

Green Lane
SB

For the information of Railway Staff only

1838

N-1

NE/N

No. 2

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 13th January, 1962
to Friday, 19th January, 1962 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 ALREADY CARRIED OUT.

TWEEDMOUTH AND BERWICK (MARSHALL MEADOWS).

See Special Signalling Programme No. 49A for signalling alterations.

(5)

**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.)

(6)

**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.

(6)

WEST HARTLEPOOL, CLARENCE ROAD.

Gantry carrying No. 18 Up Main Home signal (co-acting arms) has been replaced by a 3-aspect colour light displaying Red, Yellow and Green 128 yards further from signal box. No. 1 Down Main to Up Main signal (miniature arm on gantry) has been replaced by a ground disc situated between Up and Down Main same distance from signal box.

Track circuit and telephone indicated by black and white striped plate has been provided at No. 18 signal.

(2)

RYHOPE, STATION.

No. 29 Down Main Distant signal has been renewed at reduced height on same site.

No. 10 Up Main Starting signal has been renewed on same site.

No. 6 Down Main to No. 2 Siding signal has been renewed as a disc signal situated between Down and Up Main 80 yards from Signal Box.

(4)

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.

(5)

TYNE DOCK, GREEN LANE.

Down Main Distant signal has been renewed situated to left of Down Main line same distance from Signal Box.

(1)

**DUNSTON-ON-TYNE, BENSAM CURVE.

Points dispensed with.

No. 10 Trailing—Up Branch to Low Fell.

No. 11 Trap Points Down Branch from Low Fell.

(6)

DUNSTON-ON-TYNE, TEAMS CROSSING.

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

(4)

DETAILS OF WORKS ALREADY CARRIED OUT—continued.

***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. (6)

***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. (6)

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 has been renewed as a left-hand bracket with miniature arms on same site. (4)

REDMARSHALL, SOUTH.

The "Number of Trains in Section" indicator situated 50 yards South of Signal Box on left-hand side of Down Main has been dispensed with. (1)

NEWPORT, EAST.

Up Reception Ground Frame has been dispensed with and the points leading to Nos. 1 to 6 Up Reception lines and Up Goods Siding are hand worked.

Signals dispensed with.

No. 26 Push to No. 1 Down Goods from Reception lines 6, 7, 8, 9 and 10.

No. 26 Pull from Engine line 2 to No. 1 Down Goods. (2 Amended)

***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. (6)

Passport

For the information of Railway Staff only

N-3

NETN 28

N-1

Remarks



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NORTH EASTERN REGION—NORTHERN SECTION

**TEMPORARY SPEED RESTRICTI
PERMANENT WAY OPERATIC
SIGNAL ALTERATIONS, &c
APPENDIX INSTRUCTIONS, &**

orkings.

fire near Bridge

**Saturday, 14th July, 1962
to Friday, 20th July, 1962 inclusi**

Enginem^{en} and Guards must pay particular attentioⁿ
to works contained in this notice and keep a goo^{ing} new
look-out for hand signals, which will be exhibited a^t
the various localities in accordance with the Rule^s
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
Enginem^{en} 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 WORKS REFERRED TO IN SECTION B.**SUNDAY, 15th JULY.—NEWCASTLE.**

Route Indication Glasses will be changed to display white lights on front and amber on rear on the following signals:—

- N.38 Down Tynemouth to Argyle St. No. 44, or Down Main or Down Branch.
- N.39 Up Tynemouth to No. 63 signal or Up North.
- N.42 Up North to Down Tynemouth or Down Main or Down Branch.
- N.44 Down North to Down Tynemouth or Down Main or Down Branch.
- N.47 Up North to Platforms 1—10.
- N.49 Down North to Platforms 1—10.
- N.54 Up North to Down Tynemouth or No. 42 signal.
- N.63 Up Tynemouth to Up Tynemouth Goods or Platforms 4—10.
- N.67 Up Tynemouth Goods to Y or Z Goods.

SUNDAY, 15th JULY.—WEST HARTLEPOOL, No. 1 SWING BRIDGE.**Alterations to control of Signals.**

Harbour Street No. 2—From Middleton Outer Home will become Swing Bridge No. 9 Up Home.

Harbour Street No. 23—To Middleton Starting, which becomes Harbour Street No. 6 Down Middleton Home, will be controlled by Swing Bridge No. 10 Down Home.

Alterations to points.

No. 7 Down line trap points to be transferred to the Up line.

SUNDAY, 15th JULY.—WEST HARTLEPOOL, HARBOUR STREET.

The Signal Box will cease to be a Block Post and will operate as a Gate Box.

