of the sidings.
2. The hand points giving access from the West end must be clipped and padlocked for the shed road when not in use.
3. Inwards wagons must be propelled into the sidings from the West end only.
4. Outward wagons must be hauled from the sidings via the Round Shed end only, except during breakdowns or mishaps when provision to shunt from the West end may be arranged.
5. When wagons are placed or removed from either siding, the locomotive must be brought to a stand clear of the gantries.

(14D)

York
26 FEBRUARY, 1982

MP.32/NN

G. GRAHAM
Chief Operating Manager

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

SECTION 'C'

DETAILS OF WORK REFERRED TO IN SECTION 'B'

SUNDAY 7 MARCH - BOLDON COLLIERY

No. 9 Down Main Starting Signal will have Red Aspect added and the Mechanical Arm will be removed.

SECTION 'D'

RR SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 402 (Page NN-19)

WORKING BETWEEN SIMONSIDE SIDINGS
AND JARROW

Paragraph 2

Amend signal number to read 716

Page 405 (Supplementary Operating Instructions page 152/3) (Page NN-20)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

Amend reference to Signals P716/719 to read "P.716"

Page 405 (Page NN - 19/20)

BOLDON COLLIERY JN TO DEAN ROAD SIDINGS

Delete heading and instructions

Please advise all concerned and acknowledge receipt by telephone to the D.O.M.
Ext. 035-2259

0.10/1

D. JENKINSON



British Rail

NN

EASTERN REGION

11

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 MARCH

TO

FRIDAY 19 MARCH 1982

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 14 MARCH – MORPETH (Between Morpeth North Junction and Hepscott)**

Barmoor ground frame will be abolished. The connection formerly worked therefrom between the Down/Up B & T and North Sidings will become power operated from Morpeth Signal box.

Signalling Alterations

A right-hand offset subsidiary signal will be provided on Down B & T 3 – aspect signal No.137 which will apply:–

Down B & T to North Sidings.

A new ground position light signal No.180 will be provided at the Sidings end of this connection applying:–

North Sidings to Up B & T. (14)

SUNDAY 14 MARCH – WASHINGTON

The facing connection leading from Down Leamside to Washington Sidings will be secured out of use in the normal position pending removal and the associated signalling abolished. (14)

DETAILS OF WORK ALREADY CARRIED OUT**BOLDON COLLIERY**

No.9 Down Main Starting Signal has had a red aspect added and the mechanical arm removed. (New Item) (14)

TYNE DOCK GOODS BRANCH – JARROW STATION

The trailing crossover between the Down and Up Main lines and the facing connection – Down Main to Goods Yard have been secured out of use in the normal position pending removal.

Ground position light signals PW717(Goods Yard to Up Main), PW714 (Up Main to Down Main or Goods Yard) and PW719 (Down Main to Up Main) have been abolished.

The Down Main through Jarrow Station has been taken out of use and the Down Main line has been re-routed around the back of Jarrow Old Station using the line at the rear of the Down Platform and connected to the Goods Yard via a new connection.

The following Signal Routes have been re-instated:–

- PW718 – Ground position light signal – set back Down Main to Goods Yard
- PW721 – Ground position light signal – Goods Yard to Down Main or Shunt Spur
- PW723 – Ground position light signal – Shunt Neck to Goods Yard (13)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MORPETH (between Morpeth Junction and Hepscott)

The Reception line adjacent to the B & T line has been abolished.

The connection furthest from the signalbox of the two connections between the Reception line and B & T line has been secured out of use pending removal.

The Signal Box end of the remaining connection has been secured out of use in the reverse position for through line along the B & T line.

Signalling Alterations

Reception line ground position light signal 181 and R181, applying Reception line to Goods Yard or Down B & T have been abolished.

Morpeth Up B & T signal M124:–

Route indication 'R' (applying Up B & T to Reception line) has been abolished.

The 2-way stencil route indicator on Goods Yard Ground Position light signal 176 has been abolished and the signal applies – Goods Yard to Up B & T line only. (12)

LOW FELL SIDINGS JUNCTION

The trailing crossover between the Down and Up Goods lines (the one nearest to Low Fell Sidings Junction) has been secured out of use in the normal position pending removal.

All associated signal routes have been abolished. (12)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 205

NEWCASTLE TO CARLISLE PETERIL BRIDGE JN. EXC.

Between Haltwhistle and Blenkinsop L.C.

★ Amend:– 55 40m. 0ch. and 40m. 20ch. (w.e.f. Saturday 13 March)

Between Blenkinsop L.C. and Long Byre L.C. (R/G)

★ Add:– 30 40m. 20ch. and 40m. 35ch.
55 40m. 32ch. and 40m. 0ch. (w.e.f. Saturday 13 March)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND6D. These items however still apply and should **not** be deleted. (14D)

LOCAL INSTRUCTIONS

Page 402 (Supp. Optg. Instructions page 152)

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

Paragraph 2

Delete reference to signal 717.

(14D)

TYNE DOCK GOODS BRANCH

Page 402

Add:-

WORKING BETWEEN SIMONSDALE SIDING AND JARROW

1. The line between signals 725/729 and the "Stop Await Instructions" board at Simonside is worked as a siding under the control of the Signaller at Pelaw.
- ★ 2. The Guard of an Up train along the siding must, on arrival at signal 716, confirm to the Signaller at Pelaw that his train has arrived complete with tail lamp. (Amended Item) (14D)

Page 405 (Supp. Optg. Instructions page 152/3)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

★ Amend:- Signal P.714 to read Signal P.716.

(Amended Item) (14D)

DARLINGTON SOUTH JN. TO SALT BURN

Page 406

THORNABY

Add:-

THORNABY DEPOT STEAM PLANT SIDINGS

1. The Rolling Stock Inspector is responsible for operating the hand points for operation of the Barriers (protecting the overhead equipment) and for authorising all movements into and out of the sidings.
 2. The hand points giving access from the West end must be clipped and padlocked for the shed road when not in use.
 3. Inwards wagons must be propelled into the sidings from the West end only.
 4. Outward wagons must be hauled from the sidings via the Round Shed end only, except during breakdowns or mishaps when provision to shunt from the West end may be arranged.
 5. When wagons are placed or removed from either siding, the locomotive must be brought to a stand clear of the gantries. (14D)
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ MONDAY 15 MARCH - DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch will be shortened and buffer stop erected 100 yards west of the connection to Shell Star Chemicals to form a head-shunt.

★ SUPPLEMENT TO GENERAL APPENDIX 3 APRIL 1982

Owing to a printing error, 6 sheets of the Supplement to the General Appendix have to be reprinted to re-arrange the combination of pages.

The pages to be replaced are:

Front page (showing list of re-issued pages), 4.1/4.2, 4.31/6.1, 6.2/6.15, 6.16/7.1, 7.2/7.3, 7.4/7.5 and 7.6/7.7.

The new pages will be numbered:

Front page, 4.1/4.2, 4.31 single side only, 6.1/6.2, 6.15/6.16, 7.1/7.2, 7.3/7.4, 7.5/7.6 and 7.7 single side only.

Any member of the staff issued with the new General Appendix Supplement, must advise his Supervisor if he does not receive the re-arranged pages by Saturday, 27 March. (14)

York
5 MARCH, 1982

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.

ITEM NN58

Giff House and Stanton

NN NOTICE
CANCELLATIONS

ITEM NN100

East Boldon and Westmorland

ITEM NN57

ITEM NN109

Darlington North Jn. and Parkgate Jn.

Jarrow and Harton

ITEM NN116

ITEM NN101

Eaglescliffe North Jn.

Delate

Amend Locations to read: - Gateshead (Pelaw Jn.) and Boldon Colliery

ITEM NN 59

SECTION 'C'

ITEM NN110

DETAILS OF WORK ALREADY CARRIED OUT

Hebburn West and Hebburn Station

WILTON WORKS BRANCH

Amend date to read: - SUNDAY 13 MARCH

An open type Level Crossing has been brought into use adjacent to the I.C.I. Exchange Sidings. An advance St. Georges Cross Sign is provided on the Inwards rail approach and 'Stop/Whistle proceed if line clear' notice boards 25 yards from the Crossing on each rail approach

(New Item)

Add to lines affected: - Down Main between T-sidings

ITEM NN136

Baldon Hill

ITEM NN 56

Delate (See Section 'D') from remarks

Gateshead (North Station) and St. James Bridge Jn.

ITEM NN111

Amend date to read: - SUNDAY 14 MARCH

Amend date to read: - SUNDAY 14 MARCH

Delate 'daily' from remarks

Please advise all concerned and acknowledge receipt by telephone to the D.O.M.
Ext. 035-2259

0.11/1

WOOLSTENHOLMES



British Rail

NN

EASTERN REGION

12

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 MARCH

TO

FRIDAY 26 MARCH 1982

INCLUSIVE

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

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

Brookbank 65636

WOOLSTENHOLMES



NN

EASTERN REGION

12

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 MARCH

TO

FRIDAY 26 MARCH 1982

INCLUSIVE

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

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

Brooks Bank 65636

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*

Commencing Saturday 20 March a 10m.p.h. P.S.R. will apply over Bridge No.9 on the Down between Shildon North Jn. and Bishop Auckland. (14D)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 MARCH – MORPETH (Between Morpeth North Junction and Hepscott)

Barmoor ground frame will be abolished. The connection formerly worked therefrom between the Down/Up B & T and North Sidings will become power operated from Morpeth Signal box.

Signalling Alterations

A right-hand offset subsidiary signal will be provided on Down B & T 3 – aspect signal No.137 which will apply:–

Down B & T to North Sidings.

A new ground position light signal No.180 will be provided at the Sidings end of this connection applying:–

North Sidings to Up B & T. (15/16)

SUNDAY 21 MARCH – PENSRAW NORTH – NCB EXCHANGE SIDINGS

The Departure line will become the Arrival/Departure line.

The Arrival line will be abolished and the connection between the Arrival and Departure lines will be secured out of use in the normal position pending removal. The associated disc signals will be abolished.

The offset miniature arm applying set back–Down Main to former Arrival will now apply Down Main to Arrival/Departure. (15/16)

SUNDAY 21 MARCH – DARLINGTON

The facing crossover at the North end of the Down Duplicate line leading to No.4 Platform line will be secured out of use pending removal and will be replaced by a new crossover 34 yards further South.

Down Duplicate line signal D.885 will be renewed as a straight post signal to the left of the Down Duplicate line 66 yards further South.

No.4 Platform line signal D.883 will be renewed as a straight post signal to the left of the new No.4 Platform line alignment 42 yards further South. (15/16)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

TUESDAY 23 MARCH – CARR HOUSE, CONSETT NORTH AND BLACKHILL

Consett North signal box will be abolished. All points will be secured out of use in the normal position pending removal and the associated signalling will be abolished.

All trains between Carr House and Blackhill will use the Down line and will gain access thereto by shunting at Carr House. The catch points in the Down line will be secured for through running.

The section of line between Carr House and Blackhill will be worked in accordance with the One Train Regulations and all trains will be accompanied by the Chargeman. (15/16)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN ST. BEDES AND TYNE DOCK BOTTOM

The former Down line is now connected into the line leading into Simonside Depot.

Notice boards worded "**STOP AWAIT INSTRUCTIONS**" have been erected as follows:—

- (a) At the west side of the Shunt Spur adjacent to the Depot Access line.
- (b) In the angle between the Wagon Shop Sidings and Tyne Dock Bottom Sidings. (New Item) (15/16)

WILTON WORKS BRANCH

An open-type level crossing has been brought into use adjacent to the ICI exchange sidings. An advance St. Georges Cross sign is provided on the Inwards Rail approach and "**Stop-Whistle proceed if line clear**" notice boards are provided 25 yards from the crossing on each rail approach.

(New Item) (15/16)

WASHINGTON

The facing connection leading from Down Leamside to Washington Sidings has been secured out of use in the normal position pending removal and the associated signalling abolished. (14)

BOLDON COLLIERY

No.9 Down Main Starting Signal has had a red aspect added and the mechanical arm removed. (14)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TYNE DOCK GOODS BRANCH – JARROW STATION

The trailing crossover between the Down and Up Main lines and the facing connection – Down Main to Goods Yard have been secured out of use in the normal position pending removal.

Ground position light signals PW717(Goods Yard to Up Main), PW714 (Up Main to Down Main or Goods Yard) and PW719 (Down Main to Up Main) have been abolished.

The Down Main through Jarrow Station has been taken out of use and the Down Main line has been re-routed around the back of Jarrow Old Station using the line at the rear of the Down Platform and connected to the Goods Yard via a new connection.

The following Signal Routes have been re-instated:–

- PW718 – Ground position light signal – set back Down Main to Goods Yard
- PW721 – Ground position light signal – Goods Yard to Down Main or Shunt Spur
- PW723 – Ground position light signal – Shunt Neck to Goods Yard (13)

**** MORPETH (between Morpeth Junction and Hepscott)**

The Reception line adjacent to the B & T line has been abolished.

The connection furthest from the signalbox of the two connections between the Reception line and B & T line has been secured out of use pending removal.

The Signal Box end of the remaining connection has been secured out of use in the reverse position for through line along the B & T line.

Signalling Alterations

Reception line ground position light signal 181 and R181, applying Reception line to Goods Yard or Down B & T have been abolished.

Morpeth Up B & T signal M124:–

Route indication 'R' (applying Up B & T to Reception line) has been abolished.

The 2-way stencil route indicator on Goods Yard Ground Position light signal 176 has been abolished and the signal applies – Goods Yard to Up B & T line only. (12)

**** LOW FELL SIDINGS JUNCTION**

The trailing crossover between the Down and Up Goods lines (the one nearest to Low Fell Sidings Junction) has been secured out of use in the normal position pending removal.

All associated signal routes have been abolished. (12)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M	Ch	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m p h	Up At or Between	
Page 69		DARLINGTON NORTH JN. TO EASTGATE A.P.C.M. Between Shildon North Jn. and Bishop Auckland.					
★	Add:-				10	Overbridge No.9, 11m. 0ch. and 11m. 2ch.	(14D)
Page 205		NEWCASTLE TO CARLISLE PETERIL BRIDGE JN. EXC. Between Haltwhistle and Blenkinsop L.C.					
	Amend:-				55	40m. 0ch. and 40m. 20ch. (w.e.f. Saturday 13 March)	
		Between Blenkinsop L.C. and Long Byre L.C. (R/G)					
	Add:-				30	40m. 20ch. and 40m. 35ch.	
					55	40m. 32ch. and 40m. 0ch. (w.e.f. Saturday 13 March)	

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND6D. These items however still apply and should **not** be deleted. (14D)

LOCAL INSTRUCTIONS

Page 402 (Supp. Optg. Instructions page 152)

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

Paragraph 2

Delete reference to signal 717.

(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS – continued

TYNE DOCK GOODS BRANCH

Page 402

Add:–

WORKING BETWEEN SIMONSIDE SIDING AND JARROW

1. The line between signals 725/729 and the "Stop Await Instructions" board at Simonside is worked as a siding under the control of the Signalman at Pelaw.
2. The Guard of an Up train along the siding must, on arrival at signal 716, confirm to the Signalman at Pelaw that his train has arrived complete with tail lamp. (Amended Item) (14D)

Page 405 (Supp. Optg. Instructions page 152/3)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

Amend:– Signal P.714 to read Signal P.716.

(Amended Item) (14D)

DARLINGTON SOUTH JN. TO SALT BURN

Page 406

THORNABY

Add:–

THORNABY DEPOT STEAM PLANT SIDINGS

1. The Rolling Stock Inspector is responsible for operating the hand points for operation of the Barriers (protecting the overhead equipment) and for authorising all movements into and out of the sidings.
2. The hand points giving access from the West end must be clipped and padlocked for the shed road when not in use.
3. Inwards wagons must be propelled into the sidings from the West end only.
4. Outward wagons must be hauled from the sidings via the Round Shed end only, except during breakdowns or mishaps when provision to shunt from the West end may be arranged.
5. When wagons are placed or removed from either siding, the locomotive must be brought to a stand clear of the gantries. (14D)

MISCELLANEOUS NOTICES

MONDAY 15 MARCH – DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch will be shortened and buffer stop erected ²²⁰~~100~~ yards west of the connection to Shell Star Chemicals to form a head-shunt.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

SUPPLEMENT TO GENERAL APPENDIX 3 APRIL 1982

Owing to a printing error, 6 sheets of the Supplement to the General Appendix have to be reprinted to re-arrange the combination of pages.

The pages to be replaced are:

Front page (showing list of re-issued pages), 4.1/4.2, 4.31/6.1, 6.2/6.15, 6.16/7.1, 7.2/7.3, 7.4/7.5 and 7.6/7.7.

The new pages will be numbered:

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Any member of the staff issued with the new General Appendix Supplement, must advise his Supervisor if he does not receive the re-arranged pages by Saturday, 27 March. (14)

York
12 MARCH, 1982

MP.32/NN

G. GRAHAM
Chief Operating Manager

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

SECTION 'D'

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

PAGE 402 (Page 152 Supp Optg Instrucs)

TYNE DOCK GOODS BRANCH

WORKING BETWEEN SIMONSIDE AND JARROW

Amend heading to read:- WORKING BETWEEN ST. BEDES AND TYNE DOCK BOTTOM

Delete paragraph 2

Page 405 (Page 152 supp optg instrucs)

WORKING BETWEEN JARROW AND HARTON

Delete Paragraph 3

MISCELLANEOUS NOTICES

MONDAY 22 MARCH - C.E.G.B. BLYTH POWER STATION

Work will commence on erecting an observation gantry adjacent to the oil offloading line.

NN12 PAGE NN20
AMENDMENT

MONDAY 15 MARCH - DARLINGTON HOPETOWN JN TO NICKSTREAM

Amend item to read:-

Branch will be shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt.

A COPY OF THIS NOTICE TO BE HANDED TO EACH TRAINMAN CONCERNED

Delays 'BLOCKED' from lines affected.

THURSDAY AND FRIDAY 22 AND 23 MARCH

Insert date:-
level of staff to read 00 12 to 00 45 daily.
and overall times to read 00 12 to 00 45 daily.

Billingham and
Greston

Bowfield and
Thorp East Jn

Parkegate Jn
and Helington

Iphoe Grange
and Dawdon

Please advise all concerned and acknowledge receipt by telephone to the D.O.M.
Ext. 035-2259

**NN**

EASTERN REGION

13**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 27 MARCH**

TO

FRIDAY 2 APRIL 1982**INCLUSIVE**

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

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

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*

Commencing Saturday 20 March a 10m.p.h. P.S.R. will apply over Bridge No.9 on the Down between Shildon North Jn. and Bishop Auckland. (14D)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 MARCH – BEAL, GOSWICK AND TWEEDMOUTH

Goswick signalbox will be abolished and the Track Circuit Block Regulations will apply between Beal and Tweedmouth. Goswick level crossing lifting barriers will be controlled from Tweedmouth and monitored by the aid of closed circuit television.

Signalling Alterations – the following signals will be replated:–

Old Numbers	New Numbers
Up Line U.63	T.90
U.62	T.92
U.61	T.94
G.10	T.96
U.60B	T.98
Down line B.18 (Beal signal)	T.99 (replated as automatic signal)
D.59	T.97
G.15	T.95

The signal-post telephones on all the above signals will communicate with Tweedmouth.

The connections worked by Beal ground frame will be secured out of use until further notice.

Beal Up Main signal B.15 will be replated as an automatic signal. (16)

TUESDAY 30 MARCH – BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM

The single line from Boldon Colliery Junction to Tyne Dock Bottom has been slued into the Boldon Colliery N.C.B. (Pontop Branch) to Harton line where new trailing points in the Down/Up Pontop single line (worked from Boldon Colliery) have been provided. The remainder of the Tyne Dock Bottom Branch has been taken out of use until further notice.

In connection with the above, the following signalling alterations have been carried out :–

An Up Distant signal has been provided on the Pontop Branch Single line from Dean Road Sidings.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

TUESDAY 30 MARCH – BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM – continued

A new 3-aspect colour light signal – Boldon Colliery No. B101 signal has been provided on the Up approach to the new points and is 945 yds before reaching Up Pontop Branch B28 signal and 1323 yds before reaching the Boldon Colliery Down Tyne Dock Branch Home signal. A Junction Indicator (position '4') has been provided and the following indications apply :-

Main aspect – towards Up Pontop Branch
Main aspect with junction indicator – towards Down Tyne Dock Branch.

A Junction Indicator position "1" applying towards Up Tyne Dock Branch has been provided on the Boldon Colliery Up Main Home 4-aspect colour light signal B22 and the subsidiary has been removed.

A new signal (B103) with Red main aspect only and a subsidiary has been provided on the right-hand side of the Branch from Boldon Colliery direction controlling movements towards the new trailing points. The subsidiary will apply towards the "Stop for Orders" notice Board at Dean Road Sidings.

"Stop for Orders" notice boards will be provided at Dean Road Sidings applying to trains entering and leaving the sidings.

A subsidiary signal has been provided on Down Pontop Branch No.27 signal applying towards Dean Road and the green aspect has been taken out of use.

Signal-post telephones are provided on the new Boldon Colliery signals B101 and B103.

Harton Junction

Harton Signal Box will be abolished and the junction points will be secured for the Dean Road to Boldon Colliery direction. (16)

DETAILS OF WORK ALREADY CARRIED OUT

NORTHALLERTON CASTLE HILLS JUNCTION

Down Passenger Loop points No.202 leading from Down Passenger Loop to Down Main are defective and have been clamped out of use pending replacement. (U.F.N.)

WEARMOUTH

The trailing connection Down Main to Shunting Neck has been secured out of use. (New Item) (U.F.N.)

STRANTON

The ground disc signal applying Up Main to Down Main has been repositioned 93 yards further from the signal box. (New Item) (16)

MORPETH (Between Morpeth North Junction and Hepscott)

Barmoor ground frame has been abolished. The connection formerly worked therefrom between the Down/Up B & T and North Sidings has become power operated from Morpeth Signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MORPETH (Between Morpeth North Junction and Hepscott) – continued

Signalling Alterations

A right-hand offset subsidiary signal has been provided on Down B & T 3 – aspect signal No.137 which applies:–

Down B & T to North Sidings.

A new ground position light signal No.180 has been provided at the Sidings end of this connection applying:–

North Sidings to Up B & T. (15)

PENSHAW NORTH – NCB EXCHANGE SIDINGS

The Departure line has become the Arrival/Departure line.

The Arrival line has been abolished and the connection between the Arrival and Departure lines have been secured out of use in the normal position pending removal. The associated disc signals have been abolished.

The offset miniature arm applying set back–Down Main to former Arrival will now apply Down Main to Arrival/Departure. (15)

DARLINGTON

The facing crossover at the North end of the Down Duplicate line leading to No.4 Platform line has been secured out of use pending removal and has been replaced by a new crossover 34 yards further South.

Down Duplicate line signal D.885 has been renewed as a straight post signal to the left of the Down Duplicate line 66 yards further South.

No.4 Platform line signal D.883 has been renewed as a straight post signal to the left of the new No.4 Platform line alignment 42 yards further South. (15)

CARR HOUSE, CONSETT NORTH AND BLACKHILL

Consett North signal box has been abolished. All points have been secured out of use in the normal position pending removal and the associated signalling has been abolished.

All trains between Carr House and Blackhill will now use the Down line and gain access thereto by shunting at Carr House. The catch points in the Down line have been secured for through running.

The section of line between Carr House and Blackhill will now be worked in accordance with the One Train Regulations and all trains will be accompanied by the Chargeman. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ST. BEDES AND TYNE DOCK BOTTOM

The former Down line is now connected into the line leading into Simonside Depot.

Notice boards worded "**STOP AWAIT INSTRUCTIONS**" have been erected as follows :-

- (a) At the west side of the Shunt Spur adjacent to the Depot Access line.
- (b) In the angle between the Wagon Shop Sidings and Tyne Dock Bottom Sidings. (15)

WILTON WORKS BRANCH

An open-type level crossing has been brought into use adjacent to the ICI exchange sidings. An advance St. Georges Cross sign is provided on the Inwards Rail approach and "**Stop-Whistle proceed if line clear**" notice boards are provided 25 yards from the crossing on each rail approach. (15)

WASHINGTON

The facing connection leading from Down Leamside to Washington Sidings has been secured out of use in the normal position pending removal and the associated signalling abolished. (14)

BOLDON COLLIERY

No.9 Down Main Starting Signal has had a red aspect added and the mechanical arm removed. (14)

**** TYNE DOCK GOODS BRANCH – JARROW STATION**

The trailing crossover between the Down and Up Main lines and the facing connection – Down Main to Goods Yard have been secured out of use in the normal position pending removal.

Ground position light signals PW717(Goods Yard to Up Main), PW714 (Up Main to Down Main or Goods Yard) and PW719 (Down Main to Up Main) have been abolished.

The Down Main through Jarrow Station has been taken out of use and the Down Main line has been re-routed around the back of Jarrow Old Station using the line at the rear of the Down Platform and connected to the Goods Yard via a new connection.

The following Signal Routes have been re-instated:-

- PW718 – Ground position light signal – set back Down Main to Goods Yard
 - PW721 – Ground position light signal – Goods Yard to Down Main or Shunt Spur
 - PW723 – Ground position light signal – Shunt Neck to Goods Yard (13)
-

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 69						
DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.						
Between Shildon North Jn. and Bishop Auckland.						
Add:-				10	Over Bridge No.9. 11m. 0ch. and 11m. 2ch.	(14D)
Page 205						
NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXC.						
Between Haltwhistle and Blenkinsop L.C.						
Amend:-				55	40m. 0ch. and 40m. 20ch.	
Between Blenkinsop L.C. and Long Byre L.C. (R/G)						
Add:-				30	40m. 20ch. and 40m. 35ch.	
				55	40m. 32ch. and 40m. 0ch.	(14D)

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND6D. These items however still apply and should **not** be deleted. (14D)

LOCAL INSTRUCTIONS

Page 402 (Supp. Optg. Instructions page 152)

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

Paragraph 2

Delete reference to signal 717.

(14D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

LOCAL INSTRUCTIONS – continued

TYNE DOCK GOODS BRANCH

Page 402

Add:–

WORKING BETWEEN SIMONSIDE SIDING AND JARROW

1. The line between signals 725/729 and the "Stop Await Instructions" board at Simonside is worked as a siding under the control of the Signaller at Pelaw.
2. The Guard of an Up train along the siding must, on arrival at signal 716, confirm to the Signaller at Pelaw that his train has arrived complete with tail lamp. (14D)

★ Page 402 (Page 152 Supp. Optg. Instns.)

TYNE DOCK GOODS BRANCH

WORKING BETWEEN SIMONSIDE AND JARROW

Amend heading to read:– WORKING BETWEEN ST. BEDES JUNCTION AND TYNE DOCK BOTTOM

Delete paragraph 2. (14D)

★ Page 405 (Page 152 Supp. Optg. Instns.)

WORKING BETWEEN JARROW AND HARTON

Delete Paragraph 3. (14D)

Page 405 (Supp. Optg. Instructions page 152/3)

WORKING BETWEEN JARROW AND HARTON

Paragraph 3

Amend:– Signal P.714 to read Signal P.716. (14D)

DARLINGTON SOUTH JN. TO SALTBURN

Page 406

THORNABY

Add:–

THORNABY DEPOT STEAM PLANT SIDINGS

1. The Rolling Stock Inspector is responsible for operating the hand points for operation of the Barriers (protecting the overhead equipment) and for authorising all movements into and out of the sidings.
2. The hand points giving access from the West end must be clipped and padlocked for the shed road when not in use.
3. Inwards wagons must be propelled into the sidings from the West end only.
4. Outward wagons must be hauled from the sidings via the Round Shed end only, except during breakdowns or mishaps when provision to shunt from the West end may be arranged.
5. When wagons are placed or removed from either siding, the locomotive must be brought to a stand clear of the gantries. (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt.

★ TUESDAY 30 MARCH - DARLINGTON STATION

On Tuesday 30 March No.3 Platform line will be blocked for 50 yards from Buffer Stops between 10.00 and 15.00 to allow repairs to be carried out.

Drivers to bring their trains to a stop at the Marker Boards provided.

★ C.E.G.B. BLYTH POWER STATION

An Observation Gantry adjacent to the oil off-loading line is being erected.

** SUPPLEMENT TO GENERAL APPENDIX 3 APRIL 1982

Owing to a printing error, 6 sheets of the Supplement to the General Appendix have to be reprinted to re-arrange the combination of pages.

The pages to be replaced are:

Front page (showing list of re-issued pages), 4.1/4.2, 4.31/6.1, 6.2/6.15, 6.16/7.1, 7.2/7.3, 7.4/7.5 and 7.6/7.7.

The new pages will be numbered:

Front page, 4.1/4.2, 4.31 single side only, 6.1/6.2, 6.15/6.16, 7.1/7.2, 7.3/7.4, 7.5/7.6 and 7.7 single side only.

Any member of the staff issued with the new General Appendix Supplement, must advise his Supervisor if he does not receive the re-arranged pages by Saturday, 27 March. (13)

York
19 MARCH, 1982

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

14

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 APRIL

TO

FRIDAY 9 APRIL 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 APRIL – BETWEEN BEAL AND TWEEDMOUTH

Occupation Level Crossing No.193 at 60m. 7ch. will be converted to a miniature red/green lights crossing. Telephone communication will be provided between the crossing and Tweedmouth signalbox.

'Whistle' Notice Boards will be provided 610 yards from the crossing on each rail approach. (17)

SUNDAY 4 APRIL – LOW FELL JN. AND KING EDWARD BRIDGE JN.

The Catch points situated at 78m. 37ch. in the Down Main line will be padlocked, clamped and spiked out of use pending removal. (17)

DETAILS OF WORK ALREADY CARRIED OUT

BEAL, GOSWICK AND TWEEDMOUTH

Goswick signalbox has been abolished and the Track Circuit Block Regulations apply between Beal and Tweedmouth. Goswick level crossing lifting barriers are now controlled from Tweedmouth and monitored by the aid of closed circuit television.

Signalling Alterations – the following signals have been replated :-

Old Numbers	New Numbers
Up Line U.63	T.90
U.62	T.92
U.61	T.94
G.10	T.96
U.60B	T.98
 Down line	
B.18 (Beal signal)	T.99 (replated as automatic signal)
D.59	T.97
G.15	T.95

The signal-post telephones on all the above signals now communicate with Tweedmouth.

The connections worked by Beal ground frame have been secured out of use until further notice.

Beal Up Main signal B.15 has been replated as an automatic signal. (16)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM

The single line from Boldon Colliery Junction to Tyne Dock Bottom has been slued into the Boldon Colliery N.C.B. (Pontop Branch) to Harton line where new trailing points in the Down/Up Pontop single line (worked from Boldon Colliery) have been provided. The remainder of the Tyne Dock Bottom Branch has been taken out of use until further notice.

In connection with the above, the following signalling alterations have been carried out :-

An Up Distant signal has been provided on the Pontop Branch Single line from Dean Road Sidings.

A new 3-aspect colour light signal – Boldon Colliery No. B101 signal has been provided on the Up approach to the new points and is 945 yds before reaching Up Pontop Branch B28 signal and 1323 yds before reaching the Boldon Colliery Down Tyne Dock Branch Home signal. A Junction Indicator (position ‘4’) has been provided and the following indications apply :-

Main aspect – towards Up Pontop Branch

Main aspect with junction indicator – towards Down Tyne Dock Branch.

A Junction Indicator position ‘1’ applying towards Up Tyne Dock Branch has been provided on the Boldon Colliery Up Main Home 4-aspect colour light signal B22 and the subsidiary has been removed.

A new signal (B103) with Red main aspect only and a subsidiary has been provided on the right-hand side of the Branch from Boldon Colliery direction controlling movements towards the new trailing points. The subsidiary will apply towards the ‘‘Stop for Orders’’ notice Board at Dean Road Sidings.

‘‘Stop for Orders’’ notice boards will be provided at Dean Road Sidings applying to trains entering and leaving the sidings.

A subsidiary signal has been provided on Down Pontop Branch No.27 signal applying towards Dean Road and the green aspect has been taken out of use.

Signal-post telephones are provided on the new Boldon Colliery signals B101 and B103.

Harton Junction

Harton Signal Box will be abolished and the junction points will be secured for the Dean Road to Boldon Colliery direction. (16)

NORTHALLERTON CASTLE HILLS JUNCTION

Down Passenger Loop points No.202 leading from Down Passenger Loop to Down Main are defective and have been clamped out of use pending replacement. (U.F.N.)

WEARMOUTH

The trailing connection Down Main to Shunting Neck has been secured out of use. (U.F.N.)

STRANTON

The ground disc signal applying Up Main to Down Main has been repositioned 93 yards further from the signal box. (16)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MORPETH (Between Morpeth North Junction and Hepscott)

Barmoor ground frame has been abolished. The connection formerly worked therefrom between the Down/Up B & T and North Sidings has become power operated from Morpeth Signal box.

Signalling Alterations

A right-hand offset subsidiary signal has been provided on Down B & T 3 – aspect signal No.137 which applies:–

Down B & T to North Sidings.

A new ground position light signal No.180 has been provided at the Sidings end of this connection applying:–

North Sidings to Up B & T. (15)

PENSHAW NORTH – NCB EXCHANGE SIDINGS

The Departure line has become the Arrival/Departure line.

The Arrival line has been abolished and the connection between the Arrival and Departure lines have been secured out of use in the normal position pending removal. The associated disc signals have been abolished.

The offset miniature arm applying set back–Down Main to former Arrival will now apply Down Main to Arrival/Departure. (15)

DARLINGTON

The facing crossover at the North end of the Down Duplicate line leading to No.4 Platform line has been secured out of use pending removal and has been replaced by a new crossover 34 yards further South.

Down Duplicate line signal D.885 has been renewed as a straight post signal to the left of the Down Duplicate line 66 yards further South.

No.4 Platform line signal D.883 has been renewed as a straight post signal to the left of the new No.4 Platform line alignment 42 yards further South. (15)

CARR HOUSE, CONSETT NORTH AND BLACKHILL

Consett North signal box has been abolished. All points have been secured out of use in the normal position pending removal and the associated signalling has been abolished.

All trains between Carr House and Blackhill will now use the Down line and gain access thereto by shunting at Carr House. The catch points in the Down line have been secured for through running.

The section of line between Carr House and Blackhill will now be worked in accordance with the One Train Regulations and all trains will be accompanied by the Chargeman. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN ST. BEDES AND TYNE DOCK BOTTOM

The former Down line is now connected into the line leading into Simonside Depot.

Notice boards worded "STOP AWAIT INSTRUCTIONS" have been erected as follows:—

- (a) At the west side of the Shunt Spur adjacent to the Depot Access line.
- (b) In the angle between the Wagon Shop Sidings and Tyne Dock Bottom Sidings. (15)

WILTON WORKS BRANCH

An open-type level crossing has been brought into use adjacent to the ICI exchange sidings. An advance St. Georges Cross sign is provided on the Inwards Rail approach and "Stop-Whistle proceed if line clear" notice boards are provided 25 yards from the crossing on each rail approach. (15)

** WASHINGTON

The facing connection leading from Down Leamside to Washington Sidings has been secured out of use in the normal position pending removal and the associated signalling abolished. (14)

** BOLDON COLLIERY

No.9 Down Main Starting Signal has had a red aspect added and the mechanical arm removed. (14)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

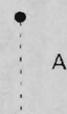
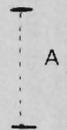
*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 19	Page in Table A
Amend:—	
Boldon Colliery N.C.B. to Green Lane Jn.	187
Boldon Colliery to Green Lane Jn.	188 (23D)

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 186 (page 96 Supp. Optg Insts.) TYNE DOCK BRANCH Delete all details after Shell Mex Jn.							
Page 187 BOLDON COLLIERY NCB TO HARTON Delete existing table and substitute - BOLDON COLLIERY NCB TO GREEN LANE JN.				25	25	MAXIMUM PERMISSIBLE SPEED.	
		Boldon Colliery NCB	3.64				
		Green Lane Jn.	2.20				
						CW. Up direction at 2m. 60ch. CW. Down direction at 2m. 45ch.	Controlled by Boldon Colliery Box.
Page 188 BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM Delete existing table and substitute - BOLDON COLLIERY TO GREEN LANE JN				25	25	MAXIMUM PERMISSIBLE SPEED.	
		Boldon Colliery	0.00				
		Green Lane Jn.					



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

TABLE O

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
Page 259	BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM		
	Delete heading and item.		

MISCELLANEOUS NOTICES

DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt.

C.E.G.B. BLYTH POWER STATION

An Observation Gantry adjacent to the oil off-loading line is being erected.

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
26 MARCH, 1982

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

15/16

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 10 APRIL

TO

FRIDAY 23 APRIL 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 APRIL – BELFORD – BEAL AND TWEEDMOUTH

Beal signal box will be abolished. The Track Circuit Block Regulations will apply between Belford and Tweedmouth. Beal level crossing will be operated from Tweedmouth signal box and supervised by the aid of Closed Circuit Television.

The following signals will be replated:— B = former Beal signal No. T = Tweedmouth

Old Number	New Number
Up Main Line	
B15 (Automatic)	T100 replated as semi-automatic signal
B14	T102
Down Main Line	
D56	T107
D56B	T105
D57	T103
B11	T101
T99 (Automatic signal (former Beal B18 signal))	T99 replated as semi-automatic signal

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

Beal ground frame will be abolished. The connections formerly worked therefrom will be restored to use and will become power-operated from the new "BEAL SIDING AND EMERGENCY CROSSOVERS" Ground Switch Panel released from Tweedmouth signal box.

Telephone communication will be provided between the Ground Switch Panel and also Beal level crossing and Tweedmouth signal box. (18)

SUNDAY 18 APRIL – GUISBOROUGH JUNCTION

The trailing crossover (at 15m. 23ch.) will be secured out of use pending removal. (18)

THURSDAY 22 TO SATURDAY 24 APRIL – BETWEEN FENCEHOUSES AND USWORTH

Penshaw and Washington signal boxes will be abolished. All semaphore signalling will be abolished and new colour light signalling controlled from Usworth progressively brought into use commencing at Usworth. Reference should be made to the diagram included in this notice.

The **Track Circuit Block Regulations** will apply over the Double/Single line (in the Down direction) between Usworth signals UH 125/127 and Usworth, and in the Up direction between Usworth and Up Leamside UH 124 signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

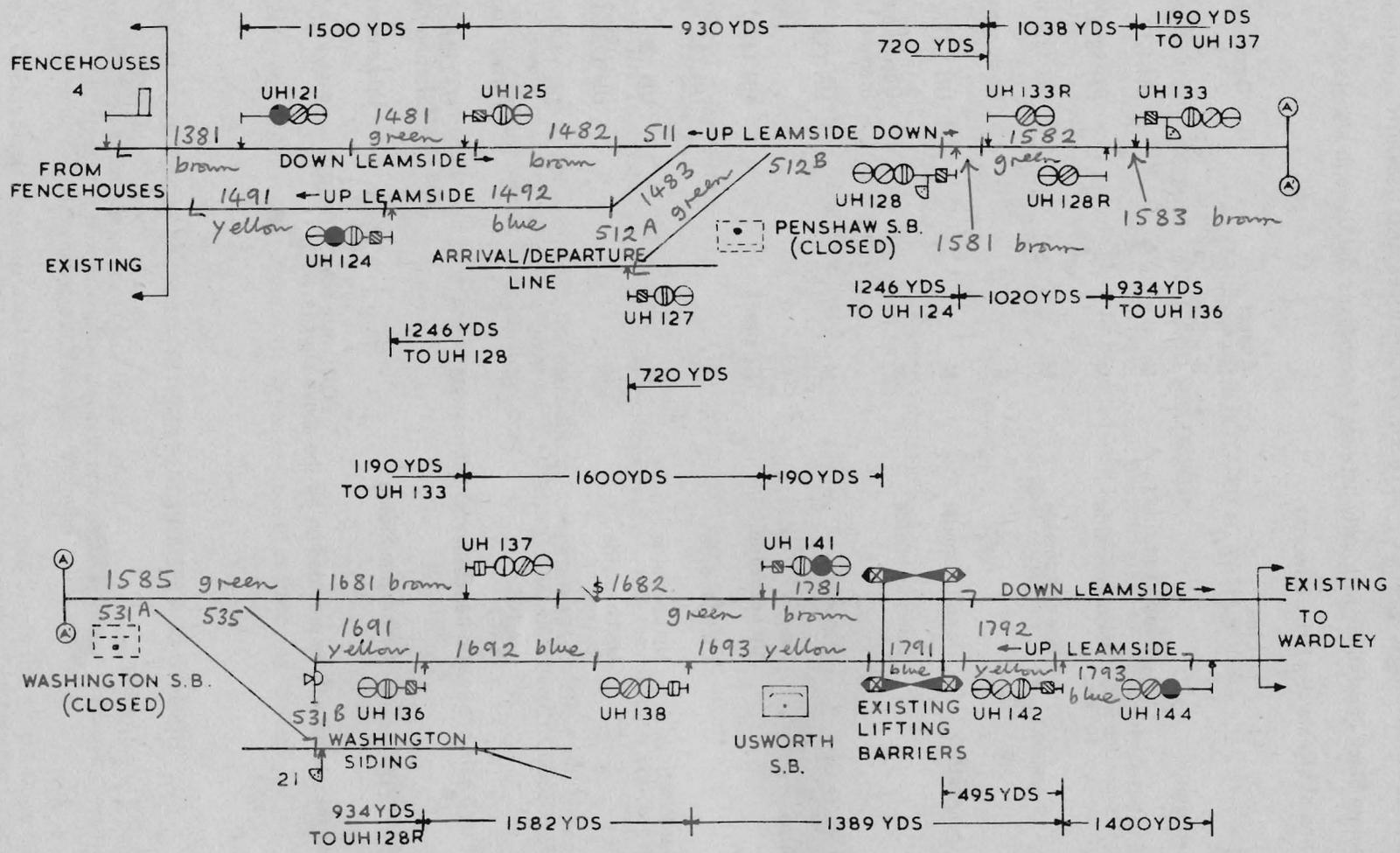
THURSDAY 22 TO SATURDAY 24 APRIL – BETWEEN FENCEHOUSES AND USWORTH – continued

The Absolute Block Regulations will apply between Fencehouses and Usworth signals UH 125/124.

