

*Signal Box*

For the information of Railway Staff only

C.J.

WOOLSTENHOLMES

N-1

**NE/N**

No. 9

**BRITISH RAILWAYS**

NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 4th March, 1961  
to Friday, 10th March, 1961 inclusive**

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

# SIGNALLING RECORD SOCIETY

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**Section C—****SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

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

SUNDAY, 5th MARCH.—LAMESLEY NEW YARD—LAMESLEY TIP SIDING—SOUTH OF LAMESLEY SIGNAL BOX.

The Tip Siding will be re-routed and additional connections laid in, with the trap points moved 60 yards further North.

SUNDAY, 5th MARCH.—CHATHILL, STATION.

Points dispensed with.

No. 29 Mains Crossover.

Altered naming of Signals.

No. 30 Down Main or to Up Main or to Depots will read Down Main or to Depot.

No. 24 Up Main to Down Main or to Up Siding will read Up Main to Up Siding.

SUNDAY to FRIDAY, 5th to 10th MARCH.—CHRISTON BANK, STATION and CHATHILL, STATION.

Commencing 8-0 am, Sunday, 5th March, the facing crossovers at the above Signal Boxes will be clamped and padlocked and spiked normal.

**DETAILS OF WORK ALREADY CARRIED OUT.**

DURHAM NORTH, MOTIVE POWER DEPOT SIDINGS.

Sidings Nos. 19, 24 and 26, Dgm. No. 953, have been abandoned.

(2)

BELFORD, STATION.

Facing crossover situated at South side of level crossing and released by Annett's key from Belford Station Signal Box has been brought into use.

(2)

HORDEN, STATION.

No. 21 Up Main Distant signal has been renewed at reduced height 246 yards further from the Signal Box.

(3)

DUNSTON-ON-TYNE, NORWOOD.

No. 44 Down Home from Gateshead signal has been renewed at reduced height on same site.

No. 79 Shunting Up Low Fell to Down Main signal has been renewed as a ground disc 3 yards further from Signal Box.

(2)

SOUTH SHIELDS, GARDEN LANE AND STATION.

The Up and Down Main lines between Garden Lane Signal Box and South Shields Station have been reinstated on Keppel Street Bridge. A crossover has been installed between the Up and Down Main lines on this Bridge and it has been clamped and padlocked out of use until further notice.

(5)

WHITBURN JUNCTION GROUND FRAME.

No. 8 signal from Coal Depot has been renewed at increased height on same site.

(2)

**DETAILS OF WORK ALREADY CARRIED OUT—continued.**

WASHINGTON, BIDDICK LANE.

Left-hand bracket No. 14 Up Home and No. 12 Up Independent to Up Main has been renewed as a right-hand bracket at an increased height on same site.

(2)

STELLA GILL, SOUTH PELAW.

No. 9 Up Branch Home No. 1 signal has been renewed 8 yards nearer Signal Box.

No. 59 Down Main Distant signal has been renewed 50 yards further from Signal Box at increased height.

(2)

MIDDLESBROUGH, GUISBOROUGH JUNCTION.

Signals dispensed with.

No. 22—No. 2 Down Goods to Down Branch, Calling-on.

No. 25—No. 4 Down Goods to Down Branch, Calling-on.

◇ signs will be fitted to the following signals:—

No. 29 Down Branch Starting.

No. 27 Down Main to Down Branch.

No. 31 Down Main Home.

No. 32 Down Main Starting.

No. 85 Up Branch to Up Main Home.

No. 86 Up Branch to No. 1 Up Goods.

No. 87 Up Branch to No. 2 Up Goods.

(5)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended items.

### MISCELLANEOUS NOTICES.

#### NORTH EASTERN REGION STANDARD SECTIONAL APPENDICES (NORTHERN AND SOUTHERN SECTION).

Additional Maximum Permissible Speeds (Speed Limits) and Permanent Speed Restrictions have been included in Table 'A' of the Sectional Appendices operative from Saturday, 1st October. Certain Permanent Speed Restrictions have also been amended and Maximum Permissible Speeds (Speed Limits) have been substituted for these Permanent Speed Restrictions over certain Branches and Loop lines.

Owing to difficulties in obtaining supplies, it has not been possible to erect Speed Restriction Indicator signs immediately in all cases, but they will be provided as soon as they are available. The existing signs where a previous Speed Restriction has become a Maximum Permissible Speed (Speed Limit) for a Branch or a Loop line will be removed as soon as possible.

#### REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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:—

Place	Nature of Work	Duration	Commencing date
Heaton Motive Power Depot	Repairing Roof	Until further notice	—

#### AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

The equipment has been brought into use between King's Cross and Edinburgh except between Newcastle and Belford, Crag Mill.

#### ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station. (G1/26)

#### CATCH POINTS—BETWEEN ALNMOUTH STATION AND CHRISTON BANK STATION.

Catch points have been installed in the Down Main line at 35 miles 74 chains, 36 miles 59 chains, 37 miles 6 chains, 38 miles 8 chains, 38 miles 61 chains and 40 miles 63 chains. They have been clamped and padlocked out of use until further notice.

### MISCELLANEOUS NOTICES—continued.

#### CATCH POINTS—BETWEEN CHATHILL STATION AND STAMFORD CROSSING.

Catch points have been installed in the Up Main line at 43 miles 40 chains and 42 miles 8 chains. They have been clamped and padlocked out of use until further notice.

#### \*\* FACING CROSSOVER.

The facing crossover installed at Belford between the Up and Down Main lines between 51 miles 36 chains and 51 miles 40 chains has been brought into use.

#### GATESHEAD, ST. JAMES BRIDGE.

The lines adjacent to the coal stage line at Borough Gardens M.P.D. are being used as a two-way engine line for Park Lane Yard between Borough Gardens and St. James' Bridge Signal Boxes. Spring points have been situated on the lines and lie normally for the Engine line.

#### WEST SLEEKBURN.

West Sleekburn Signal Box has been demolished by fire and until further notice handsignalmen will be in attendance at points and signals except the Down Home and Up Starting signals which will be worked by the signalman.

No. 3 Up Main Home signal has been repositioned 50 yards further from the Signal Box. Handsignalmen still in attendance.

#### CULLERCOATS COAL DEPOTS.

Until further notice, points leading to Coal Cells on Sidings Nos. 13 and 14 have been clamped out of use pending recovery of track.

#### ★ SOUTH SHIELDS AND GARDEN LANE—CONSTRUCTION OF KEPPEL STREET BRIDGE.

The Up and Down Main lines between Garden Lane Signal Box and South Shields Station have been reinstated on Keppel Street Bridge. (See Section C.)

South Shields No. 5 West crossover has been re-positioned at the West end of the Station Platform and form a "scissors" crossover with No. 9 points, and No. 13 points have been moved accordingly nearer to the Signal Box.

The effective length of the Down Platform line has been reduced and excursion trains of more than 6 vehicles can only be accepted at South Shields, after prior consultation.

Until 4-0 pm, Monday, 6th March, Warning Boards and "C" indicators at South Shields Station are situated at the West end of each platform. A maximum speed of 10 m.p.h. must be rigidly observed.

#### BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Train Signalling on Single Lines of Railway by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

#### THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOX.

#### TRIMDON STATION.

The Signal Box at Trimdon Station has been dispensed with and a Ground Frame released by the Electric Token installed from which the Goods Yard points are worked.

#### WINGATE COLLIERY.

Until further notice, trestling will be fixed at Bridge No. 15 at 6 miles 14 chains, giving limited clearance of 4 feet in the Up Cess.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

## MISCELLANEOUS NOTICES—continued.

## AINDERBY STATION.

Until further notice, engines are not permitted to travel over Coal Depot lines at the ends of Lines Nos. 7 and 8, Dgm. No. 470.

## MIDDLESBROUGH CARRIAGE SIDINGS.

Until further notice, a temporary sleeper crossing is in use at the junction of Lines Nos. 99, 90 and 108, Dgm. No. 581.

## SALTBURN STATION.

Until further notice, engines will not be permitted to pass under the canopy at the East end of the station and approach to Zetland Hotel.

## BATTERSBY, STATION.

The Bay and Main line Platforms have been shortened by 74 feet at the North East (Nunthorpe and Kildale) end. (2)

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX  
(NORTHERN SECTION).TABLE F.  
PROPELLING TRAINS OR VEHICLES.

From	To	Line	Number of Vehicles and Special Conditions
Page 159. INSERT:— ★Seghill South	BACK WORTH TO MORPETH, Via Seghill North	MORPETH, Via Up	SEGHILL, ETC. Freight wagons with or without Brake Vans

TABLE H.I.  
WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR.

From	To	Line	Remarks
Page 172. ★INSERT:— Percy Main North	BACKWORTH TO MORPETH, Via Whitehill Point	SEGHILL, ETC. Down	—

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

## SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET.

Page 6. Weedkilling Train.

★Clause 6 PROPELLING—AMEND to read:—

(6) PROPELLING.

The train may be propelled in accordance with the conditions applicable to ballast trains provided the vacuum brake is connected throughout, except that the train must not be propelled on falling gradients more severe than 1 in 260.

A copy of this notice must be supplied to all Drivers, Guards, Signal men and others concerned.

York  
27th February, 1961

0.8870/N9

F. L. HICK,  
Operating Officer

Receipt of this notice need not be acknowledged. If not received by the normal time, advise your Superior Officer by telegram as follows:—"NILE SIG. PROG. NE/N9"

Herald, York—R20941

BR/31262

**SAFETY FIRST**

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**ALWAYS**

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**Be  
Fair,  
Take  
Care**

C. J.  
WOOLSTENHOLMES

For the information of Railway Staff only

N-1

**NE/N**

No. 16

**BRITISH RAILWAYS**

NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 22nd April, 1961  
to Friday, 28th April, 1961 inclusive**

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

At or between	Lines affected	Remarks
<b>MIDDLESBROUGH (GUISBOROUGH JUNCTION) and LOFTUS (via GUISBOROUGH).</b>		
<b>UNTIL FURTHER NOTICE.</b>		
Middlesbrough, Guisborough Junction and North Ormesby.	All.	7-30 am to 5-0 pm each day (except Saturday), laying cables and concrete ducts. Disconnections as required.
Nunthorpe, East and Station.	Up Main (BLOCKED).	Constructing new Overbridge at 4 miles 56 chains. Single Line Working by Pilotman over the Down Main line between Nunthorpe Station and a temporary main to main trailing crossover provided immediately ahead of Nunthorpe East Down Home signals. (See Section D.) Until 7-0 pm, Tuesday, 25th April.
Nunthorpe, Station and East.	Up and Down Main.	7-30 am to 7-0 pm each day, constructing new overbridge at 4 miles 56 chains. Cranes and mechanical plant in use. Commencing Wednesday, 26th April.
<b>SUIDAY, 23rd APRIL.</b>		
Boosbeck, Station.	Up and Down Main and Shunt Spurs (Lines Nos. 1 and 2, Dgm. No. 486) (BETWEEN TRAINS).	8-0 am to 5-0 pm, erecting overhead cables near 12 miles 15 chains.
<b>STOKESLEY and GROSMONT.</b>		
<b>UNTIL FURTHER NOTICE.</b>		
Castleton, Station.	All.	7-30 am to 5-0 pm each day (except Saturday), preparing for alterations to signalling and interlocking and renewing point connections. Disconnections as required.
<b>SUNDAY, 23rd APRIL.</b>		
Ingleby, Station and Battersby, Station.	Main and Siding (BETWEEN TRAINS).	8-0 am to 5-0 pm, erecting overhead cables at 11 miles 15 chains and 11 miles 60 chains.
<b>MONDAY to FRIDAY, 24th to 28th APRIL.</b>		
Danby, Station and Glaisdale, Station.	Single (BETWEEN TRAINS).	8-0 am to 4-0 pm each day, on track tamping machine in use between 21 and 24 m.p.

## 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, 23rd APRIL.—NORTH SHIELDS, STATION GROUND FRAME.

Points dispensed with.

No. 14 Crossover Road (clamped and spiked normal pending removal).

SUNDAY, 23rd APRIL.—TYNEMOUTH, SOUTH.

Points dispensed with.

No. 6 Dock Lines No. 4 to No. 5 (clamped and spiked normal pending removal).

Signals dispensed with.

No. 4 Shunting, No. 4 Dock or to No. 5 Dock.

SUNDAY, 23rd APRIL.—TYNE DOCK, BOTTOM.

No. 56 West Main to Goods and No. 55 West Main to Up Home No. 2 signals will be renewed at decreased height on same site.

SUNDAY, 23rd APRIL.—SOUTH DOCK, WALKER SIDINGS GROUND FRAME.

No. 4 Up Main Home signal will be renewed at reduced height on same site.

SUNDAY, 23rd APRIL.—SOUTH DOCK, HENDON GAS WORKS GROUND FRAME.

No. 4 Down Home signal will be renewed as a right-hand bracket at increased height on same site.

## DETAILS OF WORK ALREADY CARRIED OUT.

CHESTER-LE-STREET AND BIRTLEY, OUSTON.

Chester-le-Street No. 20 Down Main Starting has been renewed at reduced height on same site with Ouston No. 25 Down Main Distant below on straight post, and No. 28 Down Main to Slow Distant on left-hand bracket on same spot. (3)

*\*\**STAMFORD CROSSING AND BELFORD STATION.

For alterations to signalling see **Special Supplementary Signalling Programme No. 10A.** (6)

OAKWELLGATE, GOODS YARD.

No. 3 Crossover, Dgm. No. 1000, has been abandoned. (4)

GATESHEAD, HIGH STREET.

Points dispensed with.

No. 22 Goods Siding to Up Goods.

Signals dispensed with.

No. 12 Shunting, Goods Siding Up Direction or to Up Goods.

No. 33 Shunting, Goods Siding, Down direction.

Altered Naming.

No. 37 Up Goods to Down Goods or Goods Siding now reads Shunting Up to Down Goods. (4)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BEDLINGTON, WEST SLEEKBURN.

The new Signal Box situated at Down side of line adjacent to the Junction points 88 yards further North has been brought into use.

The temporary ground frame controlling the Down Home and Up Starting signals has been dispensed with and all points and signals are connected and worked from the Signal Box.

## Alterations to Signals.

The bottom arm of the 2-armed semaphore signal from Bomarsund Colliery has been dispensed with and the top arm has yellow arm and light and reads: No. 17 Bomarsund Colliery to Down Main.

The existing ground signal situated between the Up and Down Main 80 yards South of site of old Signal Box has been replaced by a miniature arm semaphore signal with 5-way route indicator on right side of Up Main at same distance, reading:

- No. 4 with route indicator—
- “B” Bomarsund Colliery.
- “D” Down Main.
- “X” Down Branch.
- “U” Up Branch.
- “S” West Sleekburn Colliery.

## New Signals.

No. 9 Down Main to Up Branch (Disc signal) situated 154 yards South of Signal Box on the left of Down Main line.

No. 16 disc signal from Battery Sidings situated on left-hand side of exit from Siding.

A limit of shunt board has been provided 118 yards East of No. 35 Up Branch Home.

Continuous track circuiting has been provided on the Down line from 200 yards in rear of No. 10 Down Main Home to the clearance point for the Junction points and on the Up line from 200 yards in rear of No. 33 Up Main Home to No. 32 Up Main Starting signal.

◇ signs have been provided on the following signals:

- No. 10 Down Main Home.
- No. 11 Down Main Starting.
- No. 33 Up Main Home.
- No. 32 Up Main Starting.

Telephone and ‘D’ signs have been provided at the following signals:

- No. 1 Shunting Up Main or to Down Main.
- No. 3 Shunting Down Main or to Up Main.

(4)

## WYLAM, WEST WYLAM.

## Points dispensed with.

No. 11 Down Main to Down Siding—clamped and spiked pending removal.

## Signals dispensed with.

- No. 10 Down Siding Down or Down Main.
- No. 12 Shunting Down Main to Down Siding.

No. 14 Shunting Up Main to Down Sidings signal has been replaced by ground disc situated between Up and Down Mains.

No. 16 Down Siding to Up Main signal has been replaced by ground disc situated at right-hand side of Down Siding. (5)

## WYLAM, WEST WYLAM.

## Signals dispensed with.

- No. 2 Down Branch Home.
- No. 3 Down Main Home No. 2.
- No. 7 Down Main to Independent Home No. 2.
- No. 9 Down Main to Exchange Sidings.
- No. 1 Down Main Home No. 1.

## New Signals.

- No. 3 Down Branch Home.
- No. 10 Down Branch to Down Goods.
- No. 11 Down Branch to Exchange Sidings.
- No. 1 Down Main Home.
- No. 7 Down Main to Down Goods.
- No. 9 Down Main to Exchange Sidings.

} Right-hand bracket situated 140 yards East of Signal Box to the left of Down Branch line.

} Right-hand bracket situated 121 yards East of Signal Box to the left of Down Siding line.

(4)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## DUNSTON-ON-TYNE, DERWENTHAUGH.

Left-hand bracket carrying

No. 30 Sidings to Down Main and

No. 32 Sidings to Shunting Neck signals

has been renewed as a straight post on same site. Top arm No. 30.

## TEAMS CROSSING GATE BOX.

‘T’ bracket signal:—

No. 8 from Tyne Dock Shunting,

No. 9 Allerdene Road to Lobley Hill and

No. 10 Allerdene Road to Colliery signals

has been renewed as a right-hand bracket at reduced height on same site. (5)

## \*\*TYNE DOCK, HARTON.

No. 33 Shunting Down Main has been renewed 20 yards nearer Signal Box. (6)

## TYNE DOCK, SIMONSDALE.

No. 17 Shunting from Down Main to Up Main signal has been renewed on same site at increased height.

No. 13/14 Disc signal from Down Main to Ballast Tip or to Tall’s Siding has been replaced as a miniature arm under No. 17 signal. (2)

## SOUTH DOCK, LONDONDERRY.

No. 10 Shunting from No. 22 Staiths signal has been renewed 22 yards nearer Signal Box. (2)

## MIDDLETON-IN-TEESDALE.

The Engine Shed Sidings (Lines Nos. 34, 35, 36 and 37, Dgm. No. 812) have been removed and Lines Nos. 33 and 38, Dgm. No. 812, have been made good with plain line. (5)

## HAVERTON HILL, STATION.

## Points dispensed with.

17—Up Main to Engine Sidings.

19—Down Branch to Engine Sidings.

## Signals dispensed with.

No. 16 Engine Sidings to Up or Down Main.

No. 25 Up Main to Engine Siding.

No. 34 Down Main Outer Home.

No. 39 Down Main Home No. 1.

Down Main Outer Distant under Belasis Lane No. 22 Down Main Home.

Down Branch Outer Distant under Haverton Hill South Outward Sidings to Down Main Starting and Down Main Home respectively.

## Alterations to Signals.

No. 5 Shunting Down Sidings to Up Main and No. 24 Shunting Down Sidings to Down Main now displays normal Yellow aspects.

Shipyards Siding Ground Frame is controlled from the Signal Box. (4)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*DARLINGTON, GENEVA.

## Signals dispensed with.

- No. 2 Down Main Home.
- No. 4 Down Siding to Down Main.
- No. 7 Down Main Starting.
- No. 11 Up Main to Geneva Loop.
- No. 19 Up Main Home.
- No. 20 Up Main Distant.

## New Signals.

- No. 4 Down Siding to Down Main—Ground disc situated on left-hand side of Down Siding, 140 yards West of Signal Box.
- No. 7 Down Main Intermediate Block Home—A 2-aspect colour light signal displaying R or G, situated 523 yards East of Signal Box on left-hand side of Down Main line.
- No. 19 Up Main Home—A 3-aspect colour light signal displaying R, Y or G, situated 452 yards East of Signal Box on left-hand side of Up Main line with
- No. 11 Up Main to Geneva Loop—Subsidiary signal fitted on off-set left-hand bracket.
- 'A' Up Main Auto Distant—2-aspect colour light displaying Y or G, situated 1,180 yards on approach side of 19/11 signal.

Telephones have been provided and D signs fitted to the following signals:—

- No. 7 Down Main Intermediate Block Home.
- No. 19 Up Main Home. (6)

## REDCAR, KIRKLEATHAM AND STATION.

## KIRKLEATHAM.

- Signal dispensed with.
- No. 8 Up Main Distant.

## REDCAR STATION.

## Signals dispensed with.

- No. 3 Up Main Starting.
- No. 5 Up Goods Loop to Up Main.

## New Signals.

- No. 3 Up Main Starting—3-aspect colour light signal showing R, Y and G (Green aspect controlled by Kirkleatham No. 8), situated on left-hand side of right-hand bracket, 535 yards West of Signal Box.
- No. 5 Up Goods Loop to Up Main—3-aspect colour light signal showing R, Y and G (Green aspect controlled by Kirkleatham No. 8), situated on right-hand side of right-hand bracket, 535 yards West of Signal Box.

Telephones have been provided on Nos. 3 and 5 signals. (5)

## \*\*CRAG HALL AND LOFTUS STATION.

Loftus Station Signal Box has ceased to be a block post and all signals have been dispensed with. The section between Crag Hall and Loftus is worked under the "One Engine in Steam" Regulations. A 2-lever Ground Frame has been installed at Loftus, released by key attached to Staff.

## Points worked from Ground Frame.

- No. 1 points in Down line (spring).
- No. 2 points in Up line (spring).

No. 9 points (Spur No. 1 to Spur No. 2) are hand-operated.  
The Engine Shed Ground Frame at Crag Hall is released by key attached to Staff. (6)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended items.

## MISCELLANEOUS NOTICES.

## PASSENGER AND FREIGHT TRAIN PUNCTUALITY COMPETITIONS.

"ABSOLUTE" PUNCTUALITY FOUR WEEKS ENDED 25th FEBRUARY, 1961.

## PASSENGER.

Region	Percentage of Trains "Right Time"	Cumulative figure
NORTH EASTERN ... ..	81.93 (1)	80.46 (1)
Eastern ... ..	78.04 (3)	77.05 (2)
Scottish ... ..	80.18 (2)	76.62 (3)
Southern ... ..	77.85 (4)	75.05 (4)
Western ... ..	73.25 (6)	71.73 (5)
London Midland ... ..	74.05 (5)	71.02 (6)

## FREIGHT.

Region	Percentage of Trains "Right Time"	Cumulative figure
Southern ... ..	63.50 (1)	62.14 (1)
Scottish ... ..	47.44 (2)	44.92 (2)
NORTH EASTERN ... ..	29.54 (3)	30.68 (3)
Eastern ... ..	26.29 (4)	26.81 (4)
London Midland ... ..	23.2 (5)	23.04 (5)
Western ... ..	17.16 (6)	19.33 (6)

## MISCELLANEOUS NOTICES—continued.

## \*\*CATCH POINTS—BETWEEN CHATHILL STATION AND STAMFORD CROSSING.

Catch points installed in the Up Main line at 43 miles 40 chains and 42 miles 8 chains have been brought into use—See Special Supplementary Signalling Programme No. 10A. (6)

## GATESHEAD, ST. JAMES BRIDGE.

The lines adjacent to the coal stage line at Borough Gardens M.P.D. are being used as a two-way engine line for Park Lane Yard between Borough Gardens and St. James' Bridge Signal Boxes. Spring points have been situated on the lines and lie normally for the Engine line.