The Up line between Central Marine and Harbour Street will become the single line from Central Marine to Middleton Sidings.

The Down line between Central Marine and Harbour Street will become an additional Down siding.

The Down line between Harbour Street and Middleton Sidings will be put out of use pending removal.

The Up line between No. 5 and 14 points will be put out of use pending removal.

Points to be hand worked.

- No. 9 Sheer legs to Up points.
- No. 16 Down Siding points.
- No. 19 Crossover (to be spiked out of use).

Points dispensed with.

- No. 5 To Hartlepool points East.
- No. 10 Down to Sheer Legs points.
- No. 13 To Hartlepool points West.
- No. 14 From Hartlepool points.

Signals dispensed with.

- No. 4 From Hartlepool Starting.
- No. 7 From Middleton Starting.
- No. 8 From Sheer legs.
- No. 11 Up to Sheer legs, Shunting.
- No. 12 Down to Sheer legs.
- No. 15 To Down Sidings, Shunting.
- No. 17 From Down Sidings.
- No. 18 Down to Up Shunting.
- No. 20 Up to Down Shunting.
- No. 22 To Hartlepool direction.
- No. 24 To Middleton direction.
- No. 25 Down Home.

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

SUNDAY, 15th JULY.—WEST HARTLEPOOL, HARBOUR STREET—continued.

Altered Nomenclature.

Old Reading	New Reading
No. 6 From Middleton Inner Home.	No. 5 Up Middleton Home.
No. 23 To Middleton Starting.	No. 6 Down Middleton Home.
No. 21 To Hartlepool Starting.	No. 3 Down Hartlepool Home.
No. 3 From Hartlepool Home.	No. 2 Up Hartlepool Home.
No. 26 Sheer Legs, Engine Works, Engine Works, Sheer Legs.	No. 4 Shunting from Sheer Legs Siding and Engine Works Siding.

WEDNESDAY, 18th JULY.—SHERBURN COLLIERY NORTH.

Bracket signal carrying 16 From Colliery Sidings, 19 Up to Down Backover, 18 Up to Branch Backover will be renewed on same site as a straight post (miniature arms) at reduced height. Top arm No. 16 Sidings to Down line, bottom arm No. 4 Sidings to Branch. No. 18/19 signal will be replaced as a ground disc sited between Up and Down line same distance from Signal Box.

THURSDAY, 19th JULY.—SHERBURN COLLIERY NORTH.

7 To Up line or Colliery Sidings Shunting signal will be renewed on same site at increased height.

DETAILS OF WORK ALREADY CARRIED OUT.

BRADBURY STATION.

Points dispensed with.

No. 20 Main to Main Crossover.

Signals dispensed with.

No. 4 Shunting Up Main to Down Main.

No. 26 Shunting Down Main to Up Main. (3)

GATESHEAD, KING EDWARD BRIDGE.

Alterations to Signals.

Route indicator displays a lunar white front and an amber rear.

No. 31/56 Down East to Dunston.

Down East to Down Main. (5)

GATESHEAD, GREENSFIELD.

Alterations to Signals.

Route indicators display a lunar white front and an amber rear.

No. 14/21 Up Main to East.

Up Main to West.

No. 45/46 Down West to Main.

Down West to Slow.

No. 42/48 Down East to Main.

Down East to Slow.

No. 50/51 Down Main to High St.

Down Main to West Platform. (5)

GREENSFIELD.

The following signals have been altered to multi-aspect types:—

No. 15 Durham Up Starting.

No. 42/48 Durham to Down Slow and Main Starting. (2)

NEWCASTLE.

Route Indicator Glasses have been changed to display white lights on front, and amber on rear on N.27 Up Branch to N.33 signal or Up North or Down North and N.37 Up Tynemouth to 39 signal or Up North. (1)

**KILLINGWORTH STATION AND CLIFTON CROSSING.

For Signalling alterations, see Special Signalling Programme No. 22A. (6)

**EAGLESCLIFFE, SOUTH.

Points dispensed with.

No. 56 Up Goods No. 1 to Up Goods No. 2.

Signal dispensed with.

No. 60 Up Goods No. 1 to Up Goods Home. (6)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORKS ALREADY CARRIED OUT—continued.

**EAGLESCLIFFE, NORTH AND SOUTH.

The Crossover from No. 1 Up Goods to No. 2 Up Goods at 8 miles 56 chains has been removed and both lines made good with plain line. (6)

MANORS NORTH.

Route Indicator Glasses have been changed to display white lights on front and amber on rear, on No. MN.47, Up Main Home. (1)

SOUTH GOSFORTH EAST.