Description of signals :- (UH = Usworth)

Signal	Line	Aspect M = Main S = Sub	Destination
Down direction			
UH 121	Down Leamside	M	UH 125.
UH 125	Down Leamside	M	UH 133R/UH 133
UH 133	Down Leamside	M	UH 137.
		S	Washington Siding.
UH 137 (automatic)	Down Leamside	M	UH 141.
UH 141	Down Leamside	M	Down Leamside Starting (existing).
UH 127	Departure	M	UH 133.
Up direction			
UH 144	Up Leamside	(Distant)	UH 142.
UH 142	Up Leamside	M	UH 138.
UH 138 (automatic)	Up Leamside	M	UH 136.
UH 136	Up Leamside	M	UH 128R/UH 128.
UH 128	Up Leamside	M	UH 124.
		S	Arrival line.
UH 124	Up Leamside	M	Up Leamside Starting (existing).
21 ground position light	Washington Siding		Up Leamside.

Signal-post telephones will be provided on all the above signals.



USWORTH S.B. SIGNALLING ALTERATIONS TO BE COMMISSIONED ON 24th APRIL 1982

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BEAL AND TWEEDMOUTH

Occupation Level Crossing No. 193 at 60m. 7ch. has been converted to a miniature red/green lights crossing. Telephone communication has been provided between the crossing and Tweedmouth signalbox.

'Whistle' Notice Boards have been provided 610 yards from the crossing on each rail approach. (17)

LOW FELL JN. AND KING EDWARD BRIDGE JN.

The Catch points situated at 78m. 37ch. in the Down Main line have been padlocked, clamped and spiked out of use pending removal. (17)

**** BEAL, GOSWICK AND TWEEDMOUTH**

Goswick signalbox has been abolished and the Track Circuit Block Regulations apply between Beal and Tweedmouth. Goswick level crossing lifting barriers are now controlled from Tweedmouth and monitored by the aid of closed circuit television.

Signalling Alterations – the following signals have been replated :-

Old Numbers	New Numbers
Up Line U.63	T.90
U.62	T.92
U.61	T.94
G.10	T.96
U.60B	T.98
Down line B.18 (Beal signal)	T.99
D.59	T.97
G.15	T.95

The signal-post telephones on all the above signals now communicate with Tweedmouth. (16)

**** BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM**

The single line from Boldon Colliery Junction to Tyne Dock Bottom has been slued into the Boldon Colliery N.C.B. (Pontop Branch) to Harton line where new trailing points in the Down/Up Pontop single line (worked from Boldon Colliery) have been provided. The remainder of the Tyne Dock Bottom Branch has been taken out of use until further notice.

In connection with the above, the following signalling alterations have been carried out :-

An Up Distant signal has been provided on the Pontop Branch Single line from Dean Road Sidings.

A new 3-aspect colour light signal – Boldon Colliery No. B101 signal has been provided on the Up approach to the new points and is 945 yds before reaching Up Pontop Branch B28 signal and 1323 yds before reaching the Boldon Colliery Down Tyne Dock Branch Home signal. A Junction Indicator (position '4') has been provided and the following indications apply :-

Main aspect – towards Up Pontop Branch

Main aspect with junction indicator – towards Down Tyne Dock Branch.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM – continued**

A Junction Indicator position "1" applying towards Up Tyne Dock Branch has been provided on the Boldon Colliery Up Main Home 4-aspect colour light signal B22 and the subsidiary has been removed.

A new signal (B103) with Red main aspect only and a subsidiary has been provided on the right-hand side of the Branch from Boldon Colliery direction controlling movements towards the new trailing points. The subsidiary will apply towards the "Stop for Orders" notice Board at Dean Road Sidings.

"Stop for Orders" notice boards will be provided at Dean Road Sidings applying to trains entering and leaving the sidings.

A subsidiary signal has been provided on Down Pontop Branch No.27 signal applying towards Dean Road and the green aspect has been taken out of use.

Signal-post telephones are provided on the new Boldon Colliery signals B101 and B103.

Harton Junction

Harton Signal Box will be abolished and the junction points will be secured for the Dean Road to Boldon Colliery direction. (16)

**** NORTHALLERTON CASTLE HILLS JUNCTION**

Down Passenger Loop points No.202 leading from Down Passenger Loop to Down Main are defective and have been clamped out of use pending replacement. (16)

**** WEARMOUTH**

The trailing connection Down Main to Shunting Neck has been secured out of use. (16)

**** STRANTON**

The ground disc signal applying Up Main to Down Main has been repositioned 93 yards further from the signal box. (16)

**** MORPETH (Between Morpeth North Junction and Hepscott)**

Barmoor ground frame has been abolished. The connection formerly worked therefrom between the Down/Up B & T and North Sidings has become power operated from Morpeth Signal box.

Signalling Alterations

A right-hand offset subsidiary signal has been provided on Down B & T 3 – aspect signal No.137 which applies:--

Down B & T to North Sidings.

A new ground position light signal No.180 has been provided at the Sidings end of this connection applying:--

North Sidings to Up B & T. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** PENSRAW NORTH – NCB EXCHANGE SIDINGS**

The Departure line has become the Arrival/Departure line.

The Arrival line has been abolished and the connection between the Arrival and Departure lines have been secured out of use in the normal position pending removal. The associated disc signals have been abolished.

The offset miniature arm applying set back-Down Main to former Arrival will now apply Down Main to Arrival/Departure. (15)

**** DARLINGTON**

The facing crossover at the North end of the Down Duplicate line leading to No.4 Platform line has been secured out of use pending removal and has been replaced by a new crossover 34 yards further South.

Down Duplicate line signal D.885 has been renewed as a straight post signal to the left of the Down Duplicate line 66 yards further South.

No.4 Platform line signal D.883 has been renewed as a straight post signal to the left of the new No.4 Platform line alignment 42 yards further South. (15)

**** CARR HOUSE, CONSETT NORTH AND BLACKHILL**

Consett North signal box has been abolished. All points have been secured out of use in the normal position pending removal and the associated signalling has been abolished.

All trains between Carr House and Blackhill will now use the Down line and gain access thereto by shunting at Carr House. The catch points in the Down line have been secured for through running.

The section of line between Carr House and Blackhill will now be worked in accordance with the One Train Regulations and all trains will be accompanied by the Chergeman. (15)

**** BETWEEN ST. BEDES AND TYNE DOCK BOTTOM**

The former Down line is now connected into the line leading into Simonside Depot.

Notice boards worded "STOP AWAIT INSTRUCTIONS" have been erected as follows:-

- (a) At the west side of the Shunt Spur adjacent to the Depot Access line.
- (b) In the angle between the Wagon Shop Sidings and Tyne Dock Bottom Sidings. (15)

**** WILTON WORKS BRANCH**

An open-type level crossing has been brought into use adjacent to the ICI exchange sidings. An advance St. Georges Cross sign is provided on the Inwards Rail approach and "Stop-Whistle proceed if line clear" notice boards are provided 25 yards from the crossing on each rail approach.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

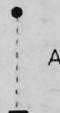
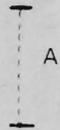
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E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

	Page in Table A
Page 19	
Amend:-	
Boldon Colliery N.C.B. to Green Lane Jn.	187
Boldon Colliery to Green Lane Jn.	188 (23D)

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 186 (page 96 Supp. Optg. Insts.) TYNE DOCK BRANCH Delete all details after Shell Mex Jn.							(23D)
Page 187 BOLDON COLLIERY NCB TO HARTON Delete existing table and substitute :- BOLDON COLLIERY NCB TO GREEN LANE JN.				25	25	MAXIMUM PERMISSIBLE SPEED.	
		Boldon Colliery NCB	3.64				
		Green Lane Jn.	2.20				
						CW. Up direction at 2m. 60ch.	
						CW. Down direction at 2m. 45ch.	Controlled by Boldon Colliery Box. (23D)
Page 188 BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM Delete existing table and substitute :- BOLDON COLLIERY TO GREEN LANE JN.				25	25	MAXIMUM PERMISSIBLE SPEED.	
		Boldon Colliery	0.00				
		Green Lane Jn.					(23D)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

TABLE O

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
Page 259	BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM		
	Delete heading and item.		(23D)

LOCAL INSTRUCTIONS

BLACK CARR JUNCTION TO BERWICK

Page 336

Add :-

BETWEEN OUSTON JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION

Only fully fitted trains and locomotives with not more than two brake vans are permitted to run on the Down Fast/Main line between Ouston Junction and King Edward Bridge South Junction. (23D)

MISCELLANEOUS NOTICES

WORKING BETWEEN BOLDON COLLIERY JUNCTION AND DEAN ROAD SIDINGS

1. The Down/Up line between Boldon Colliery Junction and Dean Road Sidings is worked as a siding under the control of the Signaller at Boldon Colliery Junction.
2. Maximum permissible speed is 10m.p.h.
3. The following provisions of the Rule Book apply, amended as follows:-
 - 3.1 **Section H**
All trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled, except as provided in Clause 8.
 - 3.2 **Section M**
The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 20 yards apart, 300 yards from the obstruction on both sides. The Signaller at Boldon Colliery Junction must then be advised of the circumstances.
 - 3.3 **Section Q**
The provisions of this Section must be applied, except that protection by Handsignalman will not be necessary.
 - 3.4 **Section S**
The provisions of this Section must be applied, except that the Handsignalman need only be stationed 300 yards from the trolley with the 3 detonators placed 20 yards apart.
 - 3.5 **Section T**
The provisions of this section must be applied, except when carrying out protection, it will only be necessary to place 3 detonators 20 yards apart, 200 yards on both sides of the point where the line is unsafe. (UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt.

C.E.G.B. BLYTH POWER STATION

An Observation Gantry adjacent to the oil off-loading line is being erected.

York
2 APRIL, 1982

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

17**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 24 APRIL**

TO

FRIDAY 30 APRIL 1982**INCLUSIVE**

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 24 APRIL – BETWEEN FENCEHOUSES AND USWORTH

Penshaw and Washington signal boxes will be abolished. All semaphore signalling will be abolished and new colour light signalling controlled from Usworth progressively brought into use commencing at Usworth. Reference should be made to the diagram included in this notice.

The **Track Circuit Block Regulations** will apply over the Double/Single line (in the Down direction) between Usworth signals UH 125/127 and Usworth, and in the Up direction between Usworth and Up Leamside UH 124 signal.

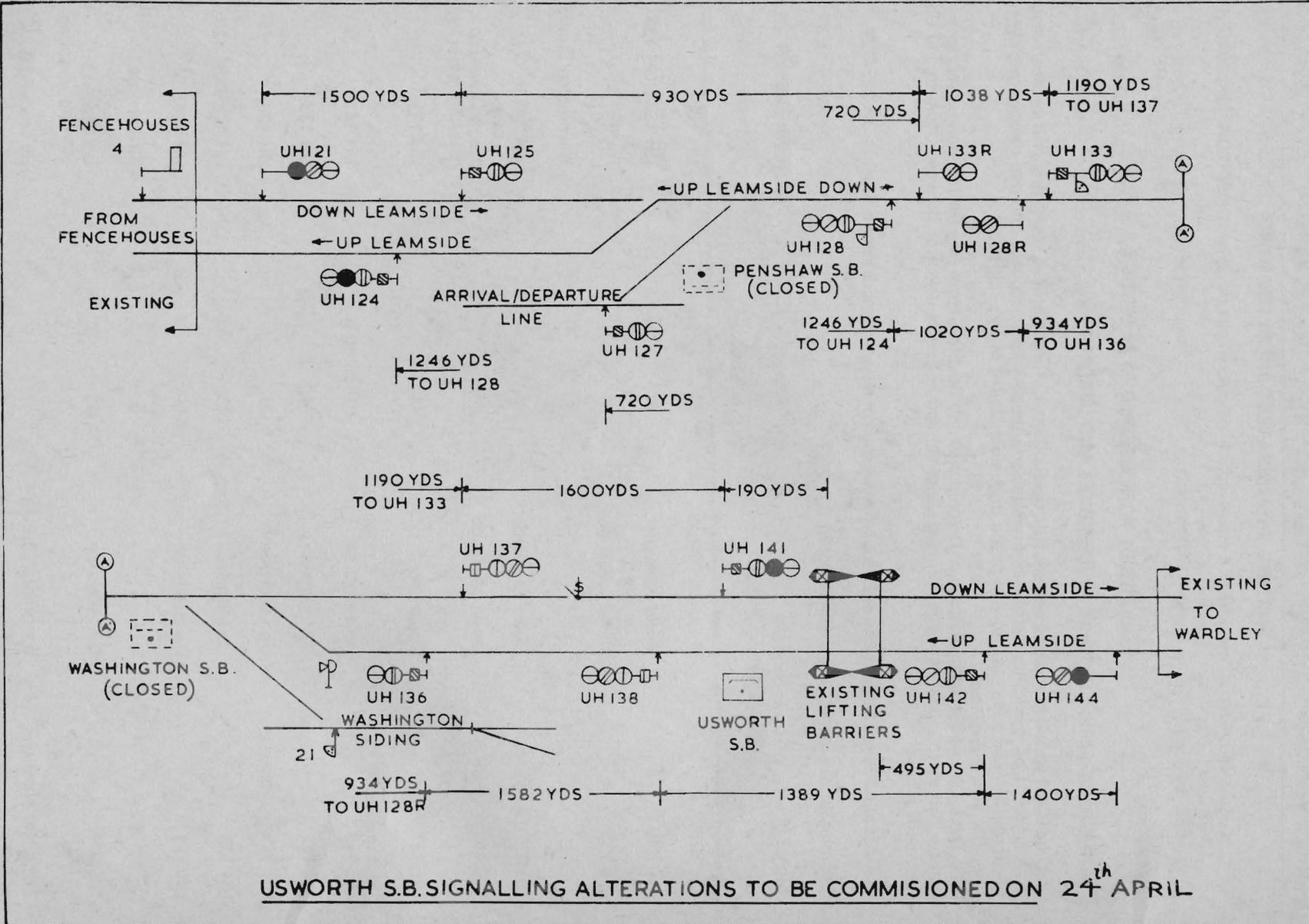
The **Absolute Block Regulations** will apply between Fencehouses and Usworth signals UH 125/124.

Description of signals :- (UH = Usworth)

Signal	Line	Aspect M = Main S = Sub	Destination
Down direction			
UH 121	Down Leamside	M	UH 125.
UH 125	Down Leamside	M	UH 133R/UH 133
UH 133	Down Leamside	M	UH 137.
		S	Washington Siding.
UH 137 (automatic)	Down Leamside	M	UH 141.
UH 141	Down Leamside	M	Down Leamside Starting (existing).
UH 127	Departure	M	UH 133.
Up direction			
UH 144	Up Leamside	(Distant)	UH 142.
UH 142	Up Leamside	M	UH 138.
UH 138 (automatic)	Up Leamside	M	UH 136.
UH 136	Up Leamside	M	UH 128R/UH 128.
UH 128	Up Leamside	M	UH 124.
		S	Arrival line.
UH 124	Up Leamside	M	Up Leamside Starting (existing).
21 ground position light	Washington Siding		Up Leamside.

Signal-post telephones will be provided on all the above signals.

(18)



USWORTH S.B. SIGNALLING ALTERATIONS TO BE COMMISSIONED ON 24th APRIL

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

GUISBOROUGH JUNCTION

The trailing crossover (at 15m. 23ch.) has been secured out of use pending removal. (18)

BELFORD – BEAL AND TWEEDMOUTH

Beal signal box has been abolished. The Track Circuit Block Regulations will now apply between Belford and Tweedmouth. Beal level crossing will now be operated from Tweedmouth signal box and supervised by the aid of Closed Circuit Television.

The following signals have been replated:- B = former Beal signal No. T = Tweedmouth

Old Number	New Number
Up Main Line	
B15 (Automatic)	T100 replated as semi-automatic signal
B14	T102
Down Main Line	
D56	T107
D56B	T105
D57	T103
B11	T101
T99 (Automatic signal (former Beal B18 signal)	T99 replated as semi-automatic signal

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

Beal ground frame has been abolished. The connections formerly worked therefrom have been restored to use and have become power-operated from the new "BEAL SIDING AND EMERGENCY CROSSOVERS" Ground Switch Panel released from Tweedmouth signal box.

Telephone communication has been provided between the Ground Switch Panel and also Beal level crossing and Tweedmouth signal box. (18)

**** BETWEEN BEAL AND TWEEDMOUTH**

Occupation Level Crossing No. 193 at 60m. 7ch. has been converted to a miniature red/green lights crossing. Telephone communication has been provided between the crossing and Tweedmouth signalbox.

'Whistle' Notice Boards have been provided 610 yards from the crossing on each rail approach. (17)

**** LOW FELL JN. AND KING EDWARD BRIDGE JN.**

The Catch points situated at 78m. 37ch. in the Down Main line have been padlocked, clamped and spiked out of use pending removal. (17)

**** BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM**

This Work has not been carried out.

**** BETWEEN ST. BEDES AND TYNE DOCK BOTTOM**

This work has not been carried out.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

RULE BOOK

Section H, Clause 4.4.2

Add as final sentence:—

If two single cab locomotives are in multiple and the rear-most cab is fitted with an emergency brake valve, the Guard must ride in that cab. (23D)

GENERAL APPENDIX

Part 1 – Section 1

Pages 1.5 and 1.6

STANDARD CLASSIFICATION OF TRAINS

Page 1.6

Note 3

Amend the first sentence of the second paragraph to:—

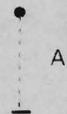
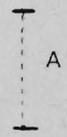
If a parcels or fully-fitted freight train is hauled by a single cab locomotive, or by two single cab locomotives in multiple and the driving cab of the rear-most locomotive is not equipped with an emergency brake valve a brakevan must be provided. (23D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

	Page in Table A
Page 19	
Amend:—	
Boldon Colliery N.C.B. to Green Lane Jn.	187
Boldon Colliery to Green Lane Jn.	188 (23D)

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 186 (page 96 Supp. Optg. Insts.) TYNE DOCK BRANCH Delete all details after Shell Mex Jn.							(23D)
Page 187 BOLDON COLLIERY NCB TO HARTON Delete existing table and substitute :- BOLDON COLLIERY NCB TO GREEN LANE JN.				25	25	MAXIMUM PERMISSIBLE SPEED.	
		Boldon Colliery NCB	3.64				
		Green Lane Jn.	2.20				
						CW. Up direction at 2m. 60ch.	
						CW. Down direction at 2m. 45ch.	Controlled by Boldon Colliery Box. (23D)
Page 188 BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM Delete existing table and substitute :- BOLDON COLLIERY TO GREEN LANE JN.				25	25	MAXIMUM PERMISSIBLE SPEED.	
		Boldon Colliery	0.00				
		Green Lane Jn.					(23D)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

TABLE O

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
Page 259	BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM		
	Delete heading and item.		(23D)

LOCAL INSTRUCTIONS

BLACK CARR JUNCTION TO BERWICK

Page 336

Add :-

BETWEEN OUSTON JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION

Only fully fitted trains and locomotives with not more than two brake vans are permitted to run on the Down Fast/Main line between Ouston Junction and King Edward Bridge South Junction. (23D)

Page 336

Add:-

BETWEEN BIRTLEY AND KING EDWARD BRIDGE SOUTH JN.

Only fully fitted trains and locomotives with not more than two brakevans are permitted to run on the Down Fast/Main line between the Down Fast/Down Slow connections at Birtley and King Edward Bridge South Jn. (23D)

MISCELLANEOUS NOTICES

**BETWEEN SKELTON AND THIRSK TEMPORARY SPEED RESTRICTIONS –
DIRECTIONAL ARROW ON WARNING BOARDS**

The Warning Board erected alongside the Down Fast line at 22m. 05ch. for the temporary speed restriction on the Down Slow line at 22m. 60ch. (See Section A) will also carry an experimental Rectangular board coloured blue with a white arrow indicating that the Warning Board applies to the restriction on the line to which the train may be diverted.

Drivers and Traction Inspectors are invited to comment on this equipment.

WORKING BETWEEN BOLDON COLLIERY JUNCTION AND DEAN ROAD SIDINGS

1. The Down/Up line between Boldon Colliery Junction and Dean Road Sidings is worked as a siding under the control of the Signaller at Boldon Colliery Junction.
2. Maximum permissible speed is 10m.p.h.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

WORKING BETWEEN BOLDON COLLIERY JUNCTION AND DEAN ROAD SIDINGS – continued

3. The following provisions of the Rule Book apply, amended as follows:–

3.1 Section H

All trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled, except as provided in Clause 8.

3.2 Section M

The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 20 yards apart, 300 yards from the obstruction on both sides. The Signalman at Boldon Colliery Junction must then be advised of the circumstances.

3.3 Section Q

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

3.4 Section S

The provisions of this Section must be applied, except that the Handsignalman need only be stationed 300 yards from the trolley with the 3 detonators placed 20 yards apart.

3.5 Section T

The provisions of this section must be applied, except when carrying out protection, it will only be necessary to place 3 detonators 20 yards apart, 200 yards on both sides of the point where the line is unsafe. (UFN)

DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt.

C.E.G.B. BLYTH POWER STATION

An Observation Gantry adjacent to the oil off-loading line is being erected.

York
16 APRIL, 1982

MP.32/NN

C. 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

18

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 1 MAY

TO

FRIDAY 7 MAY 1982

INCLUSIVE

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN FENCEHOUSES AND USWORTH

Penshaw and Washington signal boxes have been abolished. All semaphore signalling have been abolished and new colour light signalling controlled from Usworth progressively brought into use commencing at Usworth. Reference should be made to the diagram included in this notice.

The **Track Circuit Block Regulations** will apply over the Double/Single line (in the Down direction) between Usworth signals UH 125/127 and Usworth, and in the Up direction between Usworth and Up Leamside UH 124 signal.

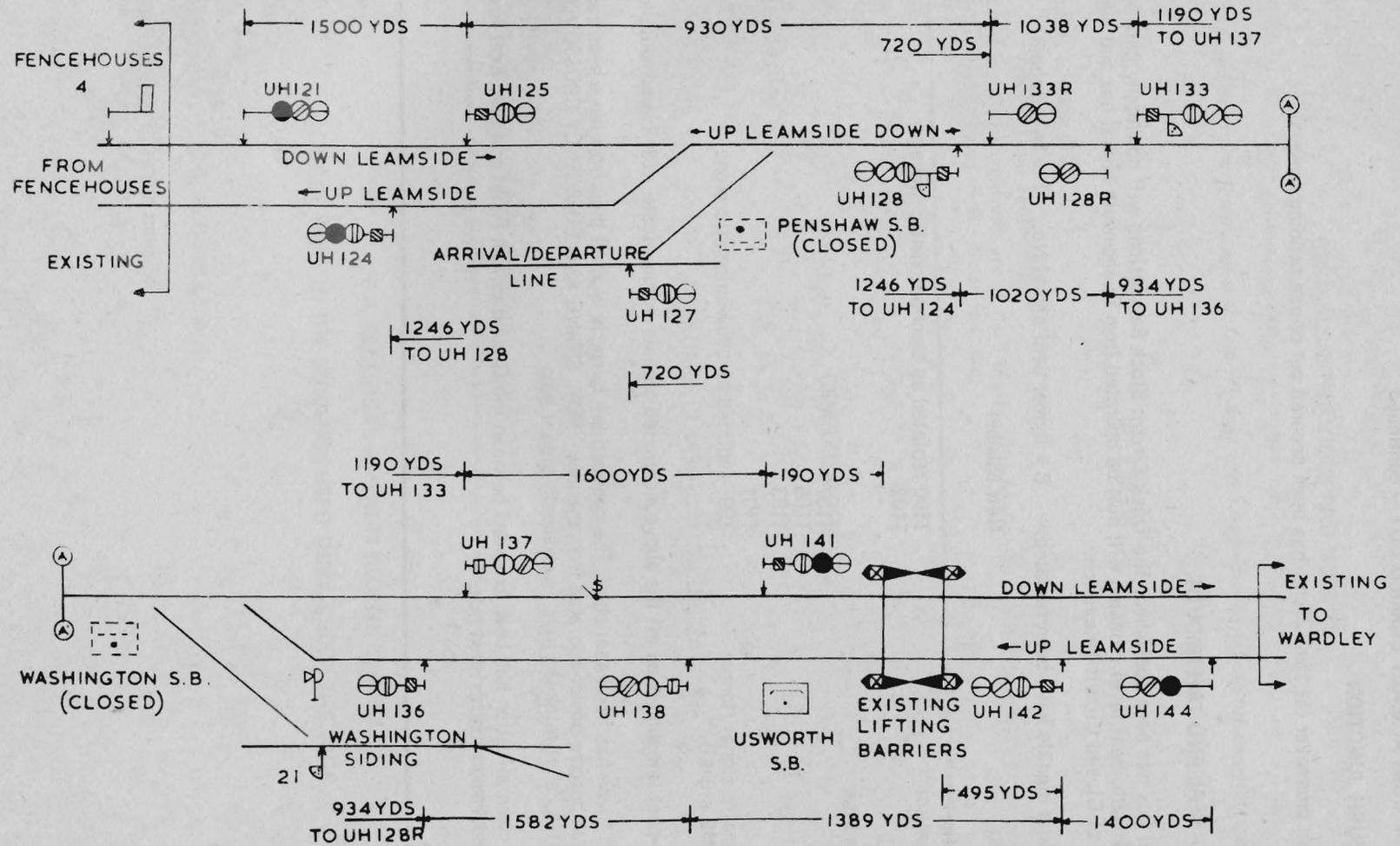
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		S	Washington Siding.
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UH 141	Down Leamside	M	Down Leamside Starting (existing).
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UH 144	Up Leamside	(Distant)	UH 142.
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		S	Arrival line.
UH 124	Up Leamside	M	Up Leamside Starting (existing).
21 ground position light	Washington Siding		Up Leamside.

Signal-post telephones have been provided on all the above signals.

(21)



USWORTH S.B. SIGNALLING ALTERATIONS TO BE COMMISSIONED ON 24th APRIL

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** GUISBOROUGH JUNCTION**

The trailing crossover (at 15m. 23ch.) has been secured out of use pending removal. (18)

*** BELFORD – BEAL AND TWEEDMOUTH**

Beal signal box has been abolished. The Track Circuit Block Regulations will now apply between Belford and Tweedmouth. Beal level crossing will now be operated from Tweedmouth signal box and supervised by the aid of Closed Circuit Television.

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Add as final sentence:-

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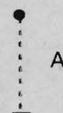
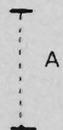
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		Green Lane Jn.					(23D)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

WORKING BETWEEN BOLDON COLLIERY JUNCTION AND DEAN ROAD SIDINGS – continued

3.3 Section Q

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

3.4 Section S

The provisions of this Section must be applied, except that the Handsignalman need only be stationed 300 yards from the trolley with the 3 detonators placed 20 yards apart.

3.5 Section T

The provisions of this section must be applied, except when carrying out protection, it will only be necessary to place 3 detonators 20 yards apart, 200 yards on both sides of the point where the line is unsafe. (UFN)

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Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt.

C.E.G.B. BLYTH POWER STATION

An Observation Gantry adjacent to the oil off-loading line is being erected.

BARDIC HAND LAMPS – BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO33/18/1)

York
23 APRIL, 1982

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.

KEEP CUSTOMERS *SATISFIED* HAVE PARCELS
SEGREGATED TO AVOID STATION OVERTIME
AND OVERTCARRYING





British Rail

C. J.

NN

EASTERN REGION

WOOLSTENHOLMES

19

WEEKLY OPERATING NOTICE

DILTON STN	6.7.8.14
NANTON	8.12
HEICHINGTON	8.9
CONTAINING	
SHILDON	9.
LOW GATES	11.12

TEMPORARY SPEED RESTRICTIONS

PIETON 11

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 MAY

TO

FRIDAY 14 MAY 1982

INCLUSIVE

SAT.

0800

2

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

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 8 TO MONDAY 10 MAY – MIDDLESBROUGH, GUISBOROUGH JUNCTION – WHITEHOUSE – NORTH ORMESBY

Guisborough Jn. signal box, together with all signals worked therefrom will be abolished. New colour light signalling will be commissioned and Guisborough Jn. will be remodelled to form a single lead junction controlled by Middlesbrough signal box.

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

The Track Circuit Block Regulations will apply between Middlesbrough and Whitehouse on the Down and Up Main lines.

The Absolute Block Regulations will apply between Middlesbrough and North Ormesby on the Down and Up Branch lines (and on the Down and Up Goods lines between Middlesbrough and Whitehouse).

Middlesbrough Station

The Middle Siding will be abolished.

The points – Up Platform/Carriage Siding will be power operated from Middlesbrough and the associated ground frame will be abolished.

The Down Platform line will be signalled for movements in either direction.

Signals Abolished

(Middlesbrough)

- Up Platform 3-aspect colour light signal M678
- Up Main semaphore Distant
- Ground position light No.225 applying Up Main to Middle Siding or to Up Platform
- Ground position light No.234 applying Middle Siding to Up Main

Up Main 4-aspect signal M672 will be repositioned 25 yards further from the signal box.

(North Ormesby)

- Up Branch Starting (with Guisborough Junction Up Branch Distant below)
- Down Branch Distant
- Down Branch Starting

(Whitehouse)

The gantry carrying the Up Main Home and Up Main Home to Up Goods signals will be abolished and replaced by a new Up Main 3-aspect signal (W27) situated 500 yards east of the signal box. A position "4" Junction Indicator will be provided applying Up Main to Up Goods.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

MIDDLESBOROUGH – NORTH ORMESBY – continued

Description of Signals

M = Middlesbrough

Signal	Line	Aspect M = Main S = Sub	Route Indication or Junction Indicator Position Number	Application to or towards
M682	Up Main	M		Up Platform
		M	Position 4	Down Platform
	S	"U"		Up Platform line occupied
		S	Position 4	Down Platform line occupied
M686R	Up Branch semaphore Distant (former Guisborough Junction Distant signal)			
M686	Up Branch	M		Up Platform
		M	Position 4	Down Platform
		S	"U"	Up Platform line occupied
		S	Position 4	Down Platform line occupied
M691	Down Platform	M		Down Main
		M	Position 4	Down Branch
M693	Up Platform (Down direction)	M		Down Branch
		S		Carriage Siding

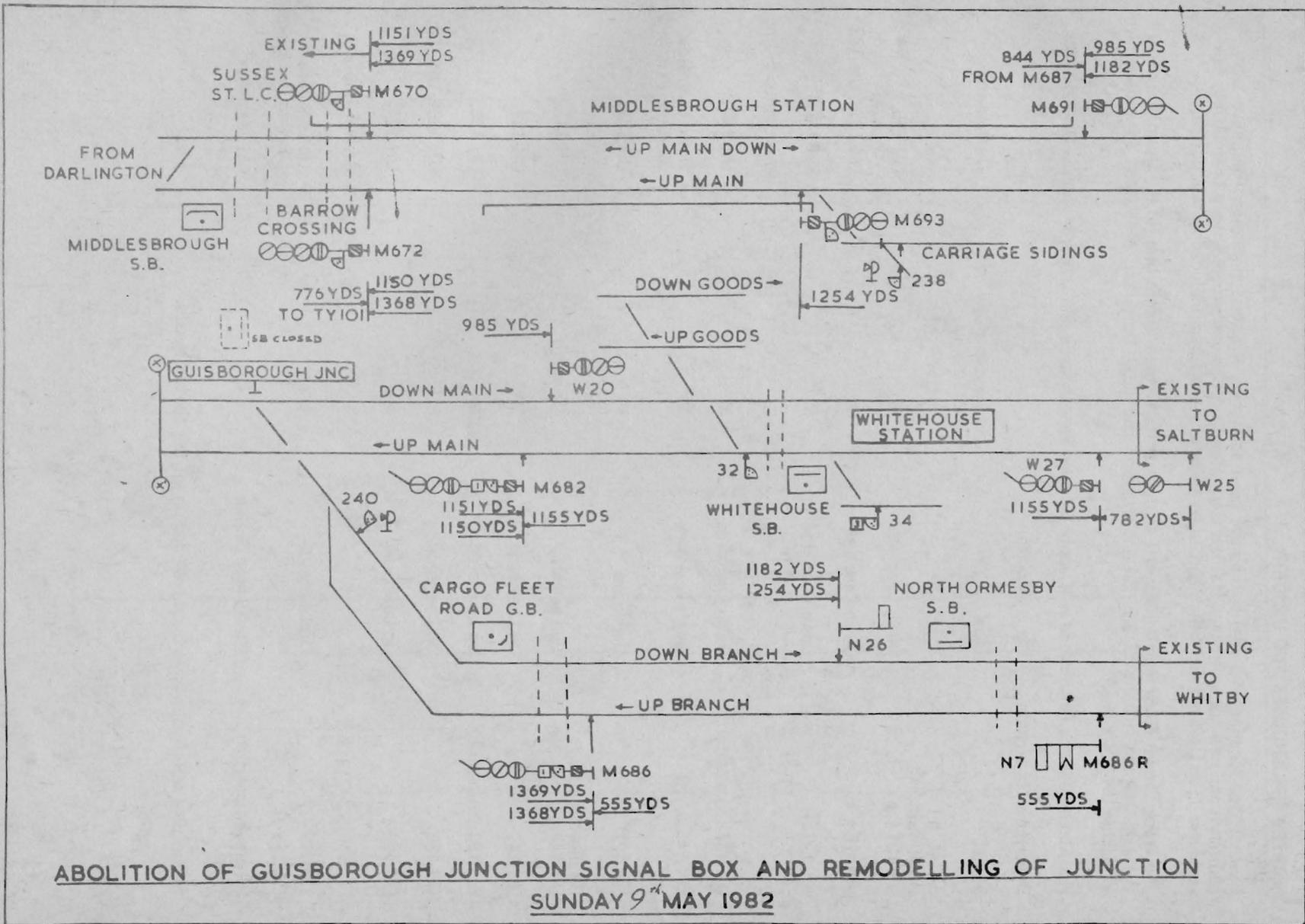
M691 and M693 signals will also act as the North Ormesby Down Branch Distant signals.

Ground Position Light Signals (controlled by Middlesbrough)

238	Carriage Siding		Up Platform
240	Down Branch		Up Main or to Down Main (22)

SUNDAY 9 MAY – BETWEEN BOLDON COLLIERY AND DEAN ROAD SIDINGS

The Single line from Green Lane to Dean Road between 0m. 40ch. and 0m. 50ch. will be repositioned approximately 4 yards further south. This will provide a direct access with Dean Road and will no longer be connected with the former Up line of the former Tyne Dock Goods Branch. (22)



**ABOLITION OF GUISBOROUGH JUNCTION SIGNAL BOX AND REMODELLING OF JUNCTION
SUNDAY 9th MAY 1982**

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

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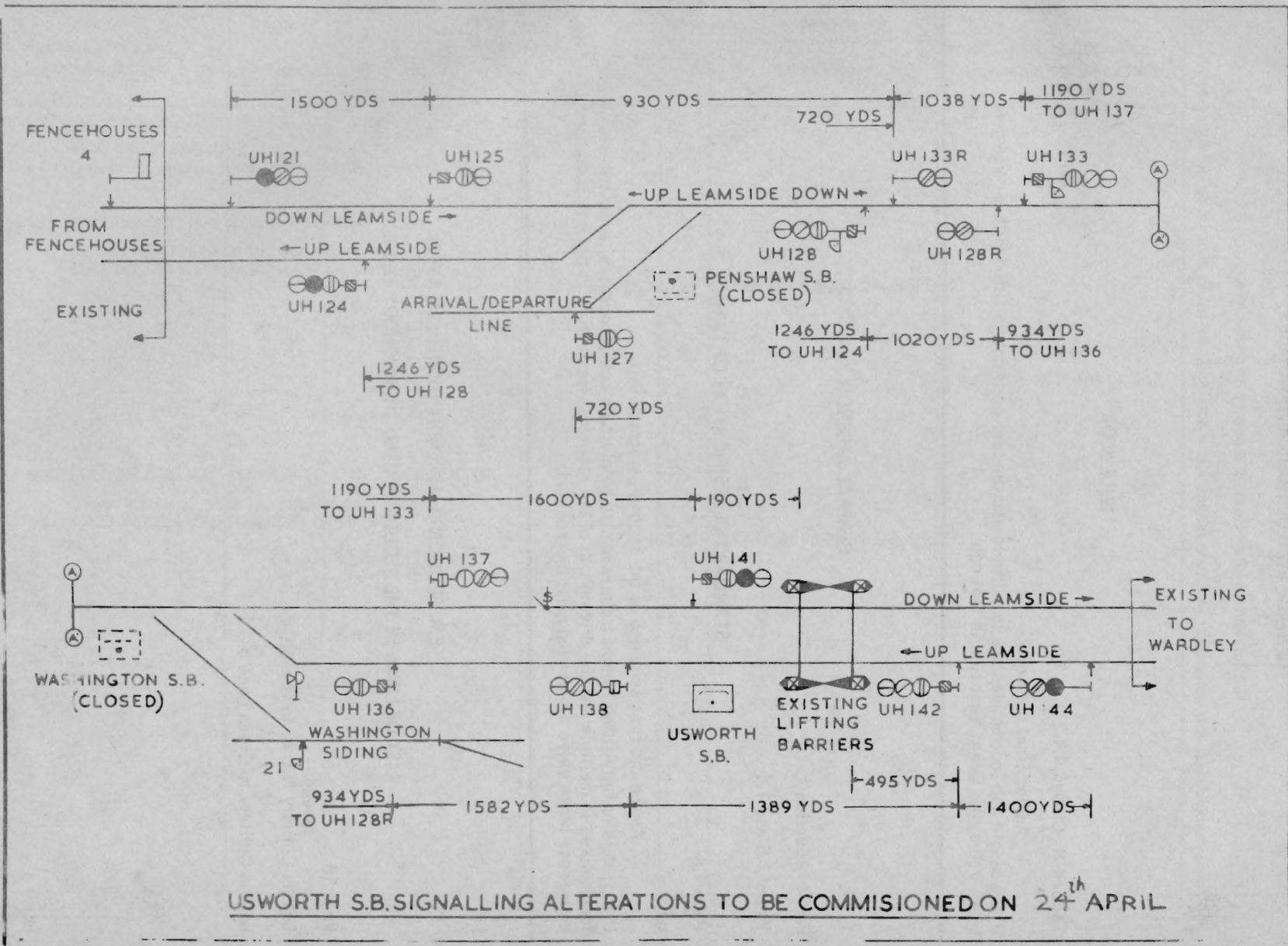
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The **Absolute Block Regulations** will apply between Fencehouses and Usworth signals UH 125/124.

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		S	Washington Siding.
UH 137 (automatic)	Down Leamside	M	UH 141.
UH 141	Down Leamside	M	Down Leamside Starting (existing).
UH 127	Departure	M	UH 133.
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UH 144	Up Leamside	(Distant)	UH 142.
UH 142	Up Leamside	M	UH 138.
UH 138 (automatic)	Up Leamside	M	UH 136.
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UH 128	Up Leamside	M	UH 124.
		S	Arrival line.
UH 124	Up Leamside	M	Up Leamside Starting (existing).
21 ground position light	Washington Siding		Up Leamside.

Signal-post telephones have been provided on all the above signals.



USWORTH S.B. SIGNALLING ALTERATIONS TO BE COMMISSIONED ON 24th APRIL

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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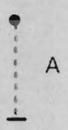
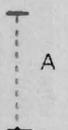
187

Boldon Colliery to Green Lane Jn.