## BROOMHILL: TOGSTON SEWERAGE AND DISPOSAL WORKS CROSSING.

Until further notice there will be increased user of the above level crossing at 2 miles 68 chains on the Amble Branch by road vehicles and a handsignalman will be in attendance.

Drivers of trains approaching the crossing must keep a sharp lookout, sound the engine whistle and be prepared to act on any hand signals that may be exhibited.

## WEST SLEEKBURN.

A new Signal Box situated at the Down side of the line adjacent to junction points to which all points and signals are connected has been brought into use. (4)

## CULLERCOATS COAL DEPOTS.

Until further notice, points leading to Coal Cells on Sidings Nos. 13 and 14 have been clamped out of use pending recovery of track.

## HOW MILL STATION.

Until further notice, No. 10 Siding (Dgm. No. 1002) alongside the loading dock has been placed out of use pending abandonment. Points leading to the siding will be clamped and spiked out of use until the siding is recovered.

## SOUTH SHIELDS AND GARDEN LANE—CONSTRUCTION OF KEPPEL STREET BRIDGE.

The Up and Down Main lines between Garden Lane Signal Box and South Shields Station have been reinstated on Keppel Street Bridge.

South Shields No. 5 West crossover has been re-positioned at the West end of the Station Platform and form a "scissors" crossover with No. 9 points, and No. 13 points have been moved accordingly nearer to the Signal Box.

The effective length of the Down Platform line has been reduced and excursion trains of more than 6 vehicles can only be accepted at South Shields, after prior consultation.

## DARLINGTON, NORTH ROAD STATION.

The island platform is being shortened by 80 feet at the Darlington end and by 200 feet at the Shildon end.

## AINDERBY STATION.

Until further notice, engines are not permitted to travel over Coal Depot lines at the ends of Lines Nos. 7 and 8, Dgm. No. 470.

## BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Train Signalling on Single Lines of Railways by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

## THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOX.

## TRIMDON STATION.

The Signal Box at Trimdon Station has been dispensed with and a Ground Frame released by the Electric Token installed from which the Goods Yard points are worked.

## WINGATE COLLIERY.

Until further notice, trestling will be fixed at Bridge No. 15 at 6 miles 14 chains, giving limited clearance of 4 feet in the Up Cess.

## MISCELLANEOUS NOTICES—continued.

## MIDDLESBROUGH CARRIAGE SIDINGS.

Until further notice, a temporary sleeper crossing is in use at the junction of Lines Nos. 99, 90 and 108, Dgm. No. 581.

## SALTBURN STATION.

Until further notice, engines will not be permitted to pass under the canopy at the East end of the station and approach to Zetland Hotel.

## ★NUNTHORPE, STATION AND EAST.

In connection with the construction of a new Overbridge between Nunthorpe Station and East at 4 miles 56 chains, a temporary main to main trailing crossover has been provided immediately ahead of Nunthorpe East Down Home signals. It will be clamped and padlocked out of use after completion of Single Line Working by Pilotman over the Down Main line between Nunthorpe Station and East at 7-0 pm, Tuesday, 25th April, and until further notice.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX  
(NORTHERN SECTION).LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS,  
ETC.

Page 129.

The section of line between Skinningrove, Crag Hall and Brotton, Loftus is now worked in accordance with the "One Engine in Steam" Regulations.

DELETE:—"Electric Token" and INSERT:—"One Engine in Steam" in column headed "Description of Block Signalling".

Brotton, Loftus.

DELETE:—Block post indication.

TABLE F.  
PROPELLING TRAINS OR VEHICLES.

From	To	Line	Number of Vehicles and Special Conditions
Page 163 WEST HARTLEPOOL, CEMETERY CASTLE EDEN		NORTH TO RYHOPE, GRANGE via	
INSERT:— Haswell	Pesspool	Up Main	10 freight wagons 0.6255

TABLE H.I.  
WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

From	To	Line	Remarks
Page 172 BACKWORTH (EARS DON) TO NORTH HUMBERLAND DOCK, ETC.			
INSERT:— Percy Main North	Whitehill Point	Down	—

**SAFETY FIRST**

---

**ALWAYS**

---

**Be  
Fair,  
Take  
Care**

C. J.  
WOOLSTENHOLMES

**SPECIAL NOTICE**

ALL CONCERNED TO NOTE THAT THE LINE HEADINGS  
IN THIS AND SUBSEQUENT PROGRAMMES CONFORM TO  
THE LINE HEADINGS WHICH APPEAR IN THE NORTH  
EASTERN REGION (NORTHERN SECTION) SECTIONAL  
APPENDIX DATED 1st OCTOBER, 1960.

N-1

**NE/N**

For the information of Railway Staff only

No. 17

**BRITISH RAILWAYS**

NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 29th April, 1961  
to Friday, 5th May, 1961 inclusive**

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

At or between	Lines affected	Remarks
<b>MIDDLESBROUGH OLD TOWN</b> <b>SUNDAY, 30th APRIL.</b>	<b>N BRANCH and A</b>	<b>CKLAM BRANCH.</b>
Middlesbrough, Goods Yard.	Sidings Nos. 3 and 4 (Lines Nos. T33, T34, T36, 128, 127 and 124, Dgm. No. 578) (BETWEEN TRAINS).	7-30 am to 4-30 pm, loading debris. Signal Box open.
Middlesbrough, Old Town.	Marsh Branch Sidings (Lines Nos. T17, 18, 19, 85, T2 and T3, Dgm. No. 579) (BLOCKED).	6-30 am to 6-0 pm, relaying. Cranes in use. Signal Box open.
Marsh Branch Ground Frame.	Up and Down Goods.	7-0 am to 5-0 pm, renewing fittings on No. 1 Upover and Outover signals. Ground Frame manned.
<b>MIDDLESBROUGH (GUISBOROUGH JUNCTION) to LOFTUS (via GUISBOROUGH) (including GUISBOROUGH SIGNAL BOX to GUISBOROUGH STATION).</b> <b>UNTIL FURTHER NOTICE.</b>		
Nunthorpe, Station and East.	Down and Up Main.	7-30 am to 7-0 pm each day, constructing new overbridge at 4 miles 56 chains. Cranes and mechanical plant in use.
<b>SUNDAY, 30th APRIL.</b>		
Middlesbrough, North Ormsby and Pennyman's.	Down Main (BETWEEN TRAINS).	7-0 am to 5-0 pm, renewing rails between 0 miles 50 chains and 1 mile 48 chains.
<b>STOKESLEY to GROSMONT.</b> <b>UNTIL FURTHER NOTICE.</b>		
Castleton, Station.	All.	7-30 am to 5-0 pm each day (except Saturday), preparing for alterations to signalling and interlocking and renewing point connections. Disconnections as required.
<b>MONDAY to FRIDAY, 1st to 5th MAY.</b>		
Battersby, Station and Castleton, Station.	Single (BETWEEN TRAINS).	8-0 am to 4-0 pm each day, on track tamping machine in use between 15 miles and 17 miles.

## 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, 30th APRIL.—BRAMPTON JUNCTION, MILTON GATE BOX.**

No. 2 Up Main Home signal will be renewed 18 yards further from Gate Box.

**SUNDAY, 30th APRIL.—HENDON, GAS WORKS GROUND FRAME.**

Left-hand bracket carrying No. 2 Down Hendon Inter. Home and No. 3 Down Hendon to Down Goods will be renewed as a straight post on same site. No. 3 top arm.

**SUNDAY, 30th APRIL.—WEST HARTLEPOOL, GREENLAND.**

Atkinson's Siding Ground Frame will be dispensed with and No. 2 points spiked and clamped out of use, pending removal.

Signal dispensed with.

No. 1 Down Goods Home.

## DETAILS OF WORK ALREADY CARRIED OUT.

**CHESTER-LE-STREET AND BIRTLEY, OUSTON.**

Chester-le-Street No. 20 Down Main Starting has been renewed at reduced height on same site with Ouston No. 25 Down Main Distant below on straight post, and No. 28 Down Main to Slow Distant on left-hand bracket on same post. (4)

**OAKWELLGATE, GOODS YARD.**

No. 3 Crossover, Dgm. No. 1000, has been abandoned. (5)

**GATESHEAD, HIGH STREET.**

Points dispensed with.

No. 22 Goods Siding to Up Goods.

Signals dispensed with.

No. 12 Shunting, Goods Siding Up Direction or to Up Goods.

No. 33 Shunting, Goods Siding, Down direction.

Altered Naming.

No. 37 Up Goods to Down Goods or Goods Siding now reads Shunting Up to Down Goods. (5)

**BEDLINGTON, WEST SLEEKBURN.**

The new Signal Box situated at Down side of line adjacent to the Junction points 88 yards further North has been brought into use.

The temporary ground frame controlling the Down Home and Up Starting signals has been dispensed with and all points and signals are connected and worked from the Signal Box.

Alterations to Signals.

The bottom arm of the 2-armed semaphore signal from Bomarsund Colliery has been dispensed with and the top arm has yellow arm and light and reads: No. 17 Bomarsund Colliery to Down Main.

The existing ground signal situated between the Up and Down Main 80 yards South of site of old Signal Box has been replaced by a miniature arm semaphore signal with 5-way route indicator on right side of Up Main at same distance, reading:

No. 4 with route indicator—

"B" Bomarsund Colliery.

"D" Down Main.

"X" Down Branch.

"U" Up Branch.

"S" West Sleekburn Colliery.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BEDLINGTON, WEST SLEEKBURN—continued.

## New Signals.

No. 9 Down Main to Up Branch (Disc signal) situated 154 yards South of Signal Box on the left of Down Main line.

No. 16 disc signal from Battery Sidings situated on left-hand side of exit from Siding. A limit of shunt board has been provided 118 yards East of No. 35 Up Branch Home.

Continuous track circuiting has been provided on the Down line from 200 yards in rear of No. 10 Down Main Home to the clearance point for the junction points and on the Up line from 200 yards in rear of No. 33 Up Main Home to No. 32 Up Main Starting signal.

◇ signs have been provided on the following signals:

- No. 10 Down Main Home.
- No. 11 Down Main Starting.
- No. 33 Up Main Home.
- No. 32 Up Main Starting.

Telephone and 'D' signs have been provided at the following signals:

- No. 1 Shunting Up Main or to Down Main.
- No. 3 Shunting Down Main or to Up Main. (5)

## NORTH SHIELDS, STATION GROUND FRAME.

- Points dispensed with.
- No. 14 Crossover Road (clamped and spiked normal pending removal). (2)

## TYNEMOUTH, SOUTH.

- Points dispensed with.
- No. 6 Dock Lines No. 4 to No. 5 (clamped and spiked normal pending removal).
- Signals dispensed with.
- No. 4 Shunting, No. 4 Dock or to No. 5 Dock. (2)

## \*\*\*WYLAM, WEST WYLAM.

- Points dispensed with.
- No. 11 Down Main to Down Siding—clamped and spiked pending removal.
- Signals dispensed with.
- No. 10 Down Siding Down or Down Main.
- No. 12 Shunting Down Main to Down Siding.
- No. 14 Shunting Up Main to Down Sidings signal has been replaced by ground disc situated between Up and Down Mains.
- No. 16 Down Siding to Up Main signal has been replaced by ground disc situated at right-hand side of Down Siding. (6)

## WYLAM, WEST WYLAM.

- Signals dispensed with.
- No. 2 Down Branch Home.
- No. 3 Down Main Home No. 2.
- No. 7 Down Main to Independent Home No. 2.
- No. 9 Down Main to Exchange Sidings.
- No. 1 Down Main Home No. 1.

## New Signals.

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>No. 3 Down Branch Home.</li> <li>No. 10 Down Branch to Down Goods.</li> <li>No. 11 Down Branch to Exchange Sidings.</li> <li>No. 1 Down Main Home.</li> <li>No. 7 Down Main to Down Goods.</li> <li>No. 9 Down Main to Exchange Sidings.</li> </ul> | } Right-hand bracket situated 140 yards East of Signal Box to the left of Down Branch line.<br>} Right-hand bracket situated 121 yards East of Signal Box to the left of Down Siding line. |
|--|--|
- (5)

## DUNSTON-ON-TYNE, DERWENTHAUGH.

- Left-hand bracket carrying
- No. 30 Sidings to Down Main and
- No. 33 Sidings to Shunting Neck signals
- has been renewed as a straight post on same site. Top arm No. 30. (2)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*TEAMS CROSSING GATE BOX.

'T' bracket signal:—

- No. 8 from Tyne Dock Shunting.
- No. 9 Allerdene Road to Lobley Hill and
- No. 10 Allerdene Road to Colliery signals
- has been renewed as a right-hand bracket at reduced height on same site. (6)

## TYNE DOCK, SIMONSDALE.

- No. 17 Shunting from Down Main to Up Main signal has been renewed on same site at increased height.
- No. 13/14 Disc signal from Down Main to Ballast Tip or to Tall's Siding has been replaced as a miniature arm under No. 17 signal. (3)

## TYNE DOCK, BOTTOM.

- No. 56 West Main to Goods and No. 55 West Main to Up Home No. 2 signals have been renewed at decreased height on same site. (2)

## SOUTH DOCK, WALKER SIDINGS GROUND FRAME.

- No. 4 Up Main Home signal has been renewed at reduced height on same site. (2)

## SOUTH DOCK, HENDON GAS WORKS GROUND FRAME.

- No. 4 Down Home signal has been renewed as a right-hand bracket at increased height on same site. (2)

## SOUTH DOCK, LONDONDERRY.

- No. 10 Shunting from No. 22 Staiths signal has been renewed 22 yards nearer Signal Box. (3)

## \*\*\*MIDDLETON-IN-TEESDALE.

- The Engine Shed Sidings (Lines Nos. 34, 35, 36 and 37, Dgm. No. 812) have been removed and Lines Nos. 33 and 38, Dgm. No. 812, have been made good with plain line. (6)

## HAVERTON HILL, STATION.

- Points dispensed with.
- 17—Up Main to Engine Sidings.
- 19—Down Branch to Engine Sidings.
- Signals dispensed with.
- No. 16 Engine Sidings to Up or Down Main.
- No. 25 Up Main to Engine Siding.
- No. 34 Down Main Outer Home.
- No. 39 Down Main Home No. 1.
- Down Main Outer Distant under Belasis Lane No. 22 Down Main Home.
- Down Branch Outer Distant under Haverton Hill South Outward Sidings to Down Main Starting and Down Main Home respectively.
- Alterations to Signals.
- No. 5 Shunting Down Sidings to Up Main and No. 24 Shunting Down Sidings to Down Main now displays normal Yellow aspects.
- Shipyard Siding Ground Frame is controlled from the Signal Box. (5)

## \*\*\*REDCAR, KIRKLEATHAM AND STATION.

- KIRKLEATHAM.
- Signal dispensed with.
- No. 8 Up Main Distant.
- REDCAR STATION.
- Signals dispensed with.
- No. 3 Up Main Starting.
- No. 5 Up Goods Loop to Up Main.
- New Signals.
- No. 3 Up Main Starting—3-aspect colour light signal showing R, Y and G (Green aspect controlled by Kirkleatham No. 8), situated on left-hand side of right-hand bracket, 535 yards West of Signal Box.
- No. 5 Up Goods Loop to Up Main—3-aspect colour light signal showing R, Y and G (Green aspect controlled by Kirkleatham No. 8), situated on right-hand side of right-hand bracket, 535 yards West of Signal Box.
- Telephones have been provided on Nos. 3 and 5 signals. (6)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended items.

### MISCELLANEOUS NOTICES.

#### NORTH EASTERN REGION STANDARD SECTIONAL APPENDICES (NORTHERN AND SOUTHERN SECTION).

Additional Maximum Permissible Speeds (Speed Limits) and Permanent Speed Restrictions have been included in Table 'A' of the Sectional Appendices operative from Saturday, 1st October. Certain Permanent Speed Restrictions have also been amended and Maximum Permissible Speeds (Speed Limits) have been substituted for these Permanent Speed Restrictions over certain Branches and Loop lines.

Owing to difficulties in obtaining supplies, it has not been possible to erect Speed Restriction Indicator signs immediately in all cases, but they will be provided as soon as they are available. The existing signs where a previous Speed Restriction has become a Maximum Permissible Speed (Speed Limit) for a Branch or a Loop line will be removed as soon as possible.

#### REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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:—

Place	Nature of Work	Duration	Commencing date
Heaton Motive Power Depot	Repairing Roof	Until further notice	—

#### SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Drivers will be unable to obtain water at the following places:—

Place	Duration
★South Blyth Motive Power Depot ★Bedlington, Station ★Newsham, Station	7-0 am to 5-30 pm, Sunday, 30th April

#### AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

The equipment has been brought into use between King's Cross and Edinburgh except between Newcastle and Christon Bank.

#### ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station. (G1/26)

#### SPEEDS OF FREIGHT ROLLING STOCK.

##### PALLET VANS.

Until further notice, trains conveying pallet vans with a wheel base of less than 11 feet, whether loaded or empty, must not exceed a maximum speed of 40 m.p.h. These vehicles should not be conveyed on Class 'C' or 'D' freight trains.

#### CATCH POINTS—BETWEEN ALNMOUTH STATION AND CHRISTON BANK STATION.

Catch points have been installed in the Down Main line at 35 miles 74 chains, 36 miles 59 chains, 37 miles 6 chains, 38 miles 8 chains, 38 miles 61 chains and 40 miles 63 chains. They have been clamped and padlocked out of use until further notice.

#### GATESHEAD, ST. JAMES BRIDGE.

The lines adjacent to the coal stage line at Borough Gardens M.P.D. are being used as a two-way engine line for Park Lane Yard between Borough Gardens and St. James Bridge Signal Boxes. Spring points have been situated on the lines and lie normally for the Engine line.

### MISCELLANEOUS NOTICES—continued.

#### BROOMHILL: TOGSTON SEWERAGE AND DISPOSAL WORKS CROSSING.

Until further notice there will be increased user of the above level crossing at 2 miles 68 chains on the Amble Branch by road vehicles and a hand signalman will be in attendance.

Drivers of trains approaching the crossing must keep a sharp lookout, sound the engine whistle and be prepared to act on any hand signals that may be exhibited.

#### WEST SLEEKBURN.

A new Signal Box situated at the Down side of the line adjacent to junction points to which all points and signals are connected has been brought into use. (5)

#### CULLERCOATS COAL DEPOTS.

Until further notice, points leading to Coal Cells on Sidings Nos. 13 and 14 have been clamped out of use pending recovery of track.

#### HOW MILL STATION.

Until further notice, No. 10 Siding (Dgm. No. 1002) alongside the loading dock has been placed out of use pending abandonment. Points leading to the siding will be clamped and spiked out of use until the siding is recovered.

#### SOUTH SHIELDS AND GARDEN LANE—CONSTRUCTION OF KEPPEL STREET BRIDGE.

The Up and Down Main lines between Garden Lane Signal Box and South Shields Station have been reinstated on Keppel Street Bridge.

South Shields No. 5 West crossover has been re-positioned at the West end of the Station Platform and form a "scissors" crossover with No. 9 points, and No. 13 points have been moved accordingly nearer to the Signal Box.

The effective length of the Down Platform line has been reduced and excursion trains of more than 6 vehicles can only be accepted at South Shields, after prior consultation.

#### DARLINGTON, NORTH ROAD STATION.

The island platform is being shortened by 80 feet at the Darlington end and by 200 feet at the Shildon end.

#### AINDERBY STATION.

Until further notice, engines are not permitted to travel over Coal Depot lines at the ends of Lines Nos. 7 and 8, Dgm. No. 470.

#### BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Train Signalling on Single Lines of Railways by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

#### THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOX.

##### TRIMDON STATION.

The Signal Box at Trimdon Station has been dispensed with and a Ground Frame released by the Electric Token installed from which the Goods Yard points are worked.

#### WINGATE COLLIERY.

Until further notice, trestling will be fixed at Bridge No. 15 at 6 miles 14 chains, giving limited clearance of 4 feet in the Up Cess.

#### MIDDLESBROUGH CARRIAGE SIDINGS.

Until further notice, a temporary sleeper crossing is in use at the junction of Lines Nos. 99, 90 and 108, Dgm. No. 581.

#### SALTBURN STATION.

Until further notice, engines will not be permitted to pass under the canopy at the East end of the station and approach to Zetland Hotel.

#### ★NUNTHORPE, STATION AND EAST.

In connection with the construction of a new Overbridge between Nunthorpe Station and East at 4 miles 56 chains, a temporary main to main trailing crossover has been provided immediately ahead of Nunthorpe East Down Home signals. It has been clamped and padlocked out of use until further notice.



SPECIAL NOTICE

ALL CONCERNED TO NOTE THAT THE LINE HEADINGS  
IN THIS AND SUBSEQUENT PROGRAMMES CONFORM TO  
THE LINE HEADINGS WHICH APPEAR IN THE NORTH  
EASTERN REGION (NORTHERN SECTION) SECTIONAL  
APPENDIX DATED 1st OCTOBER, 1960.

N-1

**NE/N**

For the information of Railway Staff only

No. 19

**BRITISH RAILWAYS**

NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 13th May, 1961  
to Friday, 19th May, 1961 inclusive**

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

**Section C—****SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

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

SATURDAY to MONDAY, 13th to 15th MAY.—GREATHAM STATION—WEST HARTLEPOOL, CLIFF HOUSE.

Between 8-0 am, Saturday, and 6-0 am, Monday, colour light signals will be introduced and semaphore signals dispensed with as shown below between Cliff House and Greatham Signal Boxes with continuous track circuiting on the Down and Up Main lines.

The colour light signals to be introduced will conform to the provisions of Rule 35 and they will be provided with telephones.