188

(23D)

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 186 (page 96 Supp. Optg. Insts.) TYNE DOCK BRANCH Delete all details after Shell Mex Jn.							(23D)
Page 187 BOLDON COLLIERY NCB TO HARTON Delete existing table and substitute :- BOLDON COLLIERY NCB TO GREEN LANE JN.							
		Boldon Colliery NCB	3.64				
		Green Lane Jn.	2.20				
				25	25	MAXIMUM PERMISSIBLE SPEED.	
						CW. Up direction at 2m. 60ch.	
						CW. Down direction at 2m. 45ch.	Controlled by Boldon Colliery Box. (23D)
Page 188 BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM Delete existing table and substitute :- BOLDON COLLIERY TO GREEN LANE JN.							
		Boldon Colliery	0.00				
		Green Lane Jn.					
				25	25	MAXIMUM PERMISSIBLE SPEED.	
							(23D)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

TABLE O

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
Page 259	BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM		
	Delete heading and item.		(23D)

LOCAL INSTRUCTIONS

BLACK CARR JUNCTION TO BERWICK

Page 336

Add:–

BETWEEN BIRTLEY AND KING EDWARD BRIDGE SOUTH JN.

Only fully fitted trains and locomotives with not more than two brakevans are permitted to run on the Down Fast/Main line between the Down Fast/Down Slow connections at Birtley and King Edward Bridge South Jn. (23D)

MISCELLANEOUS NOTICES

BETWEEN SKELTON AND THIRSK TEMPORARY SPEED RESTRICTIONS –
DIRECTIONAL ARROW ON WARNING BOARDS

The Warning Board erected alongside the Down Fast line at 22m. 05ch. for the temporary speed restriction on the Down Slow line at 22m. 60ch. (See Section A) will also carry an experimental Rectangular board coloured blue with a white arrow indicating that the Warning Board applies to the restriction on the line to which the train may be diverted.

Drivers and Traction Inspectors are invited to comment on this equipment.

WORKING BETWEEN BOLDON COLLIERY JUNCTION AND DEAN ROAD SIDINGS

1. The Down/Up line between Boldon Colliery Junction and Dean Road Sidings is worked as a siding under the control of the Signalman at Boldon Colliery Junction.
2. Maximum permissible speed is 10m.p.h.
3. The following provisions of the Rule Book apply, amended as follows:–
 - 3.1 **Section H**
All trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled, except as provided in Clause 8.
 - 3.2 **Section M**
The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 20 yards apart, 300 yards from the obstruction on both sides. The Signalman at Boldon Colliery Junction must then be advised of the circumstances.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

WORKING BETWEEN BOLDON COLLIERY JUNCTION AND DEAN ROAD SIDINGS – continued

3.3 Section Q

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

3.4 Section S

The provisions of this Section must be applied, except that the Handsignalman need only be stationed 300 yards from the trolley with the 3 detonators placed 20 yards apart.

3.5 Section T

The provisions of this section must be applied, except when carrying out protection, it will only be necessary to place 3 detonators 20 yards apart, 200 yards on both sides of the point where the line is unsafe. (UFN)

DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt.

C.E.G.B. BLYTH POWER STATION

An Observation Gantry adjacent to the oil off-loading line is being erected.

BARDIC HAND LAMPS – BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO33/18/1)

York
30 APRIL, 1982

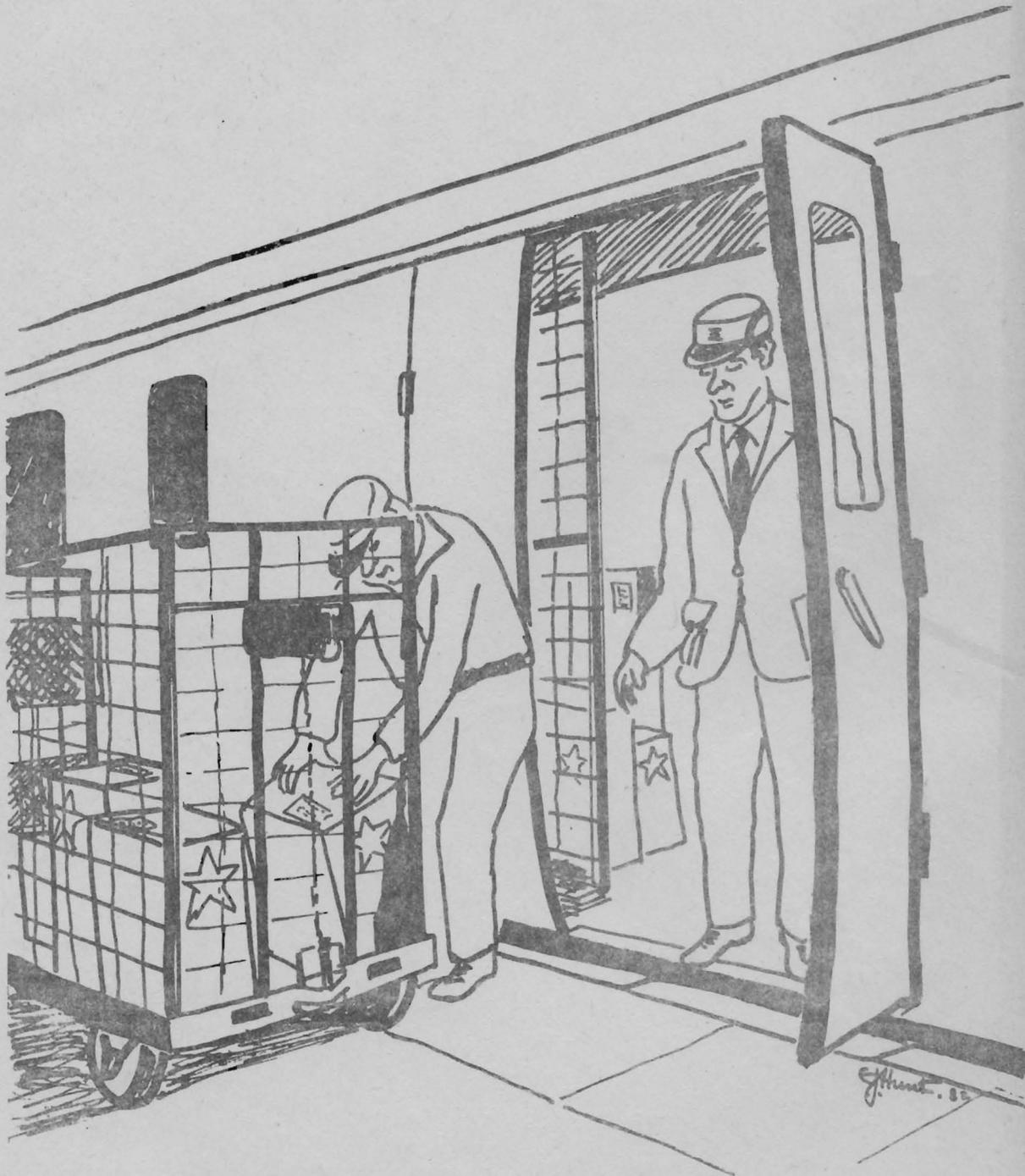
MP.32/NN

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.

KEEP CUSTOMERS SATISFIED

BE IN POSITION AND READY
WHEN THE TRAIN ARRIVES



**NN**

EASTERN REGION

20**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 15 MAY**

TO

FRIDAY 21 MAY 1982**INCLUSIVE**

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

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

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 16 MAY – BETWEEN EAGLESCLIFFE SOUTH JUNCTION AND EAGLESCLIFFE NORTH JUNCTION

The Down and Up Goods lines between Eaglescliffe South Junction and Eaglescliffe North Junction together with Down Goods 3-aspect signal 815 and Up Goods 820 signal will be abolished.

Eaglescliffe North Junction

The points – Down and Up Main/Down Up Goods lines will be secured out of use in the reverse position for through running along the main lines.

Junction Indicator position '4' will be removed from Middlesbrough Up Main signal 808 and this signal will apply (without route indication) – Up Middlesbrough Main to Up Stockton Main.

Eaglescliffe South Junction

The facing points Down Main to Down Goods will be secured out of use in the reverse position for through running along the Down Main line.

The points – Up Main/Up Goods will be converted to Up Main catch points.

Junction Indicator position '4' (to apply on Down Main to Down Goods will be removed from Down Main signal 822). (23)

DETAILS OF WORK ALREADY CARRIED OUT

MIDDLESBROUGH, GUISBOROUGH JUNCTION – WHITEHOUSE – NORTH ORMESBY

Guisborough Jn. signal box, together with all signals worked therefrom has been abolished. New colour light signalling has been commissioned and Guisborough Jn. has been remodelled to form a single lead junction controlled by Middlesbrough signal box.

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

The Track Circuit Block Regulations now apply between Middlesbrough and Whitehouse on the Down and Up Main lines.

The Absolute Block Regulations now apply between Middlesbrough and North Ormesby on the Down and Up Branch lines (and on the Down and Up Goods lines between Middlesbrough and Whitehouse).

Middlesbrough Station

The Middle Siding has been abolished.

The points – Up Platform/Carriage Siding are now power operated from Middlesbrough and the associated ground frame has been abolished.

The Down Platform line is now signalled for movements in either direction.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MIDDLESBROUGH, GUISBOROUGH JUNCTION – WHITEHOUSE – NORTH ORMESBY – continued

Signals Abolished

(Middlesbrough)

- Up Platform 3-aspect colour light signal M678
- Up Main semaphore Distant
- Ground position light No.225 applying Up Main to Middle Siding or to Up Platform
- Ground position light No.234 applying Middle Siding to Up Main

Up Main 4-aspect signal M672 has been repositioned 25 yards further from the signal box.

(North Ormesby)

- Up Branch Starting (with Guisborough Junction Up Branch Distant below)
- Down Branch Distant
- Down Branch Starting

(Whitehouse)

The gantry carrying the Up Main Home and Up Main Home to Up Goods signals has been abolished and replaced by a new Up Main 3-aspect signal (W27) situated 500 yards east of the signal box. A position "4" Junction indicator has been provided applying Up Main to Up Goods.

Description of Signals

M = Middlesbrough

Signal	Line	Aspect M = Main S = Sub	Route Indication or Junction Indicator Position Number	Application to or towards
M682	Up Main	M		Up Platform
		M	Position 4	Down Platform
	S	"U"		Up Platform line occupied
		S	Position 4	Down Platform line occupied
M686R	Up Branch semaphore Distant (former Guisborough Junction Distant signal)			
M686	Up Branch	M		Up Platform
		M	Position 4	Down Platform
		S	"U"	Up Platform line occupied
		S	Position 4	Down Platform line occupied
M691	Down Platform	M		Down Main
		M	Position 4	Down Branch

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MIDDLESBROUGH, GUISBOROUGH JUNCTION – WHITEHOUSE – NORTH ORMESBY – continued

Description of Signals – continued

Signal	Line	Aspect M = Main S = Sub	Route Indication or Junction Indicator Position Number	Application to or towards
M693	Up Platform (Down direction)	M		Down Branch
		S		Carriage Siding

M691 and M693 signals also act as the North Ormesby Down Branch Distant signals.

Ground Position Light Signals (controlled by Middlesbrough)

238	Carriage Siding			Up Platform
240	Down Branch			Up Main or to Down Main (22)

BETWEEN BOLDON COLLIERY AND DEAN ROAD SIDINGS

The Single line from Green Lane to Dean Road between 0m. 40ch. and 0m. 50ch. has been repositioned approximately 4 yards further south. This provides a direct access with Dean Road and is no longer connected with the former Up line of the former Tyne Dock Goods Branch. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN FENCEHOUSES AND USWORTH

Penshaw and Washington signal boxes have been abolished. All semaphore signalling have been abolished and new colour light signalling controlled from Usworth progressively brought into use commencing at Usworth. Reference should be made to the diagram included in this notice.

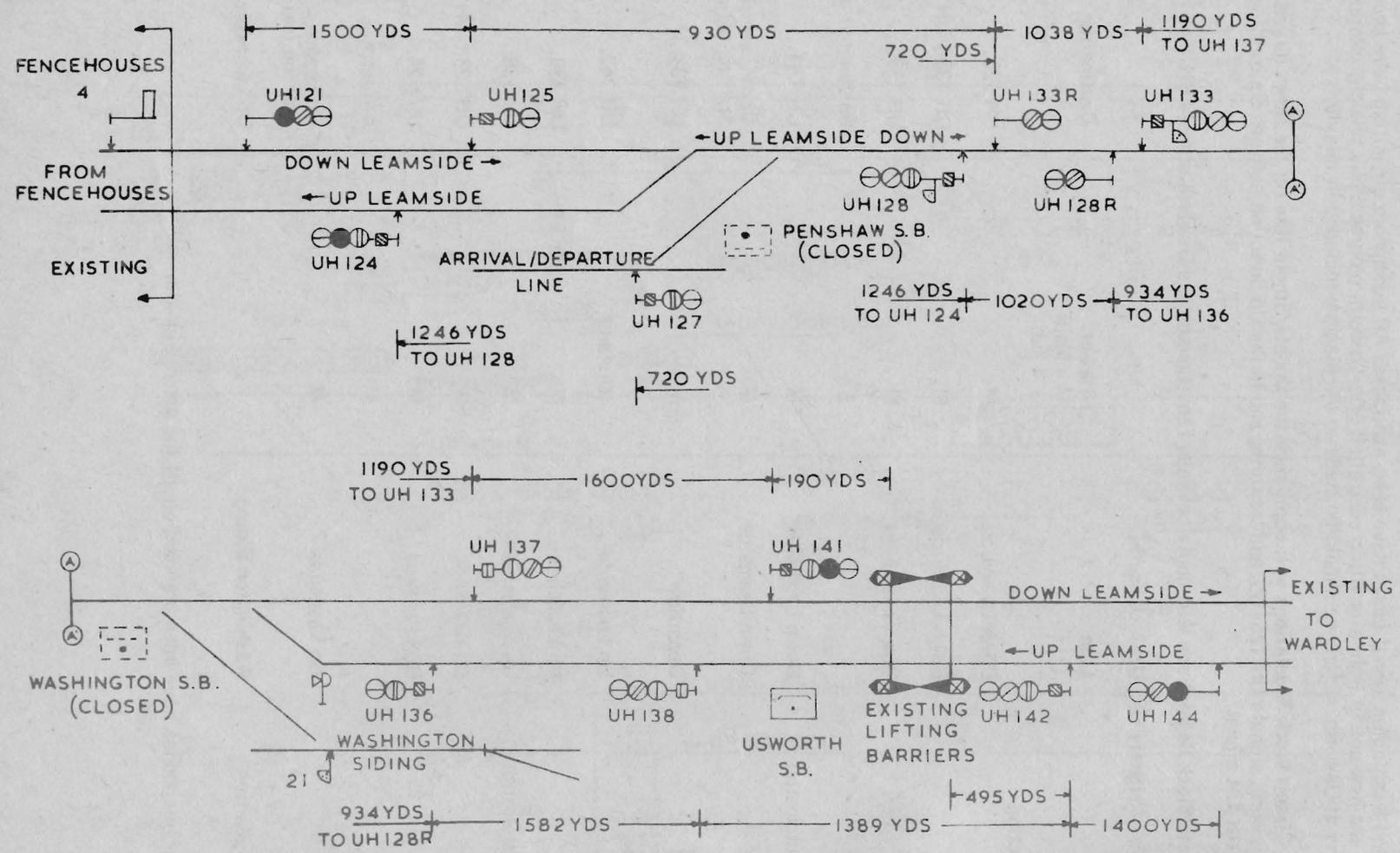
The **Track Circuit Block Regulations** will apply over the Double/Single line (in the Down direction) between Usworth signals UH 125/127 and Usworth, and in the Up direction between Usworth and Up Leamside UH 124 signal.

The **Absolute Block Regulations** will apply between Fencehouses and Usworth signals UH 125/124.

Description of signals :- (UH = Usworth)

Signal	Line	Aspect M = Main S = Sub	Destination
Down direction			
UH 121	Down Leamside	M	UH 125.
UH 125	Down Leamside	M	UH 133R/UH 133
UH 133	Down Leamside	M	UH 137.
		S	Washington Siding.
UH 137 (automatic)	Down Leamside	M	UH 141.
UH 141	Down Leamside	M	Down Leamside Starting (existing).
UH 127	Departure	M	UH 133.
Up direction			
UH 144	Up Leamside	(Distant)	UH 142.
UH 142	Up Leamside	M	UH 138.
UH 138 (automatic)	Up Leamside	M	UH 136.
UH 136	Up Leamside	M	UH 128R/UH 128.
UH 128	Up Leamside	M	UH 124.
		S	Arrival line.
UH 124	Up Leamside	M	Up Leamside Starting (existing).
21 ground position light	Washington Siding		Up Leamside.

Signal-post telephones have been provided on all the above signals.



USWORTH S.B. SIGNALLING ALTERATIONS TO BE COMMISSIONED ON 24th APRIL

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

RULE BOOK

Section H, Clause 4.4.2

Add as final sentence:—

If two single cab locomotives are in multiple and the rear-most cab is fitted with an emergency brake valve, the Guard must ride in that cab. (23D)

GENERAL APPENDIX

Part 1 – Section 1

Pages 1.5 and 1.6

STANDARD CLASSIFICATION OF TRAINS

Page 1.6

Note 3

Amend the first sentence of the second paragraph to:—

If a parcels or fully-fitted freight train is hauled by a single cab locomotive, or by two single cab locomotives in multiple and the driving cab of the rear-most locomotive is not equipped with an emergency brake valve a brakevan must be provided. (23D)

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 19

Amend:—

Boldon Colliery N.C.B. to Green Lane Jn.

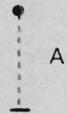
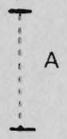
**Page in
Table A**

187

Boldon Colliery to Green Lane Jn.

188
(23D)

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 186 (page 96 Supp. Optg. Insts.) TYNE DOCK BRANCH Delete all details after Shell Mex Jn.							(23D)
Page 187 BOLDON COLLIERY NCB TO HARTON Delete existing table and substitute :- BOLDON COLLIERY NCB TO GREEN LANE JN.							
		Boldon Colliery NCB	3.64	25	25	MAXIMUM PERMISSIBLE SPEED.	
		Green Lane Jn.	2.20				
						CW. Up direction at 2m. 60ch.	
						CW. Down direction at 2m. 45ch.	Controlled by Boldon Colliery Box. (23D)
Page 188 BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM Delete existing table and substitute :- BOLDON COLLIERY TO GREEN LANE JN.							
		Boldon Colliery	0.00	25	25	MAXIMUM PERMISSIBLE SPEED.	
		Green Lane Jn.					(23D)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

TABLE O

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
Page 259	BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM		
	Delete heading and item.		(23D)

LOCAL INSTRUCTIONS

BLACK CARR JUNCTION TO BERWICK

Page 336

Add:–

BETWEEN BIRTLEY AND KING EDWARD BRIDGE SOUTH JN.

Only fully fitted trains and locomotives with not more than two brakevans are permitted to run on the Down Fast/Main line between the Down Fast/Down Slow connections at Birtley and King Edward Bridge South Jn. (23D)

MISCELLANEOUS NOTICES

**BETWEEN SKELTON AND THIRSK TEMPORARY SPEED RESTRICTIONS –
DIRECTIONAL ARROW ON WARNING BOARDS**

The Warning Board erected alongside the Down Fast line at 22m. 05ch. for the temporary speed restriction on the Down Slow line at 22m. 60ch. (See Section A) will also carry an experimental Rectangular board coloured blue with a white arrow indicating that the Warning Board applies to the restriction on the line to which the train may be diverted.

Drivers and Traction Inspectors are invited to comment on this equipment.

WORKING BETWEEN BOLDON COLLIERY JUNCTION AND DEAN ROAD SIDINGS

1. The Down/Up line between Boldon Colliery Junction and Dean Road Sidings is worked as a siding under the control of the Signaller at Boldon Colliery Junction.
2. Maximum permissible speed is 10m.p.h.
3. The following provisions of the Rule Book apply, amended as follows:–
 - 3.1 **Section H**
All trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled, except as provided in Clause 8.
 - 3.2 **Section M**
The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 20 yards apart, 300 yards from the obstruction on both sides. The Signaller at Boldon Colliery Junction must then be advised of the circumstances.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

WORKING BETWEEN BOLDON COLLIERY JUNCTION AND DEAN ROAD SIDINGS – continued

3.3 Section Q

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

3.4 Section S

The provisions of this Section must be applied, except that the Handsignalman need only be stationed 300 yards from the trolley with the 3 detonators placed 20 yards apart.

3.5 Section T

The provisions of this section must be applied, except when carrying out protection, it will only be necessary to place 3 detonators 20 yards apart, 200 yards on both sides of the point where the line is unsafe. (UFN)

DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt.

C.E.G.B. BLYTH POWER STATION

An Observation Gantry adjacent to the oil off-loading line is being erected.

BARDIC HAND LAMPS – BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO33/18/1)

York
7 MAY, 1982

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



British Rail

NN

EASTERN REGION

21

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 22 MAY

TO

FRIDAY 28 MAY 1982

INCLUSIVE

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

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

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 MAY – GATESHEAD (ST. JAMES BRIDGE JUNCTION) AND GATESHEAD PARK LANE JUNCTION

Down Pelaw signal G85 will be replaced by a straight post signal 212 yards nearer to Gateshead signalbox.

SUNDAY 23 MAY – HEBBURN STATION

The main to main crossover will be secured out of use in the normal position pending removal and the associated signalling will be abolished.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN EAGLESCLIFFE SOUTH JUNCTION AND EAGLESCLIFFE NORTH JUNCTION

The Down and Up Goods lines between Eaglescliffe South Junction and Eaglescliffe North Junction together with Down Goods 3-aspect signal 815 and Up Goods 820 signal have been abolished.

Eaglescliffe North Junction

The points – Down and Up Main/Down Up Goods lines have been secured out of use in the reverse position for through running along the main lines.

Junction Indicator position '4' has been removed from Middlesbrough Up Main signal 808 and this signal now applies (without route indication) – Up Middlesbrough Main to Up Stockton Main.

Eaglescliffe South Junction

The facing points Down Main to Down Goods have been secured out of use in the reverse position for through running along the Down Main line.

The points – Up Main/Up Goods have been converted to Up Main catch points.

Junction Indicator position '4' (to apply on Down Main to Down Goods has been removed from Down Main signal 822). (23)

MIDDLESBROUGH, GUIBOROUGH JUNCTION – WHITEHOUSE – NORTH ORMESBY

Guisborough Jn. signal box, together with all signals worked therefrom has been abolished. New colour light signalling has been commissioned and Guisborough Jn. has been remodelled to form a single lead junction controlled by Middlesbrough signal box.

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

The Track Circuit Block Regulations now apply between Middlesbrough and Whitehouse on the Down and Up Main lines.

The Absolute Block Regulations now apply between Middlesbrough and North Ormesby on the Down and Up Branch lines (and on the Down and Up Goods lines between Middlesbrough and Whitehouse).

WOOLSTENHOLMES



NN

EASTERN REGION

22/23

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 29 MAY

TO

FRIDAY 11 JUNE 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 JUNE – BETWEEN SOUTH BANK AND GRANGETOWN (BEAM MILL JUNCTION)

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

Down Main to Down Goods

Up Goods to Up Main

All associated signals/signal routes, including the Junction Indicator position 1 and subsidiary on Down Main Signal G.101 will be abolished. (26)

DETAILS OF WORK ALREADY CARRIED OUT

GATESHEAD (ST. JAMES BRIDGE JUNCTION) AND GATESHEAD PARK LANE JUNCTION

Down Pelaw signal G85 has been replaced by a straight post signal 212 yards nearer to Gateshead signalbox.

HEBBURN STATION

The main to main crossover has been secured out of use in the normal position pending removal and the associated signalling has been abolished.

**** BETWEEN EAGLESCLIFFE SOUTH JUNCTION AND EAGLESCLIFFE NORTH JUNCTION**

The Down and Up Goods lines between Eaglescliffe South Junction and Eaglescliffe North Junction together with Down Goods 3-aspect signal 815 and Up Goods 820 signal have been abolished.

Eaglescliffe North Junction

The points – Down and Up Main/Down Up Goods lines have been secured out of use in the reverse position for through running along the main lines.

Junction Indicator position '4' has been removed from Middlesbrough Up Main signal 808 and this signal now applies (without route indication) – Up Middlesbrough Main to Up Stockton Main.

Eaglescliffe South Junction

The facing points Down Main to Down Goods have been secured out of use in the reverse position for through running along the Down Main line.

The points – Up Main/Up Goods have been converted to Up Main catch points.

Junction Indicator position '4' (to apply on Down Main to Down Goods has been removed from Down Main signal 822). (23)



NN

EASTERN REGION

24

WEEKLY OPERATING NOTICE

CONTAINING

T.S.R 203
D'TON 6.8.14¹⁹
N'TON 6.7

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 12 JUNE

TO

FRIDAY 18 JUNE 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 JUNE – BETWEEN ERYHOLME GROUND SWITCH PANEL AND DARLINGTON SOUTH JUNCTION

Down Main Searchlight – Automatic signal D41 will be replaced D925 and replaced by a standard 4-aspect colour light signal head.

Down Main Searchlight – type Automatic signal D923 will be replaced by a standard 4-aspect colour light signal head. (27)

TUESDAY 15 JUNE – BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM

The following signalling alterations will be carried out :-

An Up Distant signal will be provided on the Pontop Branch Single line from Dean Road Sidings.

A new 3-aspect colour light signal – Boldon Colliery No.B101 signal will be provided on the Up approach to the new points and is 945 yds before reaching Up Pontop Branch B28 signal and 1323 yds before reaching the Boldon Colliery Down Tyne Dock Branch Home signal. A Junction Indicator (position "4") will be provided and the following indications apply :-

Main aspect – towards Up Pontop Branch

Main aspect with junction indicator – towards Down Tyne Dock Branch.

A Junction Indicator position "1" applying towards Up Tyne Dock Branch will be provided on the Boldon Colliery Up Main Home 4-aspect colour light signal B22 and the subsidiary will be removed.

A new signal (B103) with Red main aspect only and a subsidiary will be provided on the right-hand side of the Branch from Boldon Colliery direction controlling movements towards the new trailing points. The subsidiary will apply towards the "Stop for Orders" notice Board at Dean Road Sidings.

"Stop for Orders" notice boards will be provided at Dean Road Sidings applying to trains entering and leaving the sidings.

A subsidiary signal will be provided on Down Pontop Branch No.27 signal applying towards Dean Road and the green aspect will be taken out of use.

Signal-post telephones will be provided on the new Boldon Colliery signals B101 and B103. (27)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SOUTH BANK AND GRANGETOWN (BEAM MILL JUNCTION)

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

Down Main to Down Goods

Up Goods to Up Main

All associated signals/signal routes, including the Junction Indicator position 1 and subsidiary on Down Main Signal G.101 have been abolished. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** GATESHEAD (ST. JAMES BRIDGE JUNCTION) AND GATESHEAD PARK LANE JUNCTION**

Down Pelaw signal G85 has been replaced by a straight post signal 212 yards nearer to Gateshead signalbox. (24)

**** HEBBURN STATION**

The main to main crossover has been secured out of use in the normal position pending removal and the associated signalling has been abolished. (24)

BETWEEN EAGLESLIFFE SOUTH JUNCTION AND EAGLESLIFFE NORTH JUNCTION

The Down and Up Goods lines between Eaglescliffe South Junction and Eaglescliffe North Junction together with Down Goods 3-aspect signal 815 and Up Goods 820 signal have been abolished.

Eaglescliffe North Junction

The points – Down and Up Main/Down Up Goods lines have been secured out of use in the reverse position for through running along the main lines.

The Junction Indicator position '4' will be exhibited in the Up Middlesbrough Main Signal No.808 for all Up trains.

Eaglescliffe South Junction

The facing points Down Main to Down Goods have been secured out of use in the reverse position for through running along the Down Main line.

The points – Up Main/Up Goods have been converted to Up Main catch points.

Junction Indicator position '4' (to apply on Down Main to Down Goods has been removed from Down Main signal 822). (Amended Item) (27)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 176 (Page 90 Supp. Opta. Insts.)						
NORTHALLERTON BROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Heworth and St. James Bridge Jn.						
Delete:-				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch. (w.e.f. 09 00 Monday 14 June) (31D)

LOCAL INSTRUCTIONS

TYNE DOCK GOODS BRANCH

Page 405

WORKING BETWEEN JARROW AND HARTON

Delete:- heading and instruction. (31D)

Page 405

GOLDON COLLIERY JN. TO DEAN ROAD SIDINGS

Delete:- heading and instructions. (w.e.f 15.6 82) (31D)

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits, etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000 - 980250, the maximum weight of train behind the leading Seacow wagon shall not exceed 576t, and over steeply graded routes shall be further restricted in accordance with the following table:-

GRADIENT	MAXIMUM TRAILING WEIGHT - TONS
Steeper than 1 in 40 rising	384
1 in 40 to 1 in 46 rising	448
1 in 47 to 1 in 56 rising	512
Less than 1 in 56 rising	576

(31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

WORKING BETWEEN BOLDON COLLIERY JUNCTION AND DEAN ROAD SIDINGS

1. The Down/Up line between Boldon Colliery Junction and Dean Road Sidings is worked as a siding under the control of the Signalman at Boldon Colliery Junction.
2. Maximum permissible speed is 10m.p.h.
3. The following provisions of the Rule Book apply, amended as follows:–
 - 3.1 **Section H**
All trains must exhibit head, tail and, when necessary, side lamps, in accordance with Clause 7. Trains must not be propelled, except as provided in Clause 8.
 - 3.2 **Section M**
The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 20 yards apart, 300 yards from the obstruction on both sides. The Signalman at Boldon Colliery Junction must then be advised of the circumstances.
 - 3.3 **Section Q**
The provisions of this Section must be applied, except that protection by Handsignalman will not be necessary.
 - 3.4 **Section S**
The provisions of this Section must be applied, except that the Handsignalman need only be stationed 300 yards from the trolley with the 3 detonators placed 20 yards apart.
 - 3.5 **Section T**
The provisions of this section must be applied, except when carrying out protection, it will only be necessary to place 3 detonators 20 yards apart, 200 yards on both sides of the point where the line is unsafe. (UFN)

DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt.

C.E.G.B. BLYTH POWER STATION

An Observation Gantry adjacent to the oil off-loading line is being erected.

BARDIC HAND LAMPS – BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO33/18/1)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	-

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
4 JUNE, 1982

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

25

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 JUNE

TO

FRIDAY 25 JUNE 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 JUNE – BETWEEN DARLINGTON SOUTH JUNCTION AND ERYHOLME GROUND SWITCH PANEL

The following Up Main search light-type automatic signals will be replaced by 4-aspect standard colour light signal heads :-

D922; D924; D926; (28)

MONDAY 21 JUNE – SOUTH BANK

The facing points leading to either Bridge Sidings or to the Inwards line will be secured out of use in the reverse position for through running towards the Inwards line. All associated signals/signal routes applying to/from Bridge Sidings will be abolished. (28)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN ERYHOLME GROUND SWITCH PANEL AND DARLINGTON SOUTH JUNCTION

Down Main Searchlight – Automatic signal D41 has been replaced D925 and replaced by a standard 4-aspect colour light signal head.

Down Main Searchlight – type Automatic signal D923 has been replaced by a standard 4-aspect colour light signal head. (27)

BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM

The following signalling alterations have been carried out :-

An Up Distant signal has been provided on the Pontop Branch Single line from Dean Road Sidings.

A new 3-aspect colour light signal – Boldon Colliery No.B101 signal has been provided on the Up approach to the new points and is 945 yds before reaching Up Pontop Branch B28 signal and 1323 yds before reaching the Boldon Colliery Down Tyne Dock Branch Home signal. A Junction Indicator (position "4") has been provided and the following indications apply :-

Main aspect – towards Up Pontop Branch

Main aspect with junction indicator – towards Down Tyne Dock Branch.

A Junction Indicator position "1" applying towards Up Tyne Dock Branch has been provided on the Boldon Colliery Up Main Home 4-aspect colour light signal B22 and the subsidiary has been removed.

A new signal (B103) with Red main aspect only and a subsidiary has been provided on the right-hand side of the Branch from Boldon Colliery direction controlling movements towards the new trailing points. The subsidiary will apply towards the "Stop for Orders" notice Board at Dean Road Sidings.

"Stop for Orders" notice boards have been provided at Dean Road Sidings applying to trains entering and leaving the sidings.

A subsidiary signal has been provided on Down Pontop Branch No.27 signal applying towards Dean Road and the green aspect has been taken out of use.

Signal-post telephones have been provided on the new Boldon Colliery signals B101 and B103. (27)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN SOUTH BANK AND GRANGETOWN (BEAM MILL JUNCTION)

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

- Down Main to Down Goods
- Up Goods to Up Main

All associated signals/signal routes, including the Junction Indicator position 1 and subsidiary on Down Main Signal G.101 have been abolished. (26)

BETWEEN EAGLESCLIFFE SOUTH JUNCTION AND EAGLESCLIFFE NORTH JUNCTION

The Down and Up Goods lines between Eaglescliffe South Junction and Eaglescliffe North Junction together with Down Goods 3-aspect signal 815 and Up Goods 820 signal have been abolished.

Eaglescliffe North Junction

The points – Down and Up Main/Down Up Goods lines have been secured out of use in the reverse position for through running along the main lines.

The Junction Indicator position '4' will be exhibited in the Up Middlesbrough Main Signal No.808 for all Up trains.

Eaglescliffe South Junction

The facing points Down Main to Down Goods have been secured out of use in the reverse position for through running along the Down Main line.

The points – Up Main/Up Goods have been converted to Up Main catch points.

Junction Indicator position '4' (to apply on Down Main to Down Goods has been removed from Down Main signal 822). (Amended Item) (27)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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Page 176 (Page 90 Supp. Optq. Insts.)						
NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Heworth and St. James Bridge Jn.						
Delete:-				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.
						(31D)

LOCAL INSTRUCTIONS

TYNE DOCK GOODS BRANCH

Page 405

WORKING BETWEEN JARROW AND HARTON

Delete:- heading and instruction. (31D)

Page 405

BOLDEN COLLIERY JN. TO DEAN ROAD SIDINGS

Delete:- heading and instructions. (31D)

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits, etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000 – 980250, the maximum weight of train behind the leading Seacow wagon shall not exceed 576t, and over steeply graded routes shall be further restricted in accordance with the following table:-

GRADIENT	MAXIMUM TRAILING WEIGHT – TONS
Steeper than 1 in 40 rising	384
1 in 40 to 1 in 46 rising	448
1 in 47 to 1 in 56 rising	512
Less than 1 in 56 rising	576

(31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.

Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt. (26)

C.E.G.B. BLYTH POWER STATION

An Observation Gantry adjacent to the oil off-loading line is being erected.

BARDIC HAND LAMPS – BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO33/18/1) (26)

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	–

York
11 JUNE, 1982

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

26

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 26 JUNE

TO

FRIDAY 2 JULY 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 27 JUNE – EASINGTON : *NOT CARRIED OUT – see NN32*

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

Over-crossing – Arrival line to Up Main (trailing in Up Main)

Trailing connection – Arrival line to Down Main and the associated slip connection (facing from Up Main to Arrival).

The trailing crossover between the Down and Up Main lines and the associated ground disc signals.

Permanent Way Alterations

A new trailing crossover between the Down and Up Main lines will be brought into use at the south end of the Arrival/Departure lines.

A new trailing connection – Down Main/Departure line will be provided at the north end of the Arrival/Departure lines between 80m. 30ch. and 80m. 33ch.

The connection to the N.C.B. Easington Rapid Loading Facilities will be renewed on a new alignment.

Fulls Sidings

The trailing hand-points at the entrance to the Fulls Sidings will be connected to the Ground Frame.

Signalling Alterations

The following associated signalling will be abolished:–

Up Main Starting.

Set-back – Up Main to Arrival line.

Double Disc – Arrival line (Down direction) to Down Main; to Up Main; to Colliery Sidings or to Arrival lines.

The ground disc signals immediately south of the signal box and at the north end of the Arrival and Departure lines (formerly applying towards this double ground disc), will now apply towards the Colliery Arrival or Departure lines or to Down Main.

Disc – Down Main to Arrival line.

Miniature Arm (offset on Up Main Home) applying Up Main to Arrival line.

Double Disc – Colliery Sidings to Up Main or to Down Sidings 1 or 2.

The miniature arm signal formerly applying towards this double disc from the Colliery Arrival/Departure lines will be re-positioned 50 yards nearer to the signal box and will now apply towards the Arrival or Departure lines (south of the signal box).

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

No.5 – Up Main to Arrival line – stencil route indication "A"

Up Main to Down Main – stencil route indication "B"

No.6 – Along Arrival line or to Departure line.

No.10 – Departure line to Up Main.

No.11 – Arrival line to No.10 Signal.

No.12 – Departure line to No.10 Signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DARLINGTON SOUTH JUNCTION AND ERYHOLME GROUND SWITCH PANEL

The following Up Main search light-type automatic signals have been replaced by 4-aspect standard colour light signal heads :-

D922; D924; D926; (28)

SOUTH BANK

The facing points leading to either Bridge Sidings or to the Inwards line have been secured out of use in the reverse position for through running towards the Inwards line. All associated signals/signal routes applying to/from Bridge Sidings have been abolished. (28)

BETWEEN ERYHOLME GROUND SWITCH PANEL AND DARLINGTON SOUTH JUNCTION

Down Main Searchlight – Automatic signal D41 has been replaced D925 and replaced by a standard 4-aspect colour light signal head.

Down Main Searchlight – type Automatic signal D923 has been replaced by a standard 4-aspect colour light signal head. (27)

BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM

The following signalling alterations have been carried out :-

An Up Distant signal has been provided on the Pontop Branch Single line from Dean Road Sidings.

A new 3-aspect colour light signal – Boldon Colliery No.B101 signal has been provided on the Up approach to the new points and is 945 yds before reaching Up Pontop Branch B28 signal and 1323 yds before reaching the Boldon Colliery Down Tyne Dock Branch Home signal. A Junction Indicator (position "4") has been provided and the following indications apply :-

Main aspect – towards Up Pontop Branch

Main aspect with junction indicator – towards Down Tyne Dock Branch.

A Junction Indicator position "1" applying towards Up Tyne Dock Branch has been provided on the Boldon Colliery Up Main Home 4-aspect colour light signal B22 and the subsidiary has been removed.

A new signal (B103) with Red main aspect only and a subsidiary has been provided on the right-hand side of the Branch from Boldon Colliery direction controlling movements towards the new trailing points. The subsidiary will apply towards the "Stop for Orders" notice Board at Dean Road Sidings.

"Stop for Orders" notice boards have been provided at Dean Road Sidings applying to trains entering and leaving the sidings.

A subsidiary signal has been provided on Down Pontop Branch No.27 signal applying towards Dean Road and the green aspect has been taken out of use.

Signal-post telephones have been provided on the new Boldon Colliery signals B101 and B103. (27)

**** BETWEEN SOUTH BANK AND GRANGETOWN (BEAM MILL JUNCTION)**

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

Down Main to Down Goods

Up Goods to Up Main

All associated signals/signal routes, including the Junction Indicator position 1 and subsidiary on Down Main Signal G.101 have been abolished. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN EAGLESCLIFFE SOUTH JUNCTION AND EAGLESCLIFFE NORTH JUNCTION

The Down and Up Goods lines between Eaglescliffe South Junction and Eaglescliffe North Junction together with Down Goods 3-aspect signal 815 and Up Goods 820 signal have been abolished.

Eaglescliffe North Junction

The points – Down and Up Main/Down Up Goods lines have been secured out of use in the reverse position for through running along the main lines.

The Junction Indicator position '4' will be exhibited in the Up Middlesbrough Main Signal No.808 for all Up trains.

Eaglescliffe South Junction

The facing points Down Main to Down Goods have been secured out of use in the reverse position for through running along the Down Main line.

The points – Up Main/Up Goods have been converted to Up Main catch points.

Junction Indicator position '4' (to apply on Down Main to Down Goods has been removed from Down Main signal 822). (27)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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				Down m.p.h.	Up At or Between	
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NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Heworth and St. James Bridge Jn.						
Delete:-						
			40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.	(31D)

LOCAL INSTRUCTIONS

TYNE DOCK GOODS BRANCH

Page 405

WORKING BETWEEN JARROW AND HARTON

Delete:- heading and instruction. (31D)

Page 405

BOLDEN COLLIERY JN. TO DEAN ROAD SIDINGS

Delete:- heading and instructions. (31D)

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits, etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000 – 980250, the maximum weight of train behind the leading Seacow wagon shall not exceed 576t, and over steeply graded routes shall be further restricted in accordance with the following table:-

GRADIENT	MAXIMUM TRAILING WEIGHT – TONS
Steeper than 1 in 40 rising	384
1 in 40 to 1 in 46 rising	448
1 in 47 to 1 in 56 rising	512
Less than 1 in 56 rising	576

(31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

**** DARLINGTON HOPETOWN JN. AND NICKSTREAM JN.**

Branch has been shortened and buffer stop erected 220 yards west of the connection to Shell Star Chemicals to form a head-shunt. (26)

**** C.E.G.B. BLYTH POWER STATION**

An Observation Gantry adjacent to the oil off-loading line is being erected. (26)

**** BARDIC HAND LAMPS – BATTERY TYPE AD28**

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO33/18/1) (26)

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—

SECTION D -- GENERAL INSTRUCTIONS AND NOTICES -- continued

MISCELLANEOUS NOTICES -- continued

IMPORTANT

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

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

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

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
18 JUNE, 1982

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

27

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 JULY

TO

FRIDAY 9 JULY 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 JULY – CLIFF HOUSE

The gantry carrying the Down Goods Loop to Down Main semaphore arm signal and the miniature arm signals applying towards the Cliff House Branch and Down Goods will be abolished. A new straight post signal applying Down Goods Loop to Down Main (with arm 13ft. above rail level) will be provided 132 yards further from the signal box. The miniature arm signals will be replaced by ground disc signals adjacent to the new straight post signal.