In the course of testing controls colour light signals may display incorrect aspects and drivers must disregard indications shown by them and work to the instructions of Hand-signalmen. Hand-signalmen will be provided at the following Signal Boxes:—

Cliff House.  
Seaton Carew.  
Seaton Snook.  
Greatham.

Drivers will be instructed as necessary.

**SIGNALLING ALTERATIONS.****SEATON CAREW STATION SIGNAL BOX.**

From 8-0 am, Saturday, 13th May, Seaton Carew will cease to be a block post and all points will be controlled from Cliff House Signal Box. All semaphore and ground disc signals will be dispensed with and the ground frame will be electrically released by Cliff House and renamed Cliff House South No. 2 Ground Frame. A telephone will be provided.

**SEATON SNOOK SIGNAL BOX.**

From 8-0 am, Saturday, 13th May, Seaton Snook will cease to be a block post and all points will be controlled from Cliff House Signal Box. All semaphore signals (except the Down Branch Distant), ground disc signals and the ground frame at the Northern exit from S.D.S. & I. Co.'s sidings will be dispensed with.

**SEATON-ON-TEES BRANCH—ONE ENGINE IN STEAM WORKING.**

The Branch staff previously held at Seaton Snook Signal Box will be retained in an instrument situated adjacent to a Stop Board at the North end of the Branch Loop.

The Branch staff will be electrically released from Cliff House Signal Box.

The Stop Board will read:—"ALL DRIVERS MUST STOP AT THIS BOARD AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF."

The Branch staff will release existing ground frames on the Branch and in addition will release the new ground frame situated adjacent to Up Siding and named Cliff House South No. 3 Ground Frame. A telephone will be provided.

**SOUTH DURHAM STEEL AND IRON COMPANY NEW SOUTH WORKS SIGNAL BOX.**

A new signal box has been brought into use inside the South Durham Steel and Iron Co.'s New South Works and trainmen, after passing C.H.113, or G.12 signals, must observe signals controlled by the new signal box.

**CLIFF HOUSE SIGNAL BOX.****SIGNALS DISPENSED WITH.**

No. 70—Up Main Calling on.

No. 72—Up Main Starting with Seaton Carew Up Distant below.

**ADDITIONAL POINTS.**

No. 105—Up Main—Seaton-on-Tees Branch.

No. 106—Mains Crossover, South trailing.

No. 111—Down Main—S.D.S. & I. Co.'s South Works Sidings—Previously controlled by Ground Frame at Northern exit of S.D.S. & I. Siding.

No. 119—Mains Crossover, North trailing.

No. 125—Down Main—Down Goods Loop.

No. 126—Down Main—Down Siding.

No. 129—Up Goods Loop—Up Main.

} Previously controlled by Seaton Snook Signal Box.

} Previously controlled by Seaton Carew Station Signal Box.

**DETAILS OF WORK REFERRED TO IN SECTION B—continued.**

GREATHAM STATION—WEST HARTLEPOOL, CLIFF HOUSE—continued.

**NEW POINTS.**

No. 112—Mains Crossover, Facing, situated 1 mile 332 yards south of signal box.

**NEW SIGNALS.**

CH.101—Down Main to 116 signal.

A 4-aspect colour light signal situated on left-hand side of Down Main, 3,068 yards south of signal box.

CH.104—Seaton-on-Tees Branch to 116 signal.

A 3-aspect colour light signal displaying R, Y or G, situated on left-hand side of Seaton-on-Tees Branch, 2,390 yards south of signal box—fitted with right-hand position light subsidiary signal reading:—

CH.102—Seaton-on-Tees Branch to Up Siding.

A 3-aspect colour light signal displaying R, Y or G, situated at outlet from S.D.S. & I Co.'s Siding, North End.

CH.110—From S.D.S. & I. Co.'s South Works to 116 signal.

A 4-aspect colour light signal on right-hand bracket situated on left-hand side of Up Goods Loop, 938 yards south of signal box.

CH.131—Up Main to 114 signal.

A 3-aspect colour light signal displaying R, Y or G fixed above main post of above bracket.

CH.130—Up Goods Loop to 114 signal.

CH.127—Down Siding to 114 signal.

A 3-aspect colour light signal displaying R, Y or G situated on left-hand side of Down Siding at outlet to Main line fitted with position light subsidiary signal below and 2-way stencil route indicator reading:—  
**Route Indication.**

CH.128—Down Siding to Down Main. D  
Down Siding to Shunt Spur. S

CH.114—Up Main to G.15 signal.

A 4-aspect colour light signal situated on left-hand side of Up Main, 2,042 yards south of signal box. Fitted with position light subsidiary signal below and 2-aspect stencil route indicator, reading:—  
**Route Indication.**

CH.113—Up Main to Seaton-on-Tees Branch. B  
Up Main to S.D.S. & I. Co.'s Sidings. D

CH.118—Shunting Up to Down Main.

A 2-aspect ground subsidiary signal situated between Up and Down Main at south end of No. 119 points.

CH.120—Shunting Down to Up Main.

A 2-position ground subsidiary signal situated between Up and Down Main at north end of No. 119 points.

CH.73—Up Main Home will be fitted with a 3-aspect colour light signal displaying Y, YY or G below existing semaphore signal.

**ALTERED NOMENCLATURES.****OLD READING.**

Seaton Carew No. 18 Down Home.

**NEW READING.**

Cliff House No. 116 Down Main to 123 signal.

Seaton Carew R.18 Down Home Repeater.

Cliff House No. 116 Repeater.

Seaton Carew No. 17 Down Main Starting.

Cliff House No. 123 Down Main to 38 signal.

**EMERGENCY CRANK HANDLES.**

The emergency crank handles for Nos. 105, 106, 111, 112, 119, 125, 126 and 129 will be accommodated in release instruments adjacent to the points. Telephones will be provided.

## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

## GREATHAM STATION SIGNAL BOX.

## SIGNALS DISPENSED WITH.

No. 11—Down Main Starting.  
No. 14—Up Main Distant.

## NEW POINTS.

No. 16—Mains Crossover North—situated 460 yards north of signal box.  
No. 17—Down Main to S.D.S. & I. Co.'s Sidings—situated 528 yards north of signal box.

## NEW SIGNALS.

G.10—Down Main Starting.

A 4-aspect colour light signal situated on left-hand side of Down Main, 450 yards north of signal box—fitted with left-hand off set position light subsidiary signal reading:—

G.12—Down Main to S.D.S. & I. Co.'s Sidings.

G.15—Up Main Outer Home.

A 3-aspect colour light signal displaying R, Y or G, situated on left-hand side of Up Main, 1,538 yards north of signal box.

G.18—S.D.S. & I. Co.'s Sidings to Up Main.

A 3-aspect colour light signal displaying R, Y or G, situated at outlet of S.D.S. & I. Co.'s Sidings, south end.

## SATURDAY to WEDNESDAY, 13th to 17th MAY.—WEST HARTLEPOOL, CHURCH STREET.

## Points dispensed with.

No. 71 Down Independent to Up Main.

## Signals dispensed with.

No. 68 Up Main to Down Independent.  
No. 72 Shunting Down Independent to Up Main.

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*CHESTER-LE-STREET AND BIRTLEY, OUSTON.

Chester-le-Street No. 20 Down Main Starting has been renewed at reduced height on same site with Ouston No. 25 Down Main Distant below on straight post, and No. 28 Down Main to Slow Distant on left-hand bracket on same post. (6)

## BIRTLEY, STATION.

The single connection in the Up Fast line and the single connection in the Up sidings forming Crossover No. 18, Dgm. No. 918, from 74 miles 51 chains to 74 miles 48 chains has been taken out and replaced by plain line. (2)

## ★LITTLE MILL STATION AND STAMFORD CROSSING.

The trap points on the Down Goods line at Stamford Crossing and on the Up Goods line at Little Mill Station have been converted to run off points and buffer stops erected. (1)

## SEAHAM, DAWDON.

No. 9 Down Main Distant signal has been replaced by a three-aspect colour light displaying Y-YY-G, 1,030 yards on approach side of No. 11 Down Main Home. (2)

## NORTH EASTERN MARINE GATE BOX.

Connections Nos. 8, 9 and 12, Dgm. No. 1164, have been removed and relayed with plain line. (2)

## NORTH SHIELDS, STATION GROUND FRAME.

## Points dispensed with.

No. 14 Crossover Road (clamped and spiked normal pending removal). (4)

## TYNEMOUTH, SOUTH.

## Points dispensed with.

No. 6 Dock Lines No. 4 to No. 5 (clamped and spiked normal pending removal).

## Signals dispensed with.

No. 4 Shunting, No. 4 Dock or to No. 5 Dock. (4)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BRAMPTON JUNCTION, MILTON GATE BOX.

No. 2 Up Main Home signal has been renewed 18 yards further from Gate Box. (3)

## DUNSTON-ON-TYNE, DERWENTHAUGH.

## Left-hand bracket carrying

No. 30 Sidings to Down Main and

No. 33 Sidings to Shunting Neck signals

has been renewed as a straight post on same site. Top arm No. 30. (4)

## TYNE DOCK, SIMONSDALE.

No. 17 Shunting from Down Main to Up Main signal has been renewed on same site at increased height.

No. 13/14 Disc signal from Down Main to Ballast Tip or to Tall's Siding has been replaced as a miniature arm under No. 17 signal. (5)

## TYNE DOCK, BOTTOM.


No. 56 West Main to Goods and No. 55 West Main to Up Home No. 2 signals have been renewed at decreased height on same site. (4)

## WASHINGTON, STATION.

## Signal dispensed with.

No. 29 Up Home with Washington South Up Outer Distant below.

No. 7 Down Main Starting has been renewed 38 yards nearer Signal Box and a Banner repeater R.7 has been provided 280 yards on the approach side.

A track circuit and  sign have been provided at No. 7 Down Main Starting. (2)

## SOUTH DOCK, WALKER SIDINGS GROUND FRAME.

No. 4 Up Main Home signal has been renewed at reduced height on same site. (4)

## SOUTH DOCK, HENDON GAS WORKS GROUND FRAME.

No. 4 Down Home signal has been renewed as a right-hand bracket at increased height on same site. (4)

## HENDON, GAS WORKS GROUND FRAME.

Left-hand bracket carrying No. 2 Down Hendon Inter. Home and No. 3 Down Hendon to Down Goods has been renewed as a straight post on same site. No. 3 top arm. (3)

## SOUTH DOCK, LONDONDERRY.

No. 10 Shunting from No. 22 Staiths signal has been renewed 22 yards nearer Signal Box. (5)

## WEST HARTLEPOOL, GREENLAND.

Atkinson's Siding Ground Frame has been dispensed with and No. 2 points spiked and clamped out of use, pending removal.

## Signal dispensed with.

No. 1 Down Goods Home. (3)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended items.

### MISCELLANEOUS NOTICES.

#### NORTH EASTERN REGION STANDARD SECTIONAL APPENDICES (NORTHERN AND SOUTHERN SECTION).

Additional Maximum Permissible Speeds (Speed Limits) and Permanent Speed Restrictions have been included in Table 'A' of the Sectional Appendices operative from Saturday, 1st October. Certain Permanent Speed Restrictions have also been amended and Maximum Permissible Speeds (Speed Limits) have been substituted for these Permanent Speed Restrictions over certain Branches and Loop lines.

Owing to difficulties in obtaining supplies, it has not been possible to erect Speed Restriction Indicator signs immediately in all cases, but they will be provided as soon as they are available. The existing signs where a previous Speed Restriction has become a Maximum Permissible Speed (Speed Limit) for a Branch or a Loop line will be removed as soon as possible.

#### REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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:—

Place	Nature of Work	Duration	Commencing date
Heston Motive Power Depot	Repairing Roof	Until further notice	—

#### AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

The equipment has been brought into use between King's Cross and Edinburgh except between Newcastle and Christon Bank.

#### ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station. (G1/26)

#### SPEEDS OF FREIGHT ROLLING STOCK.

##### PALLET VANS.

Until further notice, trains conveying pallet vans with a wheel base of less than 11 feet, whether loaded or empty, must not exceed a maximum speed of 40 m.p.h. These vehicles should not be conveyed on Class 'C' or 'D' freight trains.

##### ★CATCH POINTS—BETWEEN STANNINGTON AND PLESSEY.

On Sunday, 14th May, catch points will be installed in the Up Main line at 12 miles 70 chains and 12 miles 8 chains. They will be clamped and padlocked out of use until further notice.

##### CATCH POINTS—BETWEEN ALNMOUTH STATION AND CHRISTON BANK STATION.

Catch points have been installed in the Down Main line at 35 miles 74 chains, 36 miles 59 chains, 37 miles 6 chains, 38 miles 8 chains, 38 miles 61 chains and 40 miles 63 chains. They have been clamped and padlocked out of use until further notice.

##### GATESHEAD, ST. JAMES BRIDGE.

The lines adjacent to the coal stage line at Borough Gardens M.P.D. are being used as a two-way engine line for Park Lane Yard between Borough Gardens and St. James Bridge Signal Boxes. Spring points have been situated on the lines and lie normally for the Engine line.

##### BROOMHILL: TOGSTON SEWERAGE AND DISPOSAL WORKS CROSSING.

Until further notice there will be increased user of the above level crossing at 2 miles 68 chains on the Amble Branch by road vehicles and a hand signalman will be in attendance.

Drivers of trains approaching the crossing must keep a sharp lookout, sound the engine whistle and be prepared to act on any hand signals that may be exhibited.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued MISCELLANEOUS NOTICES—continued.

#### CULLERCOATS COAL DEPOTS.

Until further notice, points leading to Coal Cells on Sidings Nos. 13 and 14 have been clamped out of use pending recovery of track.

#### HOW MILL STATION.

Until further notice, No. 10 Siding (Dgm. No. 1002) alongside the loading dock has been placed out of use pending abandonment. Points leading to the siding will be clamped and spiked out of use until the siding is recovered.

#### SCOTSWOOD, MONTAGUE SIGNAL BOX.

Until further notice, all points at Montague Signal Box have been clamped and padlocked out of use pending abandonment and recovery of the Sidings.

**SOUTH SHIELDS AND GARDEN LANE—CONSTRUCTION OF KEPPEL STREET BRIDGE.**  
The Up and Down Main lines between Garden Lane Signal Box and South Shields Station have been reinstated on Keppel Street Bridge.

South Shields No. 5 West crossover has been re-positioned at the West end of the Station Platform and form a "scissors" crossover with No. 9 points, and No. 13 points have been moved accordingly nearer to the Signal Box.

The effective length of the Down Platform line has been reduced and excursion trains of more than 6 vehicles can only be accepted at South Shields, after prior consultation.

#### ★BISHOP AUCKLAND.

Until further notice, the Down and Up Goods lines between Bishop Auckland East and North have been clamped and spiked out of use.

#### ★DARLINGTON, NORTH ROAD STATION.

The island platform has been shortened by 80 feet at the Darlington end and by 200 feet at the Shildon end. (2)

#### AINDERBY STATION.

Until further notice, engines are not permitted to travel over Coal Depot lines at the ends of Lines Nos. 7 and 8, Dgm. No. 470.

#### BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Train Signalling on Single Lines of Railways by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

**THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOX.**

#### TRIMDON STATION.

The Signal Box at Trimdon Station has been dispensed with and a Ground Frame released by the Electric Token installed from which the Goods Yard points are worked.

#### WINGATE COLLIERY.

Until further notice, trestling will be fixed at Bridge No. 15 at 6 miles 14 chains, giving limited clearance of 4 feet in the Up Cess.

#### MIDDLESBROUGH CARRIAGE SIDINGS.

Until further notice, a temporary sleeper crossing is in use at the junction of Lines Nos. 99, 90 and 108, Dgm. No. 581.

#### SALTBURN STATION.

Until further notice, engines will not be permitted to pass under the canopy at the East end of the station and approach to Zetland Hotel.

#### NUNTHORPE, STATION AND EAST.

In connection with the construction of a new Overbridge between Nunthorpe Station and East at 4 miles 56 chains, a temporary main to main trailing crossover has been provided immediately ahead of Nunthorpe East Down Home signals. It has been clamped and padlocked out of use until further notice.

#### ALTERATIONS TO BRITISH RAILWAYS GENERAL APPENDIX.

Page 1.

INSERT:—

#### HEAD, TAIL AND SIDE LAMPS—RULE 119.

Where diesel and electric multiple-unit trains and main line diesel and electric locomotives are fitted with classification/route and/or destination indicators, these must be illuminated when working through tunnels.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.  
MISCELLANEOUS NOTICES—continued.

GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOMATIC VACUUM BRAKE.

Page 5.

AMEND second paragraph of clause 3(b) to read:—

"If there are vehicles behind the rear brake van, the brake must be tested from the rearmost vehicle by easing the rear hosepipe off the dummy coupling. If an inrush of air is heard, it denotes the hosepipes are properly coupled through to the locomotive. The Guard will be responsible for carrying out this duty or seeing that it is done."

Page 12.

ADD as NOTE (iii) at end of clause 16:—

(iii) Ex L.N.E.R. gangwayed-vehicles are fitted with passenger communication discs which are out of reach for resetting purposes. These discs can be reset from a small trap door let into the ceiling of the end gangway or from a small box at ceiling height in the lobby end, depending on the type of vehicle. No attempt must be made to reset the discs on these vehicles from outside.

INSTRUCTIONS REGARDING THE RUNNING OF SELF PROPELLED TRACK RECORDING MACHINES.

★Page 47.

Clause 11. AMEND first paragraph to read:—

"The Matisa machine cannot be relied upon to actuate track circuits and unless the Signalman is aware that the machine is of the 'Elliott' type the following instructions must be carried out:—"

WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS.

Page 93.

AMEND clause 1(D) to read:—

(D) Except during fog or falling snow all trains may be accepted under Block Regulation 5 at the signal box where the Goods line which has been converted to Absolute Block terminates, provided the line is clear to the facing trap points and such points are in the run off position. During fog or falling snow, however, freight trains may be accepted under Block Regulation 5.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX  
(NORTHERN SECTION).

TABLE A.

LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, ETC.

Stations and Signal Boxes	Permanent speed restrictions miles per hour		Remarks
	Down	Up	
NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC. Page 12 Heaton Benton Bank DELETE	—	60	2 m. 75 chs. to 2 m. 60 chs.

NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.

Page 14. Longhoughton—Stamford Crossing.

INSERT:—catch points—C—Up line 1778 yards before reaching Stamford Crossing Up Distant signal—147.

Page 15. Chathill—Christon Bank.

INSERT:—catch points—C—Up line 560 yards before reaching CB.15 signal—147.

Belford—Cragg Mill.

INSERT:—catch points—C—Up line 560 yards before reaching CM.4 signal—208.  
C—Up line 560 yards before reaching U.53 signal—208.

★Page 113. Seaton-on-Tees Branch.

INSERT:—in column headed "description of block signalling"—(See instructions on page 254).

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.  
ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX  
(NORTHERN SECTION)—continued.

Page 129.

The section of line between Skinninggrove, Crag Hall and Brotton, Loftus is now worked in accordance with the "One Engine in Steam" Regulations.

DELETE:—"Electric Token" and INSERT:—"One Engine in Steam" in column headed "Description of Block Signalling".  
Brotton, Loftus.

DELETE:—Block post indications.

TABLE F.  
PROPELLING TRAINS OR VEHICLES.

From	To	Line	Number of Vehicles and Special Conditions
Page 143 WEST HARTLEPOOL, CEMETERY CASTLE EDEN		NORTH TO RYHOPE, GRANGE via	
INSERT:— Haswell	Pesspool	Up Main	10 freight wagons O.6255

TABLE H.1.  
WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

From	To	Line	Remarks
Page 172 BACKWORTH EARS DON) TO NORT	HUMBERLAND DOCK, ETC.		
INSERT:— Percy Main North	Whitehill Point	Down	—

LOCAL INSTRUCTIONS.

★Page 254.

INSERT:—

Cliff House—Seaton-on-Tees Branch.

This branch is worked in accordance with the "One Engine in Steam" regulation and when a train requires to travel beyond the stop board or to the Up Siding, the One Engine in Steam Staff must be obtained as follows:—

1. Telephone the Signalman at Cliff House Signal Box.
2. Place switch on instrument to reverse position.
3. When indicator shows "Free" turn key to obtain staff.

When the Branch is again clear or shunting has been completed in the Up Sidings the staff must be returned to the instrument, the key must be turned and switch replaced to normal and the Signalman advised accordingly.

Before leaving, the person replacing the One Engine in Steam staff in the instrument, must obtain an assurance that everything is in order and in the event of any failure of the apparatus must act in accordance with the instructions given by the Signalman. (O.4453)

Page 281. BILLINGHAM-ON-TEES TO PORT CLARENCE, ETC.

INSERT:—

I.C.I. BILLINGHAM WORKS.

The Guard, Shunter or person in charge of movements with B.R. engines in the East Grid and South Grid Sidings of the I.C.I. Billingham Works, must, when placing wagons into any siding, pin down the hand brakes on at least six wagons at the Haverton Hill South Signal Box end of the siding or if there are less than six wagons, the brakes must be applied on all wagons.

Before authorising the Driver to proceed with wagons out of any siding in the East or South Grid of the I.C.I. Billingham Works towards Haverton Hill South Signal Box the Guard, Shunter or person in charge, must pin down the hand brakes on at least the first six wagons, or every wagon if there are less than six, left in any siding from which wagons are removed. (O.60/10)

MIDDLESBROUGH, GUISBOROUGH JUNCTION TO LOFTUS, ETC.  
BETWEEN SKINNINGGROVE, CRAG HALL AND BROTTON, LOFTUS.

Page 287.

The line between Crag Hall and Loftus is worked in accordance with the "One Engine in Steam" Regulations. The ground frames at Skinninggrove Engine Shed Siding and Loftus are released by Annetts Keys attached to the Train Staff provided. The Staff is kept at Crag Hall Signal Box when not in use.

## SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET.

## Page 6. Weedkilling Train.

Clause 6 PROPELLING—AMEND to read:—

(6) PROPELLING.

The train may be propelled in accordance with the conditions applicable to ballast trains provided the vacuum brake is connected throughout, except that the train must not be propelled on falling gradients more severe than 1 in 260.

## ROUTE AVAILABILITY OF LOCOMOTIVES

Page 20 Item 249	Section of line	Route Availability Group	Additional Classes Permitted
	Wales Dove Co's. Sidings, Hebburn	—	Amend to read:—only four wheeled locomotives, J.71 and J.72 types and 204 h.p. Diesel shunting locomotives, Drewry type DJ.12/1 and DJ.12/2 permitted

## INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950.

## SECTION V—NEWCASTLE.

## Page 20 Newcastle, Carlisle and Branches

From	To	Class of Train	Load class of Engine
Central, Forth, Blaydon Sidings, Blaydon Mineral or Addison	Carlisle (London Road)	H	6
ADD:—35XX loaded Coke. Rule 131 (ii) applies			

## HOURS OF DUTY AT SIGNAL BOXES—BOOKLET 31267.

Page R.3.

- ★Seaton Carew. Seaton Snook—Closed as a block post.  
DELETE all particulars.
- ★Station—Closed as a block post.  
DELETE all particulars.
- ★West Hartlepool Cliff House—AMEND distance between signal boxes to read 2 miles 1,275 yards.  
Open continuously.

Page R.4.

AMEND description of block signalling between Brotton, Loftus and Skinningrove, Crag Hall to read "One Engine in Steam".

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS  
AMENDED HOURS OF OPENING OF SIGNAL BOXES.

Page No.	Signal Box	Amended Hours, etc.
★Page UV 9	Wylam Station	Continuously.
Page UV 10	Alnwick Station	6-40 am to 12-0 midnight M. to S.
Page UV 12	Backworth Holywell	5-0 am to 10-0 pm M. 6-0 am to 10-0 pm Tu. to S. Gate Box other times between 10-0 pm M. and 6-0 am S. and 10-0 pm S until traffic ceases Su.
	Seaton Delaval Station	5-30 M. to 11-59 pm S.
	Hartley Station	5-30 am M. until after passing of 12-1 am, Su. E.C.S. Newbiggin to Gosforth Car Sheds.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York  
8th May, 1961

0.8870/N19

F. L. HICK,  
Operating Officer

Receipt of this notice need not be acknowledged. If not received by the normal time, advise your Superior Officer by telegram as follows:—"NILE SIG. PROG. NE/N19"

Herald, York—R21153

BR/31262

NOTE

This programme includes notices for **TWO WEEKS**  
ending Friday, 2nd June, 1961

N-1

**NE/N**

For the information of Railway Staff only

No. 20/21

**BRITISH RAILWAYS**

**NORTH EASTERN REGION—NORTHERN SECTION**

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

**Saturday, 20th May, 1961  
to Friday, 2nd June, 1961 inclusive**

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

## Section C— SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### DETAILS OF WORK REFERRED TO IN SECTION B.

SUNDAY, 28th MAY.—NEWBIGGIN, WOODHORN.

No. 19 Up Main Home signal will be renewed at increased height on same site.

SUNDAY, 28th MAY.—FENCEHOUSES, LEAMSIDE.

No. 55 Down Main Inner Home signal will be renewed at reduced height on same site.

No. 56 Down Main Outer Home signal will be renewed at reduced height on same site.

### DETAILS OF WORK ALREADY CARRIED OUT.

#### ★SUPPLEMENTARY PROGRAMME No. 10A—12th MARCH, 1961.

INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN STAMFORD CROSSING AND BELFORD SIGNAL BOXES.

★Page 3.

Chathill Signal Box.

Position Light Ground Signals.

No. 27. AMEND description to read:—  
Up Main to Up Siding or Down Main.

(1)

BIRTLEY, STATION.

The single connection in the Up Fast line and the single connection in the Up sidings forming Crossover No. 18, Dgm. No. 918, from 74 miles 51 chains to 74 miles 48 chains has been taken out and replaced by plain line. (3)

LITTLE MILL STATION AND STAMFORD CROSSING.

The trap points on the Down Goods line at Stamford Crossing and on the Up Goods line at Little Mill Station have been converted to run off points and buffer stops erected. (2)

GREATHAM STATION—WEST HARTLEPOOL, CLIFF HOUSE.

Colour light signals have been introduced and semaphore signals dispensed with as shown below between Cliffe House and Greatham Signal Boxes with continuous track circuiting on the Down and Up Main lines.

The colour light signals conform to the provisions of Rule 35 and they have been provided with telephones.

#### SIGNALLING ALTERATIONS.

##### SEATON CAREW STATION SIGNAL BOX.

Seaton Carew has ceased to be a block post and all points are now controlled from Cliff House Signal Box. All semaphore and ground disc signals have been dispensed with and the ground frame is electrically released by Cliff House and renamed Cliff House South No. 2 Ground Frame. A telephone has been provided.

##### SEATON SNOOK SIGNAL BOX.

Seaton Snook has ceased to be block post and all points are now controlled from Cliff House Signal Box. All semaphore signals (except the Down Branch Distant), ground disc signals and the ground frame at the Northern exit from S.D.S. & I. Co.'s sidings have been dispensed with.

##### SEATON-ON-TEES BRANCH—ONE ENGINE IN STEAM WORKING.

The Branch staff previously held at Seaton Snook Signal Box is now retained in an instrument situated adjacent to a Stop Board at the North end of the Branch Loop.

The Branch staff is electrically released from Cliff House Signal Box. The Stop Board reads:—"ALL DRIVERS MUST STOP AT THIS BOARD AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF."

The Branch staff releases existing ground frames on the Branch and in addition releases the new ground frame situated adjacent to Up Siding and named Cliff House South No. 3 Ground Frame. A telephone has been provided.

##### SOUTH DURHAM STEEL AND IRON COMPANY NEW SOUTH WORKS SIGNAL BOX.

A new signal box has been brought into use inside the South Durham Steel and Iron Co.'s New South Works and trainmen, after passing C.H.113, or G.12 signals, must observe signals controlled by the new signal box.

### DETAILS OF WORK REFERRED TO IN SECTION B—continued.

GREATHAM STATION—WEST HARTLEPOOL, CLIFF HOUSE—continued.

CLIFF HOUSE SIGNAL BOX.

#### SIGNALS DISPENSED WITH.

No. 70—Up Main Calling on.

No. 72—Up Main Starting with Seaton Carew Up Distant below.

#### ADDITIONAL POINTS.

No. 105—Up Main—Seaton-on-Tees Branch.

No. 106—Mains Crossover, South trailing.

No. 111—Down Main—S.D.S. & I. Co.'s South Works Sidings—Previously controlled by Ground Frame at Northern exit of S.D.S. & I. Siding.

No. 119—Mains Crossover, North trailing.

No. 125—Down Main—Down Goods Loop.

No. 126—Down Main—Down Siding.

No. 129—Up Goods Loop—Up Main.

} Previously controlled by Seaton Snook Signal Box.

} Previously controlled by Seaton Carew Station Signal Box.

#### NEW POINTS.

No. 112—Mains Crossover, Facing, situated 1 mile 332 yards south of signal box.

#### NEW SIGNALS.

CH.101—Down Main to 116 signal.

A 4-aspect colour light signal situated on left-hand side of Down Main, 3,068 yards south of signal box.

CH.104—Seaton-on-Tees Branch to 116 signal.

A 3-aspect colour light signal displaying R, Y or G, situated on left-hand side of Seaton-on-Tees Branch, 2,390 yards south of signal box—fitted with right-hand position light subsidiary signal reading:—

CH.102—Seaton-on-Tees Branch to Up Siding.

CH.110—From S.D.S. & I. Co.'s South Works to 116 signal.

A 3-aspect colour light signal displaying R, Y or G, situated at outlet from S.D.S. & I. Co.'s Siding, North End.

CH.131—Up Main to 114 signal.

A 4-aspect colour light signal on right-hand bracket situated on left-hand side of Up Goods Loop, 938 yards south of signal box. A 3-aspect colour light signal displaying R, Y or G fixed above main post of above bracket.

CH.130—Up Goods Loop to 114 signal.

A 3-aspect colour light signal displaying R, Y or G situated on left-hand side of Down Siding at outlet to Main line fitted with position light subsidiary signal below and 2-way stencil route indicator reading:—

CH.128—Down Siding to Down Main. D  
Down Siding to Shunt Spur. S

CH.114—Up Main to G.15 signal.

A 4-aspect colour light signal situated on left-hand side of Up Main, 2,042 yards south of signal box. Fitted with position light subsidiary signal below and 2-aspect stencil route indicator, reading:—

CH.113—Up Main to Seaton-on-Tees Branch. B  
Up Main to S.D.S. & I. Co.'s Sidings. D

CH.118—Shunting Up to Down Main.

A 2-aspect ground subsidiary signal situated between Up and Down Main at south end of No. 119 points.

CH.120—Shunting Down to Up Main.

A 2-position ground subsidiary signal situated between Up and Down Main at north end of No. 119 points.

CH.73—Up Main Home has been fitted with a 3-aspect colour light signal displaying Y, YY or G below existing semaphore signal.



## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

## ALTERED NOMENCLATURES.

## OLD READING.

Seaton Carew No. 18 Down Home.  
Seaton Carew R.18 Down Home Repeater.  
Seaton Carew No. 17 Down Main Starting.

## NEW READING.

Cliff House No. 116 Down Main to 123 signal.  
Cliff House No. 116 Repeater.  
Cliff House No. 123 Down Main to 38 signal.

## EMERGENCY CRANK HANDLES.

The emergency crank handles for Nos. 105, 106, 111, 112, 119, 125, 126 and 129 are accommodated in release instruments adjacent to the points. Telephones have been provided.

## GREATHAM STATION SIGNAL BOX.

## SIGNALS DISPENSED WITH.

No. 11—Down Main Starting.  
No. 14—Up Main Distant.

## NEW POINTS.

No. 16—Mains Crossover North—situated 460 yards north of signal box.  
No. 17—Down Main to S.D.S. & I. Co.'s Sidings—situated 528 yards north of signal box.

## NEW SIGNALS.

G.10—Down Main Starting.

A 4-aspect colour light signal situated on left-hand side of Down Main, 450 yards north of signal box—fitted with left-hand off set position light subsidiary signal reading:—

G.12—Down Main to S.D.S. & I. Co.'s Sidings.

G.15—Up Main Outer Home.

A 3-aspect colour light signal displaying R, Y or G, situated on left-hand side of Up Main, 1,538 yards north of signal box.

G.18—S.D.S. & I. Co.'s Sidings to Up Main.

A 3-aspect colour light signal displaying R, Y or G, situated at outlet of S.D.S. & I. Co.'s Sidings, south end.

(2)

## WEST HARTLEPOOL, CHURCH STREET.

## Points dispensed with.

No. 71 Down Independent to Up Main.

## Signals dispensed with.

No. 68 Up Main to Down Independent.

No. 72 Shunting Down Independent to Up Main.

(2)

## SEAHAM, DAWDON.

No. 9 Down Main Distant signal has been replaced by a three-aspect colour light displaying Y-YY-G, 1,030 yards on approach side of No. 11 Down Main Home.

(3)

## NORTH EASTERN MARINE GATE BOX.

Connections Nos. 8, 9 and 12, Dgm. No. 1164, have been removed and relayed with plain line.

(3)

## NORTH SHIELDS, STATION GROUND FRAME.

## Points dispensed with.

No. 14 Crossover Road (clamped and spiked normal pending removal).

(5)

## TYNEMOUTH, SOUTH.

## Points dispensed with.

No. 6 Dock Lines No. 4 to No. 5 (clamped and spiked normal pending removal).

## Signals dispensed with.

No. 4 Shunting, No. 4 Dock or to No. 5 Dock.

(5)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BRAMPTON JUNCTION, MILTON GATE BOX.

No. 2 Up Main Home signal has been renewed 18 yards further from Gate Box.

(4)

## DUNSTON-ON-TYNE, DERWENTHAUGH.

## Left-hand bracket carrying

No. 30 Sidings to Down Main and

No. 33 Sidings to Shunting Neck signals

has been renewed as a straight post on same site. Top arm No. 30.

(5)

## \*\*TYNE DOCK, SIMONSDALE.

No. 17 Shunting from Down Main to Up Main signal has been renewed on same site at increased height.

No. 13/14 Disc signal from Down Main to Ballast Tip or to Hall's Siding has been replaced as a miniature arm under No. 17 signal.

(6)

## TYNE DOCK, BOTTOM.

No. 56 West Main to Goods and No. 55 West Main to Up Home No. 2 signals have been renewed at decreased height on same site.


(5)

## WASHINGTON, STATION.

## Signal dispensed with.

No. 29 Up Home with Washington South Up Outer Distant below.

No. 7 Down Main Starting has been renewed 38 yards nearer Signal Box and a Banner repeater R.7 has been provided 280 yards on the approach side.

A track circuit and  sign have been provided at No. 7 Down Main Starting.

(3)

## SOUTH DOCK, WALKER SIDINGS GROUND FRAME.

No. 4 Up Main Home signal has been renewed at reduced height on same site.

(5)

## SOUTH DOCK, HENDON GAS WORKS GROUND FRAME.

No. 4 Down Home signal has been renewed as a right-hand bracket at increased height on same site.

(5)

## HENDON, GAS WORKS GROUND FRAME.

Left-hand bracket carrying No. 2 Down Hendon Inter. Home and No. 3 Down Hendon to Down Goods has been renewed as a straight post on same site. No. 3 top arm.

(4)

## \*\*SOUTH DOCK, LONDONDERRY.

No. 10 Shunting from No. 22 Staiths signal has been renewed 22 yards nearer Signal Box.

(6)

## WEST HARTLEPOOL, GREENLAND.

Atkinson's Siding Ground Frame has been dispensed with and No. 2 points spiked and clamped out of use, pending removal.

## Signal dispensed with.

No. 1 Down Goods Home.

(4)

**Permanent Care**  
**on the**  
**Permanent Way**  
**means**  
**Permanent Safety**

*Signal Fitter*

C. J.

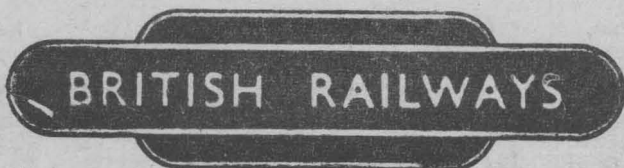
WOOLSTENHOLMES

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**NE/N**

For the information of Railway Staff only

No. 22



NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 3rd June, 1961  
to Friday, 9th June, 1961 inclusive**

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

At or between	Lines affected	Remarks
<b>FIGHTING COCKS BRANCH.</b> <b>SATURDAY to FRIDAY, 3rd to 9th JUNE.</b> Darlington, Lingfield Lane and Fighting Cocks Goods, Station.	Down and Up Main (BETWEEN TRAINS).	8-0 am to 8-0 pm each day, erecting protective scaffolding for cable renewal near 1 mile 21 chains.
<b>THORNABY EAST to MIDDLESBROUGH (GUISBOROUGH JUNCTION) (via GOODS LINES). UNTIL FURTHER NOTICE.</b> Thornaby, East and Newport, East.	All.	8-0 am to 4-30 pm each day (except Saturday), laying cables and troughing. Disconnections as required. Mechanical plant in use.
<b>SALTBURN WEST to BROTTON.</b> <b>UNTIL FURTHER NOTICE.</b> Saltburn, West and North Skelton, Station.	Down and Up Main.	7-30 am to 5-0 pm each day, repairing Bridge No. 3 (Saltburn Viaduct) at 28 miles 16 chains. Crane and scaffolding in use. North Skelton Station Signal Box open.
<b>MIDDLESBROUGH (GUISBOROUGH JUNCTION) to LOFTUS (via GUISBOROUGH) (including GUISBOROUGH SIGNAL BOX to GUISBOROUGH STATION).</b> <b>UNTIL FURTHER NOTICE.</b> Nanthorpe, Station and East.	Down and Up Main.	7-30 am to 7-0 pm each day, constructing new overbridge at 4 miles 56 chains. Cranes and mechanical plant in use.
<b>STOKESLEY to GROSOMONT.</b> <b>SUNDAY, 4th JUNE.</b> Battersby, Station and Castleton, Station.	Single (BETWEEN TRAINS).	7-0 am to 6-0 pm, rerailing between 18 miles 67 chains and 19 miles 28 chains. Both Signal Boxes open.

## 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, 4th JUNE.—LOW FELL SIDINGS.**

A facing crossover will be installed at the North End of Low Fell Sidings between No. 3 Up Reception and No. 4 Down Reception line (Dgm. No. 1033), to be worked by hand levers.

**SUNDAY, 4th JUNE.—FENCEHOUSES, LEAMSIDE.**

No. 9 Up Branch Starting signal will be renewed at reduced height on same site.

**SUNDAY, 4th JUNE.—DURHAM, FRANKLAND.**

No. 4 Up Main Distant signal will be renewed at reduced height on same site.

### DETAILS OF WORK ALREADY CARRIED OUT.

#### SUPPLEMENTARY PROGRAMME No. 10A—12th MARCH, 1961.

INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN STAMFORD CROSSING AND BELFORD SIGNAL BOXES.

Page 3.

Chathill Signal Box.

Position Light Ground Signals.

No. 27. AMEND description to read:—  
Up Main to Up Siding or Down Main.

(2)

**BIRTLEY, STATION.**

The single connection in the Up Fast line and the single connection in the Up sidings forming Crossover No. 18, Dgm. No. 918, from 74 miles 51 chains to 74 miles 48 chains has been taken out and replaced by plain line. (4)

**LITTLE MILL STATION AND STAMFORD CROSSING.**

The trap points on the Down Goods line at Stamford Crossing and on the Up Goods line at Little Mill Station have been converted to run off points and buffer stops erected. (3)

**GREATHAM STATION—WEST HARTLEPOOL, CLIFF HOUSE.**

Colour light signals have been introduced and semaphore signals dispensed with as shown below between Cliffe House and Greatham Signal Boxes with continuous track circuiting on the Down and Up Main lines.

The colour light signals conform to the provisions of Rule 35 and they have been provided with telephones.

### SIGNALLING ALTERATIONS.

**SEATON CAREW STATION SIGNAL BOX.**

Seaton Sarew has ceased to be a block post and all points are now controlled from Cliff House Signal Box. All semaphore and ground disc signals have been dispensed with and the ground frame is electrically released by Cliff House and renamed Cliff House South No. 2 Ground Frame. A telephone has been provided.

**SEATON SNOOK SIGNAL BOX.**

Seaton Snook has ceased to be block post and all points are now controlled from Cliff House Signal Box. All semaphore signals (except the Down Branch Distant), ground disc signals and the ground frame at the Northern exit from S.D.S. & I. Co.'s sidings have been dispensed with.

**SEATON-ON-TEES BRANCH—ONE ENGINE IN STEAM WORKING.**

The Branch staff previously held at Seaton Snook Signal Box is now retained in an instrument situated adjacent to a Stop Board at the North end of the Branch Loop.

The Branch staff is electrically released from Cliff House Signal Box.

The Stop Board reads:—"ALL DRIVERS MUST STOP AT THIS BOARD AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF."

The Branch staff releases existing ground frames on the Branch and in addition releases the new ground frame situated adjacent to Up Siding and named Cliff House South No. 3 Ground Frame. A telephone has been provided.

**SOUTH DURHAM STEEL AND IRON COMPANY NEW SOUTH WORKS SIGNAL BOX.**

A new signal box has been brought into use inside the South Durham Steel and Iron Co.'s New South Works and trainmen, after passing C.H.113, or G.12 signals, must observe signals controlled by the new signal box.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

GREATHAM STATION—WEST HARTLEPOOL, CLIFF HOUSE—continued.

## CLIFF HOUSE SIGNAL BOX.

## SIGNALS DISPENSED WITH.

No. 70—Up Main Calling on.

No. 72—Up Main Starting with Seaton Carew Up Distant below.

## ADDITIONAL POINTS.

No. 105—Up Main—Seaton-on-Tees Branch.

No. 106—Mains Crossover, South trailing.

No. 111—Down Main—S.D.S. &amp; I. Co.'s South Works Sidings—Previously controlled by Ground Frame at Northern exit of S.D.S. &amp; I. Siding.

No. 119—Mains Crossover, North trailing.

No. 125—Down Main—Down Goods Loop.

No. 126—Down Main—Down Siding.

No. 129—Up Goods Loop—Up Main.

Previously controlled by Seaton Snook Signal Box.

Previously controlled by Seaton Carew Station Signal Box.

## NEW POINTS.

No. 112—Mains Crossover, Facing, situated 1 mile 332 yards south of signal box.

## NEW SIGNALS.

CH.101—Down Main to 116 signal.

A 4-aspect colour light signal situated on left-hand side of Down Main, 3,068 yards south of signal box.

CH.104—Seaton-on-Tees Branch to 116 signal.

A 3-aspect colour light signal displaying R, Y or G, situated on left-hand side of Seaton-on-Tees Branch, 2,390 yards south of signal box—fitted with right-hand position light subsidiary signal reading:—

CH.102—Seaton-on-Tees Branch to Up Siding.

A 3-aspect colour light signal displaying R, Y or G, situated at outlet from S.D.S. &amp; I Co.'s Siding, North End.

CH.110—From S.D.S. &amp; I. Co.'s South Works to 116 signal.

CH.131—Up Main to 114 signal.

A 4-aspect colour light signal on right-hand bracket situated on left-hand side of Up Goods Loop, 938 yards south of signal box.

CH.130—Up Goods Loop to 114 signal.

A 3-aspect colour light signal displaying R, Y or G fixed above main post of above bracket.

CH.127—Down Siding to 114 signal.

A 3-aspect colour light signal displaying R, Y or G situated on left-hand side of Down Siding at outlet to Main line fitted with position light subsidiary signal below and 2-way stencil route indicator reading:—

## Route Indication.

CH.128—Down Siding to Down Main. D

Down Siding to Shunt Spur. S

CH.114—Up Main to G.15 signal.

A 4-aspect colour light signal situated on left-hand side of Up Main, 2,042 yards south of signal box. Fitted with position light subsidiary signal below and 2-aspect stencil route indicator, reading:—

## Route Indication.

CH.113—Up Main to Seaton-on-Tees Branch. B

Up Main to S.D.S. &amp; I. Co.'s Sidings. D

CH.118—Shunting Up to Down Main.

A 2-aspect ground subsidiary signal situated between Up and Down Main at south end of No. 119 points.

CH.120—Shunting Down to Up Main.

A 2-position ground subsidiary signal situated between Up and Down Main at north end of No. 119 points.

CH.73—Up Main Home has been fitted with a 3-aspect colour light signal displaying Y, YY or G below existing semaphore signal.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## ALTERED NOMENCLATURES.

## OLD READING.

Seaton Carew No. 18 Down Home.

Seaton Carew R.18 Down Home Repeater.

Seaton Carew No. 17 Down Main Starting.

## NEW READING.

Cliff House No. 116 Down Main to 123 signal.

Cliff House No. 116 Repeater.

Cliff House No. 123 Down Main to 38 signal.