The gantry carrying the Down Main 2nd Home signal and the miniature arm applying Down Main to Down Goods, will be abolished. A new straight post Down Main 2nd Home (with the arm 20ft. above rail level) will be provided on the same site and the miniature arm will be replaced by a ground disc signal.

(30)

DETAILS OF WORK ALREADY CARRIED OUT

EASINGTON – WORK NOT CARRIED OUT

PELAW – HEBBURN – JARROW

All signalling between Hebburn and Jarrow has been abolished.

Working by pilotman is in operation between Pelaw P684 sig and Pelaw PW729 and PW727 signals. **New Item (30)**

BETWEEN DARLINGTON SOUTH JUNCTION AND ERYHOLME GROUND SWITCH PANEL

The following Up Main search light-type automatic signals have been replaced by 4-aspect standard colour light signal heads :-

D922; D924; D926; (28)

SOUTH BANK

The facing points leading to either Bridge Sidings or to the Inwards line have been secured out of use in the reverse position for through running towards the Inwards line. All associated signals/signal routes applying to/from Bridge Sidings have been abolished. (28)

**** BETWEEN ERYHOLME GROUND SWITCH PANEL AND DARLINGTON SOUTH JUNCTION**

Down Main Searchlight – Automatic signal D41 has been replaced D925 and replaced by a standard 4-aspect colour light signal head.

Down Main Searchlight – type Automatic signal D923 has been replaced by a standard 4-aspect colour light signal head. (27)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

* BOLDON COLLIERY JUNCTION & TYNE DOCK BOTTOM**

The following signalling alterations have been carried out :-

An Up Distant signal has been provided on the Pontop Branch Single line from Dean Road Sidings.

A new 3-aspect colour light signal – Boldon Colliery No.B101 signal has been provided on the Up approach to the new points and is 945 yds before reaching Up Pontop Branch B28 signal and 1323 yds before reaching the Boldon Colliery Down Tyne Dock Branch Home signal. A Junction Indicator (position "4") has been provided and the following indications apply :-

Main aspect – towards Up Pontop Branch

Main aspect with junction indicator – towards Down Tyne Dock Branch.

A Junction Indicator position "1" applying towards Up Tyne Dock Branch has been provided on the Boldon Colliery Up Main Home 4-aspect colour light signal B22 and the subsidiary has been removed.

A new signal (B103) with Red main aspect only and a subsidiary has been provided on the right-hand side of the Branch from Boldon Colliery direction controlling movements towards the new trailing points. The subsidiary will apply towards the "Stop for Orders" notice Board at Dean Road Sidings.

"Stop for Orders" notice boards have been provided at Dean Road Sidings applying to trains entering and leaving the sidings.

A subsidiary signal has been provided on Down Pontop Branch No.27 signal applying towards Dean Road and the green aspect has been taken out of use.

Signal-post telephones have been provided on the new Boldon Colliery signals B101 and B103. (27)

BETWEEN EAGLESCLIFFE SOUTH JUNCTION AND EAGLESCLIFFE NORTH JUNCTION

The Down and Up Goods lines between Eaglescliffe South Junction and Eaglescliffe North Junction together with Down Goods 3-aspect signal 815 and Up Goods 820 signal have been abolished.

Eaglescliffe North Junction

The points – Down and Up Main/Down Up Goods lines have been secured out of use in the reverse position for through running along the main lines.

Junction Indicator position "4" has been removed from Middlesbrough Up Main signal 808 and this signal now applies (without route indication) – Up Middlesbrough Main to Up Stockton Main.

Eaglescliffe South Junction

The facing points Down Main to Down Goods have been secured out of use in the reverse position for through running along the Down Main line.

The points – Up Main/Up Goods have been converted to Up Main catch points.

Junction Indicator position "4" (to apply on Down Main to Down Goods has been removed from Down Main signal 822). (Amended Item) (28)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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			40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.	(31D)

LOCAL INSTRUCTIONS

TYNE DOCK GOODS BRANCH

Page 405

WORKING BETWEEN JARROW AND HARTON

Delete:- heading and instruction. (31D)

Page 405

BOLDEN COLLIERY JN. TO DEAN ROAD SIDINGS

Delete:- heading and instructions. (31D)

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits, etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000 - 980250, the maximum weight of train behind the leading Seacow wagon shall not exceed 576t, and over steeply graded routes shall be further restricted in accordance with the following table:-

GRADIENT	MAXIMUM TRAILING WEIGHT - TONS
Steeper than 1 in 40 rising	384
1 in 40 to 1 in 46 rising	448
1 in 47 to 1 in 56 rising	512
Less than 1 in 56 rising	576

(31D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

DARLINGTON – RECONSTRUCTION OF NO.1 PLATFORM

In connection with this work all Up Main line trains arriving at Darlington No.1 Platform must draw up to D900 signal. (30)

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—

PERIODICAL OPERATING NOTICE ND 31D

All concerned to note that the above publication (shown to terminate 30 July) will remain effective until Friday 6 August, 1982.

IMPORTANT

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

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

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

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
25 JUNE, 1982

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

31

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 31 JULY

TO

FRIDAY 6 AUGUST 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BATTERSBY – CASTLETON MOOR & GLAISDALE

Castleton Moor Signal Box, together with all signals worked therefrom have been abolished. The Electric Token Block Regulations will now apply between Battersby and Glaisdale.

The Up Platform line through Castleton station has been taken out of use and the Down Platform line will become the Single line.

The crossover at the Glaisdale end of Castleton station has been secured out of use in the reverse position pending replacement by a plain line for through running along the Single line. All other points worked by Castleton Moor have been secured out of use in the normal position pending removal. (34)

TYNE YARD

The trailing crossover between the Down and Up Blaydon lines together with the associated signalling have been abolished. (33)

HEATON TO PARSONS SIDINGS (CHILLINGHAM ROAD P.T.E.)

On the commissioning of the Tyne & Wear Metro In and Out Loops between St. James and Tynemouth, all B.R. movements will cross the Metro lines between Heaton and Parsons Sidings via points controlled by the South Gosforth (P.T.E.) Control Centre.

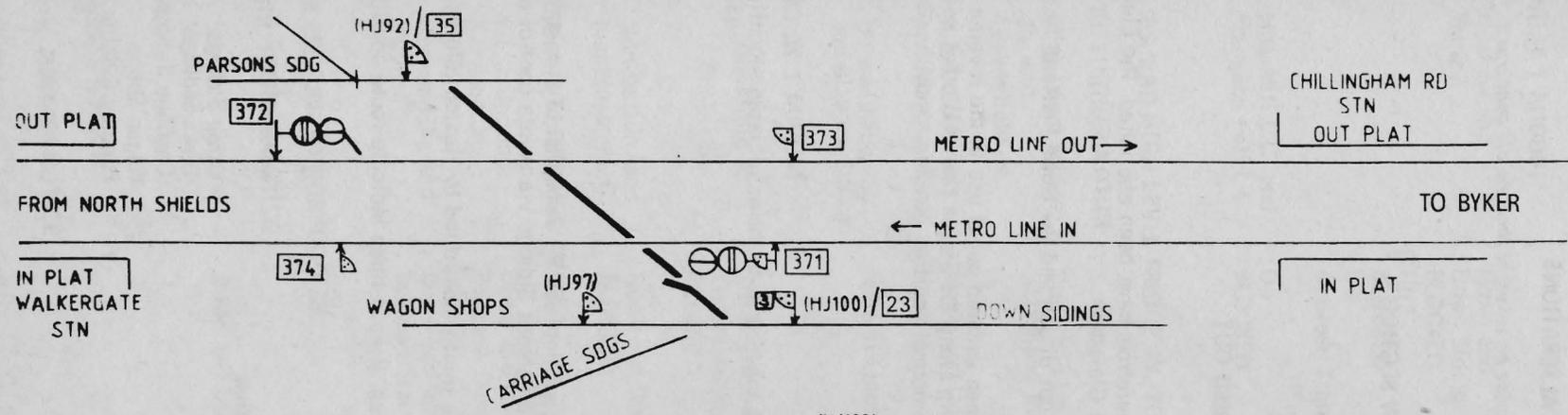
The ground position light signals controlling BR movements are jointly controlled by Heaton (BR) and the Control Centre.

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

Description of Signals

Signal	Line	Route Indication	Destination
92	Parsons Sidings		Down Sidings
97	Wagon Shops		Down Sidings
100	Down Sidings	"C"	Carriage Sidings
		"W"	Wagon Shops
		"S"	Parsons Sidings

(33)



(HJ100)

IND	ROUTE TO
C	CARRIAGE SIDINGS
W	WAGON SHOPS
S	C A PARSONS SIDINGS

HFATON (BR) NUMBERS SHOWN THUS :- (HJ100)
 TYNE & WEAR METRO NUMBERS SHOWN THUS :- 35

TYNE & WEAR METRO CHILLINGHAM ROAD SIGNALLING MONDAY 26th JULY 1982.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

DERWENTHAUGH

The main to main crossover has been secured out of use in the normal position pending removal and the associated signalling has been abolished. (32)

**** CARR HOUSE AND SOUTH PELAW**

THIS WORK HAS NOT BEEN CARRIED OUT.

TYNE YARD

Numbers 8 to 14 Reception sidings have been taken out of use and the following points have been secured out of use pending removal:-

- Hump Engine line to 8 Reception sidings.
- Number 9 Reception line to 10/14 Reception sidings.
- Up Arrival to No.10 Reception siding.
- Up Arrival to No.11 Reception siding.
- Number 11 Reception to No.10 Reception.
- Hump Engine line to 8/10 Reception sidings.

All associated signalling has been abolished. (33)

**** PELAW – HEBBURN – JARROW**

All signalling between Hebburn and Jarrow has been abolished.

Working by pilotman is in operation between Pelaw P684 sig and Pelaw PW729 and PW727 signals. (31)

BETWEEN DERWENTHAUGH AND BLAYDON JUNCTION

The trailing crossover between the Down and Up Blaydon lines (between 4 and 4¼ m.p.) has been secured out of use in the normal position pending removal, and the associated signalling abolished.

(New item) (34)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Page 176 (Page 90 Supp. Optg. Insts.)

NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

Between Heworth and St. James Bridge Jn.

Delete:- 40 40 Pelaw lines 100m.
15ch. and 100m.
75ch. (32D)

LOCAL INSTRUCTIONS

TYNE DOCK GOODS BRANCH

Page 405

WORKING BETWEEN JARROW AND HARTON

Delete:- heading and instruction. (32D)

Page 405

BOLDEN COLLIERY JN. TO DEAN ROAD SIDINGS

Delete:- heading and instructions. (32D)

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits, etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000, 980073 and DB980157-980250, the maximum weight of train behind the leading Seacow wagon shall not exceed 576t, and over steeply graded routes shall be further restricted in accordance with the following table:-

GRADIENT	MAXIMUM TRAILING WEIGHT - TONS	
Steeper than 1 in 40 rising	384	
1 in 40 to 1 in 46 rising	448	
1 in 47 to 1 in 56 rising	512	
Less than 1 in 56 rising	576	(32D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

**** DARLINGTON – RECONSTRUCTION OF NO.1 PLATFORM**

In connection with this work all Up Main line trains arriving at Darlington No.1 Platform must draw up to D900 signal. (31)

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	–

PERIODICAL OPERATING NOTICE ND 31D

All concerned to note that the above publication (shown to terminate 30 July) will remain effective until Friday 6 August, 1982.

IMPORTANT

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

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

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

York
23 JULY, 1982

MP.32/NN

G. GRAHAM
Chief Operating Manager



NN

EASTERN REGION

32

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 7 AUGUST

TO

FRIDAY 13 AUGUST 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 8 AUGUST – EASINGTON

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

Over-crossing – Arrival line to Up Main (trailing in Up Main)

Trailing connection – Arrival line to Down Main and the associated slip connection (facing from Up Main to Arrival).

The trailing crossover between the Down and Up Main lines and the associated ground disc signals.

Permanent Way Alterations

A new trailing crossover between the Down and Up Main lines will be brought into use at the south end of the Arrival/Departure lines.

A new trailing connection – Down Main/Departure line will be provided at the north end of the Arrival/Departure lines between 80m. 30ch. and 80m. 33ch.

The connection to the N.C.B. Easington Rapid Loading Facilities will be renewed on a new alignment.

Fulls Sidings

The trailing hand-points at the entrance to the Fulls Sidings will be connected to the Ground Frame.

Signalling Alterations

The following associated signalling will be abolished:–

Up Main Starting.

Set-back – Up Main to Arrival line.

Double Disc – Arrival line (Down direction) to Down Main; to Up Main;
to Colliery Sidings or to Arrival lines.

The ground disc signals immediately south of the signal box and at the north end of the Arrival and Departure lines (formerly applying towards this double ground disc). will now apply toward the Colliery Arrival or Departure lines; to Down Main or to Fulls Siding.

Disc – Down Main to Arrival line.

Miniature Arm (offset on Up Main Home) applying Up Main to Arrival line.

Double Disc – Colliery Sidings to Up Main or to Down Sidings 1 or 2.

The miniature arm signal formerly applying towards this double disc from the Colliery Arrival/Departure lines will be re-positioned 50 yards nearer to the signal box and will now apply towards the Arrival or Departure lines (south of the signal box).

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

No.5 – Up Main to Arrival line – stencil route indication "A"

Up Main to Down Main – stencil route indication "B"

No.6 – Along Arrival line or to Departure line.

No.10 – Departure line to Up Main.

No.11 – Arrival line to No.10 Signal.

No.12 – Departure line to No.10 Signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 8 AUGUST – TYNE (NORWOOD JUNCTION)

The trailing connection leading from Dunston Staithes to Up Blaydon and the adjacent crossover between the Down and Up Blaydon lines will be secured out of use in the normal position pending removal. The following signals will be abolished:—

Ground position light No. TY89 – Up Goods to Dunston Staithes.
3-aspect signal TY92 – Dunston Staithes exit signal.

The offset subsidiary signals will be removed from the following signals:—

TY91 (Up Goods to Dunston Staithes)	
TY93 (Down Goods to Dunston Staithes)	
TY95 (Coke Ovens to Dunston Staithes)	(35)

MONDAY 9 AUGUST – NEWSHAM

The trailing connection leading from the D.C.E. Siding to Up Main will be secured out of use pending removal.

The D.C.E. Siding exit signal to Up Main will be abolished. (35)

DETAILS OF WORK ALREADY CARRIED OUT

CLIFF HOUSE

The gantry carrying the Down Goods Loop to Down Main semaphore arm signal and the miniature arm signals applying towards the Cliff House Branch and Down Goods has been abolished. A new straight post signal applying Down Goods Loop to Down Main (with arm 13ft. above rail level) has been provided 132 yards further from the signal box. The miniature arm signals have been replaced by ground disc signals adjacent to the new straight post signal.

The gantry carrying the Down Main 2nd Home signal and the miniature arm applying Down Main to Down Goods, has been abolished. A new straight post Down Main 2nd Home (with the arm 20ft. above rail level) has been provided on the same site and the miniature arm has been replaced by a ground disc signal. (New Item) (35)

BATTERSBY – CASTLETON MOOR & GLAISDALE

Castleton Moor Signal Box, together with all signals worked therefrom have been abolished. The Electric Token Block Regulations will now apply between Battersby and Glaisdale.

The Up Platform line through Castleton station has been taken out of use and the Down Platform line will become the Single line.

The crossover at the Glaisdale end of Castleton station has been secured out of use in the reverse position pending replacement by a plain line for through running along the Single line. All other points worked by Castleton Moor have been secured out of use in the normal position pending removal. (34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HEATON TO PARSONS SIDINGS (CHILLINGHAM ROAD P.T.E.)

On the commissioning of the Tyne & Wear Metro In and Out Loops between St. James and Tynemouth, all B.R. movements will cross the Metro lines between Heaton and Parsons Sidings via points controlled by the South Gosforth (P.T.E.) Control Centre.

The ground position light signals controlling BR movements are jointly controlled by Heaton (BR) and the Control Centre.

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

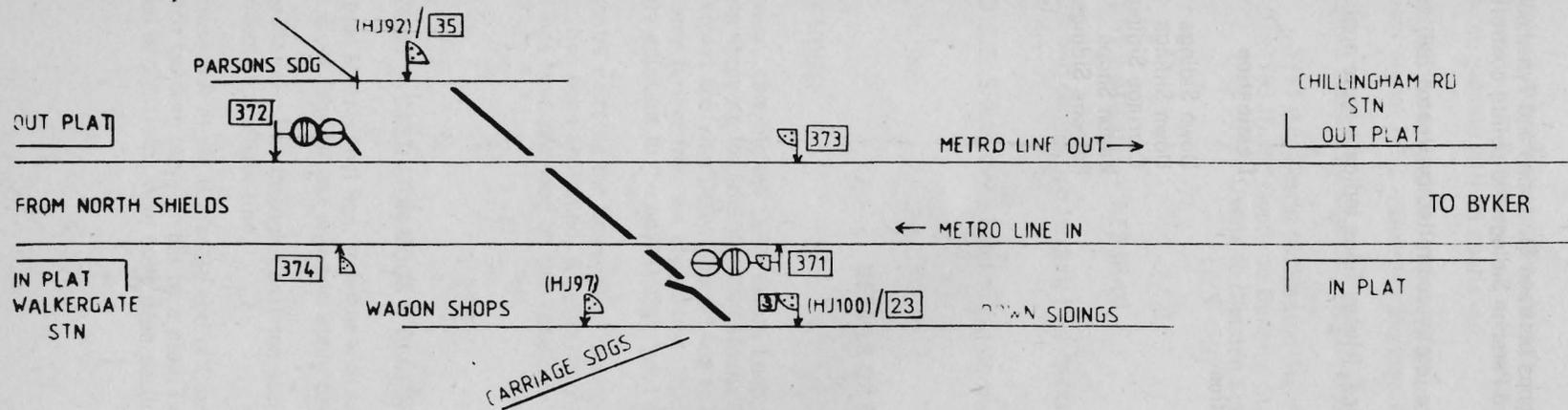
Description of Signals
Signal

Line

Route
Indication

Destination

92	Parsons Sidings		Down Sidings
97	Wagon Shops		Down Sidings
100	Down Sidings	"C"	Carriage Sidings
		"W"	Wagon Shops
		"S"	Parsons Sidings



(HJ100)

IND	ROUTE TO
C	CARRIAGE SIDINGS
W	WAGON SHOPS
S	CARRIAGE SIDINGS

HFATON (BR) NUMBERS SHOWN THUS :- (HJ100)

TYNE & WEAR METRO NUMBERS SHOWN THUS :- [35]

TYNE & WEAR METRO CHILLINGHAM ROAD SIGNALLING MONDAY 26th JULY 1982.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TYNE YARD

Numbers 8 to 14 Reception sidings have been taken out of use and the following points have been secured out of use pending removal:-

- Hump Engine line to 8 Reception sidings.
- Number 9 Reception line to 10/14 Reception sidings.
- Up Arrival to No.10 Reception siding.
- Up Arrival to No.11 Reception siding.
- Number 11 Reception to No.10 Reception.
- Hump Engine line to 8/10 Reception sidings.

All associated signalling has been abolished. (33)

PELAW – HEBBURN – JARROW

All signalling between Hebburn and Jarrow has been abolished.

Working by pilotman is in operation between Pelaw P684 sig and Pelaw PW729 and PW727 signals. (UFN)

BETWEEN DERWENTHAUGH AND BLAYDON JUNCTION

The trailing crossover between the Down and Up Blaydon lines (between 4 and 4¼ m.p.) has been secured out of use in the normal position pending removal, and the associated signalling abolished.

(34)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

MISCELLANEOUS NOTICES

DARLINGTON – RECONSTRUCTION OF NO.1 PLATFORM

“Train Stop Here” Boards in operation on No.1 Platform.

(35)

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—

IMPORTANT

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

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

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

York
30 JULY, 1982

MP.32/NN

G. GRAHAM
Chief Operating Manager



NN

EASTERN REGION

33

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 14 AUGUST

TO

FRIDAY 20 AUGUST 1982

INCLUSIVE

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

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

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

HEBBURN WEST AND JARROW

On Sunday 15 August, the existing Down line between 1m. 37ch. and 1m. 70ch. will be diverted to the North by approximately 6 yards. The Down route will go through the former goods yards by-passing the new metro platform from 18 00 hours. (36)

DETAILS OF WORK ALREADY CARRIED OUT

EASINGTON

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

Over-crossing – Arrival line to Up Main (trailing in Up Main)

Trailing connection – Arrival line to Down Main and the associated slip connection (facing from Up Main to Arrival).

The trailing crossover between the Down and Up Main lines and the associated ground disc signals.

Permanent Way Alterations

A new trailing crossover between the Down and Up Main lines has been brought into use at the south end of the Arrival/Departure lines.

A new trailing connection – Down Main/Departure line has been provided at the north end of the Arrival/Departure lines between 80m. 30ch. and 80m. 33ch.

The connection to the N.C.B. Easington Rapid Loading Facilities has been renewed on a new alignment.

Fulls Sidings

The trailing hand-points at the entrance to the Fulls Sidings have been connected to the Ground Frame.

Signalling Alterations

The following associated signalling have been abolished:–

Up Main Starting.

Set-back – Up Main to Arrival line.

Double Disc – Arrival line (Down direction) to Down Main; to Up Main;
to Colliery Sidings or to Arrival lines.

The ground disc signals immediately south of the signal box and at the north end of the Arrival and Departure lines (formerly applying towards this double ground disc). will now apply toward the Colliery Arrival or Departure lines; to Down Main or to Fulls Siding.

Disc – Down Main to Arrival line.

Miniature Arm (offset on Up Main Home) applying Up Main to Arrival line.

Double Disc – Colliery Sidings to Up Main or to Down Sidings 1 or 2.

The miniature arm signal formerly applying towards this double disc from the Colliery Arrival/Departure lines have been re-positioned 50 yards nearer to the signal box and will now apply towards the Arrival or Departure lines (south of the signal box).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

EASINGTON – continued

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

- No.5 – Up Main to Arrival line – stencil route indication "A"
- Up Main to Down Main – stencil route indication "B"

No.6 – Along Arrival line or to Departure line.

No.10 – Departure line to Up Main.

No.11 – Arrival line to No.10 Signal.

No.12 – Departure line to No.10 Signal.

(35)

LONDONDERRY

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

Down Hendon to Brian Mills West Sidings.

Down Hendon to Brian Mills East Siding.

All associated signalling has been abolished.

(New item) (36)

TYNE (NORWOOD JUNCTION)

The trailing connection leading from Dunston Staithes to Up Blaydon and the adjacent crossover between the Down and Up Blaydon lines have been secured out of use in the normal position pending removal. The following signals have been abolished:-

Ground position light No.TY89 – Up Goods to Dunston Staithes.

3-aspect signal TY92 – Dunston Staithes exit signal.

The offset subsidiary signals have been removed from the following signals:-

TY91 (Up Goods to Dunston Staithes)

TY93 (Down Goods to Dunston Staithes)

TY95 (Coke Ovens to Dunston Staithes)

(35)

NEWSHAM

The trailing connection leading from the D.C.E. Siding to Up Main has been secured out of use pending removal.

The D.C.E. Siding exit signal to Up Main has been abolished.

(35)

CLIFF HOUSE

The gantry carrying the Down Goods Loop to Down Main semaphore arm signal and the miniature arm signals applying towards the Cliff House Branch and Down Goods has been abolished. A new straight post signal applying Down Goods Loop to Down Main (with arm 13ft. above rail level) has been provided 132 yards further from the signal box. The miniature arm signals have been replaced by ground disc signals adjacent to the new straight post signal.

The gantry carrying the Down Main 2nd Home signal and the miniature arm applying Down Main to Down Goods, has been abolished. A new straight post Down Main 2nd Home (with the arm 20ft. above rail level) has been provided on the same site and the miniature arm has been replaced by a ground disc signal.

(New Item) (35)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BATTERSBY - CASTLETON MOOR & GLAISDALE

Castleton Moor Signal Box, together with all signals worked therefrom have been abolished. The Electric Token Block Regulations will now apply between Battersby and Glaisdale.

The Up Platform line through Castleton station has been taken out of use and the Down Platform line will become the Single line.

The crossover at the Glaisdale end of Castleton station has been secured out of use in the reverse position pending replacement by a plain line for through running along the Single line. All other points worked by Castleton Moor have been secured out of use in the normal position pending removal. (34)

*** HEATON TO PARSONS SIDINGS (CHILLINGHAM ROAD P.T.E.)**

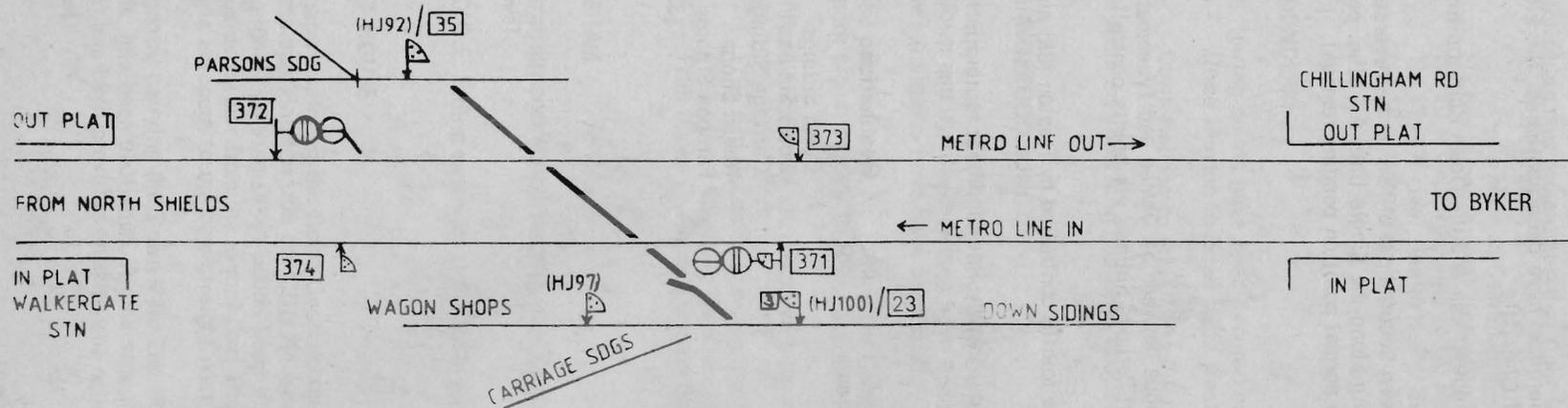
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		"S"	Parsons Sidings



(HJ100)

IND	ROUTE TO
C	CARRIAGE SIDINGS
W	WAGON SHOPS
S	C A PARSONS SIDINGS

HFATON (BR) NUMBERS SHOWN THUS :- (HJ100)

TYNE & WEAR METRO NUMBERS SHOWN THUS :- 35

**
*

TYNE & WEAR METRO CHILLINGHAM ROAD SIGNALLING MONDAY 26th JULY 1982.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** TYNE YARD**

Numbers 8 to 14 Reception sidings have been taken out of use and the following points have been secured out of use pending removal:-

- Hump Engine line to 8 Reception sidings.
- Number 9 Reception line to 10/14 Reception sidings.
- Up Arrival to No.10 Reception siding.
- Up Arrival to No.11 Reception siding.
- Number 11 Reception to No.10 Reception.
- Hump Engine line to 8/10 Reception sidings.

All associated signalling has been abolished. (33)

PELAW – HEBBURN – JARROW

All signalling between Hebburn and Jarrow has been abolished.

Working by pilotman is in operation between Pelaw P684 sig and Pelaw PW729 and PW727 signals. (UFN)

BETWEEN DERWENTHAUGH AND BLAYDON JUNCTION

The trailing crossover between the Down and Up Blaydon lines (between 4 and 4¼ m.p.) has been secured out of use in the normal position pending removal, and the associated signalling abolished.

(34)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

MISCELLANEOUS NOTICES

DARLINGTON – RECONSTRUCTION OF NO.1 PLATFORM

“Train Stop Here” Boards in operation on No.1 Platform. (35)

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—

IMPORTANT

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

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

York
6 AUGUST, 1982

MP.32/NN

G. GRAHAM
Chief Operating Manager



NN

EASTERN REGION

35/36

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 28 AUGUST

TO

FRIDAY 10 SEPTEMBER 1982

INCLUSIVE

*From
Widener
3/2/84*

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.



WARNING



TYNE AND WEAR METRO

ELECTRIFICATION

THE OVERHEAD LINE EQUIPMENT on the Metro route from Monument Station to South Shields (a) adjoining the B.R. Sunderland lines between Bridge 302 (Kirkstone Road) East of Heworth Interchange Station and Pelaw Junction and also (b) adjoining the B.R. Tyne Dock Goods Single line between Pelaw Junction and Bridge 2 (Bill Quay Bridge) will be energised at 1,500 volts DC. with effect from 00 01 hours Tuesday 31st. August 1982 and must, thereafter, be regarded as "ALIVE" at all times.

The "Instructions To Train Crews Working Other Than D.C. Electric Trains And Other Staff Concerned Working Over Or In the Vicinity Of D.C. Electrified Lines" published in the Sectional Appendix (Northern Area) page 305, apply. (40D)

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 28 AUGUST – UNTIL FURTHER NOTICE – FREEMANS LEVEL CROSSING

The layout will be remodelled and new signalling progressively brought into use.

On completion of the track-works, all movements will be hand-signalled until completion of the signalling during subsequent weeks.

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

Between Freemans Crossing and commencement of North Blyth single line

The Arrival line (south of Freemans Level Crossing Signal Box) will be converted to the Cambois single line and the adjacent Departure line will become redundant. The main lines on the north side of Freemans Level Crossing Signal Box will be renamed Down and Up Cambois respectively.

The Absolute Block regulations will apply between Winning and Cambois.

The Track Circuit Block Regulations will apply on the new Cambois Single line between Down direction signals F807/F5450 and F811, and in the Up direction between signal F816 (former F102)/F5462, F812 (former F103) and signal F808.

Blyth Power Station

"B" Arrival will be renamed East arrival

"B" Departure will be renamed East Departure

"A" arrival will be renamed West Arrival

"A" Departure will be renamed West Departure

Description of Signals

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application
F802	Up Cambois (Winning No.1 Up Cambois Distant)	M	—	Up Cambois Starting
F804	West Departure	M	—	F802 Signal
F805	Down Cambois	M	—	Down Cambois Distant. Associated with Winning No.10. Down Cambois Starting.
F806	East Departure	M	—	F802 Signal
F807	Down Cambois	M M M	— Position 4 Position 5	F811 Signal East Arrival West Arrival
F808	Up Cambois Single line	M	—	F802 Signal
F811	Down Cambois Single line	S S S	B M R	Down North Blyth M.P.D. Reception line
F812	Departure Line	S	—	F808 Signal
F816	Up North Blyth	S	—	F808 Signal

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

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

Description of Signals – continued

No.	Location	Aspect	Route or Junction Indication	Application
		M = Main S = Sub		
Ground Position Light Signals				
F5450	Up Cambois		S E Z W X	F811 Signal East Arrival East Departure occupied West Arrival West Departure occupied
F5462	M.P.D.		—	F808 Signal (39)

SUNDAY 29 AUGUST – EAGLESCLIFFE SOUTH JN. AND EAGLESCLIFFE NORTH JN.

The junction indicator position "4" on Up Middlesborough Main Signal No.808 will be dispensed with. (39)

SUNDAY 29 AUGUST – GATESHEAD K.E.B. SOUTH JN.

No.149 Signal Down Goods will be re-sited 200 yards further from Gateshead Signal Box. (39)

SUNDAY 5 SEPTEMBER – PELAW JUNCTION AND HEBBURN WEST

A new facing connection will be installed in the Up (New Single Line) at approximately 0m. 36ch. and will be clamped and padlocked out of use until further notice. (39)

DETAILS OF WORK ALREADY CARRIED OUT

NEWCASTLE EAST END

The following connections, from Fish Dock and Fish Dock Sidings respectively have been clamped and padlocked out of use pending removal:—

No.441 – Fish Dock to Down North

No.462 – Fish Dock Sidings to No.1 Platform

No.463 – Fish Dock Siding to Fish Dock

The associated signalling has been abolished. (37)

**** HEBBURN WEST AND JARROW**

The existing Down line between 1m. 37ch. and 1m. 70ch. has been diverted to the North by approximately 6 yards. The Down route goes through the former goods yards by-passing the new metro platform. (36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** EASINGTON**

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

Over-crossing – Arrival line to Up Main (trailing in Up Main)

Trailing connection – Arrival line to Down Main and the associated slip connection (facing from Up Main to Arrival).

The trailing crossover between the Down and Up Main lines and the associated ground disc signals.

Permanent Way Alterations

A new trailing crossover between the Down and Up Main lines has been brought into use at the south end of the Arrival/Departure lines.

A new trailing connection – Down Main/Departure line has been provided at the north end of the Arrival/Departure lines between 80m. 30ch. and 80m. 33ch.

The connection to the N.C.B. Easington Rapid Loading Facilities has been renewed on a new alignment.

Fulls Sidings

The trailing hand-points at the entrance to the Fulls Sidings have been connected to the Ground Frame.

Signalling Alterations

The following associated signalling have been abolished:–

Up Main Starting.

Set-back – Up Main to Arrival line.

Double Disc – Arrival line (Down direction) to Down Main; to Up Main;
to Colliery Sidings or to Arrival lines.

The ground disc signals immediately south of the signal box and at the north end of the Arrival and Departure lines (formerly applying towards this double ground disc). will now apply toward the Colliery Arrival or Departure lines; to Down Main or to Fulls Siding.

Disc – Down Main to Arrival line.

Miniature Arm (offset on Up Main Home) applying Up Main to Arrival line.

Double Disc – Colliery Sidings to Up Main or to Down Sidings 1 or 2.

The miniature arm signal formerly applying towards this double disc from the Colliery Arrival/Departure lines have been re-positioned 50 yards nearer to the signal box and will now apply towards the Arrival or Departure lines (south of the signal box).

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

No.5 – Up Main to Arrival line – stencil route indication "A"

Up Main to Down Main – stencil route indication "B"

No.6 – Along Arrival line or to Departure line.

No.10 – Departure line to Up Main.

No.11 – Arrival line to No.10 Signal.

No.12 – Departure line to No.10 Signal.

(35)

**** LONDONDERRY**

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

Down Hendon to Brian Mills West Sidings.

Down Hendon to Brian Mills East Siding.

All associated signalling has been abolished.

(36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TYNE (NORWOOD JUNCTION)

The trailing connection leading from Dunston Staithes to Up Blaydon and the adjacent crossover between the Down and Up Blaydon lines have been secured out of use in the normal position pending removal. The following signals have been abolished:—

Ground position light No. TY89 – Up Goods to Dunston Staithes.
3-aspect signal TY92 – Dunston Staithes exit signal.

The offset subsidiary signals have been removed from the following signals:—

TY91 (Up Goods to Dunston Staithes)
TY93 (Down Goods to Dunston Staithes)
TY95 (Coke Ovens to Dunston Staithes) (35)

**** CLIFF HOUSE**

The gantry carrying the Down Goods Loop to Down Main semaphore arm signal and the miniature arm signals applying towards the Cliff House Branch and Down Goods has been abolished. A new straight post signal applying Down Goods Loop to Down Main (with arm 13ft. above rail level) has been provided 132 yards further from the signal box. The miniature arm signals have been replaced by ground disc signals adjacent to the new straight post signal.

The gantry carrying the Down Main 2nd Home signal and the miniature arm applying Down Main to Down Goods, has been abolished. A new straight post Down Main 2nd Home (with the arm 20ft. above rail level) has been provided on the same site and the miniature arm has been replaced by a ground disc signal. (35)

PELAW – HEBBURN – JARROW

All signalling between Hebburn and Jarrow has been abolished.

Working by pilotman is in operation between Pelaw P684 sig and Pelaw PW729 and PW727 signals. (UFN)

SECTION D

3 TRACKS DOWN UP MAIN

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

MISCELLANEOUS NOTICES

DARLINGTON – RECONSTRUCTION OF NO.1 PLATFORM

“Train Stop Here” Boards in operation on No.1 Platform.

(35)

IMPORTANT

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

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

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

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—

York
20 AUGUST, 1982

MP.32/NN

G. GRAHAM
Chief Operating Manager

**NN**

EASTERN REGION

38**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 18 SEPTEMBER****TO****FRIDAY 24 SEPTEMBER 1982****INCLUSIVE**

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

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

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 18 and SUNDAY 19 SEPTEMBER – CLIFF HOUSE

The facing connections – Up Main to Up Goods Loop and Up Main to Up Goods will be secured out of use in the normal position pending removal.

All associated signalling will be abolished. (41)

SUNDAY 19 SEPTEMBER – BETWEEN SOUTH BANK AND BEAM MILL JUNCTION

The Down Goods line will be realigned 3½ yards northwards between 17½m.p. and 17m. 48ch. (41)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE DOCK GOODS BRANCH – BETWEEN GATESHEAD(PELAW JUNCTION) AND SIMONSIDE

Pelaw signal box has been abolished.

The Single line between Pelaw Junction and Hebburn West has been re-aligned and slued northwards between 0m. 18ch. and 0m. 38ch. to connect into the former Down line. The Down line between 1 m.p. and 1m. 35ch. has already been re-positioned approximately 5 yards further north and this Down line has become the new B.R. Tyne Dock Goods Single line and all trains will be routed accordingly. Working by Pilotman over the former Up line has been discontinued.

Working by Pilotman is in operation over the new Tyne Dock Goods Branch Single line between Pelaw and Simonside in accordance with the instructions contained in the General Appendix.

No train between these points may proceed without being accompanied by the Pilotman. The Pilotman will accompany all Down trains on the Tyne Dock Goods Branch from Up Pelaw signal G.40 or Up Pelaw Goods signal G.42 at Pelaw, which signal(s) will be cleared for the train to proceed.

A new Down Tyne Dock 3-aspect signal plated G.683 has been provided. This signal will be maintained at RED but may be passed on the authority of the Pilotman.

A reflectorised Distant board (acting as the caution aspect of a Distant signal) has been provided 280 yards before reaching Up Tyne Dock Goods signal G.31.

Down Tyne Dock Goods signal P.684 and Up Tyne Dock Goods signal G.686 at Hebburn have been abolished. (40)

UNTIL FURTHER NOTICE – FREEMANS LEVEL CROSSING

The layout has been remodelled and new signalling progressively brought into use.

On completion of the track-works, all movements will be hand-signalled until completion of the signalling during subsequent weeks.

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

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

UNTIL FURTHER NOTICE – FREEMANS LEVEL CROSSING – continued

Between Freemans Crossing and commencement of North Blyth single line

The Arrival line (south of Freemans Level Crossing Signal Box) has been converted to the Cambois single line and the adjacent Departure line has become redundant. The main lines on the north side of Freemans Level Crossing Signal Box have been renamed Down and Up Cambois respectively.

The Absolute Block regulations will apply between Winning and Freemans.

The Track Circuit Block Regulations apply on the new Cambois Single line between Down direction signals F807/F5450 and F811, and in the Up direction between signal F816 (former F102)/F5462, F812 (former F103) and signal F808.

Blyth Power Station

- "B" Arrival will be renamed East arrival
- "B" Departure will be renamed East Departure
- "A" arrival will be renamed West Arrival
- "A" Departure will be renamed West Departure

Description of Signals

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application
F802	Up Cambois (Winning No.1 Up Cambois Distant)	M	—	Up Cambois Starting
F804	West Departure	M	—	F802 Signal
W10	Down Cambois	M	—	Down Cambois Distant. Associated with Winning No.10. Down Cambois Starting.
F806	East Departure	M	—	F802 Signal
F807	Down Cambois	M	—	F811 Signal
		M	Position 4	East Arrival
		M	Position 5	West Arrival
F808	Up Cambois Single line	M	—	F802 Signal
F811	Down Cambois Single line	S	B	Down North Blyth
		S	M	M.P.D.
		S	R	Reception line
F812	Departure Line	S	—	F808 Signal
F816	Up North Blyth	S	—	F808 Signal
Ground Position Light Signals				
F5450	Up Cambois		S	F811 Signal
			E	East Arrival
			Z	East Departure occupied
			W	West Arrival
			X	West Departure occupied
F5462	M.P.D.		—	F808 Signal (Amended Item) (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

EAGLESCLIFFE SOUTH JN. AND EAGLESCLIFFE NORTH JN.

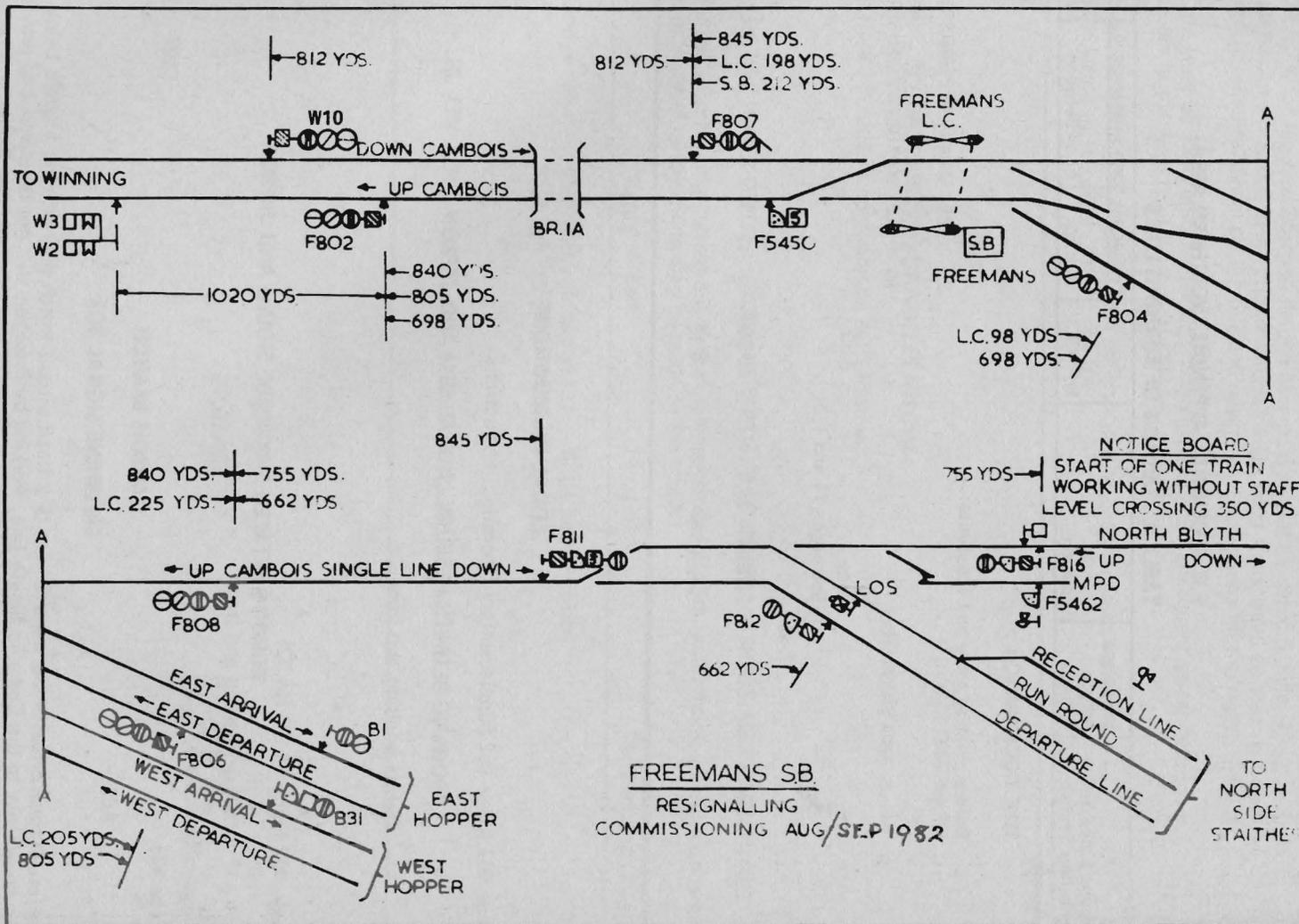
The junction indicator position "4" on Up Middlesbrough Main Signal No.808 has been dispensed with.

GATESHEAD K.E.B. SOUTH JN.

No.149 Signal Down Goods has been re-sited 200 yards further from Gateshead Signal Box. (39)

PELAW JUNCTION AND HEBBURN WEST

A new facing connection has been installed in the Up (New Single Line) at approximately 0m. 36ch. and will be clamped and padlocked out of use until further notice. (39)



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	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 186						
TYNE DOCK BRANCH						
Delete existing table and substitute:-						
	PELAW AND 1¼m.p. †			20	20	MAXIMUM PERMISSIBLE SPEED
	1¼m.p. AND SIMONSIDE			15	15	MAXIMUM PERMISSIBLE SPEED
		Pelaw (See pages 74 and 175)	0.00			
		Shell Mex Jn. †	3.35			† Working by Pilotman
		Simonside	4.18			

LOCAL INSTRUCTIONS

Page 402 (page 152 Supplementary Operating Instructions)

WORKING BETWEEN HEBBURN (SIGNAL 684) AND JARROW SHELL MEX JN.

Delete heading and item.

Page 402 (page 94 ND No.32)

WORKING BETWEEN SIMONSIDE SIDING AND JARROW

Delete heading and item.

(U.F.N.)

Page 421

CAMBOIS BRANCH

Add :-

FREEMANS SIGNAL BOX

Failure of track circuits. During a failure of a track circuit which prevents the signals being cleared for movements to the Cambois Single line, Working by Pilotman will not be introduced provided the Signalman at Freemans is able to satisfy himself that the line is clear. The Driver will be advised of the circumstances when he is instructed to pass a signal controlling the entrance to the Cambois Single line at Danger. If the train subsequently stops on the Cambois Single line owing to accident or failure, detonator protection must be carried out. (40D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

IMPORTANT

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

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

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

DARLINGTON – RECONSTRUCTION OF NO.1 PLATFORM

“Train Stop Here” Boards in operation on No.1 Platform.

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—

MP.32/NN

G. GRAHAM
Chief Operating Manager

York
10 SEPTEMBER, 1982

SECTION A

NN41 SAT. 9 OCT. - FRI. 15 OCT. 1982

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise stated)

Warning Boards and Indicators provided unless otherwise shown.

† Indicates that the Warning Boards and Indicators will be moved as the work progresses.

Where two speeds are shown for a restriction e.g. $\frac{20}{40}$ the Rule Book, Section T, Clause 21.2 applies.

Rule Book Section 'T' Part V

At various locations, for a trial period, a black and white striped board with a central flashing white light will be positioned between the AWS magnet and the warning board. No further advice as to the location will be given and the board will be moved in each area after a short period. The purpose of this experiment is to evaluate the effectiveness of the board with a view to reducing the need for handsignalmen used in connection with Clause 22.6 of the rule.

Drivers encountering the experimental sign are asked to submit a report on its effectiveness to the Divisional Manager via their local supervisor.

Location	Lines affected	Mileage at or between				Restriction m.p.h.	Remarks
		M.	Ch.	M.	Ch.		
YORK CHALONERS WHIN JN. TO BERWICK							
Warning Boards at 187m. 08ch. (on the Up Doncaster and Up Leeds lines) apply only to trains towards Doncaster.							
1 Pilmoor and Thirsk	Down Fast	-	18 20	18 70	30	Trackwork. (82/40) Until 12 00 Sunday 10 October.	
2 Pilmoor and Thirsk	Down Fast	-	18 50	19 30	30	Trackwork. From 12 00 Sunday 10 October.	
3 Darlington South Jn. and Darlington North Jn.	No.1 Platform line		44 00	44 20	20	Platform work. (82/27)	
4 Ouston Jn. and Durham	- Up Main		66 18	66 04	20	Bridgework. (82/40)	
5 Ouston Jn. and Durham	- Up Slow		66 71	66 29	20	Track renewal. (82/40)	

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*

30m.p.h. P.S.R.'s have been imposed on the Down and Up Slow lines between Tyne and Low Fell Jn. (77m.p. and 77m. 35ch.) (43)

The 40 m.p.h. P.S.R. on the Down between TurSDale Jn. and Whitwell L.C. (5 m.p. and 5m. 30ch.) has been reduced to 20 m.p.h. (43)

A 30m.p.h. P.S.R. has been imposed on the Up between Warden and Hexham (21m. 32ch. and 20m. 60ch.) (43)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BLAYDON JUNCTION – NORWOOD JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION (also Low Fell Sidings Junction to Bensham Junction)

The Down and Up lines between Blaydon Jn. and King Edward Bridge South Jn. has been upgraded to Passenger line status and the Track Circuit Block Regulations will apply between Blaydon – Tyne Yard – Gateshead.

Blaydon Junction

The junction has been secured out of use for through running to/from Norwood Jn. pending the removal of all signalling and lines between Blaydon and Scotswood. (Factory Road level crossing will be permanently closed).

The trailing crossover between the main lines has been secured out of use pending removal and the associated signalling abolished.

Renaming of Lines

Points between	Former Name	New Name
Blaydon Jn. and Norwood Jn.	Down/Up Branch/Blaydon	Down and Up Carlisle
Norwood Jn. and Bensham Jn.	Down Norwood Curve	Up Carlisle
Bensham Jn. and Norwood Jn.	Up Norwood Curve	Down Carlisle
Norwood Jn. and Low Fell Sdgs. Jn.	Down and Up Goods	Down and Up Low Fell
Bensham Jn. and King Edward Bridge South Jn.	Down Goods	Up Carlisle
King Edward Bridge South Jn. and Bensham Jn.	Up Goods	Down Carlisle
King Edward Bridge South Jn. and Newcastle	Down and Up South	Down and Up Main

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLAYDON JUNCTION – NORWOOD JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION (also Low Fell Sidings Junction to Bensham Junction) – continued

Signalling alterations in accordance with the diagrams included herein and as shown below have been carried out:-

G = Gateshead TY = Tyne Yard B = Blaydon

The 'Calling-On' subsidiary signals will be abolished from the following:-

Line	Signal Number
Up Carlisle	TY94
Up Carlisle	G155
Down Carlisle	G153
Down Main	G152
Up Goods	G141
Up Gateshead West	G143
Down Low Fell Curve	G154
Down Goods	TY105
Down Goods No.2	TY106
Up K.E.B. West	G145
Down K.E.B. East	G137
Down K.E.B. West	G140

Down Carlisle B35 will be repositioned 334 yards further from the signal box.

Down Carlisle signal G153 will apply along the Down Carlisle or (main aspect with route indication 'L') towards Up Low Fell Curve signal TY103.

Up Carlisle signal TY94 will apply along Up Carlisle towards G155 signal or (main aspect with route indication 'L') towards Up Low Fell signal TY101.

Down Carlisle ground position light signal TY96 at Norwood Jn. has been repositioned 50 yards nearer to Norwood Jn.

The theatre-type route indicator (indication 'B', applying towards the Up Branch) has been removed from Up Carlisle signal B13.

Up Carlisle signal B31 has been abolished.

Up Carlisle signal TY70 has been repositioned 549 yards nearer to Blaydon.

Down Carlisle automatic signals TY83 and B69 has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLAYDON JUNCTION – NORWOOD JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION (also Low Fell Sidings Junction to Bensham Junction) – continued

Blaydon Down Siding

The trailing connection at the signal box end of this siding and associated ground position light signals B7 and B8 have been abolished.

A new 3-way stencil route indicator has been provided on the Down Siding outlet signal (B10) and the following indications will apply:—

- indication 'D' – Down Siding towards Down Carlisle line clear
- indication 'X' – Down Siding towards Down Carlisle line clear towards B35 signal only
- indication 'Y' – Down Siding towards the Spur

Up Carlisle ground position light signal No.B27 has been taken out of use.

Scotswood

All signals/signal routes applying towards Blaydon have been disconnected or abolished.

Norwood Junction

The facing crossover between the Down and Up Carlisle lines has been secured out of use pending removal and the associated signalling abolished.

NEWCASTLE CENTRAL STATION

No.82 signal has been moved 17 yards further East. No.469 points, platform to platform 5 lines have been secured out of use in the normal position. (43)

TYNE (NORWOOD JN.)

Up Norwood Curve signal TY91 has been repositioned 67 yards further from Norwood Jn. and TY87 signal will be abolished.

The distance from the signals concerned TY91, Down Goods signal TY93 and Coke Ovens departure signal (TY95) to the next signal ahead (TY85) has been increased by 815 yards. (42)

YORK (CLIFTON)

Up Clifton Loop ground position light signal No.Y172 has been elevated 5ft. above rail level, 6ft. 4ins. from the running edge. (42)

BETWEEN SOUTH BANK AND BEAM MILL JUNCTION

The Down and Up Goods lines have been realigned 3½ yards northwards between 17½ m.p. and 17m. 48ch. (Amended Item) (44)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

UNTIL FURTHER NOTICE – FREEMANS LEVEL CROSSING

The layout has been remodelled and new signalling progressively brought into use.

On completion of the track-works, all movements will be hand-signalled until completion of the signalling during subsequent weeks.

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

Between Freemans Crossing and commencement of North Blyth single line

The Arrival line (south of Freemans Level Crossing Signal Box) has been converted to the Cambois single line and the adjacent Departure line has become redundant. The main lines on the north side of Freemans Level Crossing Signal Box have been renamed Down and Up Cambois respectively.

The Absolute Block regulations will apply between Winning and Freemans.

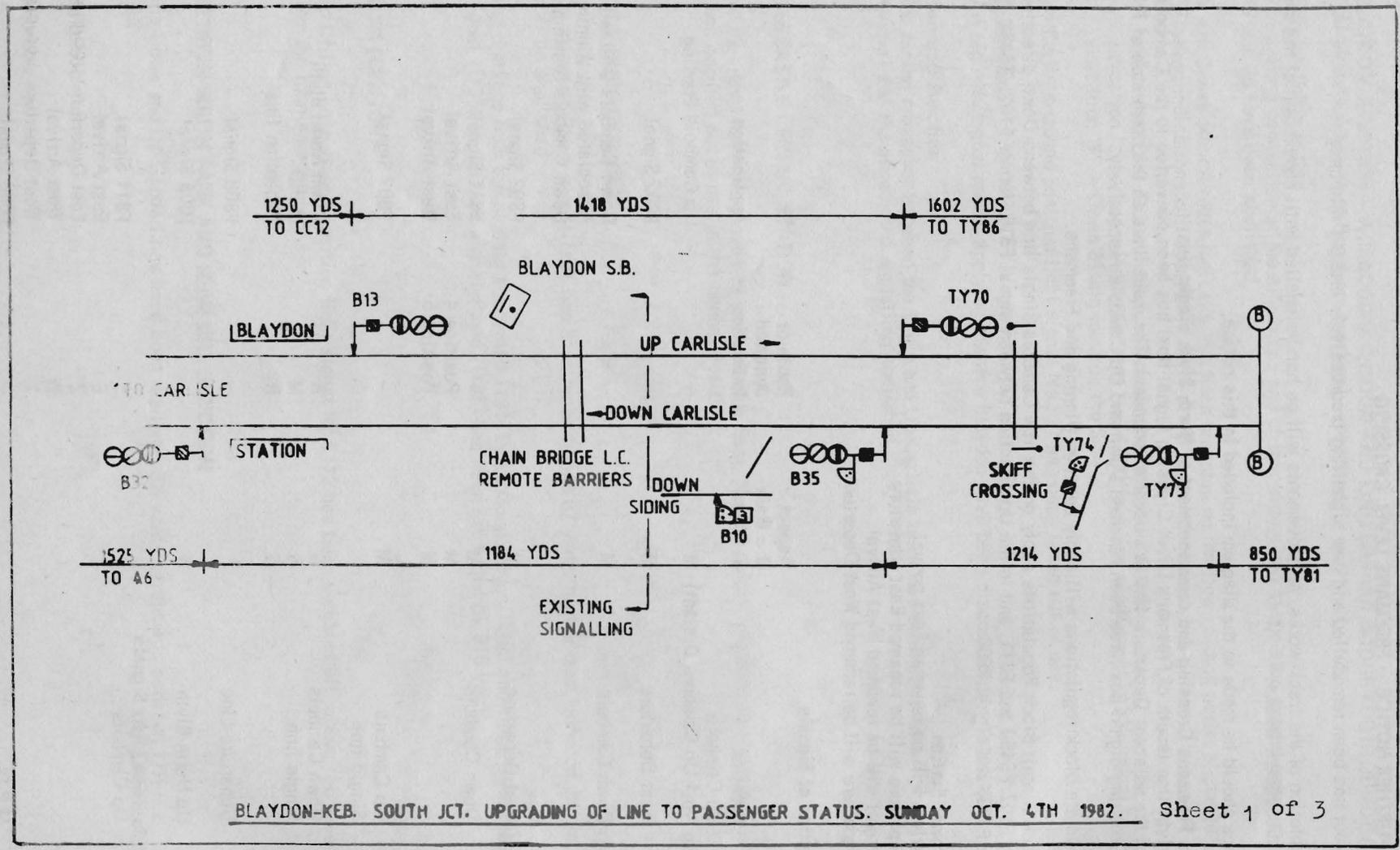
The Track Circuit Block Regulations apply on the new Cambois Single line between Down direction signals F807/F5450 and F811, and in the Up direction between signal F816 (former F102)/F5462, F812 (former F103) and signal F808.

Blyth Power Station

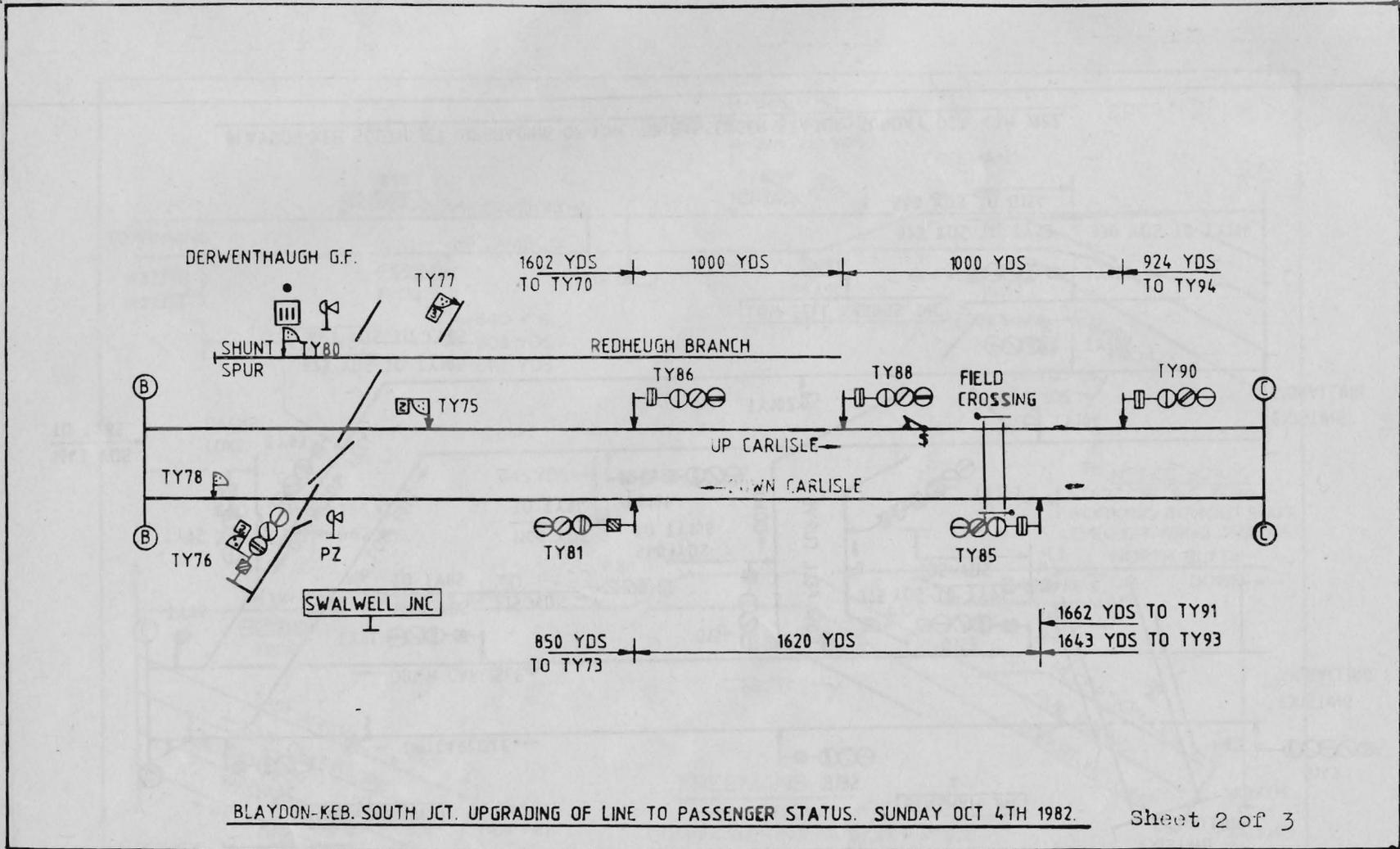
- “B” Arrival will be renamed East arrival
- “B” Departure will be renamed East Departure
- “A” arrival will be renamed West Arrival
- “A” Departure will be renamed West Departure

Description of Signals

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application
F802	Up Cambois (Winning No.1 Up Cambois Distant)	M	—	Up Cambois Starting
F804	West Departure	M	—	F802 Signal
W10	Down Cambois	M	—	Down Cambois Distant. Associated with Winning No.10. Down Cambois Starting.
F806	East Departure	M	—	F802 Signal
F807	Down Cambois	M	—	F811 Signal
		M	Position 4	East Arrival
		M	Position 5	West Arrival
F808	Up Cambois Single line	M	—	F802 Signal
F811	Down Cambois Single line	S	B	Down North Blyth
		S	M	M.P.D.
		S	R	Reception line
F812	Departure Line	S	—	F808 Signal
F816	Up North Blyth	S	—	F808 Signal
Ground Position Light Signals				
F5450	Up Cambois		S	F811 Signal
			E	East Arrival
			Z	East Departure occupied
			W	West Arrival
			X	West Departure occupied
F5462	M.P.D.		—	F808 Signal (Amended Item)

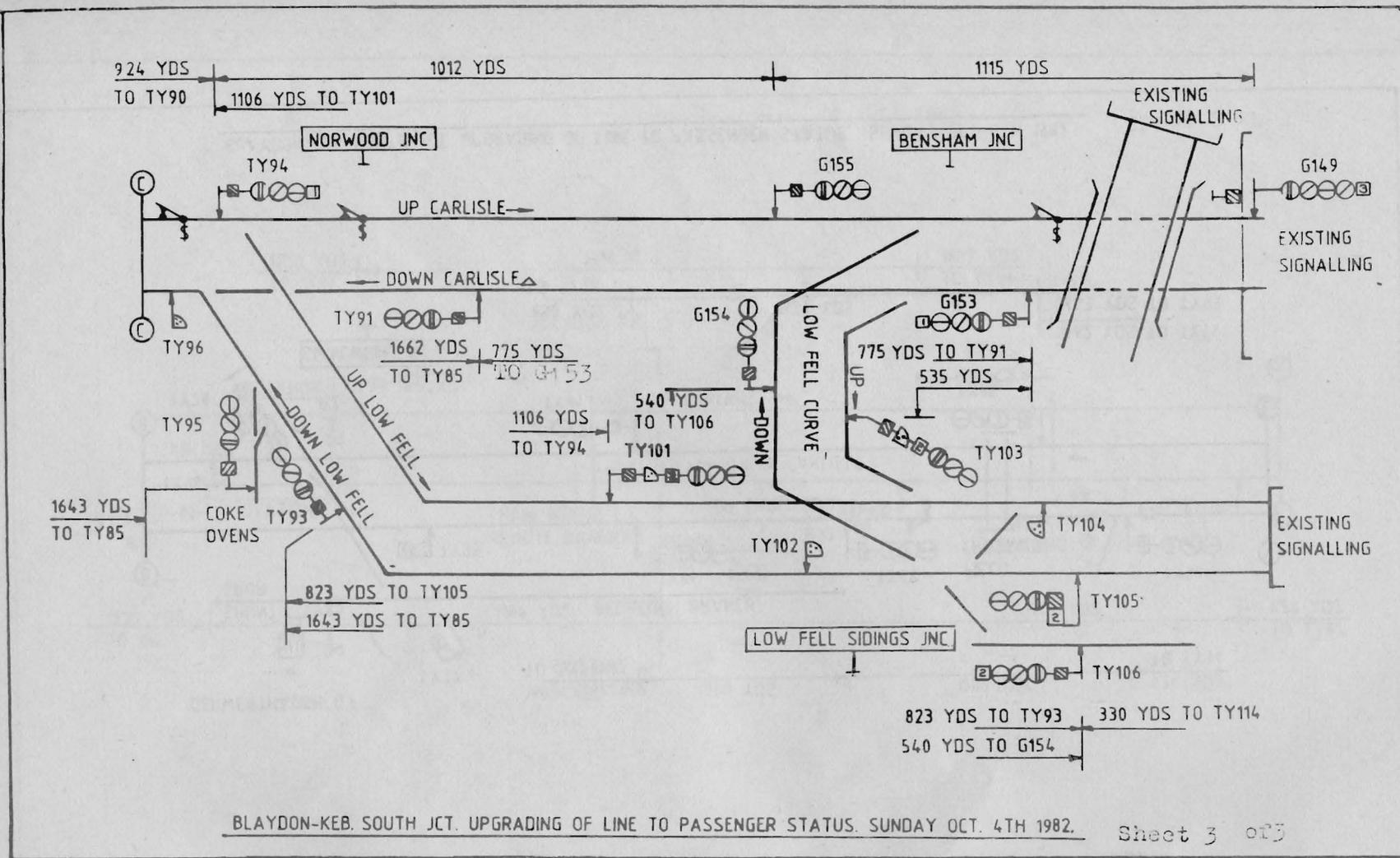


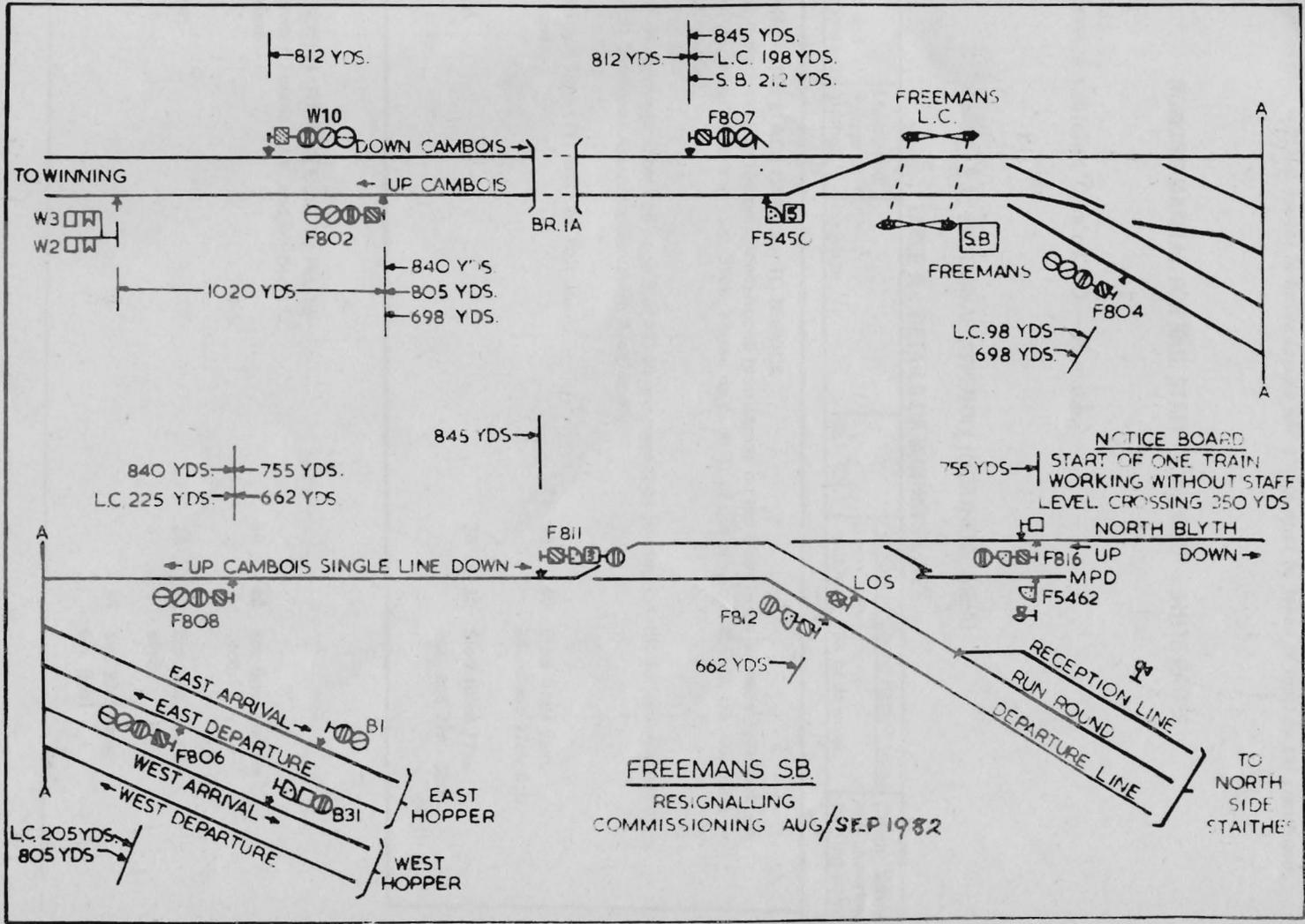
BLAYDON-KEB. SOUTH JCT. UPGRADING OF LINE TO PASSENGER STATUS. SUNDAY OCT. 4TH 1982. Sheet 1 of 3



BLAYDON-KEB. SOUTH JCT. UPGRADING OF LINE TO PASSENGER STATUS. SUNDAY OCT 4TH 1982.

Sheet 2 of 3

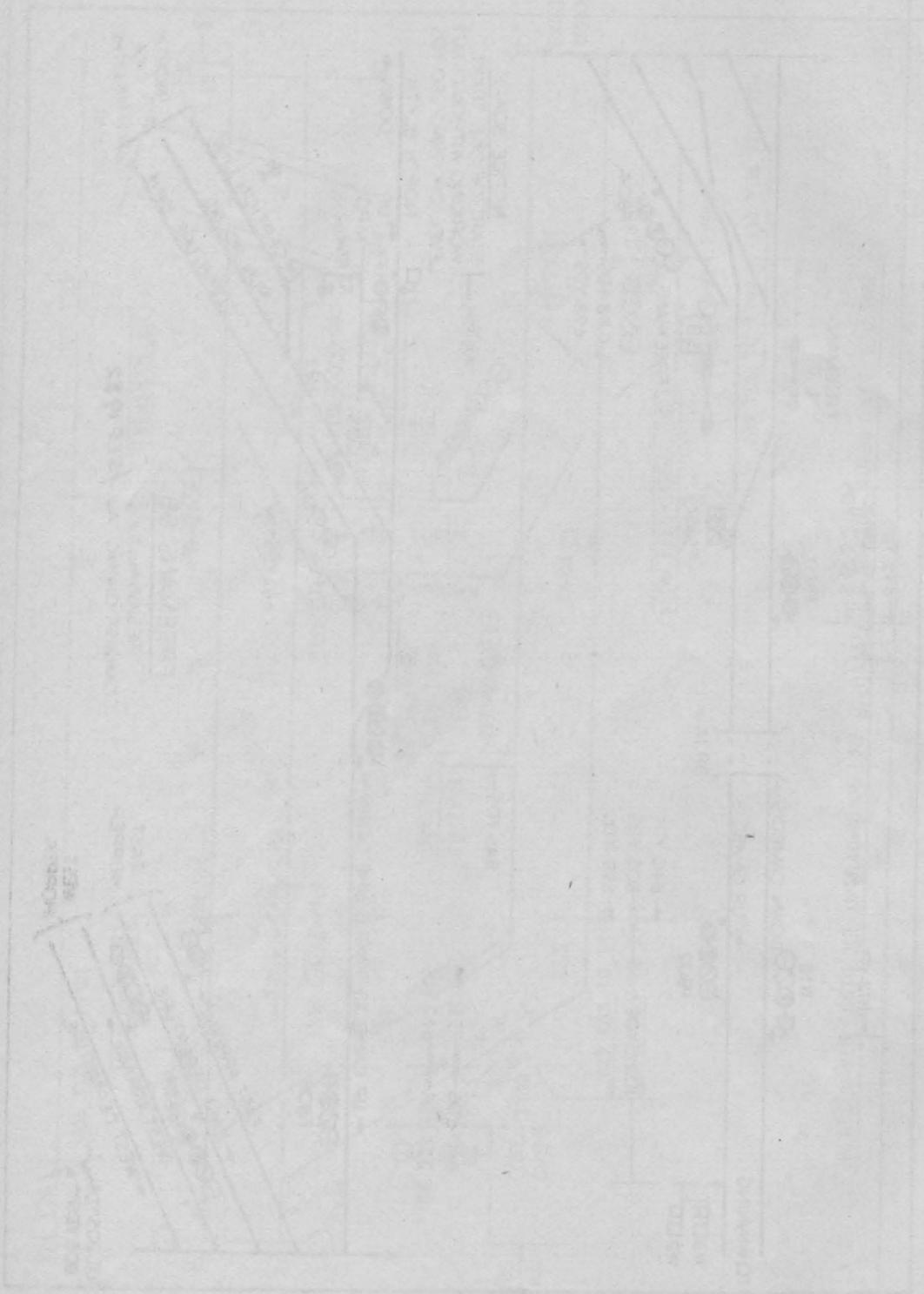




SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EAGLESCLIFFE SOUTH JN. AND EAGLESCLIFFE NORTH JN.

The junction indicator position "4" on Up Middlesbrough Main Signal No.808 has been dispensed with.



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

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

Clause B2/7

Add

Service Vehicles 'Cark nd' ZD – 25 m.p.h.

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	

DONCASTER BLACK CARR JN. TO BERWICK

The amendments to the permanent speed restrictions on the Slow lines between Tyne and Low Fell Jn. 76m. 34ch. and 77m. 35ch. shown on page 31 of the previous W.O.N. (No.40) must be disregarded.

The amendments shown on page 9 of ND 40 are correct as printed i.e. the following alterations to the Sectional Appendix (Northern Area) apply :-

Between Tyne (TY) and Low Fell Jn.

Amend:- 40 40 Slow lines 76m. 34ch. and 77m. 0ch.

Add:- 30 30 Slow lines 77m. 0ch. and 77m. 35ch. (49D)

Page 73

FERRYHILL TURSDALE JN. TO PELAW

Between TurSDale Jn. and Whitwell LC

Delete:- 40 40 5m. 0ch. and 5m. 30ch.

Add:- 20 5m. 0ch. and 5m. 30ch.

40 5m. 30ch. and 5m. 0ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

WHITEHOUSE TO GRANGETOWN—RESIGNALLING

The alterations shown to pages 193 and 194 of Table A is the Sectional Appendix (Northern Area) will not now come into effect until Sunday 5 December. (47)

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

Page 428

LOCAL INSTRUCTIONS

ROWNTREES SIDINGS

Delete:— second sentence of instruction commencing "Operations within the siding and etc".

WORKING OF TRAINS BETWEEN BANK FOOT JUNCTION
AND CALLERTON I.C.I. SIDINGS

Delete first paragraph.

Amend second paragraph.

Drivers of all trains to work on the branch must ensure they are in possession of the branch train staff before leaving Tyne Yard. The train staff must be given up at Tyne Yard upon return. (49D)

MISCELLANEOUS NOTICES

CORBRIDGE – ALTERATIONS TO UP PLATFORM

"Train Stop Here" Boards in operation at East end of Up Platform.

IMPORTANT

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

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

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



NN

EASTERN REGION

42

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 16 OCTOBER

TO

FRIDAY 22 OCTOBER 1982

INCLUSIVE

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

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



NN

EASTERN REGION

43

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 23 OCTOBER

TO

FRIDAY 29 OCTOBER 1982

INCLUSIVE

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

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

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*

** 30m.p.h. P.S.R.'s have been imposed on the Down and Up Slow lines between Tyne and Low Fell Jn. (77m.p. and 77m. 35ch.) (43)

** The 40 m.p.h. P.S.R. on the Down between Tursdale Jn. and Whitwell L.C. (5 m.p. and 5m. 30ch.) has been reduced to 20 m.p.h. (43)

** A 30m.p.h. P.S.R. has been imposed on the Up between Warden and Hexham (21m. 32ch. and 20m. 60ch.) (43)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 OCTOBER – BEAM MILL JN.

The crossover located between 17m. 76ch. and 17m. 79ch. on the Down and Up Goods lines will be repositioned approximately 55 yards further west.

The new crossover will be situated between 17m. 74ch. and 17m. 77ch. on a new alignment of the Goods lines which is approximately 3½ yards further north. A temporary alignment will be provided between the crossover and Beam Mill Jn. (17m. 72ch. and 18m. 04ch.). This temporary alignment will remain until Beam Mill Jn. is remodelled. (46)

MONDAY 25 OCTOBER – MORPETH

The shunting signal between the Reception and the Yard Sidings will be abolished. (46)

DETAILS OF WORK ALREADY CARRIED OUT

BLAYDON JUNCTION – NORWOOD JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION (also Low Fell Sidings Junction to Bensham Junction)

The Down and Up lines between Blaydon Jn. and King Edward Bridge South Jn. has been upgraded to Passenger line status and the Track Circuit Block Regulations will apply between Blaydon – Tyne Yard – Gateshead.

Blaydon Junction

The junction has been secured out of use for through running to/from Norwood Jn. pending the removal of all signalling and lines between Blaydon and Scotswood. (Factory Road level crossing will be permanently closed). The route for all trains between Newcastle and Blaydon will be via Norwood Jn.

The trailing crossover between the main lines has been secured out of use pending removal and the associated signalling abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLAYDON JUNCTION – NORWOOD JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION (also Low Fell Sidings Junction to Bensham Junction) – continued

Renaming of Lines Points between	Former Name	New Name
Blaydon Jn. and Norwood Jn.	Down/Up Branch/ Blaydon	Down and Up Carlisle
Norwood Jn. and Bensham Jn.	Down Norwood Curve	Up Carlisle
Bensham Jn. and Norwood Jn.	Up Norwood Curve	Down Carlisle
Norwood Jn. and Low Fell Sdgs. Jn.	Down and Up Goods	Down and Up Low Fell
Bensham Jn. and King Edward Bridge South Jn.	Down Goods	Up Carlisle
King Edward Bridge South Jn. and Bensham Jn.	Up Goods	Down Carlisle
King Edward Bridge South Jn. and Newcastle	Down and Up South	Down and Up Main

Signalling alterations in accordance with the diagrams included herein and as shown below have been carried out:-

G = Gateshead TY = Tyne Yard B = Blaydon

The 'Calling-On' subsidiary signals will be abolished from the following:-

Line	Signal Number
Up Carlisle	TY94
Up Carlisle	G155
Down Carlisle	G153
Down Main	G152
Up Goods	G141
Up Gateshead West	G143
Down Low Fell Curve	G154
Down Goods	TY105
Down Goods No.2	TY106
Up K.E.B. West	G145
Down K.E.B. East	G137
Down K.E.B. West	G140

**NN**

EASTERN REGION

44**WEEKLY OPERATING NOTICE****CONTAINING****TEMPORARY SPEED RESTRICTIONS****TEMPORARY ENGINEERING WORKS****SIGNALLING AND
PERMANENT WAY ALTERATIONS****GENERAL INSTRUCTIONS AND NOTICES****SATURDAY 30 OCTOBER**

TO

FRIDAY 5 NOVEMBER 1982**INCLUSIVE**

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BEAM MILL JN.

The crossover located between 17m. 76ch. and 17m. 79ch. on the Down and Up Goods lines has been repositioned approximately 55 yards further west.

The new crossover is situated between 17m. 74ch. and 17m. 77ch. on a new alignment of the Goods lines which is approximately 3½ yards further north. A temporary alignment has been provided between the crossover and Beam Mill Jn. (17m. 72ch. and 18m. 04ch.). This temporary alignment is to remain until Beam Mill Jn. is remodelled. (46)

MORPETH

The shunting signal between the Reception and the Yard Sidings has been abolished. (46)

* **BLAYDON JUNCTION – NORWOOD JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION (also Low Fell Sidings Junction to Bensham Junction)**

The Down and Up lines between Blaydon Jn. and King Edward Bridge South Jn. has been upgraded to Passenger line status and the Track Circuit Block Regulations will apply between Blaydon – Tyne Yard – Gateshead.

Blaydon Junction

The junction has been secured out of use for through running to/from Norwood Jn. pending the removal of all signalling and lines between Blaydon and Scotswood. (Factory Road level crossing will be permanently closed). The route for all trains between Newcastle and Blaydon will be via Norwood Jn.

The trailing crossover between the main lines has been secured out of use pending removal and the associated signalling abolished.