## EMERGENCY CRANK HANDLES.

The emergency crank handles for Nos. 105, 106, 111, 112, 119, 125, 126 and 129 are accommodated in release instruments adjacent to the points. Telephones have been provided.

## GREATHAM STATION SIGNAL BOX.

## SIGNALS DISPENSED WITH.

No. 11—Down Main Starting.

No. 14—Up Main Distant.

## NEW POINTS.

No. 16—Mains Crossover North—situated 460 yards north of signal box.

No. 17—Down Main to S.D.S. &amp; I. Co.'s Sidings—situated 528 yards north of signal box.

## NEW SIGNALS.

G.10—Down Main Starting.

A 4-aspect colour light signal situated on left-hand side of Down Main, 450 yards north of signal box—fitted with left-hand off set position light subsidiary signal reading:—

G.12—Down Main to S.D.S. &amp; I. Co.'s Sidings.

A 3-aspect colour light signal displaying R, Y or G, situated on left-hand side of Up Main, 1,538 yards north of signal box.

A 3-aspect colour light signal displaying R, Y or G, situated at outlet of S.D.S. &amp; I. Co.'s Sidings, south end.

(3)

G.15—Up Main Outer Home.

G.18—S.D.S. &amp; I. Co.'s Sidings to Up Main.

## WEST HARTLEPOOL, CHURCH STREET.

## Points dispensed with.

No. 71 Down Independent to Up Main.

## Signals dispensed with.

No. 68 Up Main to Down Independent.

No. 72 Shunting Down Independent to Up Main.

(3)

## SEAHAM, DAWDON.

No. 9 Down Main Distant signal has been replaced by a three-aspect colour light displaying Y-YY-G, 1,030 yards on approach side of No. 11 Down Main Home.

(4)

## NEWBIGGIN, WOODHORN.

No. 19 Up Main Home signal has been renewed at increased height on same site.

(2)

## NORTH EASTERN MARINE GATE BOX.

Connections Nos. 8, 9 and 12, Dgm. No. 1164, have been removed and relayed with plain line.

(4)

## \*\*NORTH SHIELDS, STATION GROUND FRAME.

## Points dispensed with.

No. 14 Crossover Road (clamped and spiked normal pending removal).

(6)

## \*\*TYNEMOUTH, SOUTH.

## Points dispensed with.

No. 6 Dock Lines No. 4 to No. 5 (clamped and spiked normal pending removal).

## Signals dispensed with.

No. 4 Shunting, No. 4 Dock or to No. 5 Dock.

(6)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BRAMPTON JUNCTION, MILTON GATE BOX.

No. 2 Up Main Home signal has been renewed 18 yards further from Gate Box. (5)

## \*\*DUNSTON-ON-TYNE, DERWENTHAUGH.

Left-hand bracket carrying

No. 30 Sidings to Down Main and

No. 33 Sidings to Shunting Neck signals

has been renewed as a straight post on same site. Top arm No. 30. (6)

## \*\*TYNE DOCK, BOTTOM.

No. 56 West Main to Goods and No. 55 West Main to Up Home No. 2 signals have been renewed at decreased height on same site. (6)

## FENCEHOUSES, LEAMSIDE.

No. 55 Down Main Inner Home signal has been renewed at reduced height on same site.


No. 56 Down Main Outer Home signal has been renewed at reduced height on same site. (2)

## WASHINGTON, STATION.

Signal dispensed with.

No. 29 Up Home with Washington South Up Outer Distant below.

No. 7 Down Main Starting has been renewed 38 yards nearer Signal Box and a Banner repeater R.7 has been provided 280 yards on the approach side.

A track circuit and  sign have been provided at No. 7 Down Main Starting. (4)

## \*\*SOUTH DOCK, WALKER SIDINGS GROUND FRAME.

No. 4 Up Main Home signal has been renewed at reduced height on same site. (6)

## \*\*SOUTH DOCK, HENDON GAS WORKS GROUND FRAME.

No. 4 Down Home signal has been renewed as a right-hand bracket at increased height on same site. (6)

## HENDON, GAS WORKS GROUND FRAME.

Left-hand bracket carrying No. 2 Down Hendon Inter. Home and No. 3 Down Hendon to Down Goods has been renewed as a straight post on same site. No. 3 top arm. (5)

## WEST HARTLEPOOL, GREENLAND.

Atkinson's Siding Ground Frame has been dispensed with and No. 2 points spiked and clamped out of use, pending removal.

Signal dispensed with.

No. 1 Down Goods Home. (5)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended items.

## MISCELLANEOUS NOTICES.

## PASSENGER AND FREIGHT TRAIN PUNCTUALITY COMPETITIONS.

## "ABSOLUTE" PUNCTUALITY FOUR WEEKS ENDED 25th MARCH, 1961.

## PASSENGER.

Region	Percentage of Trains "Right Time"	Cumulative figure
NORTH EASTERN ... ..	86.36 (1)	82.43 (1)
Scottish ... ..	85.06 (2)	79.47 (2)
Eastern ... ..	81.26 (3)	78.45 (3)
Southern ... ..	79.77 (4)	76.62 (4)
London Midland ... ..	78.38 (5)	73.75 (5)
Western ... ..	76.89 (6)	73.46 (6)

## FREIGHT.

Region	Percentage of Trains "Right Time"	Cumulative figure
Southern ... ..	62.01 (1)	62.10 (1)
Scottish ... ..	49.71 (2)	46.58 (2)
NORTH EASTERN ... ..	30.77 (4)	30.71 (3)
Eastern ... ..	33.76 (3)	29.14 (4)
London Midland ... ..	28.70 (5)	25.00 (5)
Western ... ..	24.30 (6)	21.00 (6)

C. J.  
WOOLSTENHOLMES

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**NE/N**

For the information of Railway Staff only

No. 23



NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 10th June, 1961  
to Friday, 16th June, 1961 inclusive**

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

## Section C—

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B.

SUNDAY, 11th JUNE.—PLAWSWORTH, KIMBLESWORTH.

No. 19 Up Main Starting will be renewed at an increased height on same site.

SUNDAY, 11th JUNE.—RIDING MILL, STATION.

Signal dispensed with.

No. 4 Down Starting.

New Signal.

R.2 Banner Repeater: Banner signal situated to left of Up Main, 255 yards on approach side of No. 2 Up Starting signal.

Alterations to Signals.

No. 18 Up Starting with co-acting arms will be renewed as a single arm at reduced height situated on the right-hand side of Down Main 60 yards further from Signal Box and renumbered No. 2.

No. 2 Down Home with co-acting arms will be renewed as a single arm at reduced height 25 yards further from Signal Box and renumbered No. 25.

No. 16 Down to Goods Yard Shunting and No. 17 Down to Coal Sidings Shunting will be replaced as a single disc reading No. 8 Down to Goods Yard and Down to Coal Sidings situated between the Down and Up Main lines 118 yards from Signal Box.

◇ signs will be provided on the following signals:—

No. 1 Up Home.

No. 24 Down Starting.

No. 25 Down Home.

SUNDAY, 11th JUNE.—HENDON BANK TOP GROUND FRAME.

Left-hand bracket carrying No. 2 Down Main Home and Hendon Junction Signal Box, No. 6 Down Main Outer Home and No. 3 Down Main to Depot will be renewed as a straight post on same site (miniature arms). No. 3 Top Arm.

TUESDAY, 13th JUNE.—DARLINGTON, RISE CARR.

No. 3 Disc signal from Works Sidings will be moved 23 yards further from Signal Box.

Nos. 4, 5 and 6, a treble disc reading to Sidings, to Works and to West Yard respectively will be replaced by a single disc, 17 yards further from Signal Box.

TUESDAY and WEDNESDAY, 13th and 14th JUNE.—WITTON GILBERT, MALTON COLLIERY.

Malton Colliery Signal Box will cease to exist as a Block Post.

All points and signals will be dispensed with and points clamped and spiked normal pending removal.

## DETAILS OF WORK ALREADY CARRIED OUT.

## ★ SUPPLEMENTARY PROGRAMME No. 15A—12th APRIL, 1959.

## NEWCASTLE NEW SIGNALLING

Page 16. No. 79 signal—route to No. 6 platform via No. 5 platform line—Main.

AMEND—"Platform occupied" in Remarks column to read "Platform clear."

Page 17. No. 79 signal—INSERT following the last route given (to No. 5 platform).

Nomenclature	Main or Sub	Aspect	Junct. or R.I.	Aspect of sig. ahead	Remarks
No. 5 Platform	Main	Y	5	—	Platform clear and G. F. release normal.
Via 4 Plat. line	Sub	—	5	—	Illuminated C and platform occupied.
	Sub	—	—	—	—
No. 4 platform	Main	Y	4	—	Platform clear and G. F. Release normal.
	Sub	—	4	—	Illuminated C and platform occupied.
	Sub	—	—	—	—
No. 3 platform	Main	Y	3	—	Platform clear.
	Sub	—	3	—	Illuminated C and platform occupied.
	Sub	—	—	—	—

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## SUPPLEMENTARY PROGRAMME No. 10A—12th MARCH, 1961.

## INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN STAMFORD CROSSING AND BELFORD SIGNAL BOXES.

Page 3.  
Chathill Signal Box.

Position Light Ground Signals.

No. 27. AMEND description to read:—  
Up Main to Up Siding or Down Main.

(3)

## BIRTLEY, STATION.

The single connection in the Up Fast line and the single connection in the Up sidings forming Crossover No. 18, Dgm. No. 918, from 74 miles 51 chains to 74 miles 48 chains has been taken out and replaced by plain line. (5)

## LITTLE MILL STATION AND STAMFORD CROSSING.

The trap points on the Down Goods line at Stamford Crossing and on the Up Goods line at Little Mill Station have been converted to run off points and buffer stops erected. (4)

## GREATHAM STATION—WEST HARTLEPOOL, CLIFF HOUSE.

Colour light signals have been introduced and semaphore signals dispensed with as shown below between Cliffe House and Greatham Signal Boxes with continuous track circuiting on the Down and Up Main lines.

The colour light signals conform to the provisions of Rule 35 and they have been provided with telephones.

## SIGNALLING ALTERATIONS.

## SEATON CAREW STATION SIGNAL BOX.

Seaton Sarew has ceased to be a block post and all points are now controlled from Cliff House Signal Box. All semaphore and ground disc signals have been dispensed with and the ground frame is electrically released by Cliff House and renamed Cliff House South No. 2 Ground Frame. A telephone has been provided.

## SEATON SNOOK SIGNAL BOX.

Seaton Snook has ceased to be block post and all points are now controlled from Cliff House Signal Box. All semaphore signals (except the Down Branch Distant), ground disc signals and the ground frame at the Northern exit from S.D.S. & I. Co.'s sidings have been dispensed with.



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## GREATHAM STATION—WEST HARTLEPOOL, CLIFF HOUSE—continued.

## SEATON-ON-TEES BRANCH—ONE ENGINE IN STEAM WORKING.

The Branch staff previously held at Seaton Snook Signal Box is now retained in an instrument situated adjacent to a Stop Board at the North end of the Branch Loop.

The Branch staff is electrically released from Cliff House Signal Box.

The Stop Board reads:—"ALL DRIVERS MUST STOP AT THIS BOARD AND MUST NOT PROCEED DOWN THE BRANCH WITHOUT POSSESSION OF THE STAFF."

The Branch staff releases existing ground frames on the Branch and in addition releases the new ground frame situated adjacent to Up Siding and named Cliff House South No. 3 Ground Frame. A telephone has been provided.

## SOUTH DURHAM STEEL AND IRON COMPANY NEW SOUTH WORKS SIGNAL BOX.

A new signal box has been brought into use inside the South Durham Steel and Iron Co.'s New South Works and trainmen, after passing C.H.113, or G.12 signals, must observe signals controlled by the new signal box.

## CLIFF HOUSE SIGNAL BOX.

## SIGNALS DISPENSED WITH.

No. 70—Up Main Calling on.

No. 72—Up Main Starting with Seaton Carew Up Distant below.

## ADDITIONAL POINTS.

No. 105—Up Main—Seaton-on-Tees

Branch.

No. 106—Mains Crossover, South trailing.

No. 111—Down Main—S.D.S. & I. Co.'s South Works Sidings—Previously controlled by Ground Frame at Northern exit of S.D.S. & I. Siding.

No. 119—Mains Crossover, North trailing.

No. 125—Down Main—Down Goods Loop.

No. 126—Down Main—Down Siding.

No. 129—Up Goods Loop—Up Main.

} Previously controlled by Seaton Snook Signal Box.

} Previously controlled by Seaton Carew Station Signal Box.

## NEW POINTS.

No. 112—Mains Crossover, Facing, situated 1 mile 332 yards south of signal box.

## NEW SIGNALS.

CH.101—Down Main to 116 signal.

A 4-aspect colour light signal situated on left-hand side of Down Main, 3,068 yards south of signal box.

CH.104—Seaton-on-Tees Branch to 116 signal.

A 3-aspect colour light signal displaying R, Y or G, situated on left-hand side of Seaton-on-Tees Branch, 2,390 yards south of signal box—fitted with right-hand position light subsidiary signal reading:—

CH.102—Seaton-on-Tees Branch to Up Siding.

CH.110—From S.D.S. & I. Co.'s South Works to 116 signal.

A 3-aspect colour light signal displaying R, Y or G, situated at outlet from S.D.S. & I Co.'s Siding, North End.

CH.131—Up Main to 114 signal.

A 4-aspect colour light signal on right-hand bracket situated on left-hand side of Up Goods Loop, 938 yards south of signal box.

CH.130—Up Goods Loop to 114 signal.

A 3-aspect colour light signal displaying R, Y or G fixed above main post of above bracket

CH.127—Down Siding to 114 signal.

A 3-aspect colour light signal displaying R, Y or G situated on left-hand side of Down Siding at outlet to Main line fitted with position light subsidiary signal below and 2-way stencil route indicator reading:—

Route Indication.

CH.128—Down Siding to Down Main. D

Down Siding to Shunt Spur. S

CH.114—Up Main to G.15 signal.

A 4-aspect colour light signal situated on left-hand side of Up Main, 2,042 yards south of signal box. Fitted with position light subsidiary signal below and 2-aspect stencil route indicator, reading:—

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## GREATHAM STATION—WEST HARTLEPOOL, CLIFF HOUSE—continued.

	Route Indication.
CH.113—Up Main to Seaton-on-Tees Branch.	B
Up Main to S.D.S. & I. Co.'s Sidings.	D
CH.118—Shunting Up to Down Main.	A 2-aspect ground subsidiary signal situated between Up and Down Main at south end of No. 119 points.
CH.120—Shunting Down to Up Main.	A 2-position ground subsidiary signal situated between Up and Down Main at north end of No. 119 points.
CH.73—Up Main Home has been fitted with a 3-aspect colour light signal displaying Y, YY or G below existing semaphore signal.	

## ALTERED NOMENCLATURES.

## OLD READING.

Seaton Carew No. 18 Down Home.

## NEW READING.

Cliff House No. 116 Down Main to 123 signal.

Seaton Carew R.18 Down Home Repeater.

Cliff House No. 116 Repeater.

Seaton Carew No. 17 Down Main Starting.

Cliff House No. 123 Down Main to 38 signal.

## EMERGENCY CRANK HANDLES.

The emergency crank handles for Nos. 105, 106, 111, 112, 119, 125, 126 and 129 are accommodated in release instruments adjacent to the points. Telephones have been provided.

## GREATHAM STATION SIGNAL BOX.

## SIGNALS DISPENSED WITH.

No. 11—Down Main Starting.

No. 14—Up Main Distant.

## NEW POINTS.

No. 16—Mains Crossover North—situated 460 yards north of signal box.

No. 17—Down Main to S.D.S. & I. Co.'s Sidings—situated 528 yards north of signal box.

## NEW SIGNALS.

G.10—Down Main Starting.

A 4-aspect colour light signal situated on left-hand side of Down Main, 450 yards north of signal box—fitted with left-hand off set position light subsidiary signal reading:—

G.12—Down Main to S.D.S. & I. Co.'s Sidings.

G.15—Up Main Outer Home.

A 3-aspect colour light signal displaying R, Y or G, situated on left-hand side of Up Main, 1,538 yards north of signal box.

G.18—S.D.S. & I. Co.'s Sidings to Up Main.

A 3-aspect colour light signal displaying R, Y or G, situated at outlet of S.D.S. & I. Co.'s Sidings, south end.

(4)

## WEST HARTLEPOOL, CHURCH STREET.

## Points dispensed with.

No. 71 Down Independent to Up Main.

## Signals dispensed with.

No. 68 Up Main to Down Independent.

No. 72 Shunting Down Independent to Up Main.

(4)

## SEAHAM, DAWDON.

No. 9 Down Main Distant signal has been replaced by a three-aspect colour light displaying Y,YY,G, 1,030 yards on approach side of No. 11 Down Main Home.

(5)

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

- NEWBIGGIN, WOODHORN.**  
No. 19 Up Main Home signal has been renewed at increased height on same site. (3)
- NORTH EASTERN MARINE GATE BOX.**  
Connections Nos. 8, 9 and 12, Dgm. No. 1164, have been removed and relayed with plain line. (5)
- \*\*BRAMPTON JUNCTION, MILTON GATE BOX.**  
No. 2 Up Main Home signal has been renewed 18 yards further from Gate Box. (6)
- LOW FELL SIDINGS.**  
A facing crossover has been installed at the North End of Low Fell Sidings between No. 3 Up Reception and No. 4 Down Reception line (Dgm. No. 1033), and is worked by hand levers. (2)
- FENCEHOUSES, LEAMSIDE.**  
No. 55 Down Main Inner Home signal has been renewed at reduced height on same site.  
No. 56 Down Main Outer Home signal has been renewed at reduced height on same site. (3)
- FENCEHOUSES, LEAMSIDE.**  
No. 9 Up Branch Starting signal has been renewed at reduced height on same site. (2)
- WASHINGTON, STATION.**  
**Signal dispensed with.**  
No. 29 Up Home with Washington South Up Outer Distant below.  
No. 7 Down Main Starting has been renewed 38 yards nearer Signal Box and a Banner repeater R.7 has been provided 280 yards on the approach side.  
A track circuit and  $\diamond$  sign have been provided at No. 7 Down Main Starting. (5)
- DURHAM, FRANKLAND.**  
No. 4 Up Main Distant signal has been renewed at reduced height on same site. (2)
- \*\*HENDON, GAS WORKS GROUND FRAME.**  
Left-hand bracket carrying No. 2 Down Hendon Inter. Home and No. 3 Down Hendon to Down Goods has been renewed as a straight post on same site. No. 3 top arm. (6)
- BISHOP AUCKLAND NORTH.**  
**Points dispensed with.**  
No. 28 Down Main—Down Goods No. 3.  
No. 45 Up Main—Up Goods No. 3.  
**Signals dispensed with.**  
No. 12 Down Goods No. 3—Home No. 1.  
No. 23 Down Goods No. 3—Draw Ahead.  
No. 42 Shunting—Down Main to Down Goods No. 3.  
No. 44 Shunting Up Goods No. 3 to Up Main.  
No. 58 Up Main to Up Goods No. 3 Starting with Bishop Auckland East Distant below.
- BISHOP AUCKLAND EAST.**  
**Points dispensed with.**  
No. 12 Up Main—Up Goods No. 3.  
No. 16 Down Main—Down Goods No. 3.  
**Signals dispensed with.**  
No. 2 Up Goods No. 3—Home No. 1.  
No. 15 Shunting—Down Goods No. 3 to Down Main.  
No. 62 Main to Down Goods No. 3—Starting. (1)
- \*\*WEST HARTLEPOOL, GREENLAND.**  
Atkinson's Siding Ground Frame has been dispensed with and No. 2 points spiked and clamped out of use, pending removal.  
**Signal dispensed with.**  
No. 1 Down Goods Home. (6)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended items.

## MISCELLANEOUS NOTICES.

NORTH EASTERN REGION STANDARD SECTIONAL APPENDICES  
(NORTHERN AND SOUTHERN SECTION).

Additional Maximum Permissible Speeds (Speed Limits) and Permanent Speed Restrictions have been included in Table 'A' of the Sectional Appendices operative from Saturday, 1st October. Certain Permanent Speed Restrictions have also been amended and Maximum Permissible Speeds (Speed Limits) have been substituted for these Permanent Speed Restrictions over certain Branches and Loop lines.

Owing to difficulties in obtaining supplies, it has not been possible to erect Speed Restriction Indicator signs immediately in all cases, but they will be provided as soon as they are available. The existing signs where a previous Speed Restriction has become a Maximum Permissible Speed (Speed Limit) for a Branch or a Loop line will be removed as soon as possible.

## REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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:—

Place	Nature of Work	Duration	Commencing date
Heaton Motive Power Depot	Repairing Roof	Until further notice	—

## Shutting off Loco. Water Supplies.

Drivers will be unable to obtain water at the following place:—

Place	Duration	Commencing Date
★Lucker Troughs	6-0 am to 3-0 pm Sunday, 11th June	—

## AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

The equipment has been brought into use between King's Cross and Edinburgh except between Newcastle and Christon Bank.

## ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

## Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station. (G1/26)

## SPEEDS OF FREIGHT ROLLING STOCK.

## PALLET VANS.

Until further notice, trains conveying pallet vans with a wheel base of less than 11 feet, whether loaded or empty, must not exceed a maximum speed of 40 m.p.h. These vehicles should not be conveyed on Class 'C' or 'D' freight trains.

## CATCH POINTS—BETWEEN STANNINGTON AND PLESSEY.

Catch points have been installed in the Up Main line at 12 miles 70 chains and 12 miles 8 chains. They have been clamped and padlocked out of use until further notice.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

## MISCELLANEOUS NOTICES—continued.

## CATCH POINTS—BETWEEN PEGSWOOD AND LONGHIRST.

Catch points have been installed in the Up Main line 116 yards North of the 19½ m.p. They have been clamped and padlocked out of use until further notice.

## CATCH POINTS—BETWEEN ALNMOUTH STATION AND CHRISTON BANK STATION.

Catch points have been installed in the Down Main line at 35 miles 74 chains, 36 miles 59 chains, 37 miles 6 chains, 38 miles 8 chains, 38 miles 61 chains and 40 miles 63 chains. They have been clamped and padlocked out of use until further notice.

## YARM STATION.

The Down and Up platforms are being removed.

## GATESHEAD, ST. JAMES BRIDGE.

The lines adjacent to the coal stage line at Borough Gardens M.P.D. are being used as a two-way engine line for Park Lane Yard between Borough Gardens and St. James Bridge Signal Boxes. Spring points have been situated on the lines and lie normally for the Engine line.