Renaming of Lines Points between

Renaming of Lines Points between	Former Name	New Name
Blaydon Jn. and Norwood Jn.	Down/Up Branch/Blaydon	Down and Up Carlisle
Norwood Jn. and Bensham Jn.	Down Norwood Curve	Up Carlisle
Bensham Jn. and Norwood Jn.	Up Norwood Curve	Down Carlisle

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLAYDON JUNCTION – NORWOOD JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION (also Low Fell Sidings Junction to Bensham Junction) – continued

Renaming of Lines

Points between	Former Name	New Name
Norwood Jn. and Low Fell Sdgs. Jn.	Down and Up Goods	Down and Up Low Fell
Bensham Jn. and King Edward Bridge South Jn.	Down Goods	Up Carlisle
King Edward Bridge South Jn. and Bensham Jn.	Up Goods	Down Carlisle
King Edward Bridge South Jn. and Newcastle	Down and Up South	Down and Up Main

Signalling alterations in accordance with the diagrams included herein and as shown below have been carried out:-

G = Gateshead TY = Tyne Yard B = Blaydon

The 'Calling-On' subsidiary signals will be abolished from the following:-

Line	Signal Number
Up Carlisle	TY94
Up Carlisle	G155
Down Carlisle	G153
Down Main	G152
Up Goods	G141
Up Gateshead West	G143
Down Low Fell Curve	G154
Down Goods	TY105
Down Goods No.2	TY106
Up K.E.B. West	G145
Down K.E.B. East	G137
Down K.E.B. West	G140

Down Carlisle B35 will be repositioned 334 yards further from the signal box.

Down Carlisle signal G153 will apply along the Down Carlisle or (main aspect with route indication 'L') towards Up Low Fell Curve signal TY103.

Up Carlisle signal TY94 will apply along Up Carlisle towards G155 signal or (main aspect with route indication 'L') towards Up Low Fell signal TY101.

Down Carlisle ground position light signal TY96 at Norwood Jn. has been repositioned 50 yards nearer to Norwood Jn.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BLAYDON JUNCTION – NORWOOD JUNCTION AND KING EDWARD BRIDGE SOUTH JUNCTION (also Low Fell Sidings Junction to Bensham Junction) – continued

The theatre-type route indicator (indication 'B', applying towards the Up Branch) has been removed from Up Carlisle signal B13.

Up Carlisle signal B31 has been abolished.

Up Carlisle signal TY70 has been repositioned 549 yards nearer to Blaydon.

Down Carlisle automatic signals TY83 and B69 has been abolished.

Blaydon Down Siding

The trailing connection at the signal box end of this siding and associated ground position light signals B7 and B8 have been abolished.

A new 3-way stencil route indicator has been provided on the Down Siding outlet signal (B10) and the following indications will apply:—

- indication 'D' – Down Siding towards Down Carlisle line clear
- indication 'X' – Down Siding towards Down Carlisle line clear towards B35 signal only
- indication 'Y' – Down Siding towards the Spur

Up Carlisle ground position light signal No.B27 has been taken out of use.

Scotswood

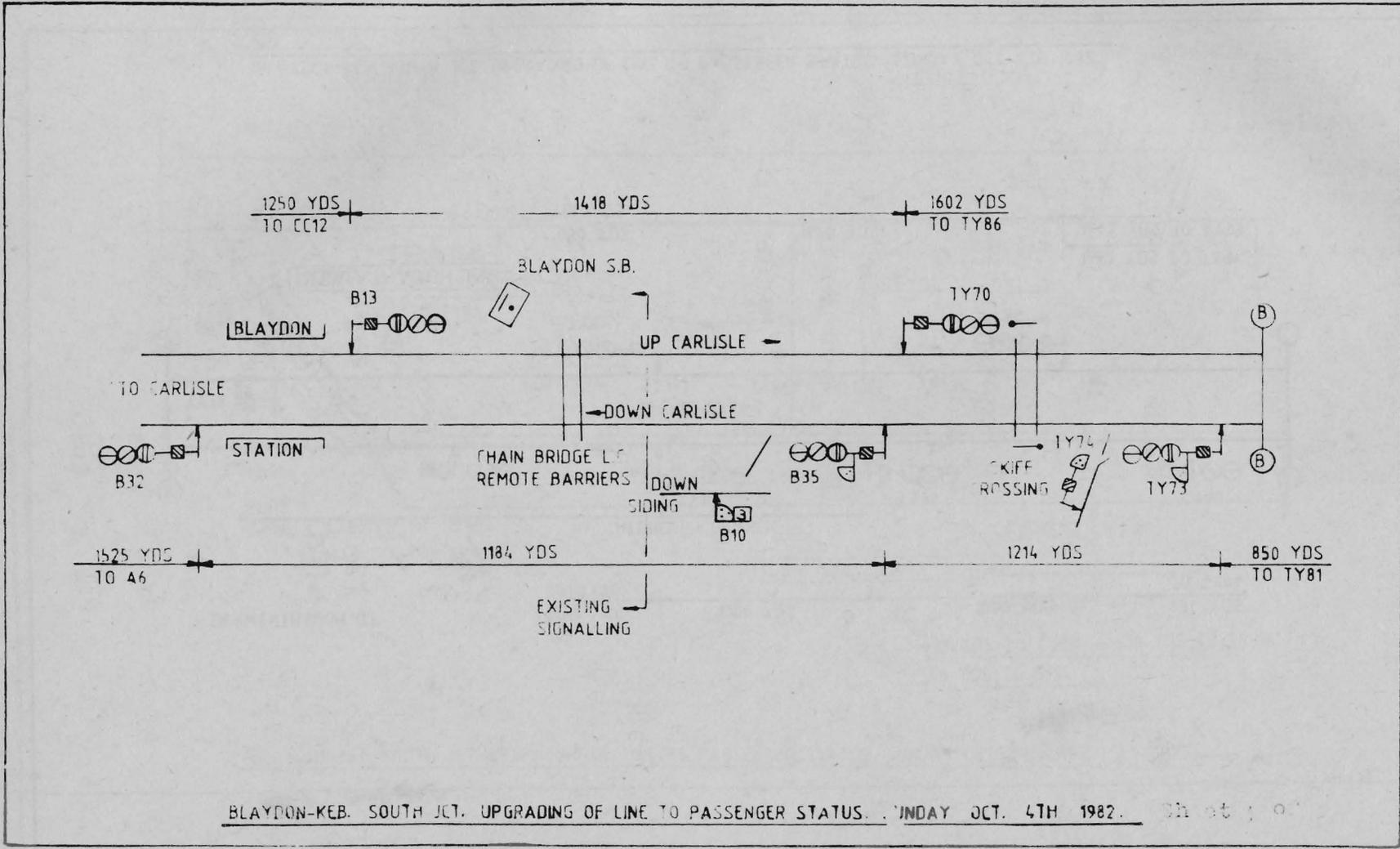
All signals/signal routes applying towards Blaydon have been disconnected or abolished.

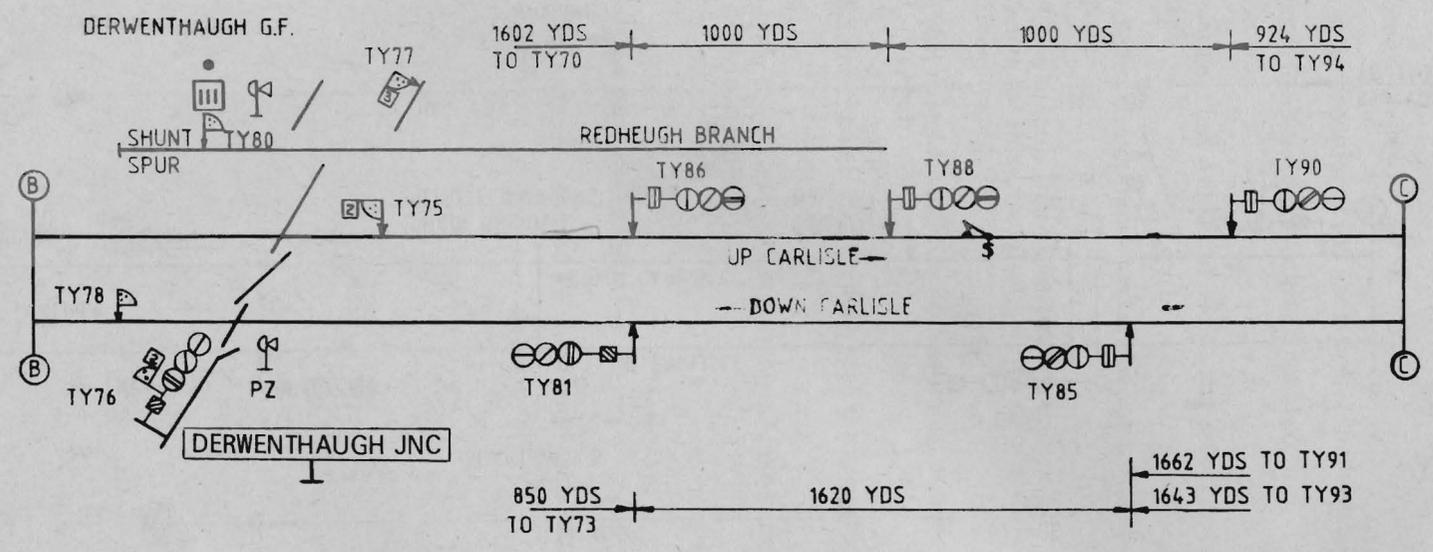
Norwood Junction

The facing crossover between the Down and Up Carlisle lines has been secured out of use pending removal and the associated signalling abolished. (44)

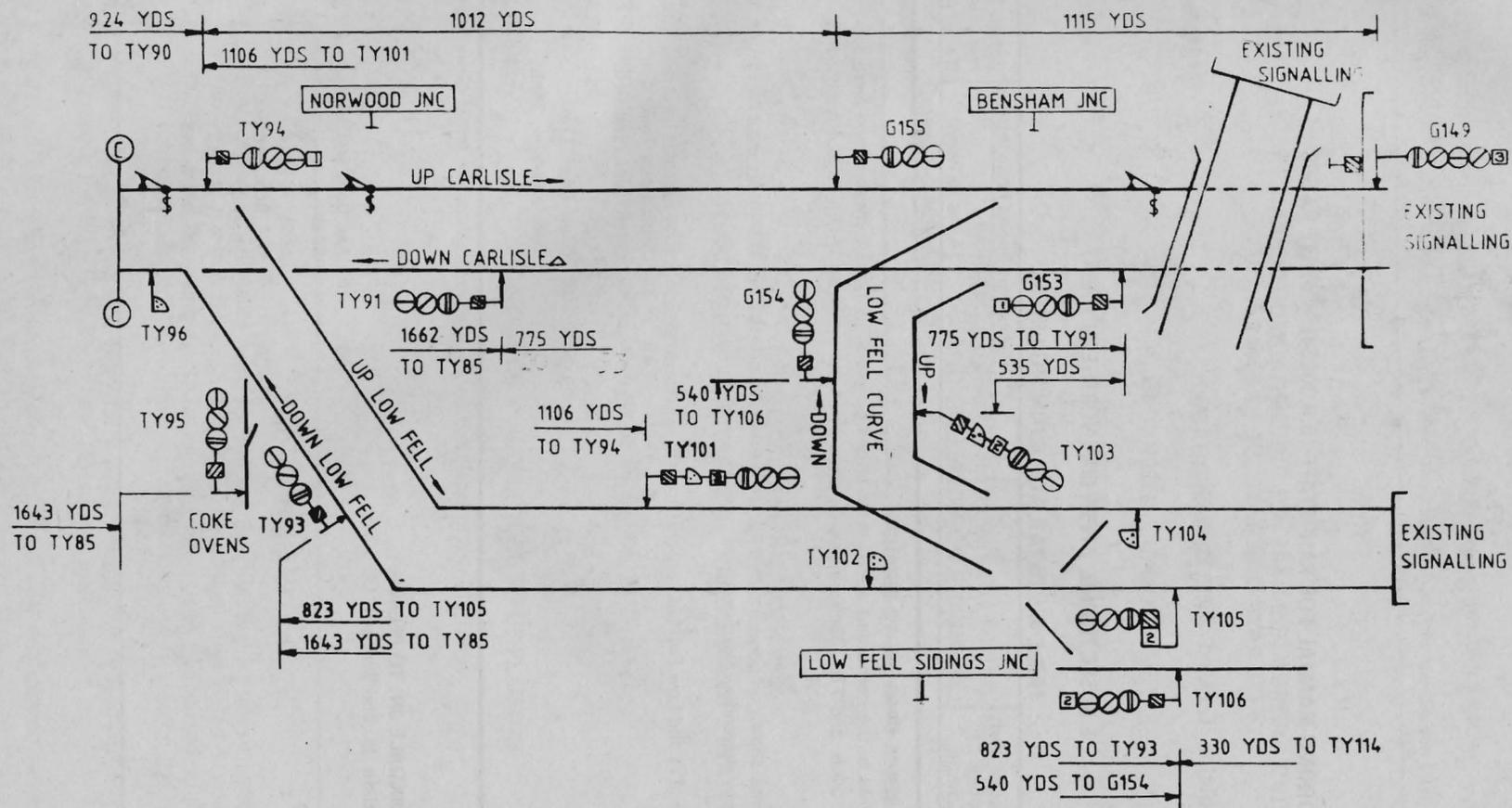
**** BETWEEN SOUTH BANK AND BEAM MILL JUNCTION**

The Down and Up Goods lines have been realigned 3½ yards northwards between 17½ m.p. and 17m. 48ch. (44)





BLAYDON-KEB. SOUTH JCT. UPGRADING OF LINE TO PASSENGER STATUS. SUNDAY OCT 4TH 1982.



BLAYDON-KEB. SOUTH JCT. UPGRADING OF LINE TO PASSENGER STATUS. SUNDAY OCT. 4TH 1982.

Sheet 3 of 3

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

Clause B2/7

Add

Service Vehicles 'Cark nd' ZD -- 25 m.p.h.

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	

DONCASTER BLACK CARR JN. TO BERWICK

The amendments to the permanent speed restrictions on the Slow lines between Tyne and Low Fell Jn. 76m. 34ch. and 77m. 35ch. shown on page 31 of the previous W.O.N. (No 40) must be disregarded.

The amendments shown on page 9 of ND40 are correct as printed i.e. the following alterations to the Sectional Appendix (Northern Area) apply

Between Tyne (TY) and Low Fell Jn.

Amend:- 40 40 Slow lines 76m. 34ch. and 77m. 0ch.

Add:- 30 30 Slow lines 77m. 0ch. and 77m. 35ch. (49D)

Page 73

FERRYHILL TURSDALE JN. TO PELAW

Between TurSDale Jn. and Whitwell LC

Delete:- 40 40 5m. 0ch. and 5m. 30ch.

Add:- 20 5m. 0ch. and 5m. 30ch.

40 5m. 30ch. and 5m. 0ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

WHITEHOUSE TO GRANGETOWN—RESIGNALLING

The alterations shown to pages 193 and 194 of Table A to the Sectional Appendix (Northern Area) will not now come into effect until Sunday 5 December. (47)

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

Page 428

LOCAL INSTRUCTIONS

ROWNTREES SIDINGS

Delete:— second paragraph of instruction commencing "Operations within the siding and etc"

WORKING OF TRAINS BETWEEN BANK FOOT JUNCTION
AND CALLERTON I.C.I. SIDINGS

Delete:— second paragraph (49D)

MISCELLANEOUS NOTICES

DARLINGTON – ALTERATIONS TO NOS. 2 AND 3 PLATFORMS

Nos. 2 and 3 platforms will be shortened by 20 yards-

'Train Stop Here' Boards in operation from 08 00 Sunday 31 October.

CORBRIDGE – ALTERATIONS TO UP PLATFORM

"Train Stop Here" Boards in operation at East end of Up Platform.

IMPORTANT

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

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

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

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

DARLINGTON – RECONSTRUCTION OF NO.1 PLATFORM

“Train Stop Here” Boards in operation on No.1 Platform.

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—

York
22 OCTOBER, 1982

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager



NN

EASTERN REGION

45

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 6 NOVEMBER

TO

FRIDAY 12 NOVEMBER 1982

INCLUSIVE

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

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

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 and SUNDAY 7 NOVEMBER – TYNE DOCK GOODS BRANCH – (Between Pelaw Jn. and Simonside Wagon Works)

The working by Pilotman over the Tyne Dock Goods Branch Single line will be discontinued. New colour light signalling controlled by Gateshead will be commissioned and the Track Circuit Block Regulations will apply. Reference should be made to the diagram included in this notice.

Down Tyne Dock 3-aspect signal G683 will now function as a 3-aspect signal and the reflectorised Distant board acting as a Distant Semaphore signal, situated 280 yards before reaching the Up Tyne Dock signal G31 will be abolished.

Description of Signals

Signal	Line	Aspect M = Main S = Sub	Route or Junction Indicator Position Number	Destination
Down Direction				
G683	Down Tyne Dock Goods	M		G687
G687	Down Tyne Dock Goods	M	Junction Indicator position "1" M	Hebburn Goods Loop G691 Down Tyne Dock Goods G689 signal
G689	Down Tyne Dock Goods	M		G697
G691	Down Hebburn Goods Loop	M S		G697 Frazers Siding
G697	Down Tyne Dock Goods	M M	Junction Indicator position "1"	Jarrow Goods Loop G703 signal G711
G703 (Reduced height signal)	Jarrow Goods Loop	M S		G711 Shunt Spur
G711	Down Tyne Dock Goods	M S		G717 Shell Mex
G717	Down Tyne Dock Goods	S		Simonside Wagon Works

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SATURDAY 6 and SUNDAY 7 NOVEMBER - TYNE DOCK GOODS BRANCH - (Between Pelaw Jn. and Simonside Wagon Works) - continued

Description of Signals - continued

Signal	Line	Aspect M = Main S = Sub	Route or Junction Indicator Position Number	Destination
G718	Up Tyne Dock Goods	M		G708
G708	Up Tyne Dock Goods	M M S	Junction Indicator position "4"	G700 Up Jarrow Goods Loop G702 signal Goods Yard
G712	Shell Mex	M		G708
G700	Up Tyne Dock Goods	M		G698
G702	Jarrow Goods Loop	M		G698
G698	Up Tyne Dock Goods	M S		G692 Hebburn Colliery
G692	Up Tyne Dock Goods	M M S	Junction Indicator Position "4"	G686 Hebburn Goods Loop G688 signal Sidings
G688	Hebburn Goods Loop	M		G682
G686	Up Tyne Dock Goods	M		G682
G682	Up Tyne Dock Goods	M		G31 (existing signal)
Signal	Line	Route Indication		Destination
690	Frazers Siding			Hebburn Goods Loop G688 Sidings
693	Siding			Down Tyne Dock Goods G697 signal Frazers Siding
699 (711 replated)	Hebburn Colliery Sidings			Jarrow Goods Loop G703 Down Tyne Dock Goods G711
704	Coal Yard			Goods Yard
705	Goods Yard			Coal Yard Shunt Spur Down Tyne Dock Goods G711 signal
706	Shunt Spur			Jarrow Goods Loop G702 signal Goods Yard (48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

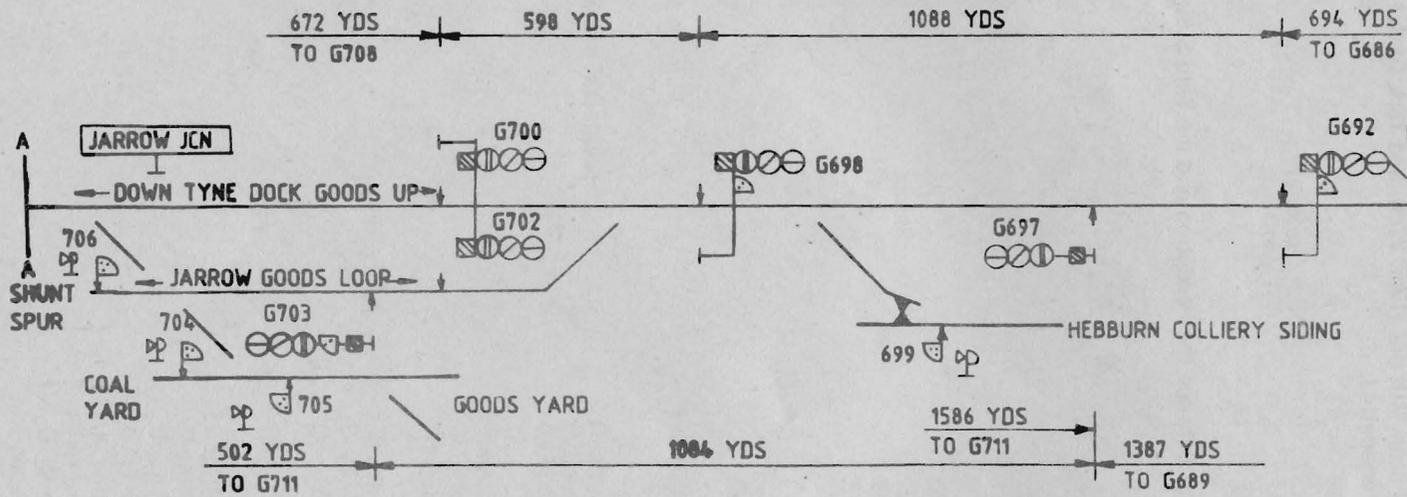
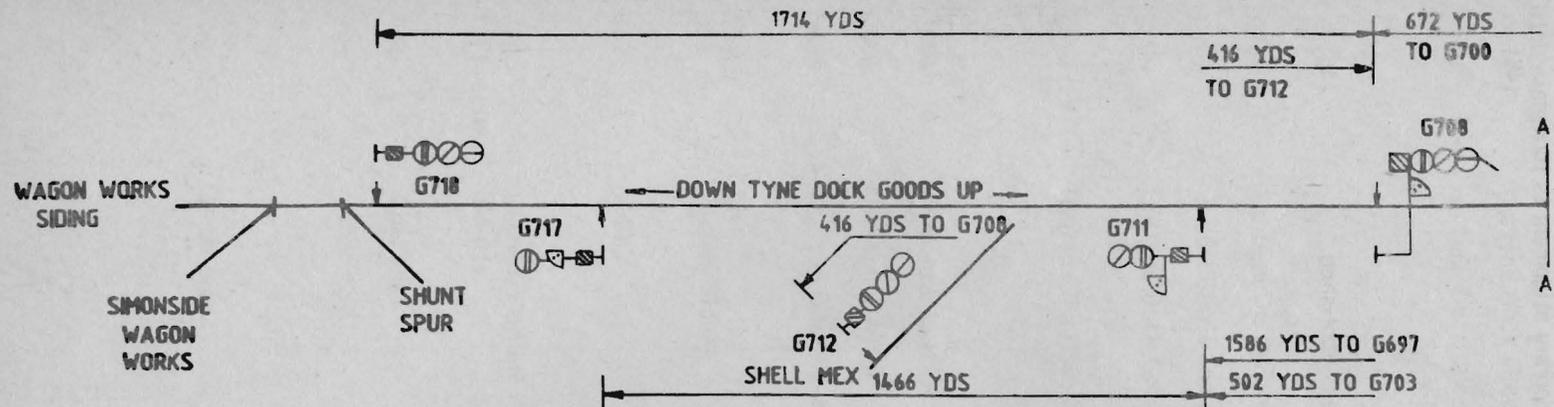
BEAM MILL JN.

The crossover located between 17m. 76ch. and 17m. 79ch. on the Down and Up Goods lines has been repositioned approximately 55 yards further west.

The new crossover is situated between 17m. 74ch. and 17m. 77ch. on a new alignment of the Goods lines which is approximately 3½ yards further north. A temporary alignment has been provided between the crossover and Beam Mill Jn. (17m. 72ch. and 18m. 04ch.). This temporary alignment is to remain until Beam Mill Jn. is remodelled. (46)

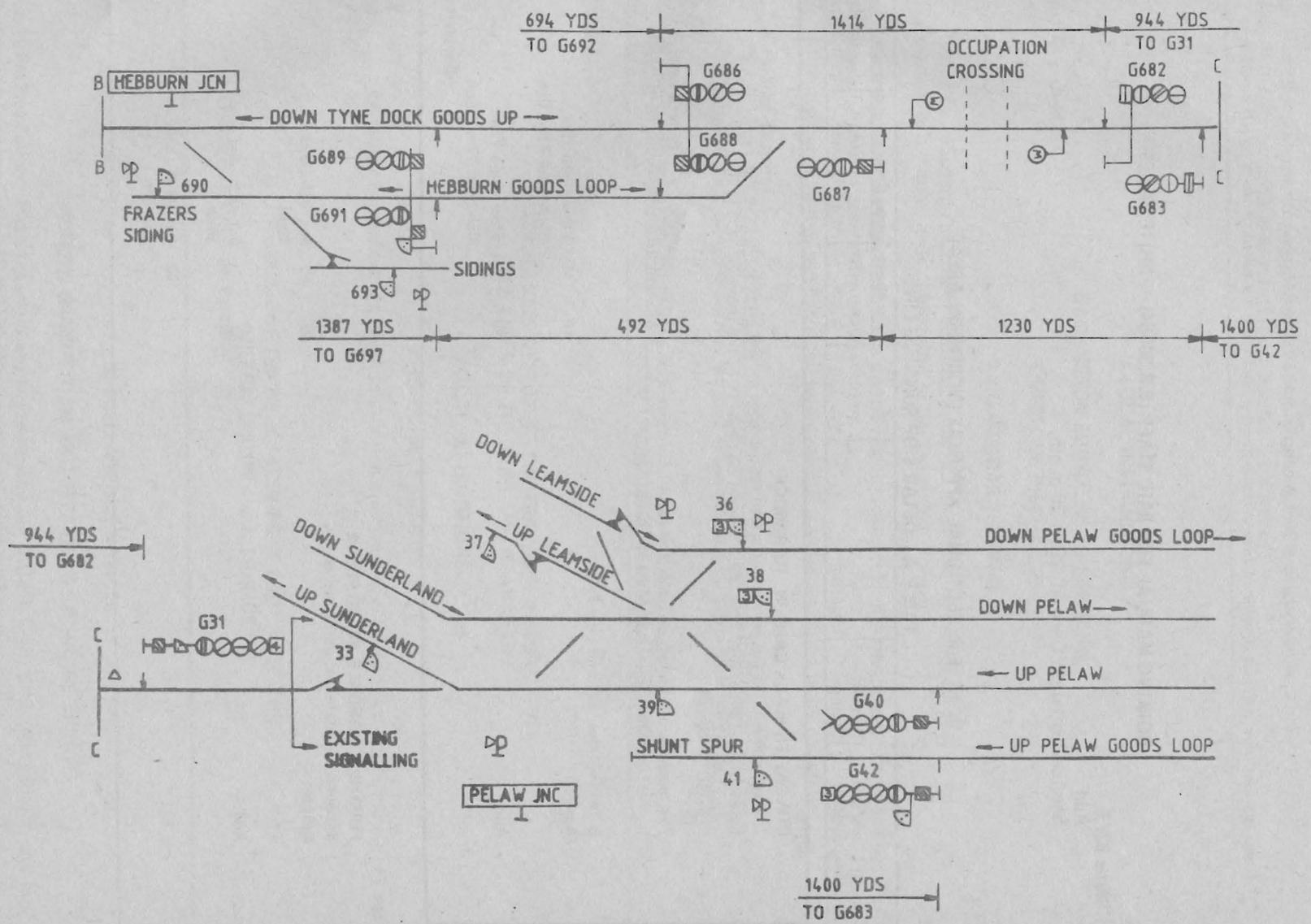
MORPETH

The shunting signal between the Reception and the Yard Sidings has been abolished. (46)



GATESHEAD S.B. :- PELAW-TYNE DOCK RESIGNALLING. SUNDAY 7 NOVEMBER

Sheet 1 of 2



GATESHEAD S.B. :- PELAW-TYNE DOCK RESIGNALLING. SUNDAY 7 NOVEMBER

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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

Clause B2/7

Add

Service Vehicles 'Car and' ZD. – 25 m.p.h.

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	

DONCASTER BLACK CARR JN. TO BERWICK

The amendments to the permanent speed restrictions on the Slow lines between Tyne and Low Fell Jn. 76m. 34ch. and 77m. 35ch. shown on page 31 of the previous W.O.N. (No.40) must be disregarded.

The amendments shown on page 9 of ND40 are correct as printed i.e. the following alterations to the Sectional Appendix (Northern Area) apply

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Amend: 40 40 Slow lines 76m. 34ch. and 77m. 0ch.

Add: 30 30 Slow lines 77m. 0ch. and 77m. 35ch. (49D)

Page 73

FERRYHILL TURSDALE JN. TO PELAW

Between TurSDale Jn. and Whitwell LC

Delete:- 40 40 5m. 0ch. and 5m. 30ch.

Add:- 20 5m. 0ch. and 5m. 30ch.

40 5m. 30ch. and 5m. 0ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

WHITEHOUSE TO GRANGETOWN-RESIGNALLING

The alterations shown to pages 193 and 194 of Table A to the Sectional Appendix (Northern Area) will not now come into effect until Sunday 5 December. (47)

LOCAL INSTRUCTIONS

DARLINGTON SOUTH JN. TO SALTBURN

Page 410 Add :-

LIMESTONE DISCHARGE

B.S.C. REDCAR TERMINAL

1. Trains for discharge must proceed from signal L2 to unloading signal L6 at a speed not exceeding 1/2 m.p.h. under the control of the unloading signals.
2. Locomotive cab doors and windows must be kept closed from the time a locomotive passes signal L2 until it reaches unloading signal L3.
3. After discharge, trains must proceed to signal 210 for tare weighing to be completed.
4. **Crippled Wagons**
If the Guard becomes aware that wagons are defective and need to be detached, the necessary arrangements must be made for the wagons to be stabled in the cripple sidings.
5. **Speed Limits**
Over gross and tare weighbridges 10 m.p.h.

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

Page 428

LOCAL INSTRUCTIONS

ROWNTREES SIDINGS

Delete:- second paragraph of instruction commencing "Operations within the siding and etc"

WORKING OF TRAINS BETWEEN BANK FOOT JUNCTION AND CALLERTON I.C.I. SIDINGS

Delete:- second paragraph (49D)

MISCELLANEOUS NOTICES

BETWEEN GRANGETOWN AND TEES DOCK EXCHANGE SIDINGS

Until Further Notice, track renewals are being carried out in Tees Dock Exchange Sidings and the Inover and Outover lines will be affected as the work progresses.

Working by Pilotman is in operation until completion of the work. (U.F.N.)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

DARLINGTON – ALTERATIONS TO NOS. 2 AND 3 PLATFORMS

Nos. 2 and 3 platforms will be shortened by 20 yards-

'Train Stop Here' Boards in operation.

CORBRIDGE – ALTERATIONS TO UP PLATFORM

"Train Stop Here" Boards in operation at East end of Up Platform.

IMPORTANT

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

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

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

DARLINGTON – RECONSTRUCTION OF NO.1 PLATFORM

"Train Stop Here" Boards in operation on No.1 Platform.

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	—

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

York
29 OCTOBER, 1982



NN

EASTERN REGION

46

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 13 NOVEMBER
TO
FRIDAY 19 NOVEMBER 1982**

INCLUSIVE

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

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



British Rail

NN

EASTERN REGION

46

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

**SATURDAY 13 NOVEMBER
TO
FRIDAY 19 NOVEMBER 1982**

INCLUSIVE

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

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

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 13 and SUNDAY 14 NOVEMBER – TYNE DOCK GOODS BRANCH – (Between Pelaw Jn. and Simonside Wagon Works)

The working by Pilotman over the Tyne Dock Goods Branch Single line will be discontinued. New colour light signalling controlled by Gateshead will be commissioned and the Track Circuit Block Regulations will apply. Reference should be made to the diagram included in this notice.

Down Tyne Dock 3-aspect signal G683 will now function as a 3-aspect signal and the reflectorised Distant board acting as a Distant Semaphore signal, situated 280 yards before reaching the Up Tyne Dock signal G31 will be abolished.

Description of Signals

Signal	Line	Aspect M = Main S = Sub	Route or Junction Indicator Position Number	Destination
Down Direction				
G683	Down Tyne Dock Goods	M		G687
G687	Down Tyne Dock Goods	M	Junction Indicator position "1" M	Hebburn Goods Loop G691 Down Tyne Dock Goods G689 signal
G689	Down Tyne Dock Goods	M		G697
G691	Down Hebburn Goods Loop	M S		G697 Frazers Siding
G697	Down Tyne Dock Goods	M M	Junction Indicator position "1"	Jarrow Goods Loop G703 signal G711
G703 (Reduced height signal)	Jarrow Goods Loop	M S		G711 Shunt Spur
G711	Down Tyne Dock Goods	M S		G717 Shell Mex
G717	Down Tyne Dock Goods	S		Simonside Wagon Works

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SATURDAY 13 and SUNDAY 14 NOVEMBER - TYNE DOCK GOODS BRANCH - (Between Pelaw Jn. and Simonside Wagon Works) - continued

Description of Signals - continued

Signal	Line	Aspect M = Main S = Sub	Route or Junction Indicator Position Number	Destination
G718	Up Tyne Dock Goods	M		G708
G708	Up Tyne Dock Goods	M M S	Junction Indicator position "4"	G700 Up Jarrow Goods Loop G702 signal Goods Yard
G712	Shell Mex	M		G708
G700	Up Tyne Dock Goods	M		G698
G702	Jarrow Goods Loop	M		G698
G698	Up Tyne Dock Goods	M S		G692 Hebburn Colliery
G692	Up Tyne Dock Goods	M M S	Junction Indicator Position "4"	G686 Hebburn Goods Loop G688 signal Sidings
G688	Hebburn Goods Loop	M		G682
G686	Up Tyne Dock Goods	M		G682
G682	Up Tyne Dock Goods	M		G31 (existing signal)
Signal 690	Line Frazers Siding		Route Indication	Destination Hebburn Goods Loop G688 Sidings
693	Siding			Down Tyne Dock Goods G697 signal Frazers Siding
699 (711 replated)	Hebburn Colliery Sidings			Jarrow Goods Loop G703 Down Tyne Dock Goods G711
704	Coal Yard			Goods Yard
705	Goods Yard			Coal Yard Shunt Spur Down Tyne Dock Goods G711 signal
706	Shunt Spur			Jarrow Goods Loop G702 signal Goods Yard (48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

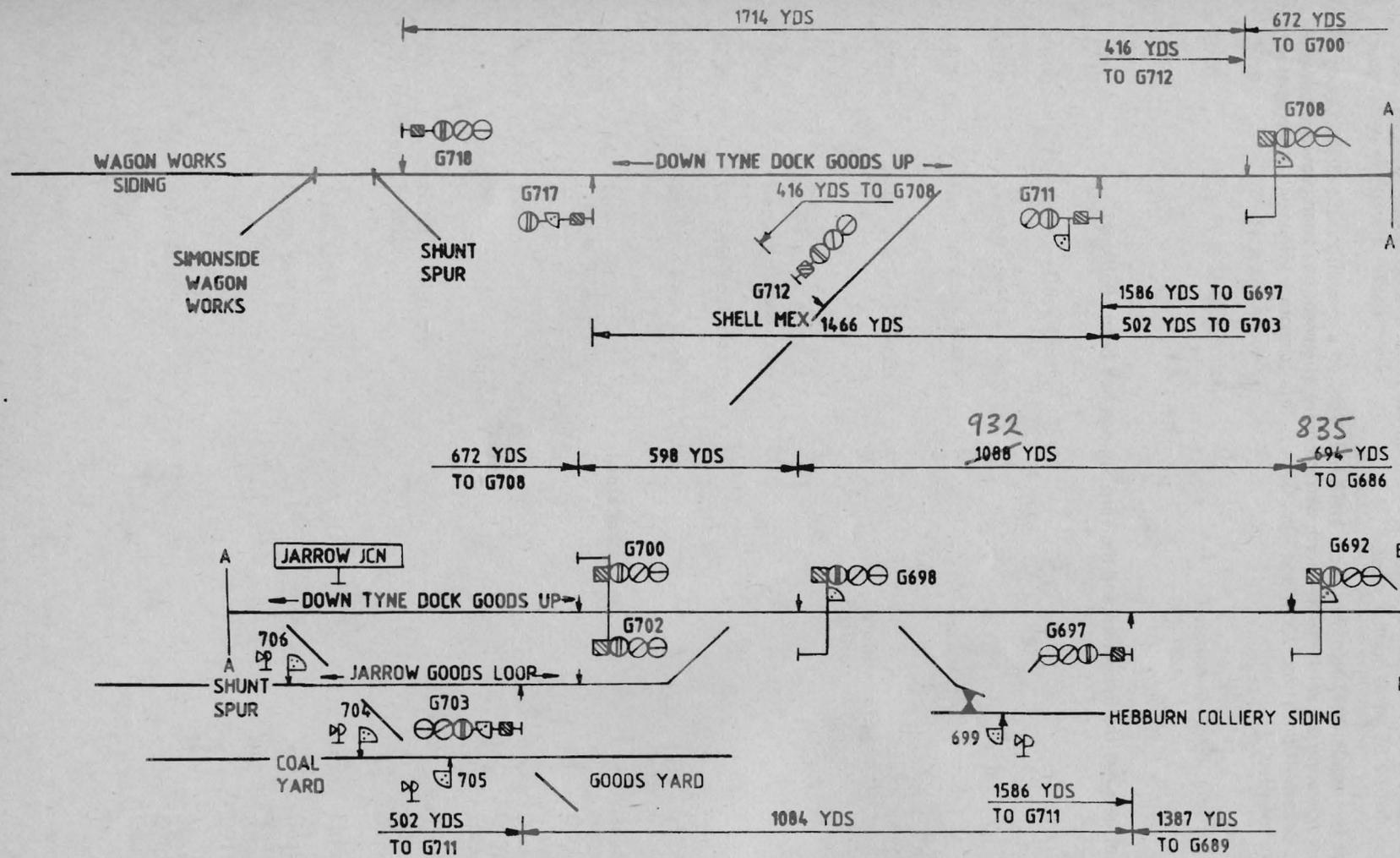
** BEAM MILL JN.

The crossover located between 17m. 76ch. and 17m. 79ch. on the Down and Up Goods lines has been repositioned approximately 55 yards further west.

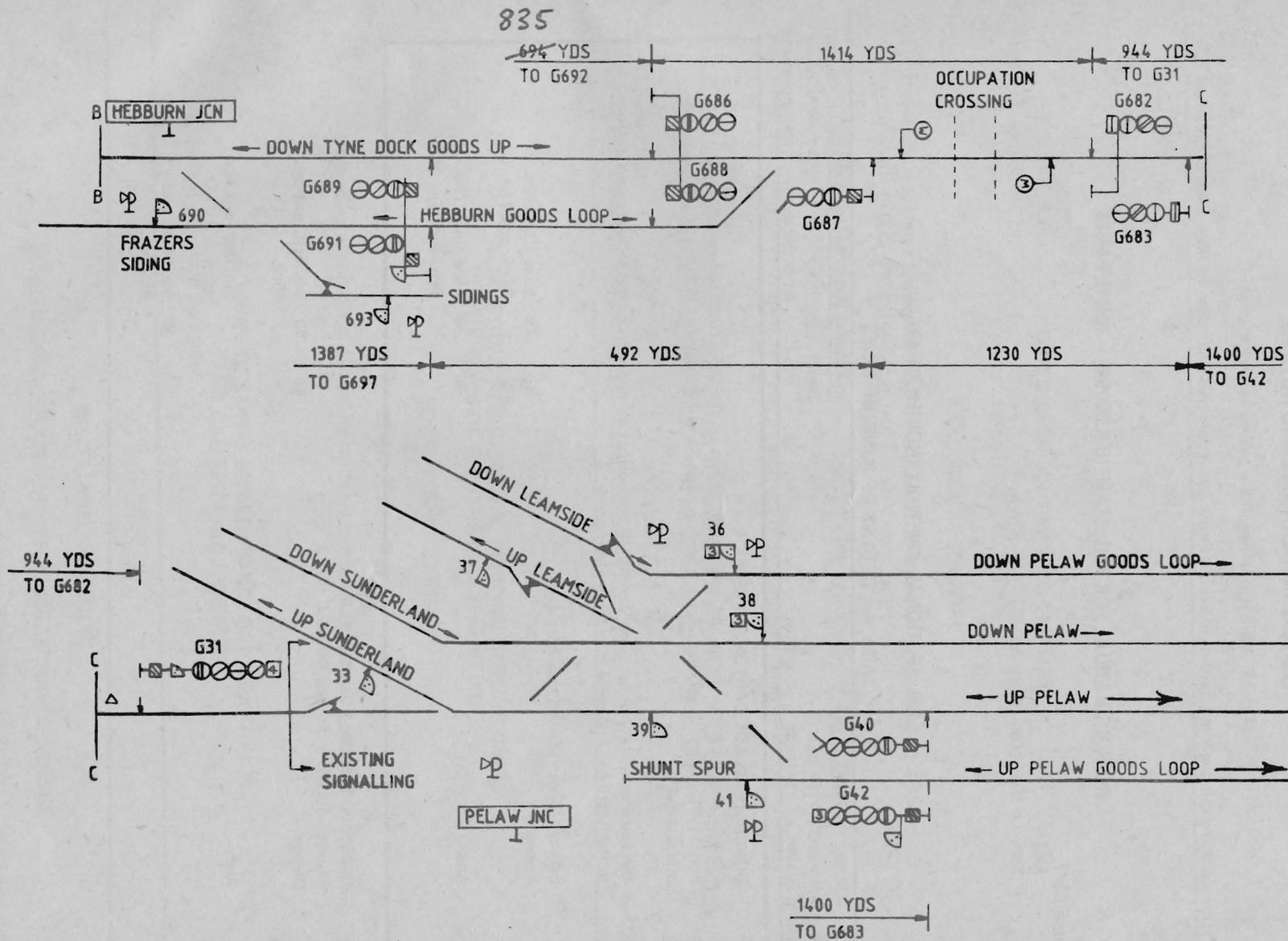
The new crossover is situated between 17m. 74ch. and 17m. 77ch. on a new alignment of the Goods lines which is approximately 3½ yards further north. A temporary alignment has been provided between the crossover and Beam Mill Jn. (17m. 72ch. and 18m. 04ch.). This temporary alignment is to remain until Beam Mill Jn. is remodelled. (46)

** MORPETH

The shunting signal between the Reception and the Yard Sidings has been abolished. (46)



GATESHEAD S.B. :- PELAW-TYNE DOCK RESIGNALLING. SUNDAY 14 NOVEMBER. Sheet 1 of 2



GATESHEAD S.B. :- PELAW-TYNE DOCK RESIGNALLING. SUNDAY 14 NOVEMBER. Sheet 2 of 2

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

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

Clause B2/7

Add

Service Vehicles 'Cark nd' ZD – 25 m.p.h.