## BROOMHILL: TOGSTON SEWERAGE AND DISPOSAL WORKS CROSSING.

Until further notice there will be increased user of the above level crossing at 2 miles 68 chains on the Amble Branch by road vehicles and a hand signalman will be in attendance.

Drivers of trains approaching the crossing must keep a sharp lookout, sound the engine whistle and be prepared to act on any hand signals that may be exhibited.

## CULLERCOATS COAL DEPOTS.

Until further notice, points leading to Coal Cells on Sidings Nos. 13 and 14 have been clamped out of use pending recovery of track.

## HOW MILL STATION.

Until further notice, No. 10 Siding (Dgm. No. 1002) alongside the loading dock has been placed out of use pending abandonment. Points leading to the siding will be clamped and spiked out of use until the siding is recovered.

## SCOTSWOOD, MONTAGUE SIGNAL BOX.

Until further notice, all points at Montague Signal Box have been clamped and padlocked out of use pending abandonment and recovery of the Sidings.

## DUNSTON—TEAMS LEVEL CROSSING.

The gates at the above level crossing have been replaced by four lifting half barriers which open and close across the roadway. (2)

## SOUTH SHIELDS AND GARDEN LANE—CONSTRUCTION OF KEPPEL STREET BRIDGE.

The Up and Down Main lines between Garden Lane Signal Box and South Shields Station have been reinstated on Keppel Street Bridge.

South Shields No. 5 West crossover has been re-positioned at the West end of the Station Platform and form a "scissors" crossover with No. 9 points, and No. 13 points have been moved accordingly nearer to the Signal Box.

The effective length of the Down Platform line has been reduced and excursion trains of more than 6 vehicles can only be accepted at South Shields, after prior consultation.

## ★BETWEEN DURHAM, FRANKLAND AND FENCEHOUSES, LEAMSIDE WOODWELL FARM LEVEL CROSSING AT 1 MILE 4 CHAINS.

Until further notice there will be increased user of the above level crossing by road vehicles. Enginemen to keep a sharp lookout, sound horns or whistles and be prepared to act on any hand signals that may be exhibited.

## ★BISHOP AUCKLAND.

The Down and Up Goods lines between Bishop Auckland East and North have been dispensed with. (1)

## DARLINGTON, NORTH ROAD STATION.

The island platform has been shortened by 80 feet at the Darlington end and by 200 feet at the Shildon end. (5)

## AINDERBY STATION.

Until further notice, engines are not permitted to travel over Coal Depot lines at the ends of Lines Nos. 7 and 8, Dgm. No. 470.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

## MISCELLANEOUS NOTICES—continued.

## BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Train Signalling on Single Lines of Railways by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

## THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOX.

## TRIMDON STATION.

The Signal Box at Trimdon Station has been dispensed with and a Ground Frame released by the Electric Token installed from which the Goods Yard points are worked.

## WINGATE COLLIERY.

Until further notice, trestling will be fixed at Bridge No. 15 at 6 miles 14 chains, giving limited clearance of 4 feet in the Up Cess.

## MIDDLESBROUGH CARRIAGE SIDINGS.

Until further notice, a temporary sleeper crossing is in use at the junction of Lines Nos. 99, 90 and 108, Dgm. No. 581.

## SALTBURN STATION.

Until further notice, engines will not be permitted to pass under the canopy at the East end of the station and approach to Zetland Hotel.

## NUNTHORPE, STATION AND EAST.

In connection with the construction of a new Overbridge between Nunthorpe Station and East at 4 miles 56 chains, a temporary main to main trailing crossover has been provided immediately ahead of Nunthorpe East Down Home signals. It has been clamped and padlocked out of use until further notice.

## ALTERATIONS TO BRITISH RAILWAYS GENERAL APPENDIX.

## Page 1.

## INSERT:—

## HEAD, TAIL AND SIDE LAMPS—RULE 119.

Where diesel and electric multiple-unit trains and main line diesel and electric locomotives are fitted with classification/route and/or destination indicators, these must be illuminated when working through tunnels.

## GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOMATIC VACUUM BRAKE.

## Page 5.

## AMEND second paragraph of clause 3(b) to read:—

"If there are vehicles behind the rear brake van, the brake must be tested from the rear-most vehicle by easing the rear hosepipe off the dummy coupling. If an inrush of air is heard, it denotes the hosepipes are properly coupled through to the locomotive. The Guard will be responsible for carrying out this duty or seeing that it is done."

## Page 12.

## ADD as NOTE (iii) at end of clause 16:—

(iii) Ex L.N.E.R. gangwayed vehicles are fitted with passenger communication discs which are out of reach for resetting purposes. These discs can be reset from a small trap door let into the ceiling of the end gangway or from a small box at ceiling height in the lobby end, depending on the type of vehicle. No attempt must be made to reset the discs on these vehicles from outside.

## INSTRUCTIONS REGARDING THE RUNNING OF SELF PROPELLED TRACK RECORDING MACHINES.

## Page 47.

## Clause 11. AMEND first paragraph to read:—

"The Matisa machine cannot be relied upon to actuate track circuits and unless the Signalman is aware that the machine is of the 'Elliott' type the following instructions must be carried out:—"

## ALTERATIONS TO BRITISH RAILWAYS GENERAL APPENDIX—continued.

## WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS.

Page 93.

AMEND clause 1(D) to read:—

(D) Except during fog or falling snow all trains may be accepted under Block Regulation 5 at the signal box where the Goods line which has been converted to Absolute Block terminates, provided the line is clear to the facing trap points and such points are in the run off position. During fog or falling snow, however, freight trains may be accepted under Block Regulation 5.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX  
(NORTHERN SECTION).

TABLE A.

LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS,  
ETC.

Stations and Signal Boxes	Permanent speed restrictions miles per hour		Remarks
	Down	Up	
<b>NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.</b>			
Page 12 Heaton Benton Bank DELETE	—	60	2 m. 75 chs. to 2 m. 60 chs.

## NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.

Page 14. Longhoughton—Stamford Crossing.

INSERT:—catch points—C—Up line 1778 yards before reaching Stamford Crossing Up Distant signal—147.

Page 15. Chathill—Christon Bank.

INSERT:—catch points—C—Up line 560 yards before reaching CB.15 signal—147.

Belford—Cragg Mill.

INSERT:—catch points—C—Up line 560 yards before reaching CM.4 signal—208.  
C—Up line 560 yards before reaching U.53 signal—208.

Page 113. Seaton-on-Tees Branch.

INSERT:—in column headed "description of block signalling"—(See instructions on page 254).

Page 129.

The section of line between Skinningrove, Crag Hall and Brotton, Loftus is now worked in accordance with the "One Engine in Steam" Regulations.

DELETE:—"Electric Token" and INSERT:—"One Engine in Steam" in column headed "Description of Block Signalling".

Brotton, Loftus.

DELETE:—Block post indication.

TABLE F.  
PROPELLING TRAINS OR VEHICLES.

From	To	Line	Number of Vehicles and Special Conditions
Page 143 WEST HARTLEPOOL, CEMETERY CASTLE EDEN			
INSERT:— Haswell	Pesspool	Up Main	10 freight wagons O.6255

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)  
—continued

TABLE H.I.

## WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

From	To	Line	Remarks
Page 172 BACKWORTH	EARS DON)	TO NORT	HUMBERLAND DOCK, ETC.
INSERT:— Percy Main North	Whitehill Point	Down	—

## LOCAL INSTRUCTIONS.

Page 254.

INSERT:—

Cliff House—Seaton-on-Tees Branch.

This branch is worked in accordance with the "One Engine in Steam" regulations and when a train requires to travel beyond the stop board or to the Up Siding, the One Engine in Steam Staff must be obtained as follows:—

1. Telephone the Signaller at Cliff House Signal Box.
2. Place switch on instrument to reverse position.
3. When indicator shows "Free" turn key to obtain staff.

When the Branch is again clear or shunting has been completed in the Up Sidings the staff must be returned to the instrument, the key must be turned and switch replaced to normal and the Signaller advised accordingly.

Before leaving, the person replacing the One Engine in Steam staff in the instrument, must obtain an assurance that everything is in order and in the event of any failure of the apparatus must act in accordance with the instructions given by the Signaller. (O.4453)

Page 281. BILLINGHAM-ON-TEES TO PORT CLARENCE, ETC.

INSERT:—

I.C.I. BILLINGHAM WORKS.

The Guard, Shunter or person in charge of movements with B.R. engines in the East Grid and South Grid Sidings of the I.C.I. Billingham Works, must, when placing wagons into any siding, pin down the hand brakes on at least six wagons at the Haverton Hill South Signal Box end of the siding or if there are less than six wagons, the brakes must be applied on all wagons.

Before authorising the Driver to proceed with wagons out of any siding in the East or South Grid of the I.C.I. Billingham Works towards Haverton Hill South Signal Box the Guard, Shunter or person in charge, must pin down the hand brakes on at least the first six wagons, or every wagon if there are less than six, left in any siding from which wagons are removed. (O.60/10)

## THORNABY.

★Page 283.

DELETE sub-heading Working by British Railways Locomotives in Ashmore, Benson, Pease &amp; Co.'s Sidings, Parkfield Works.

and relative instruction and INSERT:—

**WORKING BY BRITISH RAILWAYS' LOCOMOTIVES IN POWER GAS CORPORATION, SUDRONS SIDINGS.**—The points connecting Messrs. Power Gas Corporation's Sidings to the Shunting line, and derailer fixed on the line giving access to the Works are worked by a hold-up lever.

A telephone giving communication with the Signaller at Bowesfield is fixed on a post adjacent to the derailer.

When it is desired to make a movement from the shunting line towards the works line, the Guard or Shunter must, before signalling the Driver to set back on to this line, arrange for the firm's employee concerned to lift the derailleurs from the line and hold them in that position until the whole of the movement has been completed. Care must be taken on release to ensure that the derailleurs return correctly to the normal position on the line after which the Guard or Shunter must inform the Signaller at Bowesfield by telephone that the shunting line is clear.

**Permanent Care**

**on the**

**Permanent Way**

**means**

**Permanent Safety**

Week commencing: Sat. 16 December, 1961

1961

C 5 W  
22-6-61 N-5

SECTION A—TEMPORARY SPEED RESTRICTIONS—continued.

Location of Work at or between	Lines affected	Mileage at or between		Speed Re-strictions m.p.h.	Remarks
		m. chs.	m. chs.		
<b>BARNARD CASTLE</b> Barnard Castle East and Evenwood, Spring Gardens	<b>EAST TO DURHAM</b> Down and Up Main	14 40	7 50	30	Condition of track
Willington, Brancepeth Colliery and Brancepeth Station	Down and Up Main	5 0	5 40	15	Colliery Workings.
<b>DARLINGTON (HOPETOWN) TO KIRKBY STEPHEN (Exclusive)</b> Lartington, West and Barnard Castle, Tees Valley	Up Main	17 0	16 40	20	Condition of track.
Bowes Station and Barras, Stainmore	Down Main	22 60	23 0	20	Condition of track.
Barras, Stainmore and Bowes, Station	Up Main	28 33	25 5	20	Condition of track.
Barras, Stainmore and Kirkby Stephen, Merrygill	Down Main	32 0	35 66	30	Condition of track.
<b>SALTBURN WEST TO LOFTUS</b> Skinningrove, Crag Hall and Loftus	Single	34 34	34 44	25	Condition of Bridge No. 28.
<b>BOOSBECK BRANCH</b> Brotton Station and Boosbeck	Single	13 46	13 35	10	Colliery workings.
<b>STOKESLEY TO GROSOMONT</b> Glaisdale, Station and Grosmont, Station	Single	27 45	28 4	20	Relaying. Commencing 6-0 am, Sunday, 17th December
Glaisdale, Station and Grosmont, Station	Single	28 60	28 76	20	Relaying. Commencing 6-0 am, Sunday, 17th December until 4-0 pm, Friday, 22nd December

## Section C— SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### DETAILS OF WORK REFERRED TO IN SECTION B.

#### MONDAY, 18th DECEMBER.—RYHOPE, STATION.

No. 29 Down Main Distant signal will be renewed at reduced height on same site.  
No. 10 Up Main Starting signal will be renewed on same site.  
No. 6 Down Main to No. 2 Siding signal will be renewed as a disc signal situated between Down and Up Main 80 yards from Signal Box.

#### TUESDAY, 19th DECEMBER.—DUNSTON-ON-TYNE, TEAMS CROSSING.

Bracket signal carrying No. 6—From Kip Roads, No. 7—From Gateshead Shunting, will be renewed as left-hand bracket with miniature arms 5 yards further from Gate Box.

#### WEDNESDAY, 20th DECEMBER.—SEAHAM, SEABANKS.

Right-hand bracket No. 6 Shunting Up Sidings or to Down Main (left-hand doll) and No. 7 Shunting E. & W. Sidings to Down Main will be renewed as a left-hand bracket with miniature arms on same site.

### DETAILS OF WORK ALREADY CARRIED OUT.

#### LOW FELL, STATION AND GATESHEAD, KING EDWARD BRIDGE.

##### Low Fell Station.

##### Signal dispensed with.

No. 27 Down Main Block Home with King Edward Bridge Auto Distant and Route Indicator.

##### Alteration to Signal.

No. 25 Down Main Starting has been replaced by a 4-aspect colour light 308 yards further from Signal Box.

##### Between Low Fell Station and Gateshead, King Edward Bridge.

D.78B has been erected as a 4-aspect colour light signal sited left-hand of Down Main, 1,442 yards from King Edward Bridge Signal Box.

<p>No. 62 Down Dunston to Down Gateshead Home and Calling-on No. 63 Down Dunston to Down Leamside Home and Calling-on No. 65 Down Dunston to Down East Home and Calling-on</p>	<p>has been erected as 4-aspect colour light signal with sub. position light and double sided route indicator displaying:— E—East. W—Gateshead. G—Goods.</p>
--	--

##### Gateshead, King Edward Bridge.

##### Signals dispensed with.

No. 4 Calling-on Gateshead West to Dunston.  
No. 5 Calling-on Gateshead West to Up Main.  
No. 32 Calling-on Newcastle to Dunston. Intermediate Starting.  
No. 15 Calling-on and Leamside to Up Main.  
No. 62 Calling-on and Dunston to Gateshead.  
No. 63 Calling-on and Dunston to Leamside with Distant below.  
No. 65 Dunston to Newcastle.  
No. 72 Calling-on and Down Main to Gateshead.  
No. 75 Calling-on and Down Main Starting.  
No. 73 Down Main to Leamside Home.  
No. 80 Down Main Home.  
No. 67 Calling-on and Dunston Down Home.

## DETAILS OF WORKS ALREADY CARRIED OUT—continued.

## LOW FELL, STATION AND GATESHEAD, KING EDWARD BRIDGE—continued.

## New Signals.

No. 33 Dunston Down to Up Shunting has been replaced by a ground position light at left-hand side of Down Dunston line 112 yards from Signal Box.

No. 15 (Pull) Up Leamside to Up Main has been amalgamated with No. 13 Dunston Starting and No. 15 (Push) Calling-on with No. 18 Calling-on to Dunston with Double Sided Route Indicator displaying:—

U to Up Main.

G to Up Dunston.

No. 60 Down Main to Down Leamside Home Calling-on

No. 68 Down Main to Down East Home Calling-on

No. 72 Down Main to Down Gateshead Home and Calling-on

No. 75 Down Main to Down South Home and Calling-on

Has been erected on new right-hand wall bracket as a 4-aspect colour light signal with sub. position light (on wall side of bracket) with 3 junction arms reading:—

45° left—South line.

45° right—East line.

Horizontal—Down Leamside.

Sited at left-hand side of Down Main line 492 yards from Signal Box. (4)

## \*\*\*PLESSEY.

## Points dispensed with.

No. 5 Down Main—Goods Yard.

No. 7 Mains Crossover.

## Signals dispensed with.

No. 4 Shunting Down to Up Main or Goods Yard.

No. 6 Shunting Goods Yard to Down Main.

No. 8 Shunting Up to Down Main.

The Mains Crossover and Down Main—Goods Yard points have been connected to a new ground frame situated 175 yards North of Plessey Signal Box adjacent to Down Siding, the Down Sidings points being electrically released from Plessey Signal Box and the Crossover by Annetts Key. (6)

## TWEEDMOUTH AND BERWICK (MARSHALL MEADOWS).

See Special Signalling Programme No. 49A for signalling alterations. (2)

## TWEEDMOUTH, SOUTH AND NORTH.

Tweedmouth North and South Signal Boxes have ceased to exist as block posts and all the signalling controlled by these boxes has been transferred to the New Tweedmouth Signal Box situated on the Down side 73 yards North of the former Tweedmouth North Signal Box. (See Special Signalling Programme No. 49A.) (3)

## BROMPTON, WELBURY.

The "Limit of Shunt" board situated adjacent to Up Loop Buffer Stop has been dispensed with. A white marker light has been erected 50 yards on the approach side of ground frame points on the left-hand side of the Up Loop. (3)

## SEAHAM, DAWDON.

'T' bracket carrying No. 18 Shunting Van Sidings to Down Main, 20 Shunting Down Goods to Down Main and 27 Shunting Down Main has been replaced by three disc signals same distance from Signal Box situated as follows:—

No. 18 same site.

No. 20 Between Down Main and Down Goods.

No. 27 Between Up Main and Down Main. (5)

## RYHOPE, STATION.

No. 9 (Seaham) Up Home right-hand bracket has been replaced by a straight post at reduced height on same site. (5)

## \*\*\*COLDSTREAM.

East Ground Frame has been dispensed with and points, Up Siding to Up Main, clamped and spiked pending removal.

## Signal dispensed with.

No. 9 Shunting Up Siding to Up Goods.

## DETAILS OF WORKS ALREADY CARRIED OUT—continued.

## COLDSTREAM—continued.

## Alteration to Signal.

Top arm of the two miniature arm signal reading No. 31 Goods Yard to Up Siding has been dispensed with. Bottom arm, No. 31 Goods Yard to Up Main, exhibits a yellow arm and aspect. (6)

## \*\*\*NORTH BLYTH STAITHS GROUND FRAMES.

No. 1/2 Shunting from Staiths Lines and No. 1 Shunting to Staiths bracket signal have been replaced by a 'T' bracket signal on same site.

No. 1 to Staiths. (middle doll—main arm).

No. 1 from Staiths (left-hand doll—subsidiary arm).

No. 2 from Staiths (right-hand doll—subsidiary arm). (6)

## TYNEMOUTH, SOUTH.

## Signals dispensed with.

No. 47 Up Main Home 2.

No. 48 Up Main Home 3.

No. 50 Up Main and Up Platform Inner Distant.

## New Signal.

U.6 Up Main Auto. 4-aspect colour light signal sited left-hand side of Up Main line 413 yards from Signal Box.

## Alterations to Signals.

No. 45 Up Platform Home

No. 45 Up Main Home

} have been replaced by 4-aspect colour light signals sited on right-hand bracket on Up Platform 100 yards from Signal Box.

No. 49 Up Main Starting signal has been replaced by a 4-aspect colour light signal 3 yards further from Signal Box.

No. 53 Up Main Block Home signal has been replaced by a 3-aspect colour light signal displaying R, Y, G, 108 yards nearer Signal Box. (5)

## \*\*\*BLAYDON, SCOTSWOOD BRIDGE.

No. 66 Down Main Starting signal with Blaydon Signal Box, No. 37 Down Main Inner Distant below, has been renewed on same site.

Right-hand bracket signal carrying No. 10 from No. 2 Reception and No. 11 from No. 1 to No. 2 Reception has been replaced by two disc signals.

No. 10 situated between No. 2 Reception and Sidings, No. 11 between No. 2 Reception and No. 1 Reception, both 123 yards from Signal Box. (6)

## \*\*\*WYLAM, CLARA VALE.

No. 17 Colliery Sidings to Hedge Sidings or Up Main signal has been renewed on same site as a disc. (6)

## HALTWHISTLE, STATION.

No. 5 Up Main Distant has been replaced by a 2-aspect colour light signal displaying Y and G, 356 yards further from Signal Box. (2)

## STELLA GILL, SOUTH PELAW.

No. 6 Shunting, Goods Sidings to Up Main and Up Branch signal has been renewed as a disc on same site. No. 21 Shunting, Goods Sidings to Up Branch signal has been renewed as a disc on same site. (4)

## \*\*\*DUNSTON, WEST.

No. 3 From Sidings signal has been renewed as a disc on same site.

No. 30 From Palmer Hall Sidings signal has been renewed as a disc situated between Up Main and Palmers Hall Sidings, 205 yards from Signal Box. (6)

## \*\*\*DUNSTON COLLIERY GROUND FRAME.

No. 1 Up Main Home signal with Dunston East Signal Box Up Main Distant below, has been renewed on same site. (6)

## DUNSTON COLLIERY GROUND FRAME.

No. 6 Down Main Home signal has been renewed at reduced height on same site. (4)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## DUNSTON-ON-TYNE, NORWOOD.

No. 28 Up Branch Home signal has been renewed at reduced height 10 yards North of Signal Box. (4)

## DUNSTON-ON-TYNE, BENSAM CURVE.

## Points dispensed with.

No. 10 Trailing—Up Branch to Low Fell. (3)  
No. 11 Trap Points Down Branch from Low Fell.

## \*\*BOWES BRIDGE GROUND FRAME.

No. 2 From Colliery signal has been renewed on same site as a disc. (6)

## \*\*FENCEHOUSES, LEAMSIDE.

## Signal dispensed with.

No. 24 Shunting Up Branch to Dock line.

## New Signals.

Left-hand bracket carrying No. 50 Down Branch to West Sidings and No. 53 Down Branch Home situated to left of Down Branch 105 yards from Signal Box and left-hand bracket carrying No. 48, Shunting, Up Branch to Down Branch and No. 49, Shunting, Up Branch to West Sidings situated to right of Branch Siding 137 yards from Signal Box, also carrying on main post No. 46 Branch Sidings to Down Main and No. 47 Branch Sidings to West Siding have been renewed as follows:—

Left-hand bracket—No. 50 (miniature arm).

Main Post—No. 53 (main arm)

R.H. Bracket—No. 49 (top arm, miniature)

R.H. Bracket—No. 48 (bottom arm, miniature)

No. 46 Branch Sidings to Down Main


No. 47 Branch Sidings to West Siding

“T” bracket situated to left of Down Branch 137 yards from Signal Box.

Two disc signals (No. 47 elevated) situated to right of Branch Sidings 137 yards from Signal Box. (6)

## FENCEHOUSES, LEAMSIDE.

No. 56 Down Main Outer Home signal has been provided with a track circuit and telephone indicated by a black and white diagonally striped plate.

Track circuit and  sign provided at No. 9 Up Branch Starting signal. (5)

## \*\*HYLTON, STATION.

No. 18 Down Main Distant signal has been renewed at increased height 21 yards further from Signal Box.

No. 1 Up Main Home has been replaced by a straight post 8 yards further from Signal Box at increased height. (6)

## \*\*HYLTON, FORD WORKS.

Ford Works No. 2 Up Main Home with Hylton No. 3 Up Outer Distant has been renewed at reduced height on same site. (6)

## HYLTON, FORD WORKS.

## Points dispensed with.

No. 14 Goods line to Main Down No. 2. Clamped and spiked normal pending removal.

## Signals dispensed with.

No. 19 From Nos. 1 and 2 Paper Mill Sidings.

No. 24 Down Starting.

No. 25 Goods line Down or Goods line to Main Down No. 2.

## Alterations to Signals.

No. 6 Main Down to Goods line Shunting signal No. 1 has been replaced by a disc situated between Up and Down Main lines same distance from Signal Box.

No. 23 Goods line to Main Down No. 1 has been replaced by a disc on same site.

No. 7 Goods line Up or Paper Mill Sidings and No. 8 Main Down to Goods line Backover No. 2 has been replaced by a straight post on same site.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## HYLTON, FORD WORKS—continued.

## New signals now read:—

No. 7 Along Down Goods line—top arm.

No. 8 to Paper Mill Sidings—lower arm.

‘T’ bracket carrying No. 3 Down to Backover, No. 4 Goods line to Main Up and No. 9

Goods line Up signals has been replaced by 3 discs situated as follows:—

No. 3 between Up and Down Main lines same distance from Signal Box.

Nos. 4 and 9 (double disc) between Down Main and Goods lines 30 yards further from Signal Box (No. 4 elevated).

No. 10 From Quarry has been replaced by a disc on same site. (4)

## \*\*MILLFIELD, STATION.

Left-hand bracket carrying No. 1 Shunting Up Main or to Down Siding or Up Siding No. 1 or Up Siding No. 2 has been replaced by a ground disc between Down and Up Main 10 yards nearer Signal Box. (6)

## SUNDERLAND, FAWCETT STREET.

## Signal dispensed with.

No. 18 Up Main Calling-on (fixed on post of No. 24 Up Main Home).

No. 1 Down Main Home No. 1 signal has been renewed at reduced height on left of Down Main 36 yards further from Signal Box.

A banner repeater has been provided 120 yards on approach side of new signal.

## Alterations to Signal.

No. 25 Up Branch to Up Main Home has been renewed on same site.

No. 17 Up Branch to Up Main Calling-on fixed on same post has been dispensed with. (3)

## RYHOPE, STATION.

The connections leading to Lord Londonderry Sidings have been removed and replaced by plain line to the Coal Depot. (5)

## SOUTH DOCK, LONDONDERRY.

## Left-hand bracket carrying:—

No. 97 Down Seaham to Down Home Goods No. 2.

No. 98 Disc on bracket with 3-way route indicator reading:—

Down Seaham or

2 Loop or

Sidings Line.

No. 101 (Miniature arm on Main post with 2-way route indicator) reading, Shunting—Up Seaham to 2 Loop or Sidings Line, has been renewed at increased heights on same site as follows:—

No. 97/98 (Miniature arm on left-hand bracket) with 3-way route indicator below reading:—

97 (Route ‘G’) Down Seaham Home No. 2 to Down Goods.

98 Down Seaham or 2 Loop or Sidings Line.

(Route 2) Down Seaham to 22 Staithes.

(Route 3) Down Seaham to 23 Staithes.

No. 101 (Miniature arm on main post) Shunting Up Seaham:—

To 2 Loop or to Sidings Line or Down Seaham or

Up Line 1 and 2.

(Route 2) To 22 Staithes.

(Route 3) To 23 Staithes. (3)

## RYHOPE, STATION.

No. 25 Down Home from Colliery has been renewed to left of Down line same distance from Signal Box. (4)

## BRANDON COLLIERY, BAXTER WOOD No. 2.

‘T’ bracket carrying Nos. 4 and 5 signals has been renewed as a left-hand bracket on the same site with miniature arms:—

No. 5 left-hand, Shunting from No. 2 Siding.

No. 4 right-hand, Shunting from No. 1 Siding. (4)

## DETAILS OF WORKS ALREADY CARRIED OUT—continued.

## BEARPARK, STATION.

No. 19 Shunting Up Main or to Colliery or Down Main and No. 22 Shunting Up Main to Depot bracket signal has been renewed as a straight post on same site. Top arm No. 19. (5)

## MIDDLESBROUGH, OLD TOWN.

Right-hand bracket carrying

No. 44 Up Marsh Branch to Up Goods Home with

No. 49 Newport East Up Goods Distant below and

No. 50 Up Marsh Branch to Shunt Spur

has been replaced by a left-hand bracket signal situated on right-hand side of Sidings 2 yards further from Signal Box, at increased height. (3)

## BROTTON, BOOSBECK and STATION (including LINGDALE GROUND FRAME).

The following alterations to running lines between Guisborough Signal Box and Brotton Signal Box have become effective:—

Guisborough Signal Box to Boosbeck Signal Box—lines closed.

## Alteration to Nomenclature.

## Old Reading.

Boosbeck to Brotton—Down Main.

Kilnonthorpe to Brotton—Up Main.

## New Reading.

Single Boosbeck Branch } Up direction

Single Lingdale Branch } to Brotton.

“One engine in steam” working has been brought into operation between Brotton Signal Box and Boosbeck Signal Box and between Brotton Signal Box and Lingdale Ground Frame.

## BOOSBECK.

Signal Box has been closed, Ground Frame abolished and all signals dispensed with and all points disconnected from Signal Box.

## Alteration to Points.

No. 19 Down Main to Goods Yard are now hand worked.

No. 23 Up Main to Goods Yard connects with the Single line and are now hand worked—all other points clamped and spiked normal pending removal.

Level crossing is provided with two non-sympathetic gates fitted with chains and padlocks, to be operated by trainmen.

## PRIESTCROFT.

Signal Box has been closed. All points and signals dispensed with. Points spiked and clamped normal, pending removal.

## LINGDALE GROUND FRAME.

Ground Frame will continue to be released by Annetts Key, which is attached to the Branch Staff.

No. 2 points (Lingdale end)—Lingdale Mines to Kilton Mines are now spring operated, the normal position being set for the buffer stop and renumbered No. 1.

Stop Board has been provided, situated 5 yards on the approach side of No. 2 points lettered as follows:—

“Trains for Kilton Mines Stop Here.”

## KILNTHONORPE.

Signal Box has been closed and all points and signals dispensed with. Points spiked and clamped normal, pending removal.

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## BROTTON, BOOSBECK and STATION (including LINGDALE GROUND FRAME)—continued.

## BROTTON STATION.

## Signals dispensed with.

No. 8—Up Main Starting to Guisborough (with Kilnonthorpe Distant below).

No. 37—Down Main Distant (fixed under Kilnonthorpe Down Starting).

## New Points.

No. 35—Trap points in Boosbeck Branch—situated on Boosbeck Branch 140 yards West of Signal Box.

## New Signals.

Boosbeck Branch Up Distant situated on left of line 1,140 yards from Signal Box.

Lingdale Branch Up Distant situated on left of line 1,202 yards from Signal Box.

## Alterations to Signals.

No. 19 Down Main to Up Saltburn and No. 20 Down Main to Up Guisborough, two-armed ground signal, now has an additional arm and reads:—

Bottom—No. 19 Down Main to Up Saltburn.

Middle—No. 16 Down Main to Boosbeck Branch.

Top—No. 20 Down Main to Lingdale Branch.

No. 31 Shunting Up Guisborough to Down Main has been fitted with a main arm and reads:—

Lingdale Branch Down Home.

## BOOSBECK BRANCH.

## New Signal.

Boosbeck Branch Down Distant situated on left of line 829 yards from Boosbeck Level Crossing. (4)

## Section D—GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended items.

### MISCELLANEOUS NOTICES.

#### PASSENGER AND FREIGHT TRAIN PUNCTUALITY COMPETITIONS.

"ABSOLUTE" PUNCTUALITY FOUR WEEKS ENDED 7th OCTOBER, 1961.

##### PASSENGER.

Region	Percentage of Trains "Right Time"	Cumulative figure
NORTH EASTERN ... ..	85.94 (1)	85.09 (1)
Eastern ... ..	85.73 (2)	83.74 (2)
Scottish ... ..	83.53 (3)	83.17 (3)
Southern ... ..	81.75 (5)	80.63 (4)
London Midland ... ..	81.81 (4)	79.18 (5)
Western ... ..	76.66 (6)	76.94 (6)

##### FREIGHT.

Region	Percentage of Trains "Right Time"	Cumulative figure
Southern ... ..	73.62 (1)	72.89 (1)
Scottish ... ..	55.27 (2)	56.99 (2)
Eastern ... ..	40.36 (3)	40.91 (3)
NORTH EASTERN ... ..	39.48 (5)	37.38 (4)
London Midland ... ..	39.64 (4)	35.66 (5)
Western ... ..	33.28 (6)	30.61 (6)

### MISCELLANEOUS NOTICES—continued.

"IMPROVEMENT" RESULTS FOR FOUR WEEKS ENDED 7th OCTOBER, 1961.

##### PASSENGER.

Region	Minutes lost per 100 Train Miles		% Improvement or Deterioration	Cumulative Minutes lost per 100 Train Miles		% Improvement or Deterioration
	1961	1960		1961	1960	
London Midland ... ..	3.27	8.56	+61.80 (1)	4.08	8.50	+52.00 (1)
NORTH EASTERN ... ..	2.42	2.72	+11.03 (5)	2.94	3.67	+19.89 (2)
Southern ... ..	1.88	3.06	+38.56 (3)	2.58	3.21	+19.62 (3)
Eastern ... ..	2.24	4.82	+53.53 (2)	3.24	3.56	+8.99 (4)
Scottish ... ..	3.97	3.41	-16.42 (6)	2.9	3.16	+7.91 (5)
Western ... ..	3.41	5.44	+37.32 (4)	3.97	3.81	-4.20 (6)

##### FREIGHT.

Region	Minutes lost per 100 Train Miles		% Improvement or Deterioration	Cumulative Minutes lost per 100 Train Miles		% Improvement or Deterioration
	1961	1960		1961	1960	
Eastern ... ..	23.58	31.36	+24.81 (3)	23.58	31.21	+24.45 (1)
Scottish ... ..	12.69	16.73	+24.15 (4)	11.81	14.01	+15.70 (2)
London Midland ... ..	28.37	45.99	+38.31 (1)	36.86	42.64	+13.56 (3)
Western ... ..	41.47	45.44	+8.74 (5)	36.70	40.00	+8.25 (4)
NORTH EASTERN ... ..	14.92	11.52	-29.51 (6)	15.73	14.99	-4.93 (5)
Southern ... ..	6.89	10.66	+35.37 (2)	7.87	7.23	-8.85 (6)

#### USE OF PORTABLE RADIOS BY PASSENGERS—BYELAW 21(1).

With the increasing popularity of transistor portable radio sets, attention has been drawn to the possible nuisance which may be caused to other passengers by their use on trains, on platforms or in waiting rooms.

The Commission's Bye-Law No. 21(1) reads:—

"No person, while upon the railway or any lift, shall, to the **ANNOYANCE OF ANY OTHER PERSON** sing, perform on any musical instrument, or use any gramophone, or portable wireless apparatus."

Guards and station staff must see that this Bye-Law is enforced.

(3)

#### FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM.

The attention of all staff concerned is drawn to the four-position train identification system which was introduced with the Summer Working Time Tables commencing 12th June, 1961, as follows:—

## MISCELLANEOUS NOTICES—continued.

FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM—  
continued.

## PASSENGER TRAINS.

All Class 'A' trains.	} Running over sections of the line where modern describers are used for train signalling, or where trains equipped with four-position indicators operate.
All Class 'B' trains.	
All Class 'C' (Parcels and E.C.S.) trains.	

This system, which will replace present train numbering arrangements, and will be extended in due course to freight trains, introduces the use of a four-position number, incorporating the head-code, the destination district, and a distinctive identity number.

It will be gradually extended to apply as follows:—

1. Allocation of numbers to all trains in Working Time Tables, Special Traffic Notices, Special Notices and other relevant Operating publications.
2. Exhibition of numbers on locomotives and multiple unit trains, which have been equipped with the necessary four-position indicator boxes, superseding the existing head-code instructions.
3. Transmission of numbers between signal boxes in modern train-describer signalling installations (where applicable).

The train numbers are based on the following code:—

1st CHARACTER indicates CLASSIFICATION of train in accordance with the existing head-code, i.e.

1st CHARACTER		EXISTING HEADCODE
1	Express Passenger	A
2	Local Passenger	B
3	Parcels, etc., and Empty Stock	C
	<b>For Future Publication:—</b>	
4	Express Freight	C
5	Express Freight	D
6	Express Freight	E
7	Express Freight not fitted with continuous brake	F
8	Through Freight	H
9	Mineral and Local Freight	J & K
0	Light Engine(s), Engine and Brake Van	G

2nd CHARACTER indicates DESTINATION AREA or REGION of all trains except local freight trains and light engines.

The letters have been allocated as follows:—

## (i) Inter-Regional Trains.

## LETTER

## DENOTES:—

A	East Coast Passenger Trains
	<b>DENOTES DESTINATION IN:—</b>
E	Eastern Region
M	London Midland Region
N	North Eastern Region
O	Southern Region
S	Scottish Region
V	Western Region
F	For use on Inter-Regional Excursion, Military and Special Trains passing between Scottish Region (East Coast route), North Eastern and Eastern Regions
X	For use on Inter-Regional Excursion, Military and Special Trains to and from the London Midland Region also to and from the Western, Southern and Scottish Regions via the London Midland Region

## (ii) Trains running within the North Eastern Region.

B	York District
C	Wakefield District
D	Middlesbrough District
G	Newcastle and Sunderland District
H	Hull District
L	Leeds District
Z	For use on all Excursion, Military and Special Trains within the North Eastern Region irrespective of destination area

## MISCELLANEOUS NOTICES—continued.

FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM—  
continued.

3rd and 4th CHARACTERS indicate IDENTITY NUMBER of INDIVIDUAL TRAINS.

All trains in Group 1, EXPRESS PASSENGER and Groups 4, 5, 6, 7 and 8 EXPRESS FREIGHT TRAINS have been given an individual number in the series 00-99.

Group 2, PASSENGER TRAINS (Class B) are indicated by a route number which applies in both directions of travel for local services, including short distance Inter-Regional and Inter-District trains. The letter to be altered to indicate the destination Region or Area of the train. The list of sections and Route numbers is shown in the Working Timetable.

Group 3, PARCELS TRAINS have been given an individual number in the series 00-29. Group 3, EMPTY STOCK TRAINS have been given an individual number in the series 30-49.

Excursions, Military and Specials will carry letter 'F' or 'X' in the second position for INTER-REGIONAL TRAINS, and 'Z' for TRAINS STARTING AND FINISHING THEIR JOURNEY IN THE NORTH EASTERN REGION instead of one of the destination letters. Numbers from the series 00-99 will be added.

## EXHIBITION OF TRAIN NUMBERS.

## LOCOMOTIVES AND MULTIPLE UNITS EQUIPPED WITH FOUR-POSITION INDICATORS.

Drivers will be responsible for displaying a correct character for the indicators as shown in the Working Timetable and other publications on the front of trains. The indicators must be illuminated after sunset, during fog or falling snow, or when passing through tunnels. The rear indicator to be blank and it will not be illuminated.

## REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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:—

Place	Nature of Work	Duration	Commencing date
Heston Motive Power Depot	Repairing Roof	Until further notice	—

## AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL.

The equipment has been brought into use between King's Cross and Edinburgh except between Newcastle and Alnmouth.

## DARLINGTON BANK TOP STATION.

Until further notice Lines Nos. R.64, R.66, 150 and 151, Dgm. No. 513, serving Platforms Nos. 2 and 3 and intervening lines will be reduced in length by 28 yards for standage of material wagons at the buffer stop ends in connection with the demolition of existing buildings and the construction of a new telephone exchange. Each Monday from 3-0 am to 4-0 am the full length of No. 2 Platform line (Line No. R.66) to be cleared for servicing troop trains. Station Pilot to clear and reset material wagons.

## NEWCASTLE CENTRAL STATION.

Until further notice, Nos. 4, 5, 6 and 7 Platforms have been reduced in length and temporary buffer stops erected. Drivers to exercise extreme caution when entering these platforms and be prepared to stop short of any obstructions.

## ROUTE AVAILABILITY OF MAIN LINE DIESEL LOCOMOTIVES.

Newcastle, Central Station.

All concerned to note that English Electric 2,000 h.p. type 4 diesel electric locomotives (Nos. D.200-D.324) are prohibited from passing Platform 13 to Down West line via points 509, 518 and 526 at Newcastle Central Station.

(G1/26)

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

## CATCH POINTS—BETWEEN STANNINGTON AND PLESSEY.

Catch points have been installed in the Up Main line at 12 miles 70 chains and 12 miles 8 chains. They have been clamped and padlocked out of use until further notice.

## CATCH POINTS—BETWEEN PEGSWOOD AND LONGHIRST.

Catch points have been installed in the Up Main line 116 yards North of the 19½ m.p. They have been clamped and padlocked out of use until further notice.

## BROOMHILL: TOGSTON SEWERAGE AND DISPOSAL WORKS CROSSING.

Until further notice there will be increased user of the above level crossing at 2 miles 68 chains on the Amble Branch by road vehicles and a handsignalman will be in attendance.

Drivers of trains approaching the crossing must keep a sharp lookout, sound the engine whistle and be prepared to act on any hand signals that may be exhibited.

## ASHINGTON, HIRST LANE LEVEL CROSSING.

There is increased use of the above crossing due to coal being conveyed in lorries by the National Coal Board on weekdays between 7-0 am and 5-30 pm, Monday to Friday.

Drivers of trains must maintain a sharp lookout and give audible warning on approaching the crossing; and be prepared to act on hand signals from the crossing keeper.

## CULLERCOATS COAL DEPOTS

Until further notice, points leading to Coal Cells on Sidings Nos. 13 and 14 have been clamped out of use pending recovery of track.

## HOWLAND STATION.

Until further notice, No. 10 Siding (Dgm. No. 1002) alongside the loading dock has been placed out of use pending abandonment. Points leading to the siding will be clamped and spiked out of use until the siding is recovered.

## SCOTSWOOD, MONTAGUE SIGNAL BOX.

Until further notice, all points at Montague Signal Box have been clamped and padlocked out of use pending abandonment and recovery of the Sidings.

## NEWBURN WATERWORKS OCCUPATION LEVEL CROSSING.

There is increased user of the above level crossing which is situated on the Scotswood to West Wylam (via North Wylam) Branch at 2 miles 79 chains between Newburn and North Wylam Station.

During the periods when motor vehicles are using the crossing, a look-out man will be provided and drivers of trains approaching the crossing must keep a sharp look-out, sound the engine whistle and be prepared to act on any hand signals that may be exhibited. (O.6104)

## PELTON STATION.

Crossover No. 4, Dgm. No. 1055, has been spiked, clamped and padlocked out of use pending abandonment and recovery of the sidings.

## HEDWORTH LANE.

## N.C.B. ACCOMMODATION LEVEL CROSSING.

There is increased use of the above level crossing, which is situated on the Stella Gill to Tyne Dock Bottom Branch at 3 miles 16 chains between Pontop Crossing and Hedworth Lane Signal Boxes, by lorries proceeding to and from N.C.B. Stacking Ground.

The crossing is in charge of a look-out man and drivers of trains approaching the crossing must keep a sharp look-out, sound the engine whistle and be prepared to act on any hand signals that may be exhibited. (O.8241)

BETWEEN DURHAM, FRANKLAND AND FENCEHOUSES, LEAMSIDE  
WOODWELL FARM LEVEL CROSSING AT 1 MILE 4 CHAINS.

Until further notice there will be increased user of the above level crossing by road vehicles. Enginemen to keep a sharp lookout, sound horns or whistles and be prepared to act on any hand signals that may be exhibited.

## HYLTON COLLIERY.

Until further notice the N.C.B. will be carrying out track repairs and renewals in Hylton Colliery Yard.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

## BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES.

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Train Signalling on Single Lines of Railways by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOX.

## TRIMDON STATION.

The Signal Box at Trimdon Station has been dispensed with and a Ground Frame released by the Electric Token installed from which the Goods Yard points are worked.

## WINGATE COLLIERY.

Until further notice, trestling will be fixed at Bridge No. 15 at 6 miles 14 chains, giving limited clearance of 4 feet in the Up Cess.

## AINDERBY STATION.

Until further notice, engines are not permitted to travel over Coal Depot lines at the ends of Lines Nos. 7 and 8, Dgm. No. 470.

## HAVERTON HILL STATION COAL DEPOT.

Until further notice, Coal Cell Siding (Line No. 43, Dgm. 542) will be shortened by 10 yards due to Contractors extending retaining wall.

## MIDDLESBROUGH CARRIAGE SIDINGS.

Until further notice, a temporary sleeper crossing is in use at the junction of Lines Nos. 99, 90 and 108, Dgm. No. 581.

## ★TRAILING CROSSOVER—GRANGETOWN STATION.

To facilitate engineering operations between Grangetown Station and Redcar, Tod Point, a temporary Main to Main trailing crossover has been laid in between the Down and Up Main lines at approximately 18 miles 30 chains. It will be clamped and padlocked out of use until it is removed on Thursday, 21st December.

## SALTBURN STATION.

Until further notice, engines will not be permitted to pass under the canopy at the East end of the station and approach to Zetland Hotel.

## TEES UP YARD.

Tees Up Yard is now in use. The entrance to the six Reception lines is under the control of the Head Shunter at the existing Ground Frame.

No. 1 Reception line is the Reception line nearest the Main line.

No. 6 Reception line is used as a return engine line for Hump pilots and for disposing of train engines of incoming trains.

The Control Tower Operator must advise the Shunter at the Ground Frame when a reception line is clear.

The Ground Frame Shunter must advise the Control Tower Operator when a train enters a reception line.