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	

DONCASTER BLACK CARR JN. TO BERWICK

The amendments to the permanent speed restrictions on the Slow lines between Tyne and Low Fell Jn. 76m. 34ch. and 77m. 35ch. shown on page 31 of the previous W.O.N. (No.40) must be disregarded.

The amendments shown on page 9 of ND40 are correct as printed i.e. the following alterations to the Sectional Appendix (Northern Area) apply

Between Tyne (TY) and Low Fell Jn.

Amend:-- 40 40 Slow lines 76m. 34ch. and 77m. 0ch.

Add:-- 30 30 Slow lines 77m. 0ch. and 77m. 35ch. (49D)

Page 73

FERRYHILL TURSDALE JN. TO PELAW

Between TurSDale Jn. and Whitwell LC

Delete:-- 40 40 5m. 0ch. and 5m. 30ch.

Add:-- 20 5m. 0ch. and 5m. 30ch.

40 5m. 30ch. and 5m. 0ch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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

WHITEHOUSE TO GRANGETOWN–RESIGNALLING

The alterations shown to pages 193 and 194 of Table A to the Sectional Appendix (Northern Area) will not now come into effect until Sunday 5 December. (47)

LOCAL INSTRUCTIONS

DARLINGTON SOUTH JN. TO SALT BURN

Page 410 Add :-

LIMESTONE DISCHARGE

B.S.C. REDCAR TERMINAL

1. Trains for discharge must proceed from signal L2 to unloading signal L6 at a speed not exceeding ½ m.p.h. under the control of the unloading signals.
 2. Locomotive cab doors and windows must be kept closed from the time a locomotive passes signal L2 until it reaches unloading signal L3.
 3. After discharge, trains must proceed to signal 210 for tare weighing to be completed.
 4. **Crippled Wagons**
If the Guard becomes aware that wagons are defective and need to be detached, the necessary arrangements must be made for the wagons to be stabled in the cripple sidings.
 5. **Speed Limits**
Over gross and tare weighbridges 10 m.p.h.
-

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

Page 428

LOCAL INSTRUCTIONS

ROWNTREES SIDINGS

Delete:- second paragraph of instruction commencing "Operations within the siding and etc"

WORKING OF TRAINS BETWEEN BANK FOOT JUNCTION
AND CALLERTON I.C.I. SIDINGS

Delete:- second paragraph (49D)

MISCELLANEOUS NOTICES

BETWEEN GRANGETOWN AND TEES DOCK EXCHANGE SIDINGS

Until Further Notice, track renewals are being carried out in Tees Dock Exchange Sidings and the Inover and Outover lines will be affected as the work progresses.

Working by Pilotman is in operation until completion of the work. (U.F.N.)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

DARLINGTON – ALTERATIONS TO NOS. 2 AND 3 PLATFORMS

Nos. 2 and 3 platforms will be shortened by 20 yards-

'Train Stop Here' Boards in operation .

CORBRIDGE – ALTERATIONS TO UP PLATFORM

"Train Stop Here" Boards in operation at East end of Up Platform.

IMPORTANT

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

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

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

DARLINGTON – RECONSTRUCTION OF NO.1 PLATFORM

"Train Stop Here" Boards in operation on No.1 Platform.

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

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

Location	Nature of Work	Duration	Commencing Date
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	--



British Rail

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

47

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 NOVEMBER

TO

FRIDAY 26 NOVEMBER 1982

INCLUSIVE

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

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



British Rail

C. J.

WOOLSTENHOLMES

NN

EASTERN REGION

47

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 20 NOVEMBER

TO

FRIDAY 26 NOVEMBER 1982

INCLUSIVE

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

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

TYNE DOCK GOODS BRANCH – (Between Pelaw Jn. and Simonside Wagon Works)

The working by Pilotman over the Tyne Dock Goods Branch Single line has been discontinued. New colour light signalling controlled by Gateshead has been commissioned and the Track Circuit Block Regulations now apply. Reference should be made to the diagram included in this notice.

Down Tyne Dock 3-aspect signal G683 now functions as a 3-aspect signal and the reflectorised Distant board acting as a Distant Semaphore signal, situated 280 yards before reaching the Up Tyne Dock signal G31 has been abolished.

Description of Signals

Signal	Line	Aspect M = Main S = Sub	Route or Junction Indicator Position Number	Destination
G683	Down Tyne Dock Goods	M		G687
G687	Down Tyne Dock Goods	M	Junction Indicator position "1" M	Hebburn Goods Loop G691 Down Tyne Dock Goods G689 signal
G689	Down Tyne Dock Goods	M		G697
G691	Down Hebburn Goods Loop	M S		G697 Frazers Siding
G697	Down Tyne Dock Goods	M M	Junction Indicator position "1"	Jarrow Goods Loop G703 signal G711
G703 (Reduced height signal)	Jarrow Goods Loop	M S		G711 Shunt Spur
G711	Down Tyne Dock Goods	M S		G717 Shell Mex
G717	Down Tyne Dock Goods	S		Simonside Wagon Works



NN

EASTERN REGION

48

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 27 NOVEMBER

TO

FRIDAY 3 DECEMBER 1982

INCLUSIVE

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

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

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 28 NOVEMBER – SOUTH BANK

The Up Main Home signal will be abolished. (51)

SUNDAY 28 NOVEMBER – BEAM MILL JUNCTION

The facing junction points leading from Down Goods to the Down B.S.C. Beam Mill line at 18m. 4ch. will be repositioned 40 yards further west and the Down Goods will be realigned 4 yards further north.

Pending the introduction of new colour light signalling Down Goods signal G5/G6 and Up Beam Mill linesignal G714 will be restricted to a RED aspect and Drivers will be Handsignalled as required.(51)

DETAILS OF WORK ALREADY CARRIED OUT

TYNE DOCK GOODS BRANCH – (Between Pelaw Jn. and Simonside Wagon Works)

The working by Pilotman over the Tyne Dock Goods Branch Single line has been discontinued. New colour light signalling controlled by Gateshead has been commissioned and the Track Circuit Block Regulations now apply. Reference should be made to the diagram included in this notice.

Down Tyne Dock 3-aspect signal G683 now functions as a 3-aspect signal and the reflectorised Distant board acting as a Distant Semaphore signal, situated 280 yards before reaching the Up Tyne Dock signal G31 has been abolished.

Description of Signals

Signal	Line	Aspect M = Main S = Sub	Route or Junction Indicator Position Number	Destination
G683	Down Tyne Dock Goods	M		G687
G687	Down Tyne Dock Goods	M	Junction Indicator position "1" M	Hebbum Goods Loop G691 Down Tyne Dock Goods G689 signal
G689	Down Tyne Dock Goods	M		G697
G691	Down Hebburn Goods Loop	M S		G697 Frazers Siding
G697	Down Tyne Dock Goods	M M	Junction Indicator position "1"	Jarrow Goods Loop G703 signal G711
G703 (Reduced height signal)	Jarrow Goods Loop	M S		G711 Shunt Spur

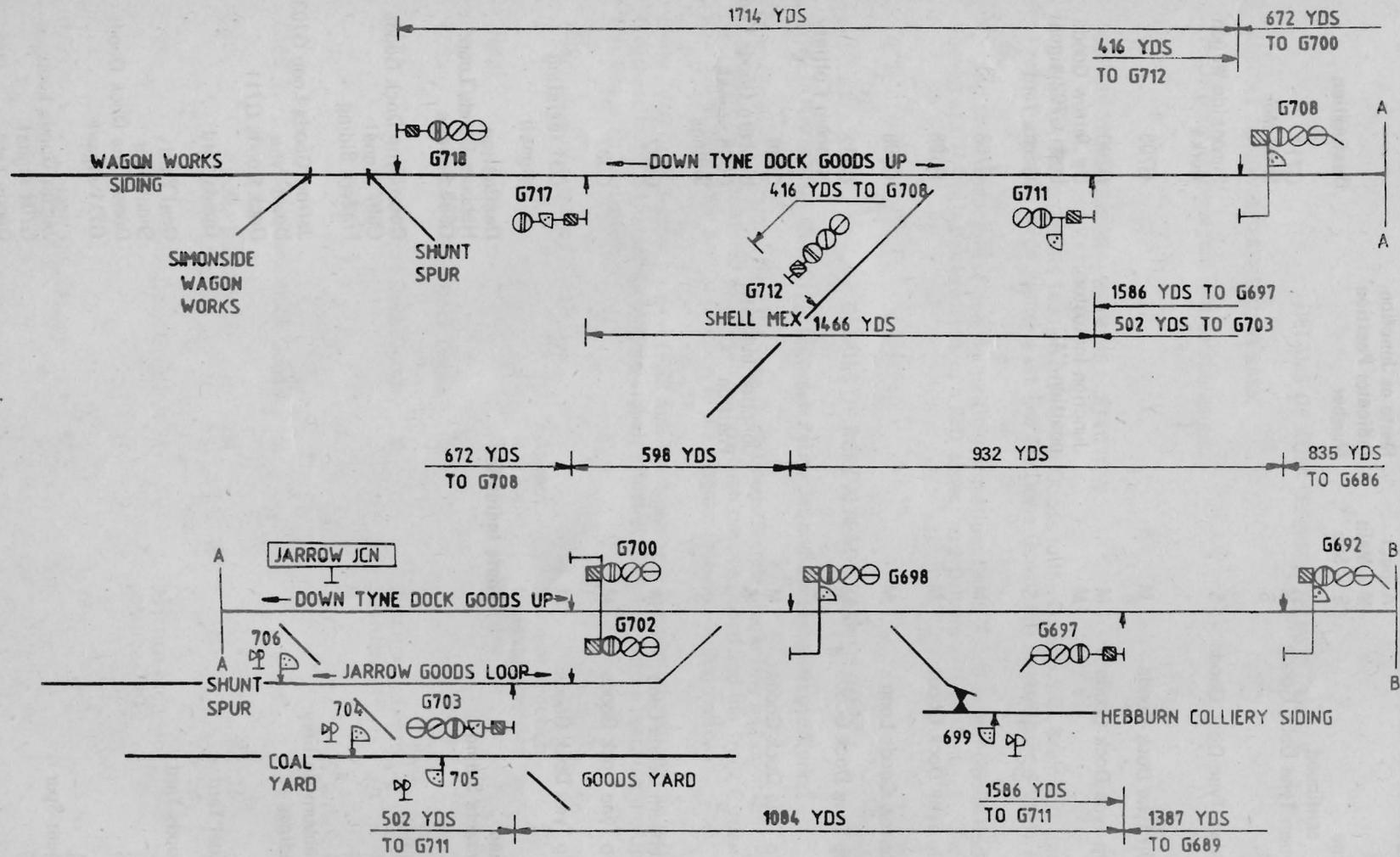
SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

TYNE DOCK GOODS BRANCH – (Between Pelaw Jn. and Simonside Wagon Works) – continued

Description of Signals – continued

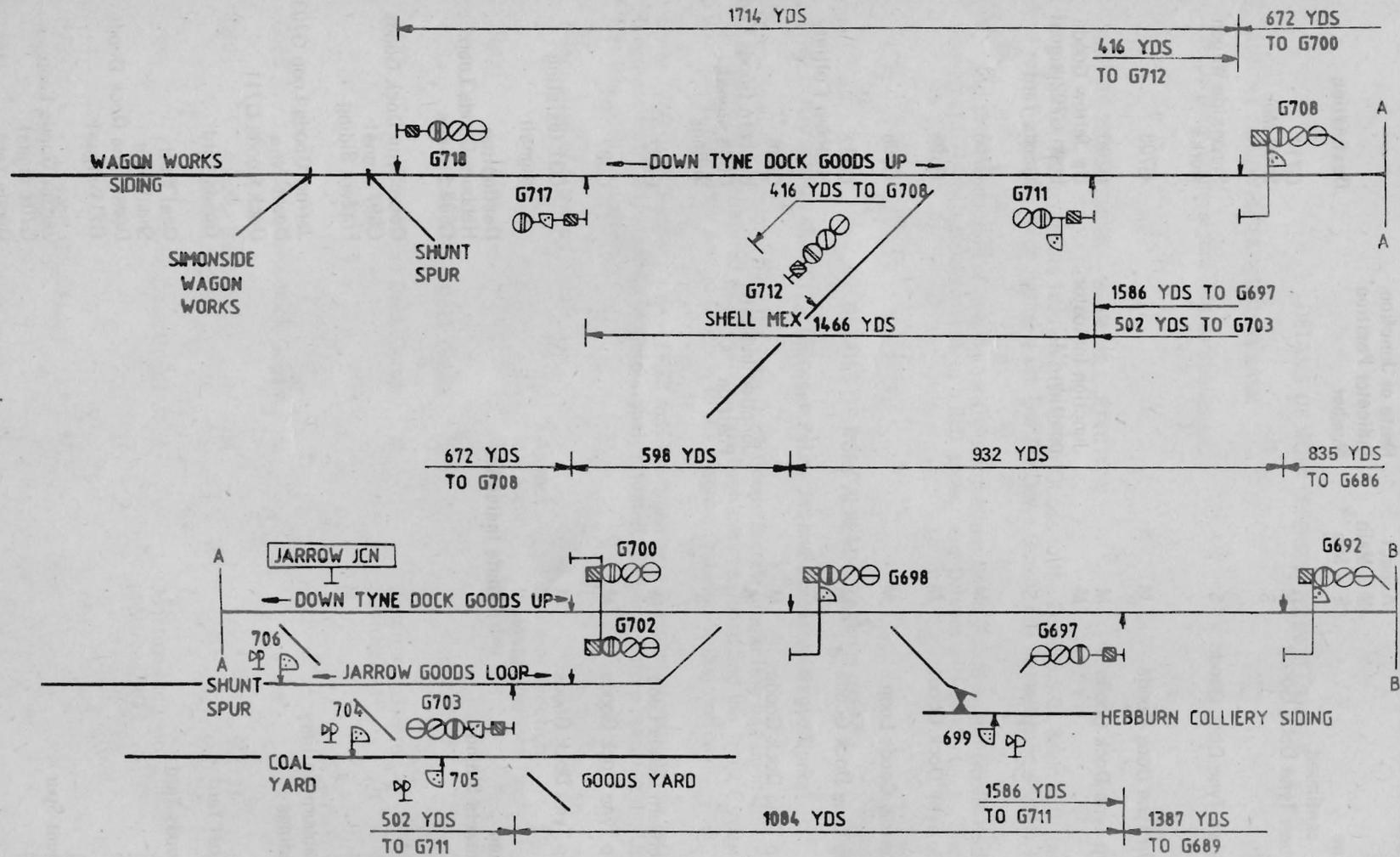
Signal	Line	Aspect M = Main S = Sub	Route or Junction Indicator Position Number	Destination
Down Direction – continued				
G711	Down Tyne Dock Goods	M S		G717 Shell Mex
G717	Down Tyne Dock Goods	S		Simonside Wagon Works
Up Direction				
G718	Up Tyne Dock Goods	M		G708
G708	Up Tyne Dock Goods	M M S	Junction Indicator position "4"	G700 Up Jarrow Goods Loop G702 signal Goods Yard
G712	Shell Mex	M		G708
G700	Up Tyne Dock Goods	M		G698
G702	Jarrow Goods Loop	M		G698
G698	Up Tyne Dock Goods	M S		G692 Hebburn Colliery
G692	Up Tyne Dock Goods	M M S	Junction Indicator Position "4"	G686 Hebburn Goods Loop G688 signal Sidings
G688	Hebburn Goods Loop	M		G682
G686	Up Tyne Dock Goods	M		G682
G682	Up Tyne Dock Goods	M		G31 (existing signal)
Signal	Line	Route Indication		Destination
690	Frazers Siding			Hebburn Goods Loop G688 Sidings
693	Siding			Down Tyne Dock Goods G697 signal Frazers Siding
699 (711 replated)	Hebburn Colliery Sidings			Jarrow Goods Loop G703 Down Tyne Dock Goods G711
704	Coal Yard			Goods Yard
705	Goods Yard			Coal Yard Shunt Spur Down Tyne Dock Goods G711 signal
706	Shunt Spur			Jarrow Goods Loop G702 signal Goods Yard



(Amended Diagram)

GATESHEAD S.B. :- PELAW-TYNE DOCK RESIGNALLING. SUNDAY 14 NOVEMBER.

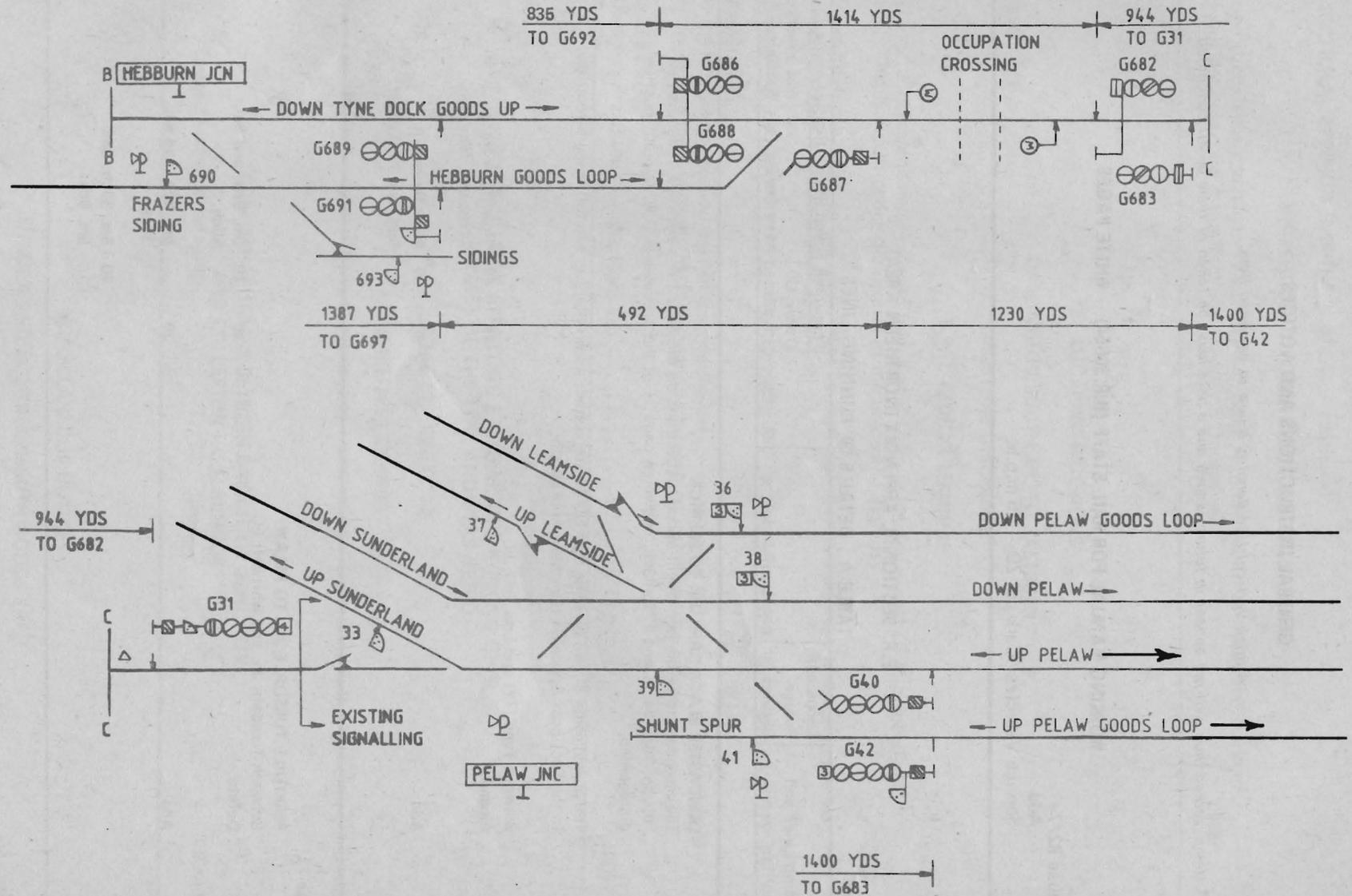
Sheet 1 of 2



(Amended Diagram)

GATESHEAD S.B. :- PELAW-TYNE DOCK RESIGNALLING. SUNDAY 14 NOVEMBER.

Sheet 1 of 2



(Amended Diagram)

GATESHEAD S.B. :- PELAW-TYNE DOCK RESIGNALLING. SUNDAY 14 NOVEMBER. Sheet 2 of 2

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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

WHITEHOUSE TO GRANGETOWN-RESIGNALLING

The alterations shown to pages 193 and 194 of Table A to the Sectional Appendix (Northern Area) will not now come into effect until Sunday 5 December. (49)

LOCAL INSTRUCTIONS

DARLINGTON SOUTH JN. TO SALTBURN

Page 410 Add :-

LIMESTONE DISCHARGE

B.S.C. REDCAR TERMINAL

1. Trains for discharge must proceed from signal L2 to unloading signal L6 at a speed not exceeding 1/2 m.p.h. under the control of the unloading signals.
2. Locomotive cab doors and windows must be kept closed from the time a locomotive passes signal L2 until it reaches unloading signal L3.
3. After discharge, trains must proceed to signal 210 for tare weighing to be completed.
4. **Crippled Wagons**
If the Guard becomes aware that wagons are defective and need to be detached, the necessary arrangements must be made for the wagons to be stabled in the cripple siding.
5. **Speed Limits**
Over gross and tare weighbridges 10 m.p.h.. (49D)

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

Page 428

LOCAL INSTRUCTIONS

ROWNTREES SIDINGS

Delete:- second paragraph of instruction commencing "Operations within the siding and etc"

WORKING OF TRAINS BETWEEN BANK FOOT JUNCTION AND CALLERTON I.C.I. SIDINGS

Delete:- second paragraph (49D)

MISCELLANEOUS NOTICES

SUNDERLAND MONKWEARMOUTH GOODS YARD

No.12 Siding has been shortened by 25 yards. (50)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

BETWEEN GRANGETOWN AND TEES DOCK EXCHANGE SIDINGS

Until Further Notice, track renewals are being carried out in Tees Dock Exchange Sidings and the Inover and Outover lines will be affected as the work progresses.

Working by Pilotman is in operation until completion of the work. (U.F.N.)

CORBRIDGE – ALTERATIONS TO UP PLATFORM

“Train Stop Here” Boards in operation at East end of Up Platform.

IMPORTANT

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

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

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

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

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

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

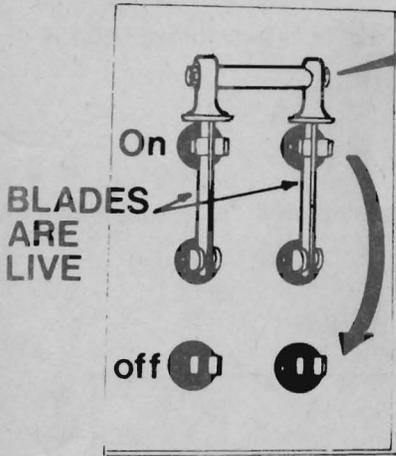
MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

York
19 NOVEMBER, 1982

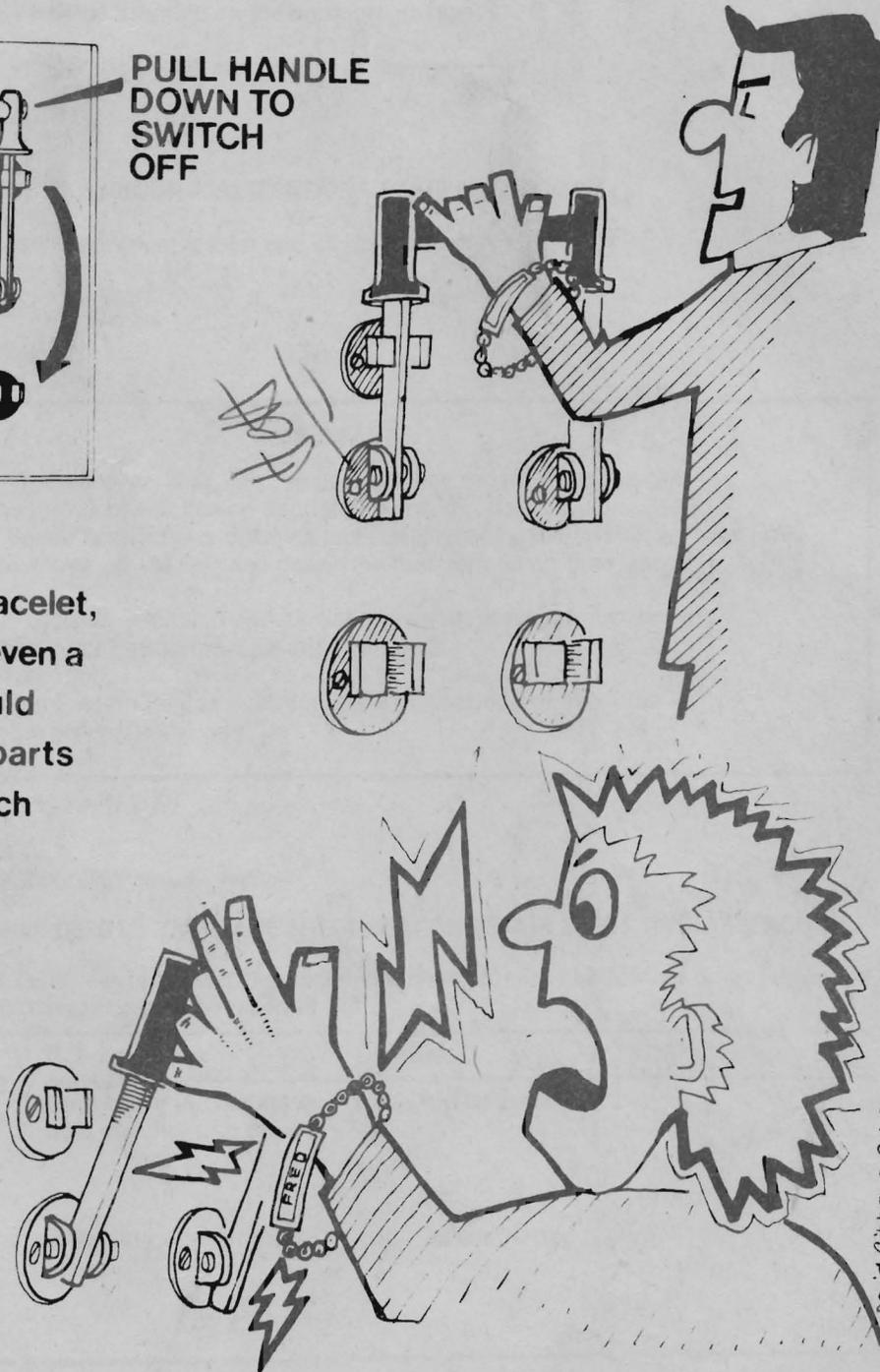
this knife may shock you....

KNIFE SWITCH



PULL HANDLE
DOWN TO
SWITCH
OFF

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



David Gibbons Oct. 82

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



NN

EASTERN REGION

49

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 4 DECEMBER

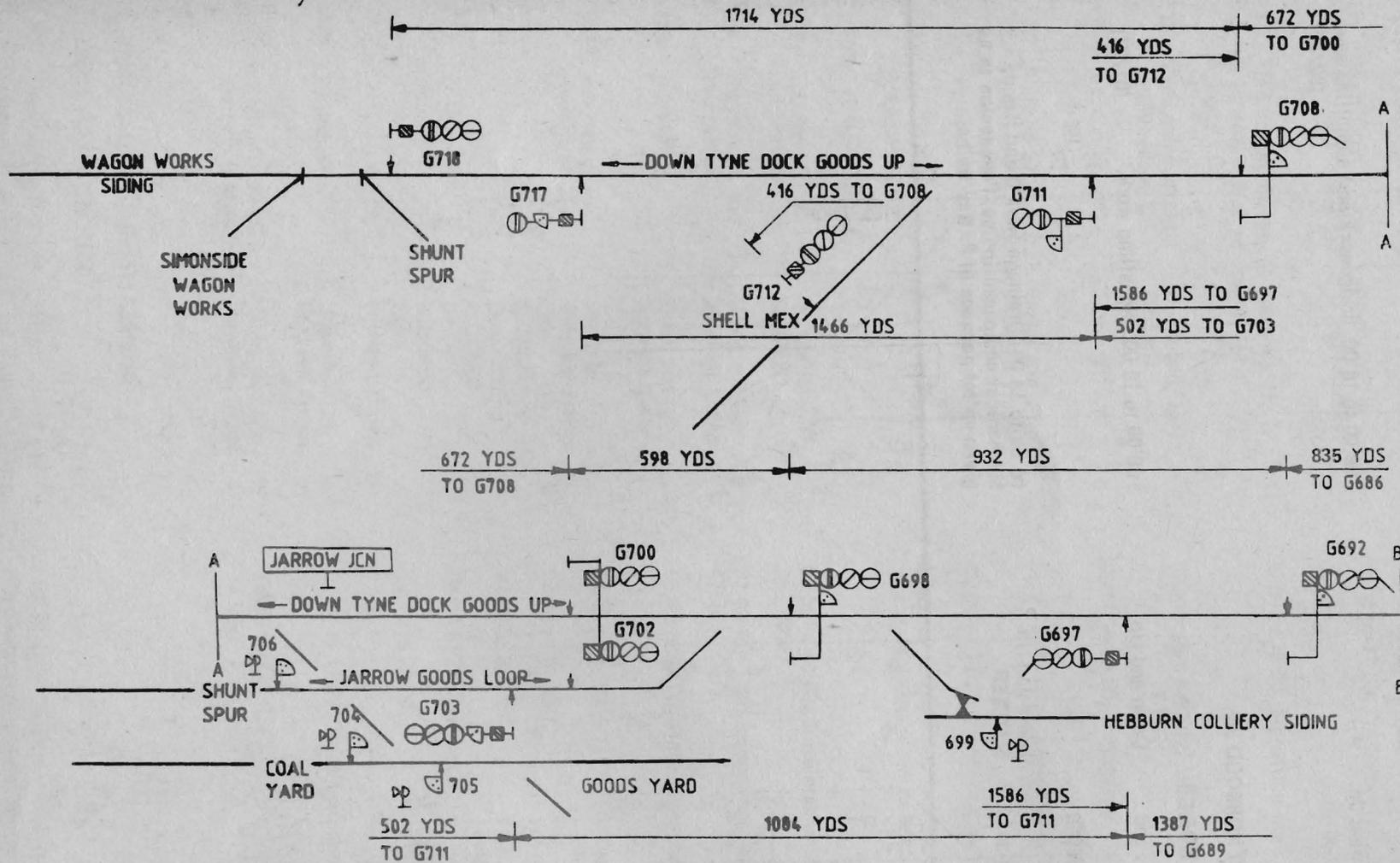
TO

FRIDAY 10 DECEMBER 1982

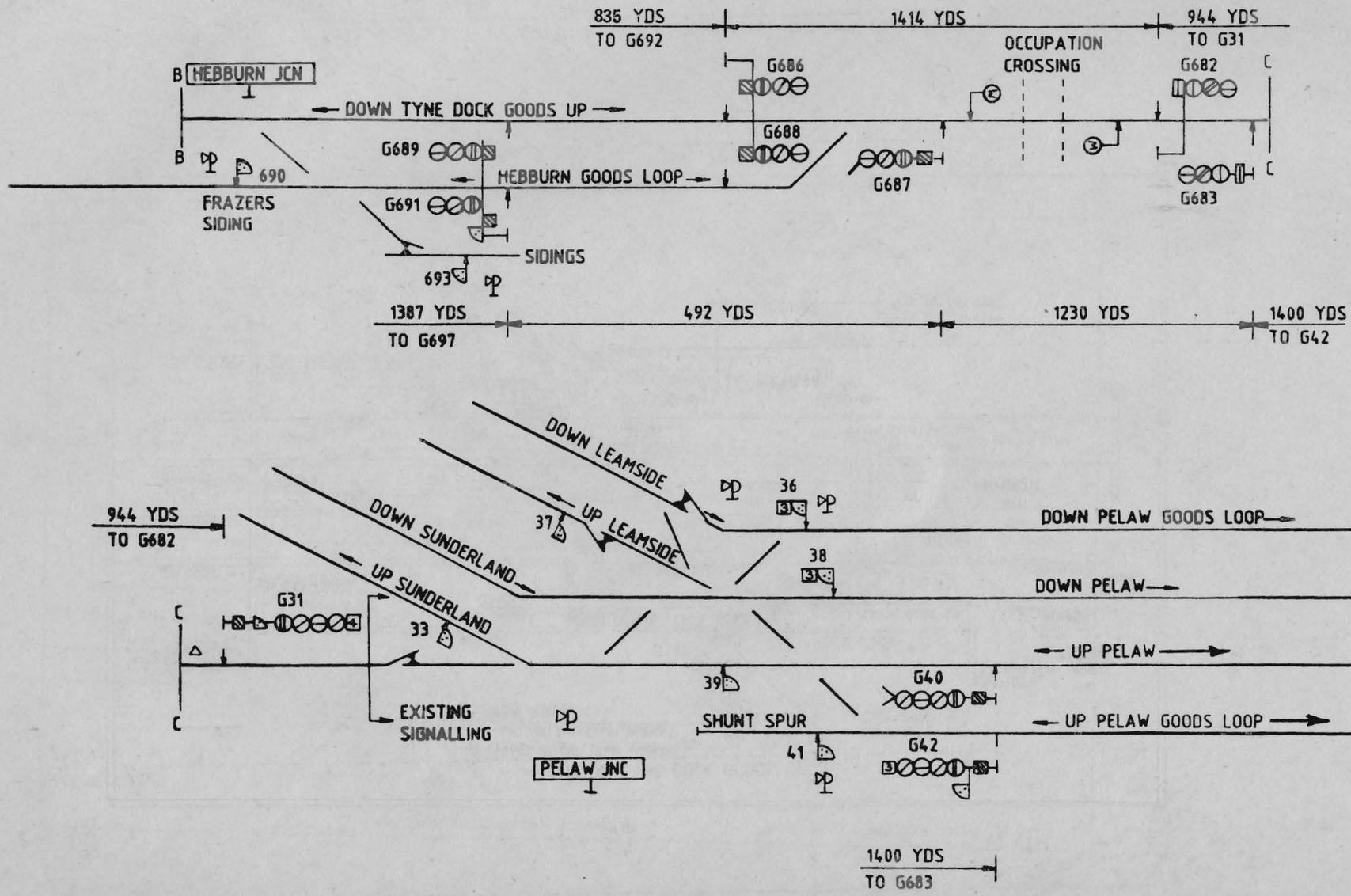
INCLUSIVE

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

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

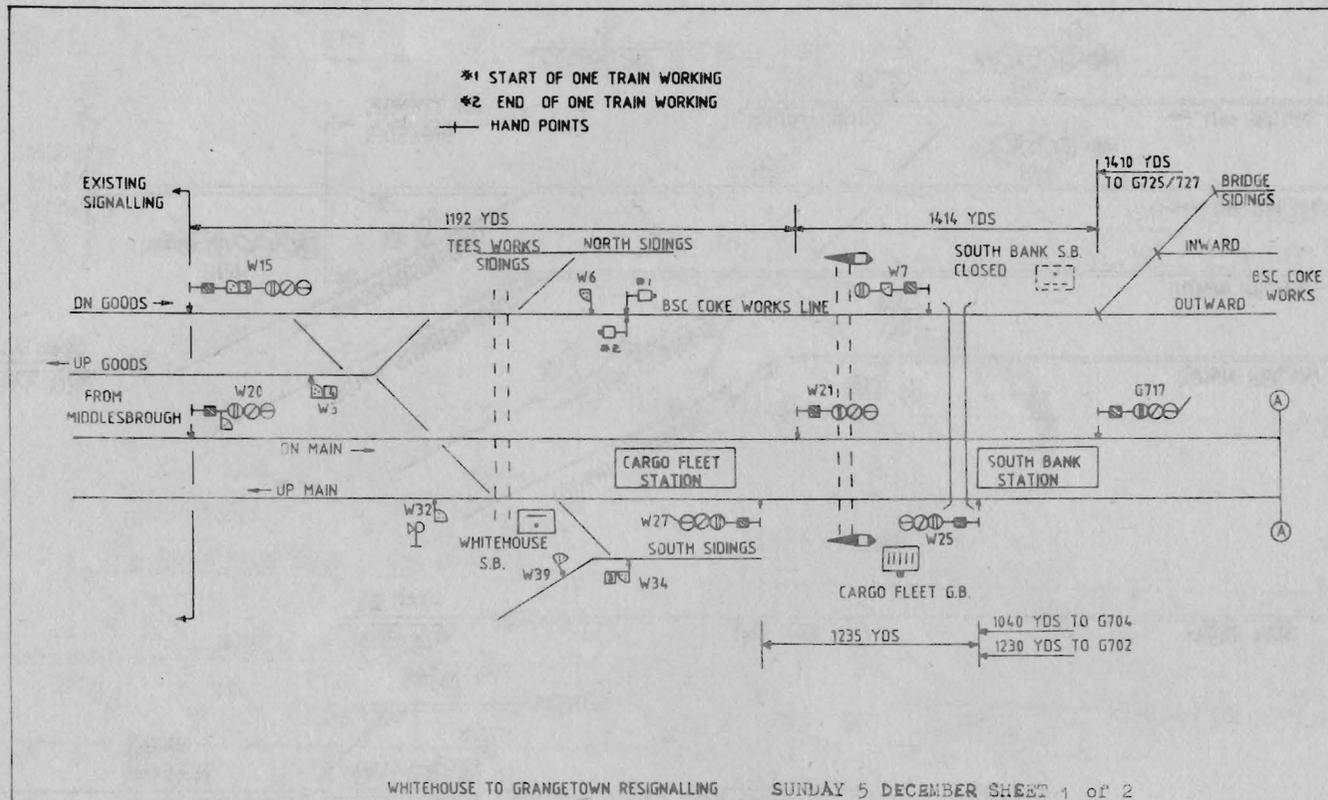


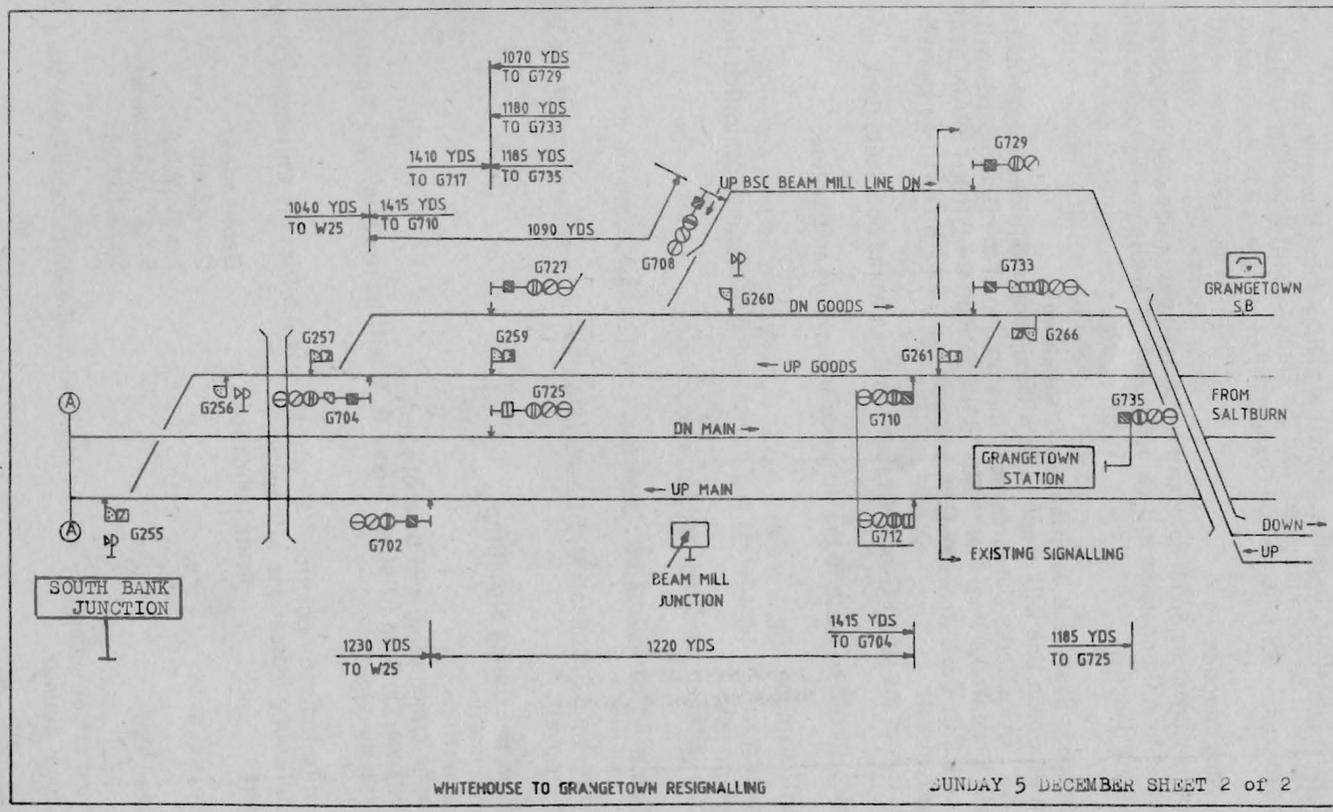
(Amended Diagram) GATESHEAD S.B. :- PELAW-TYNE DOCK RESIGNALLING. SUNDAY 14 NOVEMBER. Sheet 1 of 2



(Amended Diagram)

GATESHEAD S.B. :- PELAW-TYNE DOCK RESIGNALLING. SUNDAY 14 NOVEMBER. Sheet 2 of 2





WHITEHOUSE TO GRANGETOWN RESIGNALING

SUNDAY 5 DECEMBER SHEET 2 of 2

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 4 to MONDAY 6 DECEMBER – BETWEEN WHITEHOUSE AND GRANGETOWN

South Bank signalbox, together with all signals worked therefrom will be abolished. New colour light signalling will be commissioned, and the Track Circuit Block Regulations will apply between Middlesbrough – Whitehouse and Grangetown.