A train, other than a propelled train, may be allowed to enter a Reception line behind a Pilot propelling a train over the Hump.

A train being propelled may be combined with one standing on a Reception line provided the Hump Inspector's permission is obtained. (O.7852)

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

## No. 2 UP GOODS LINE BETWEEN NEWPORT EAST, OLD RIVER AND THORNABY EAST SIGNAL BOXES.

Until further notice, No. 2 Up Goods line between Newport, Old River and Thornaby East Signal Boxes is worked in accordance with the "Regulations for working trains over Goods lines not worked on any Block System ('No Block Regulations')" on pages 22 and 23 of the General Appendix.

The two-way transfer line between the Motive Power Depot and No. 2 Up Goods line will be used in one direction only, i.e., from the Motive Power Depot to the No. 2 Up Goods line and:—

(a) the notice board at the Motive Power Depot end of this Transfer line has been removed;

(b) the points leading from the Motive Power Depot Outlet line to the Transfer line are spring points lying normal for the Transfer line.

A new line is provided connecting the Motive Power Depot Outlet line to the No. 2 Goods line.

Trailing connections to the No. 2 Up Goods line are installed:—

(i) for trains and engines ex Tees Up Yard and the Transfer Line between the Motive Power Depot and the No. 2 Up Goods line;

(ii) for engines from the Motive Power Depot via the new line from the Motive Power Depot Outlet lines to the No. 2 Up Goods line.

Notice Boards have been provided:—

(i) at the exit end of the Transfer line where it joins the Outlet from the Tees Up Yard;

(ii) at the exit end of the new line from the Motive Power Depot where it connects into the No. 2 Up Goods line west of the Transfer line connection into this No. 2 Up Goods line.

All Drivers must stop at these Boards and obtain permission by telephone of the Yard Inspector before proceeding.

An Up Goods siding has been brought into use between Newport East and Thornaby East Signal Boxes with a facing connection and stop signal worked from a ground frame operated by a Pointsman. This connection gives an exit from the Motive Power Depot. At the Thornaby East End this siding is connected to the emergency exit from the Motive Power Depot and a subsidiary signal worked from Thornaby East Signal Box has been provided. (O.7852)

## NUNTHORPE, STATION AND EAST.

The temporary main to main trailing crossover situated at 4 miles 56 chains immediately ahead of Nunthorpe East Down Home signals has been removed. (2)

## ALTERATIONS TO BRITISH RAILWAYS GENERAL APPENDIX.

Page 39.

INSERT:—

## COUPLING TOGETHER OF LOCOMOTIVES.

Explanation of terms:—

**Multiple**—locomotives coupled for full through control by one driver.

**Tandem**—locomotives coupled with only through control of the brake and separately manned.

Subject to any route or line restrictions, locomotives of any type may be coupled together, either on a train or running light, but the following conditions must be observed:—

(1) In the case of Diesel and Electric locomotives the actual coupling must be done in accordance with the instructions contained in the Driver's Handbook.

(2) Electric locomotives must not be run in multiple.

(3) Only in the case of Diesel locomotives having like controls must the controls be coupled to allow the locomotives to run in multiple. To assist identification of Diesel locomotives having like controls large symbols are painted over the buffers at both ends and small symbols are painted on all jumper plugs and sockets. Locomotives having like symbols have like controls.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

## ALTERATIONS TO BRITISH RAILWAYS GENERAL APPENDIX—continued.

The symbols are:—

Type of Locomotive	Coupling Symbol
All diesel electric with electro pneumatic control	Blue Star
All diesel electric with electro magnetic control.	Red Circle
<b>Dieselhydraulic locomotives</b>	
Type 2 D.6300-D.6305 and Type 4 D. 600-D. 604	Orange Square
Type 2 D.6306-D.6357 and Type 4 D. 803 onwards,	White Diamond
Type 3 (Hymek)	Yellow Triangle
_____	
Type 3 1600 H.P. E.E.Co. D.10000, D.10001	Red Diamond
Type 3 1600 H.P. E.E.Co. D.10201, D.10202	Red/White Rectangle

- (4) The maximum speed of coupled locomotives must not exceed that specified for the locomotive with the lowest maximum speed.
- (5) A steam locomotive coupled to a Diesel or Electric locomotive should be marshalled in the rear of the Diesel or Electric locomotive unless delay or difficulties in operation would arise.
- (6) Whenever Diesel locomotives are running light coupled together either in multiple or tandem, they must be signalled in accordance with Block Regulation 3.
- (7) When two or more locomotives coupled together are running light or working a train on or on to a single line, the Driver of the leading locomotive will be responsible for advising the Signaller concerned at the start of the journey whether the locomotives are working in tandem or multiple. This information must be passed on from Box to Box.

Page 49.

## RUNNING AND WORKING OF BALLAST CLEANING MACHINES.

AMEND first sentence of Clause 11 amplified to read:—

11. The type 2ST machine cannot be relied upon to actuate track circuits and the following instructions must be carried out for these machines:—

Page 64.

## TRACK CIRCUITS.

AMEND Clause 5 to read:—

5. An Engineer's trolley, motor trolley, velocipede, tamping machine, type 2ST ballast cleaning machine or Matisa track recording machine must not be relied upon to operate track circuits and protection must be provided in accordance with the Rules or Instructions applicable.

## ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION).

## SEQUENCE OF LINES THROUGHOUT THIS BOOK.

Page II.

★AMEND:—Tweedmouth to Carham.

Page III.

	Page in Table 'A'
★DELETE:—Saltburn West to Brotton	127
★INSERT:—Saltburn West to Loftus	127
★DELETE:—Middlesbrough (Guisborough Junction) to Loftus via Guisborough (etc.)	128
★INSERT:—Middlesbrough (Guisborough Junction) to Guisborough (including Guisborough Signal Box to Guisborough Station)	128
★INSERT:—Boosbeck to Brotton	129
★INSERT:—Kilnonthorpe and Lingdale Branches	131

## TABLE A.

List of Signal Boxes, Running Lines, etc.

Northallerton (Longlands Junction) to Berwick (Marshall Meadows) etc.

Stations and Signal Boxes.

Page 7.

Ferryhill.

Hett Mill.

DELETE:—75 m.p.h. Speed restriction on Up and Down Main lines from 61 miles 21 chains and 61 miles 67 chains.

## ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

Page 15

Alnmouth.  
Station.

**INSERT:—** Catch points -C-  
Down line 600 yards before reaching D.36 signal—185  
Catch points -C-  
Down line 560 yards before reaching LH.6 signal—163

Loughoughton.  
Station.

**INSERT:—** Catch points -C-  
Down line 1,160 yards before reaching D.37 signal—163  
Catch points -C-  
Down line 560 yards before reaching D.38 signal—180  
Catch points -C-  
Down line 560 yards before reaching LH 12/13 signal—175

Little Mill

**INSERT:—** Catch points -C-  
Down line 560 yards before reaching D.41 signal—172  
UPL 200  
DPL 200  
**DELETE:—** Stamford Crossing and Distance between Signal Boxes  
1 m. 120 yds.  
Up and Down Goods lines between Little Mill and Stamford  
Crossing.

Page 15 (Page 99 of Supp. Ops. Inst. Booklet).

**DELETE:—** Loughoughton—Stamford Crossing—catch points—C- Up  
line 1,778 yards before reaching Stamford Crossing Up  
Distant signal—147

**INSERT:—** Little Mill—Catch points -C- Up line 920 yards before  
reaching U.41 signal—147.

Page 15

AMEND:—

Little Mill—Catch points -CW- Down Goods line clear of fouling point with Main line, 1,541  
yards before reaching Stamford Crossing Down Goods Home Signal to read:—  
Down Passenger Loop clear of fouling point with Main line at Little Mill—270 falling).

AMEND:—

-CW- Up Goods line, clear of fouling point with Main line, to read:—  
Up Passenger Loop clear of fouling point with Main Line at Stamford Crossing Gate Box end—  
172 (falling).

Pages 15 and 16.

AMEND:—

Description of Block Signalling on Main Lines etc. to read:—  
Alnmouth Signal Box to Belford Signal Box "Automatic and Controlled colour light Signalling"

Page 16

Chathill

Christon Bank. **AMEND:—**Distance between Signal Boxes to read:— 3 M. 1,022 yds.

Page 17

★**INSERT:—**in "Description of Block Signalling etc." column, Automatic and Controlled Colour  
Light signalling from Burnmouth to Smeafield

★**DELETE:—**in "Stations and Signal Boxes" column, Berwick Tweedmouth South, Tweedmouth  
North, Station I.B.S. Down Line etc. and Marshall Meadows.

★**INSERT:—**Tweedmouth.

★**DELETE:—**in "Distance between Signal Boxes" column all mileages.

★**INSERT:—**5m. 224 yds. against new Tweedmouth entry and 6m. 165 yds. against Burnmouth  
Station.

★**AMEND:—**in Catch Point Column:—

S—Connenction from Down Goods Loop (North end) to Down Main Line 665 yards before  
reaching Marshall Meadows Down Home Signal.  
to read

S—Connection from Down Goods Loop (North end) to Down Main Line.

Page 19

★**AMEND:—**Tweedmouth North to Tweedmouth.

Page 33

★**AMEND:—**Tweedmouth North to Tweedmouth in Line Heading, sub heading and first entry

★**AMEND:—**Norham Velvet Hall Station mileage to 4m. 162 yds.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)—  
continued.

GATESHEAD (GREENFIELD DUNSTON LINES) TO BLAYDON VIA NORWOOD (ETC.).  
Page 67.

DELETE:—

The direction line which is shown in the "Stations and Signal Boxes" between Dunston-on-  
Tyne, Norwood and Blaydon Station.

THORNABY (BOWESFIELD) TO WELLFIELD (GOODS LINES) (ETC.).

Page 117

Thornaby

Bowesfield	Down	Up	
★ <b>INSERT:—</b> 20	—		0m 10chs to 0m. 5 chs.

DARLINGTON SOUTH TO SALTBURN (ETC.).

Page 119

★ <b>AMEND:—</b> DARLINGTON SOUTH AND SALTBURN	60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES
	20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

Page 120

Thornaby

Bowesfield	Down	Up	
★ <b>AMEND:—</b>	—	20	Goods Line. Over Junction towards Redmarshall South. Om. 5 chs to Om. 10 chs. (Bowesfield to Redmarshall mileage) 11m. 24 chs. to 11m. 77chs.
	30	30	

Page 122

South Bank

Eston West

★**AMEND:—** 20 20 Goods lines over connections to and from Dorman Long and  
Co's Beam Mill Lines at 18m. 4 chs.

Grangetown

Station

★**DELETE:—** 20 — Down Goods line, 19 m. 40 chs. to 19 m. 45 chs.

THORNABY EAST TO GUISBOROUGH JUNCTION (GOODS LINES).

Page 125.

INSERT:—

Thornaby East and Guisborough Junction 20 20 maximum permissible speed on Goods lines.

Page 127

★**AMEND:—** SALTBURN WEST TO BROTTON line heading to read SALTBURN  
WEST TO LOFTUS.

North Skelton

Station

★**DELETE:—** (see page 130 for Priestcroft Branch)

★**INSERT:—**SUB LINE HEADING—BROTTON AND LOFTUS 30 30 MAXIMUM PER-  
MISSIBLE SPEED ON  
MAIN AND SINGLE  
LINES.

★**AMEND:—**

Brotton

Station

(See page 129 for  
Brotton to Boosbeck  
page 131 for Kilton-  
thorpe and Lingdale  
Branches)

1 m 278

C—Down Line, 1280  
yards before reaching  
Down Home Signal

134

I S 2 L

To call at North  
Skelton Mines.

25 25

30m 50 chs to 30m 53 chs.

I S 1 L

To stop at North  
Skelton and Salt-  
burn for brakes.★**INSERT:—** After Brotton Station

Skinningrove

● Crag Hall 3 303

One engine  
in stream

Skinningrove Halt

Brotton

● Loftus 1 940

C— Up line, 680 yards before reaching 64  
No. 19 Up Home signal.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued.

Page 128

★AMEND:—Line heading to read **MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO GUISBOROUGH (INCLUDING GUISBOROUGH SIGNAL BOX TO STATION)**

Page 129

★DELETE:—Connecting line between **Guisborough** Guisborough and **Boosbeck Station** GUISBOROUGH SIGNAL BOX TO LOFTUS 30 30 MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES.

and all Table below this line heading.

★INSERT:—**BROTTON TO BOOSBECK** 20 MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.

One engine in steam {  
 ● **Brotton Station**  
 (See page 131 for Kiltonthorpe and Lingdale Branches)  
 ● **Boosbeck Station** 2m. 1209 yds.  
 CW Single line clear of Fouling point of junction with Saltburn line.  
 I S 2 L To call at North Skelton Mines.  
 I S I L To stop at North Skelton and Saltburn for brakes.

Page 130

★DELETE:—**PRIESTCROFT BRANCH (GOODS LINES)** and subsequent Table.

Page 131

**KILTONTHORPE BRANCH (GOODS LINES)**

★AMEND:—Brotton Kiltonthorpe to read **Brotton Station** and **INSERT:—** CW—Single line clear of Fouling point of junction with Saltburn line

Lingdale 1 554 yds.

**TABLE E**  
**LOCAL CODES OF ENGINE WHISTLES**

Page 137

★DELETE:—**Tweedmouth, South and North** and all engine whistles applying to these signal boxes.

**TABLE F**  
**PROPELLING TRAINS OR VEHICLES**

Page 157

★DELETE:—**Tweedmouth North, Tweedmouth South Up Main Empty Coaching Stock or Freight wagons with or without Brake Van.**

Page 167

★AMEND:—Line heading to read **MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO GUISBOROUGH**

★DELETE:— **Carlin How Goods Yard** **Crag Hall** Not more than 10 Freight wagons. Daylight and clear weather only.

★INSERT:—**SALTBURN WEST TO LOFTUS**  
**Carlin How Goods Yard** **Crag Hall** Not more than 10 Freight wagons. Daylight and clear weather only.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued.

**TABLE H.1.**

**WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR**

From	To	Line	Special conditions Number of Vehicles
Page 170—North	hallerton (Longlands Junction) to Berwick (Marshall Meadows) etc.		
DELETE:— Argyle Street	Newcastle	Up Main Up Tynemouth	
Heaton South	Riverside	Up Main Up Tynemouth	
INSERT:— Heaton South	Newcastle	Up Main Up Tynemouth	
★DELETE:— Tweedmouth South	Tweedmouth North	Down	one wagon
Tweedmouth North	Berwick	Down	
★INSERT:— Tweedmouth Berwick	Berwick Tweedmouth	Down Up	Three Three

**TABLE H2**

**WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS**

Page 179

★DELETE:—**Tweedmouth South, Tweedmouth North Down**

**TABLE J.**

**LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133.**

Page 182.

INSERT as first paragraph:—

~~Any type of locomotive may assist a train in the rear provided the maximum speed of the train, while being assisted, does not exceed that specified for the locomotive with the lower maximum speed. Diesel or electric shunting locomotives must not, however, be used to assist a train in rear under normal circumstances unless authorised in the table.~~



## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

## ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued.

TABLE J—continued

## LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133—continued.

From	To	Class of Train	Conditions	Remarks
Page 185 STELLA GILL TO ★AMEND:— Tyne Dock Bottom	TYNE DOCK BOTTOM ETC. Green Lane	F	N	Diesel Shunting Locomotives 350 H.P. authorised to assist, but maximum speed of 20 m.p.h. must on no account be exceeded.
Page 188 ★AMEND:— SALTBURN WEST TO BROTTON to read ★INSERT:— Brotton	LOFTUS Crag Hall	F	—	Provided train does not convey timber, castings or other articles on two or more bolster wagons.
Crag Hall Page 189 ★AMEND:— Line heading to read ★DELETE:— Brotton	MIDDLESBROUGH (GUI SBOROUGH JUNCTION) TO GUI SBOROUGH Crag Hall	F	—	Provided train does not convey timber, castings or other articles on two or more bolster wagons
Crag Hall	Brotton	F	—	—

## WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS

TABLE KI

Page 189

★INSERT:—  
Berwick Up Goods Loop Drivers to report on telephone immediately train at a stand at No. 18 signal.

## PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS

Page 193

★AMEND:—Last line heading to read MIDDLESBROUGH (GUI SBOROUGH JUNCTION) TO GUI SBOROUGH

## ATTACHING OF VEHICLES BEHIND THE REAR BRAKE VAN OF PASSENGER EMPTY COACHING STOCK AND CLASS C TRAINS

Page 195

★DELETE:—"North" from first line heading.

Page 199

★AMEND:—Line heading SALTBURN WEST TO BROTTON to read SALTBURN WEST TO LOFTUS

★INSERT:—  
Brotton Loftus |  
Loftus Brotton |

★AMEND:—Line heading MIDDLESBROUGH (GUI SBOROUGH JUNCTION) TO GUI SBOROUGH (INCLUDING GUI SBOROUGH SIGNAL BOX TO STATION).

★DELETE:— Middlesbrough Loftus |  
★INSERT:— Middlesbrough Guisborough Station |  
★DELETE:— Guisborough South Box Guisborough Station |

## ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued.

TABLE P

## LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN

Page 200

★INSERT:—

## BROTTON TO BOOSBECK

Boosbeck

.Brotton and Boosbeck —

TABLE S.2

## TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF RAILWAY TO THE TOKEN OR STAFF STATION IN REAR

Page 203

★DELETE:—

## MIDDLESBROUGH (GUI SBOROUGH JUNCTION) TO LOFTUS VIA GUI SBOROUGH MINES, ETC.

Carlin How Goods Yard

Crag Hall

With or without brake van in rear. Etc.

## GENERAL INSTRUCTIONS.

Pages 215 and 219.

## BREAKDOWN TRAIN ARRANGEMENTS.

The Holbeck Steam Breakdown Crane No. 159 has recently been down rated from 40 tons to 36 tons capacity.

★AMEND reference to this crane.

Page 218

## THORNABY

★AMEND:—

No. 153 25 tons (steam)

Middlesbrough and Guisborough Saltburn West and Loftus.

## TOOLVANS

Page 220

## THORNABY

★AMEND:—

No. 153 25 tons (steam)

Middlesbrough and Guisborough Saltburn West and Loftus

## ENGINEERS RAIL MOTORS

Page 229

★DELETE:—"North" from Tweedmouth North, Carham.

★AMEND:— Brotton

Lingdale Branch

★DELETE:— Boosbeck (Priestcroft)

North Skelton

★INSERT:— Brotton

Boosbeck

## RULE 39(a)

Page 235

★DELETE:— Tweedmouth South T.S. 21 Down Main Colour Light Signal.

Page 239.

INSERT:—

## CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS.

Referring to pages 98/99 of the General Appendix:—In special cases movement of coaching stock on unfitted trains may be permitted but only on the authority of the Operating Officer.

## CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING STOCK AND BRAKED FREIGHT STOCK IN PASSENGER TRAINS.

Page 239.

★AMEND:—

Clause 2 (a) of the General Appendix instruction does not apply to ex L.N.E.R. horse boxes with 14 feet wheelbase which are lettered "May run at speeds exceeding 60 m.p.h. on former L.N.E.R. lines only", when travelling over ex L.N.E.R. lines on the North Eastern Region and the whole of the Eastern and Scottish Regions.

Page 239.

## CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING AND BRAKED FREIGHT STOCK IN EMPTY COACHING STOCK AND PARCELS, ETC., TRAINS.

Page 239.

★AMEND:—

The instructions in the General Appendix does not apply to ex L.N.E.R. horse boxes with 14 feet wheelbase which are lettered "May run at speeds exceeding 60 m.p.h. on former L.N.E.R. lines only", when travelling over ex L.N.E.R. lines on the North Eastern Region and the whole of the Eastern and Scottish Regions.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)—  
continued.

## LOCAL INSTRUCTIONS.

## BETWEEN NORTHALLERTON AND BERWICK.

LOCOMOTIVES WORKING MAIN LINE TRAINS REQUIRING (1) OTHER THAN NORMAL  
PILOT ASSISTANCE OR (2) TO CHANGE LOCOMOTIVES.

Page 246.

★DELETE from Paragraph (1):—

When through unforeseen circumstances, Drivers of Down trains require to change locomotives at Tweedmouth, the following instructions should be carried out:—

- (1) When Tweedmouth North, etc.
- (2) When Tweedmouth North, etc.

TELEPHONES AT SIGNAL BOXES AND LEVEL CROSSINGS FOR THE USE OF TRAINMEN  
WHERE CONTINUOUS ATTENDANCE IS NOT PROVIDED.

Page 247.

★DELETE:—Tweedmouth North from places at which telephones will not be available when there is no attendance.

## BERWICK-UPON-TWEED.

Page 254.

★DELETE:—The two Station Signal Box items.

★INSERT:—BERWICK—Propelling movements from the Down Main line to Goods Yard must not exceed 20 freight vehicles.

Page 269.

PELAW TO SOUTH SHIELDS (INCLUDING TYNE DOCK BOTTOM BRANCH).  
SOUTH SHIELDS.

STATION.

Trains and locomotives stopped at Down Home signals.

DELETE heading and instructions.

## SHILDON.

## BETWEEN SHILDON NORTH AND SHILDON SOUTH SIGNAL BOXES.

Page 275.

INSERT:—

For the purpose of inspecting the Single line through Shildon Tunnel weekday track inspections will be carried out each Monday, Wednesday and Friday, from 10-30 am to 11-30 am, without the Engineering Department taking possession of the Single line through the tunnel. During the period of these inspections Down traffic will not be interrupted but in the case of Up traffic Classes 'A', 'B' and 'G' trains only will be allowed to pass with the object of limiting the volume of smoke present in the tunnel during the period 10-30 am to 11-30 am. The Engineer's Representative must report to the Signaller at Shildon South before entering the tunnel and sign the train register at that point. When clear of the tunnel he should report to the Signaller at Shildon North Signal Box by means of the telephone at Down Home signal No. 54, afterwards proceeding to Shildon North Box to sign the train register at that point.

(O.5422)

Page 286.

★DELETE:—MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO LOFTUS VIA GUISBOROUGH (ETC.).

Page 287.

★DELETE:—BETWEEN BOOSBECK (PRIESTCROFT) AND NORTH SKELTON  
WORKING OF THROUGH SIDING.—The entrance, etc.

USE OF STANDAGE SIDING.—The entrance, etc.

## LOCAL AND GENERAL INSTRUCTIONS—INDEX.

Page 289.

★DELETE:—Boosbeck and North Skelton—Local Instructions, Page 287.