South Bank Junction

All points worked by South Bank will be secured out of use pending removal and new crossovers controlled from Grangetown will be installed ¼ of a mile nearer to Grangetown signalbox to form the new South Bank Junction.

Whitehouse – Southbank Junction and Grangetown

The Down Goods line will cease to be a through running line, but it will lead (from Whitehouse) into the B.S.C. Coke Works Outwards line. This portion of the Down Goods will be converted to the B.S.C. (2-Way) Coke Works line. The "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations will apply to/ from the B.S.C. Coke Works and the adjacent Up Goods line will be taken out of use.

The portion of the Down Goods between the Coke Works and South Bank Junction will be abolished.

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

Beam Mill Junction

The Junction will be remodelled and the following new points controlled from Grangetown will be brought into use:--
Crossover between the Down and Up Goods lines.

Down Goods – Up/Down B.S.C. Beam Mill Line (2-way).

(The points–Up B.S.C. Beam Mill line/Up Goods will be secured out of use in the normal position pending removal).

Alterations to Existing Signalling

Whitehouse

All semaphore signalling will be abolished.
The Whitehouse Up Main (Distant) signal W.25 will be replaced by a 3-aspect Home signal 453 yards further from the signal box.

The Junction Indicator position "4" will be removed from the Whitehouse Down Goods line signal W.15 and the following indications will apply :-

Indications	Route Indication	Destination
Main	—	Down Main
Sub	"N"	North Siding
Sub	"C"	B.S.C. Coke Works
Sub	"S"	South Sidings

A right-hand offset subsidiary will be provided on the Whitehouse Down Main signal W.20 applying towards South Sidings.

The Whitehouse Up Main ground position light signal No.32 will be repositioned 127 yards further from the signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 4 to MONDAY 6 DECEMBER – BETWEEN WHITEHOUSE AND GRANGETOWN – continued

The route indications on Up Goods line ground position light signal No.3 applying set-back Up Goods to North Sidings; Down Main etc., will be altered as follows :-

Indication	Destination
"N"	North Sidings
"C"	B.S.C. Coke Works line
"M"	Down Main
"S"	South Sidings

Grangetown

Up Main searchlight-type platform Starting Signal G.111 together with the following colour light signals in the vicinity of Beam Mill Junction will be abolished :-

- Down Goods G.5 (Searchlight type)
- Down Main G.101 (Searchlight type)
- Up Main G.112 (Searchlight type)
- Up Goods G.15 (3-aspect)
- Up B.S.C. Beam Mill G.12 (3-aspect)
- Up Goods G.16 (ground position light)
- Down Goods G.18 (ground position light)

Description of Signals W = Whitehouse: G = Grangetown

Signal	Line	Aspect M = Main S = Sub	Route Indication or Junction Indicator Position Number	Destination
Down Direction				
W21	Down Main	M		G717
W21 will be temporarily mounted on the post of the former Up Goods Distant signal.				
G717	Down Main	M	Position 1	Down Goods G727 G725
G717 will be temporarily mounted on the bracket post formerly carrying the South Bank SB55 signal.				
G725 (automatic signal)	Down Main	M		G735 (existing)
G727	Down Goods	M	Position 1	Down B.S.C. Beam Mill line G729 signal (existing) Down Goods G733 (existing)
Up Direction				
G712	Up Main (automatic)	M		G702
G702	Up Main	M		W25
W25	Up Main	M		W27 (existing)
G710	Up Goods	M		G704
G704	Up Goods	M S		Up Main W25 G256 (ground position light)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 4 to MONDAY 6 DECEMBER – BETWEEN WHITEHOUSE AND GRANGETOWN – continued

Signal	Line	Aspect M = Main S = Sub	Route Indication or Junction Indicator Position Number	Destination
Up Direction – continued				
G708	Up B.S.C. Beam Mill	M		Up Goods G704
W7	B.S.C. Coke Works Line (Up direction)	S		W6 (ground position light)
Ground Position Light Signals				
G255	Up Main		“G” “M”	Up Goods G257 Down Main
G256	Up Goods			Up Main W25
G257	Up Goods		“G” “X”	Down Goods Up Goods
G259	Up Goods		“B” “G” “X”	B.S.C. Beam Mill Line Down Goods Up Goods
G260	Down Goods			Up Goods
G266 (existing)	Down Goods		“G” “X”	Up Goods G710 (previously to G15 signal) Down Goods G260 (previously to G18 ground position light signal) (52)

DETAILS OF WORK ALREADY CARRIED OUT

TEES YARD

Nos.4 and 5 Sidings have been secured out of use pending removal. (New item) (52)

MORPETH GOODS YARD

The “Water” Road has been buffer-stopped at the northern side of the Warehouse and the Warehouse Road has been secured out of use pending removal. (New item) (52)

SOUTH BANK

The Up Main Home signal has been abolished. (51)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BEAM MILL JUNCTION

The facing junction points leading from Down Goods to the Down B.S.C. Beam Mill line at 18m. 4ch. have been repositioned 40 yards further west and the Down Goods has been realigned 4 yards further north.

Pending the introduction of new colour light signalling Down Goods signal G5/G6 and Up Beam Mill line signal G714 has been restricted to a RED aspect and Drivers will be Handsignalled as required.
(51)

** TYNE DOCK GOODS BRANCH – (Between Pelaw Jn. and Simonside Wagon Works)

The working by Pilotman over the Tyne Dock Goods Branch Single line has been discontinued. New colour light signalling controlled by Gateshead has been commissioned and the Track Circuit Block Regulations now apply. Reference should be made to the diagram included in this notice.

Down Tyne Dock 3-aspect signal G683 now functions as a 3-aspect signal and the reflectorised Distant board acting as a Distant Semaphore signal, situated 280 yards before reaching the Up Tyne Dock signal G31 has been abolished.

Description of Signals

Signal	Line	Aspect M = Main S = Sub	Route or Junction Indicator Position Number	Destination
G683	Down Tyne Dock Goods	M		G687
G687	Down Tyne Dock Goods	M	Junction Indicator position "1" M	Hebburn Goods Loop G691 Down Tyne Dock Goods G689 signal
G689	Down Tyne Dock Goods	M		G697
G691	Down Hebburn Goods Loop	M S		G697 Frazers Siding
G697	Down Tyne Dock Goods	M M	Junction Indicator position "1"	Jarrow Goods Loop G703 signal G711
G703 (Reduced height signal)	Jarrow Goods Loop	M S		G711 Shunt Spur
G711	Down Tyne Dock Goods	M S		G717 Shell Mex
G717	Down Tyne Dock Goods	S		Simonside Wagon Works

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** TYNE DOCK GOODS BRANCH - (Between Pelaw Jn. and Simonside Wagon Works) - continued

Description of Signals - continued

Signal	Line	Aspect M = Main S = Sub	Route or Junction Indicator Position Number	Destination
G718	Up Tyne Dock Goods	M		G708
G708	Up Tyne Dock Goods	M M S	Junction Indicator position "4"	G700 Up Jarrow Goods Loop G702 signal Goods Yard
G712	Shell Mex	M		G708
G700	Up Tyne Dock Goods	M		G698
G702	Jarrow Goods Loop	M		G698
G698	Up Tyne Dock Goods	M S		G692 Hebburn Colliery
G692	Up Tyne Dock Goods	M M S	Junction Indicator Position "4"	G686 Hebburn Goods Loop G688 signal Sidings
G688	Hebburn Goods Loop	M		G682
G686	Up Tyne Dock Goods	M		G682
G682	Up Tyne Dock Goods	M		G31 (existing signal)
Signal 690	Line Frazers Siding		Route Indication	Destination Hebburn Goods Loop G688 Sidings
693	Siding			Down Tyne Dock Goods G697 signal Frazers Siding
699 (711 replated)	Hebburn Colliery Sidings			Jarrow Goods Loop G703 Down Tyne Dock Goods G711
704	Coal Yard			Goods Yard
705	Goods Yard			Coal Yard Shunt Spur Down Tyne Dock Goods G711 signal
706	Shunt Spur			Jarrow Goods Loop G702 signal Goods Yard

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item:

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

MISCELLANEOUS NOTICES

SUNDERLAND MONKWEARMOUTH GOODS YARD

No.12 Siding has been shortened by 25 yards.

(50)

BETWEEN GRANGETOWN AND TEES DOCK EXCHANGE SIDINGS

Until Further Notice, track renewals are being carried out in Tees Dock Exchange Sidings and the Inover and Outover lines will be affected as the work progresses.

Working by Pilotman is in operation until completion of the work.

(U.F.N.)

CORBRIDGE – ALTERATIONS TO UP PLATFORM

“Train Stop Here” Boards in operation at East end of Up Platform.

IMPORTANT

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

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

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

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES – continued

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

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

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

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

York
26 NOVEMBER, 1982



NN

EASTERN REGION

50

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 11 DECEMBER

TO

FRIDAY 17 DECEMBER 1982

INCLUSIVE

NOTE NN 11

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 11 and SUNDAY 12 DECEMBER – CLIFF HOUSE AND STRANTON

Between Stranton and Cliff House

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

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

Stranton

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

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

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

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

Cliff House

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

The Down Goods Loop will be reinstated.

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

Altered Signals

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

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

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

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

The following facing connections will be abolished

- Up Main to Up Goods Loop
- Down Main to Down Goods

All associated signalling will be abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 11 and SUNDAY 12 DECEMBER – CLIFF HOUSE AND STRANTON – continued

The following signals will also be abolished

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

Up Main Home (miniature arm) to Up Goods.

(Ground Disc Signals)

Shunting-Down Siding

Up Goods Loop to Up Main

Down Siding to Down Goods

Down Main to Down Goods

Down Goods to Up Goods

(2)

DETAILS OF WORK ALREADY CARRIED OUT

TEES YARD

Nos.4 and 5 Sidings etc.

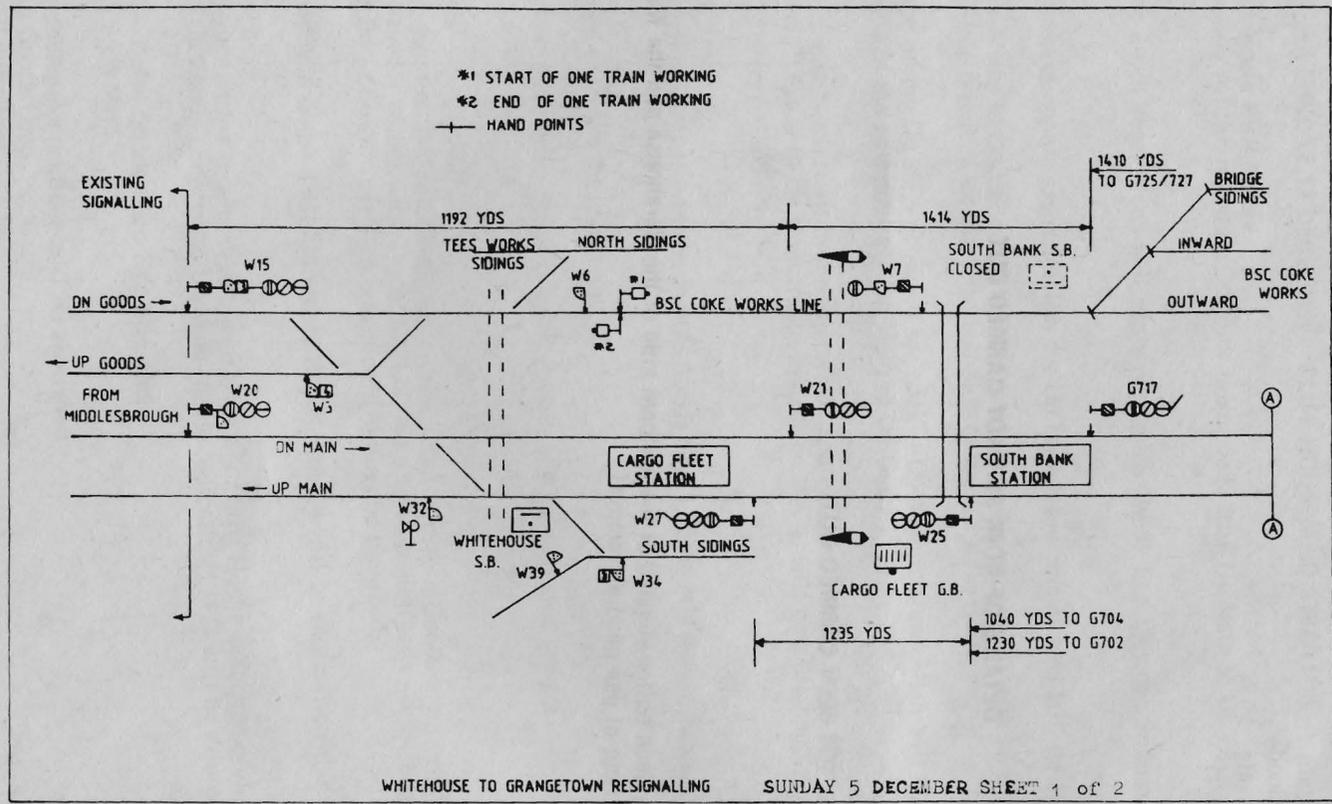
NOTE : THIS WORK HAS NOT BEEN CARRIED OUT.

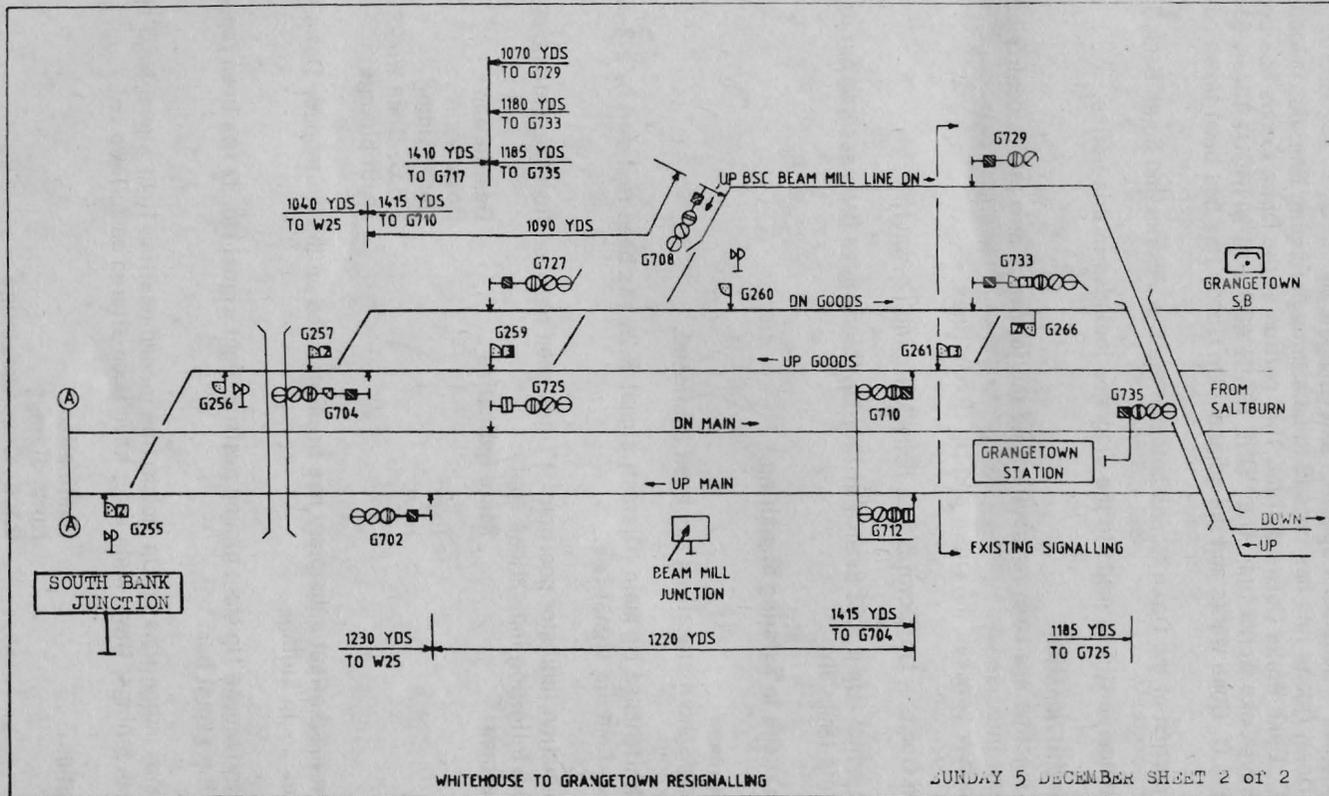
(52)

MORPETH GOODS YARD

The "Water" Road has been buffer-stopped at the northern side of the Warehouse and the Warehouse Road has been secured out of use pending removal.

(52)





SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN WHITEHOUSE AND GRANGETOWN

South Bank signalbox, together with all signals worked therefrom has been abolished. New colour light signalling has been commissioned, and the Track Circuit Block Regulations apply between Middlesbrough – Whitehouse and Grangetown.

South Bank Junction

All points worked by South Bank have been secured out of use pending removal and new crossovers controlled from Grangetown have been installed ¼ of a mile nearer to Grangetown signalbox to form the new South Bank Junction.

Whitehouse – Southbank Junction and Grangetown

The Down Goods line has ceased to be a through running line, but it leads (from Whitehouse) into the B.S.C. Coke Works Outwards line. This portion of the Down Goods has been converted to the B.S.C. (2-Way) Coke Works line. The "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations apply to/from the B.S.C. Coke Works and the adjacent Up Goods line has been taken out of use.

The portion of the Down Goods between the Coke Works and South Bank Junction has been abolished.

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

Beam Mill Junction

The Junction has been remodelled and the following new points controlled from Grangetown have been brought into use:—

Crossover between the Down and Up Goods lines.

Down Goods – Up/Down B.S.C. Beam Mill Line (2-way).

(The points—Up B.S.C. Beam Mill line/Up Goods have been secured out of use in the normal position pending removal).

Alterations to Existing Signalling

Whitehouse

All semaphore signalling has been abolished.

The Whitehouse Up Main (Distant) signal W.25 has been replaced by a 3-aspect Home signal 453 yards further from the signal box.

The Junction Indicator position "4" has been removed from the Whitehouse Down Goods line signal W.15 and the following indications apply:—

Indications	Route Indication	Destination
Main	—	Down Main
Sub	"N"	North Siding
Sub	"C"	B.S.C. Coke Works
Sub	"S"	South Sidings

A right-hand offset subsidiary has been provided on the Whitehouse Down Main signal W.20 applying towards South Sidings.

The Whitehouse Up Main ground position light signal No. 32 has been repositioned 127 yards further from the signal box.

The route indications on Up Goods line ground position light signal No.3 applying set-back Up Goods to North Sidings; Down Main etc., have been altered as follows :—

Indication	Destination
"N"	North Sidings
"C"	B.S.C. Coke Works line
"M"	Down Main
"S"	South Sidings

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN WHITEHOUSE AND GRANGETOWN – continued

Grangetown

Up Main searchlight-type platform Starting Signal G.111 together with the following colour light signals in the vicinity of Beam Mill Junction has been abolished :-

- Down Goods G.5 (Searchlight type)
- Down Main G.101 (Searchlight type)
- Up Main G.112 (Searchlight type)
- Up Goods G.15 (3-aspect)
- Up B.S.C. Beam Mill G.12 (3-aspect)
- Up Goods G.16 (ground position light)
- Down Goods G.18 (ground position light)

Description of Signals W = Whitehouse: G = Grangetown

Signal	Line	Aspect M = Main S = Sub	Route Indication or Junction Indicator Position Number	Destination
Down Direction				
W21	Down Main	M		G717
W21 has been temporarily mounted on the post of the former Up Goods Distant signal.				
G717	Down Main	M M	Position 1	Down Goods G727 G725
G717 has been temporarily mounted on the bracket post formerly carrying the South Bank SB55 signal.				
G725 (automatic signal)	Down Main	M		G735 (existing)
G727	Down Goods	M M	Position 1	Down B.S.C. Beam Mill line G729 signal (existing) Down Goods G733 (existing)
Up Direction				
G712	Up Main (automatic)	M		G702
G702	Up Main	M		W25
W25	Up Main	M		W27 (existing)
G710	Up Goods	M		G704
G704	Up Goods	M S		Up Main W25 G256 (ground position light)
G708	Up B.S.C. Beam Mill	M		Up Goods G704
W7	B.S.C. Coke Works Line (Up direction)	S		W6 (ground position light)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN WHITEHOUSE AND GRANGETOWN - continued

Signal	Line	Aspect		Route Indication or Junction Indicator Position Number	Destination
		M Main	S Sub		
Ground Position Light Signals					
G255	Up Main			"G" "M"	Up Goods G257 Down Main
G256	Up Goods				Up Main W25
G257	Up Goods			"G" "X"	Down Goods Up Goods
G259	Up Goods			"B" "G" "X"	B.S.C. Beam Mill Line Down Goods Up Goods
G260	Down Goods				Up Goods
G266 (existing)	Down Goods			"G" "X"	Up Goods G710 (previously to G15 signal) Down Goods G260 (previously to G18 ground position light signal)

(52)

SOUTH BANK

The Up Main Home signal has been abolished.

(51)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

**WORKING MANUAL FOR RAIL STAFF (BR30054) WHITE PAGES
C4/5 CONVEYANCE OF DANGEROUS GOODS ON FREIGHTLINER WAGONS WITH ISOLATED BRAKES**

Instruction C4/5 add:-

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 175						
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Delete :-		Pelaw Jn. for Harton	98.07	20	To Tyne Dock Branch line.	
Add :-		Pelaw Jn. for Simonside	98.07	25	To Simonside line.	(6D)
Pages 186/187 (Page 96 Supp. Optg. Insts.)						
TYNE DOCK BRANCH						
Delete existing table and substitute :-						
PELAW TO SIMONSIDER WAGON WORKS						
		Pelaw Jn. (See pages 74 and 175)	0.09	25	25	0m. 9ch. and 0m. 27ch.
				15		To, from and over Hebburn Goods Loop 1m. 38ch. and 1m. 59ch.
	D&UGL33	Hebburn	1.50	25		From and to Hebburn Goods Loop at 1m. 59ch.
	D&UGL42	Jarrow	3.00	25	25	To, over and from Jarrow Goods Loop 2¾m.p. and 3m. 14ch.
		Simonside	4.19			(6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES -- continued

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

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

** SUNDERLAND MONKWEARMOUTH GOODS YARD

No.12 Siding has been shortened by 25 yards. (50)

CORBRIDGE - ALTERATIONS TO UP PLATFORM

"Train Stop Here" Boards in operation at East end of Up Platform.

IMPORTANT

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

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

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

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

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

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

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

York
3 DECEMBER, 1982



NN

EASTERN REGION

51

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 DECEMBER

TO

FRIDAY 24 DECEMBER 1982

INCLUSIVE

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

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

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 18 AND SUNDAY 19 DECEMBER – HETT MILL LEVEL CROSSING AT 60¼ m.p. (between Ferryhill and Tyne)

The level crossing gates will be abolished and replaced by lifting barriers controlled from Hett Mill Gate Box. (2)

CLIFF HOUSE AND STRANTON – THIS WORK HAS NOT BEEN CARRIED OUT

DETAILS OF WORK ALREADY CARRIED OUT

TEES YARD

Nos.4 and 5 Sidings etc.

NOTE : THIS WORK HAS NOT BEEN CARRIED OUT. (52)

MORPETH GOODS YARD

The "Water" Road has been buffer-stopped at the northern side of the Warehouse and the Warehouse Road has been secured out of use pending removal. (52)

NEWCASTLE WEST END JUNCTION

The diamond crossing between the Down South and Up West Goods lines has been replaced by plain line.

The Down and Up West Goods lines have been closed to traffic and the points – Up East Goods/Down West Goods and Up West Goods/Down East Goods have been secured out of use pending removal.

All associated signalling has been abolished. (New Item) (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN WHITEHOUSE AND GRANGETOWN

South Bank signalbox, together with all signals worked therefrom has been abolished. New colour light signalling has been commissioned, and the Track Circuit Block Regulations apply between Middlesbrough – Whitehouse and Grangetown.

South Bank Junction

All points worked by South Bank have been secured out of use pending removal and new crossovers controlled from Grangetown have been installed ¼ of a mile nearer to Grangetown signalbox to form the new South Bank Junction.

Whitehouse – Southbank Junction and Grangetown

The Down Goods line has ceased to be a through running line, but it leads (from Whitehouse) into the B.S.C. Coke Works Outwards line. This portion of the Down Goods has been converted to the B.S.C. (2-Way) Coke Works line. The "ONE TRAIN WORKING WITHOUT TRAIN STAFF" regulations apply to/from the B.S.C. Coke Works and the adjacent Up Goods line has been taken out of use.

The portion of the Down Goods between the Coke Works and South Bank Junction has been abolished.

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

Beam Mill Junction

The Junction has been remodelled and the following new points controlled from Grangetown have been brought into use:—

Crossover between the Down and Up Goods lines.

Down Goods – Up/Down B.S.C. Beam Mill Line (2-way).

(The points—Up B.S.C. Beam Mill line/Up Goods have been secured out of use in the normal position pending removal).

Alterations to Existing Signalling

Whitehouse

All semaphore signalling has been abolished.

The Whitehouse Up Main (Distant) signal W.25 has been replaced by a 3-aspect Home signal 453 yards further from the signal box.

The Junction Indicator position "4" has been removed from the Whitehouse Down Goods line signal W.15 and the following indications apply:—

Indications	Route Indication	Destination
Main	—	Down Main
Sub	"N"	North Siding
Sub	"C"	B.S.C. Coke Works
Sub	"S"	South Sidings

A right-hand offset subsidiary has been provided on the Whitehouse Down Main signal W.20 applying towards South Sidings.

The Whitehouse Up Main ground position light signal No. 32 has been repositioned 127 yards further from the signal box.

The route indications on Up Goods line ground position light signal No.3 applying set-back Up Goods to North Sidings; Down Main etc., have been altered as follows:—

Indication	Destination
"N"	North Sidings
"C"	B.S.C. Coke Works line
"M"	Down Main
"S"	South Sidings

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN WHITEHOUSE AND GRANGETOWN – continued

Grangetown

Up Main searchlight-type platform Starting Signal G.111 together with the following colour light signals in the vicinity of Beam Mill Junction has been abolished :-

- Down Goods G.5 (Searchlight type)
- Down Main G.101 (Searchlight type)
- Up Main G.112 (Searchlight type)
- Up Goods G.15 (3-aspect)
- Up B.S.C. Beam Mill G.12 (3-aspect)
- Up Goods G.16 (ground position light)
- Down Goods G.18 (ground position light)

Description of Signals W = Whitehouse: G = Grangetown

Signal	Line	Aspect M = Main S = Sub	Route Indication or Junction Indicator Position Number	Destination
Down Direction				
W21	Down Main	M		G717
W21 has been temporarily mounted on the post of the former Up Goods Distant signal.				
G717	Down Main	M M	Position 1	Down Goods G727 G725
G717 has been temporarily mounted on the bracket post formerly carrying the South Bank SB55 signal.				
G725 (automatic signal)	Down Main	M		G735 (existing)
G727	Down Goods	M M	Position 1	Down B.S.C. Beam Mill line G729 signal (existing) Down Goods G733 (existing)
Up Direction				
G712	Up Main (automatic)	M		G702
G702	Up Main	M		W25
W25	Up Main	M		W27 (existing)
G710	Up Goods	M		G704
G704	Up Goods	M S		Up Main W25 G256 (ground position light)
G708	Up B.S.C. Beam Mill	M		Up Goods G704
W7	B.S.C. Coke Works Line (Up direction)	S		W6 (ground position light)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN WHITEHOUSE AND GRANGETOWN - continued

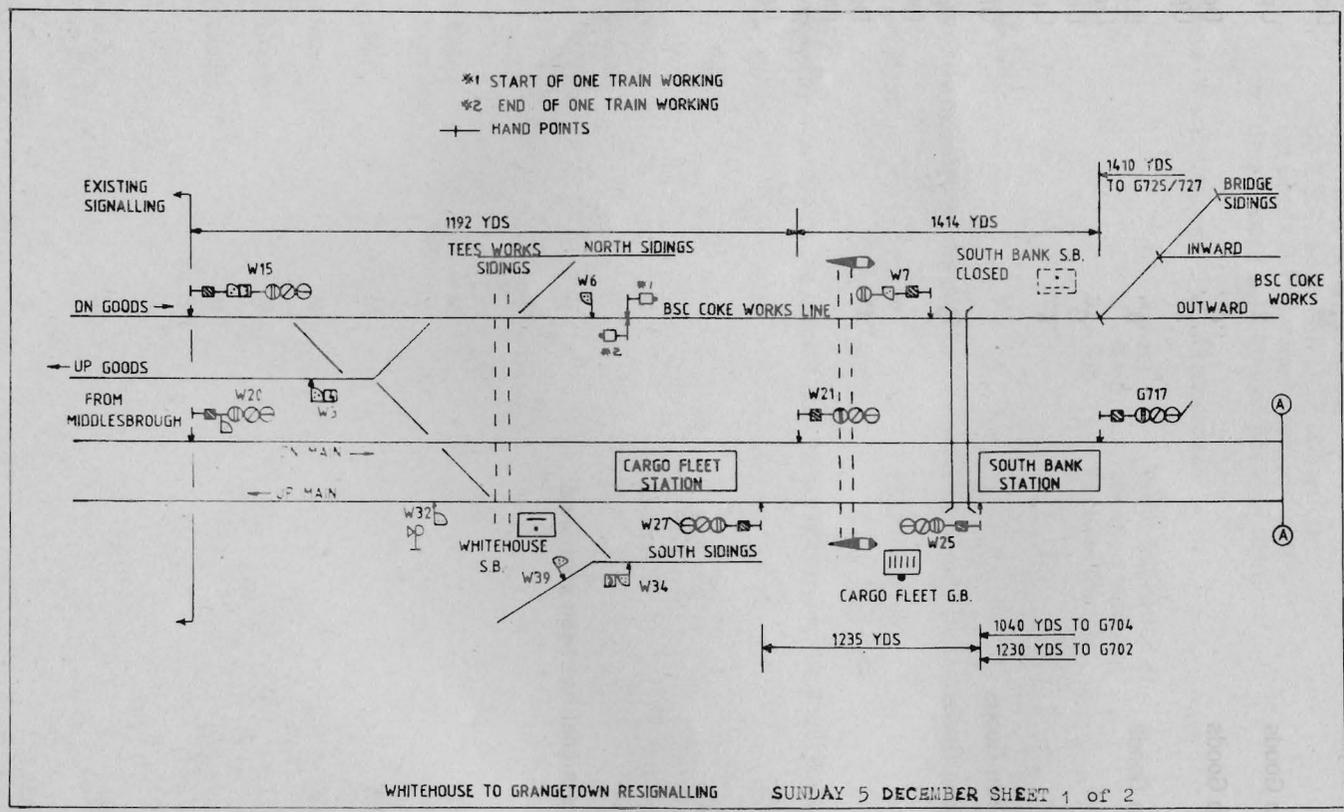
Signal	Line	Aspect M = Main S = Sub	Route Indication or Junction Indicator Position Number	Destination
Ground Position Light Signals				
G255	Up Main		"G" "M"	Up Goods G257 Down Main
G256	Up Goods			Up Main W25
G257	Up Goods		"G" "X"	Down Goods Up Goods
G259	Up Goods		"B" "G" "X"	B.S.C. Beam Mill Line Down Goods Up Goods
G260	Down Goods			Up Goods
G266 (existing)	Down Goods		"G" "X"	Up Goods G710 (previously to G15 signal) Down Goods G260 (previously to G18 ground position light signal)

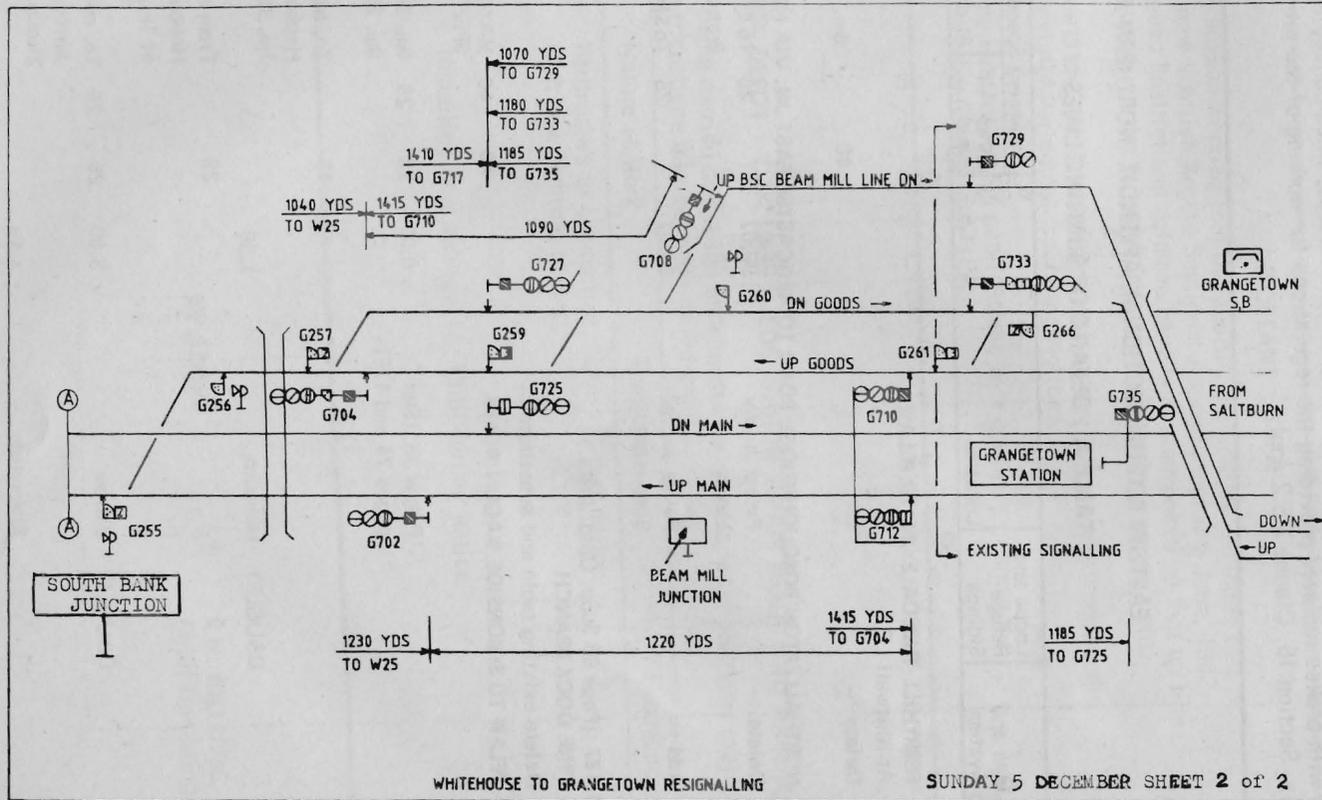
(52)

** SOUTH BANK

The Up Main Home signal has been abolished.

(51)





SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes a new or amended item.

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

WORKING MANUAL FOR RAIL STAFF (BR30054) WHITE PAGES
C4/5 CONVEYANCE OF DANGEROUS GOODS ON FREIGHTLINER WAGONS WITH ISOLATED BRAKES

Instruction C4/5 add:-

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 73						
FERRYHILL TURSDALE JN. TO PELAW						
At Whitwell LC						
Delete :-				40	6m. 75ch. and 7m. 15ch.	
Page 175						
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Delete :-		Pelaw Jn. for Harton	98.07	20	To Tyne Dock Branch line.	
Add :-		Pelaw Jn. for Simonside	98.07	25	To Simonside line. (6D)	
Pages 186/187 (Page 96 Supp. Optg. Insts.)						
TYNE DOCK BRANCH						
Delete existing table and substitute :-						
PELAW TO SIMONSIDO WAGON WORKS						
		Pelaw Jn. (See pages 74 and 175)	0.09	25	25	MAXIMUM PERMISSIBLE SPEED
				15	To, from and over Hebburn Goods Loop 1m. 38ch. and 1m. 59ch.	
	D&UGL33	Hebburn	1.50	25	From and to Hebburn Goods Loop at 1m. 59ch.	
	D&UGL42	Jarrow	3.00	25	25	To, over and from Jarrow Goods Loop 2½m.p. and 3m. 14ch.
		Simonside	4.19			(6D)



SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

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

CORBRIDGE – ALTERATIONS TO UP PLATFORM

“Train Stop Here” Boards in operation at East end of Up Platform.

IMPORTANT

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

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

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

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

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

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

MP.32/NN

R.M. WILLIAMS
Chief Operating Manager

York
10 DECEMBER, 1982

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BERWICK STATION

No.1 Down Siding has been extended to form a continuous running line with access from the Down Main. This line has become the Down Goods.

The existing Down Goods has been severed and become No.1 Down Siding with access from the north end only. Buffer-stops have been erected 100 yards from the points leading from Down Goods.

The Junction Indicator on Down Main Signal No.49 applies towards New Down Goods. (2)

SEATON-ON-TEES BRANCH – GRAYTHORP LEVEL CROSSING

A new "Open" type of level crossing equipped with road traffic signals but without gates or barriers has been provided across the Seaton-on-Tees Branch single line 550 yards from Seaton Snook Junction.

An advance warning sign  in the form of a black "St. Georges Cross" on a white background has been provided 375 yards from the crossing on the Down rail approach.

A notice board worded :-

● STOP – PREPARE PLUNGER, OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING

has been provided 27 yards from the crossing on each rail approach.

(New Item) (3)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL APPENDIX

8 Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the Note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3.

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER,
EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2(c) to:–

Six wheeled milk tanks – loaded or empty 45m.p.h.

(6D)

MISCELLANEOUS NOTICES

THORNABY STATION – DEMOLITION WORK

Drivers of passenger trains stopping at Thornaby Station to stop at East End of Thornaby Station at the Notice Board provided.

BARDON MILL STATION

A New Down Platform has been brought into use located directly opposite the Up Platform. Old Down Platform Closed pending demolition. (2)

York

17 DECEMBER, 1981

MP.32/NN

G. GRAHAM
Chief Operating Manager*Receipt of this notice need not be acknowledged. If the NN Notice is not received by the normal time advise your Supervisor.*

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

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