7 Shunting Up Main to Down Main signal has been renewed on same site at increased height. Bracket carrying 29 Shunting Down Main to Colliery Sidings and 34 Shunting Down Main to Up Main signals has been renewed as a straight post 5 yards further from Signal Box to the right of Down Main.

Top arm—34 Shunting Down Main to Up Main.

Bottom arm—29 Shunting Down Main to Colliery Sidings. (2)

PERCY MAIN.

A new Signal Box situated between Station Siding and Blyth and Tyne lines 100 yards East of the old Signal Box has been brought into use.

Signals dispensed with.

All running and subsidiary signals applicable to the Up and Down Main lines, the Down Riverside Branch line and the Station Sidings.

New Signals.

No. 9 Down Branch Home: 3-aspect colour light (displaying R, Y or G) with left-hand route indicator and subsidiary situated to left of Down Branch 650 yards from Signal Box.

No. 6/12 Down Branch to Down Goods and Down Branch to Down Blyth & Tyne: subsidiary signal with stencilled type route indicator displaying "B" (Blyth & Tyne) "G" (Goods Lines) fixed below No. 9.

No. 48 Up Main Home: 3-aspect colour light (displaying R, Y or G) with left-hand route indicator and subsidiary No. 46 Up Main calling on situated to left of Up Main 10 yards West of Signal Box.

No. 47 Up Main Distant: 3-aspect colour light (displaying Y, YY, G) situated to left of Up Main 870 yards east of Signal Box.

No. 10 Down Main Starting: 3-aspect colour light (displaying R, Y or G) situated to left of Down Main 243 yards East of Signal Box. (Also acts as Distant for Preston Colliery)

No. 38 Up Blyth & Tyne to Up Branch Home No. 2, right-hand doll.

No. 44 Up Blyth & Tyne to Up Main Home No. 2.

No. 39 Up Blyth & Tyne to Up Main calling on with Howdon two-aspect Distant below (displaying Y or G): Bracket signal situated to left of by-pass line 20 yards West of Signal Box.

The Down Branch Distant have been replaced by a three-aspect colour light signal (displaying Y, YY or G with semaphore off) fixed below Willington Quay No. 18 Down Main Starting. The green aspect of the semaphore is blanked out.

Position Light Ground Signals.

No. 14 (With stencilled type Route Indicator) situated to right of Up Main 210 yards West of Signal Box, displaying:—

U. Up Main.

G. Up Main to Down Goods.

B. Up Main to Down Blyth & Tyne.

M. Up Main to Down Main.

No. 30 (With stencilled type Route Indicator) situated to right of Up Main 110 yards West of Signal Box displaying:—

B. Up Main to Down Blyth & Tyne.

L. Up Main to Up By-pass.

S. Up Main to Station Siding.

M. Up Main to Down Main.

No. 35 Station Siding to Up Branch or to Up Main situated to left of Station Siding 15 yards West of Signal Box.

No. 55 Down Main to Up Branch or to Up Main situated between Down and Up Main 17 yards West of Signal Box.

Alteration to Signals.

The offset yellow previously fixed on the left of the Down Main to Down Goods Home has been replaced by a stencilled type Route Indicator displaying "B" (Blyth & Tyne) and "G" (Goods Lines). (2)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

ANNFIELD WEST.

Annfield West No. 16 Up Main Home with No. 14 Up Main Inner Distant below has been renewed on same site at reduced height. (2)

SOUTH SHIELDS STATION.

Alteration to Signal.

Route indicator displays a lunar white front and an amber rear.

No. 3 Down Main to Down Platform.
Down Main to Middle Line. (5)
Down Main to Up Platform.

***FENCEHOUSES, STATION.

Lambton Up Main Distant has been renewed at reduced height 32 yards nearer Signal Box. (6)

***PENSHAW STATION.

Right-hand bracket carrying Nos. 71, 72, 73, 74, 75 and 76 signals has been renewed at reduced height on same site.

No. 72 Engine Line to Down Goods (Top).
No. 75 Engine Line to Up Goods 2 or Rainton Sidings (Middle).
No. 73 Engine Line to Down Lambton (Bottom).
Right-hand Doll.
No. 71 Full Roads to Down Goods (Top).
No. 74 Full Roads to Up Goods 2 or Rainton Sidings (Middle).
No. 76 Full Roads to Down Lambton (Bottom).
Straight Post. (6)

DURHAM GOODS, BELMONT.

No. 24 Shunting from No. 1 sidings signal has been replaced by a ground disc situated between Goods line and No. 1 siding same distance from Signal Box.

No. 23/28 signal has been replaced by a ground disc situated between Up and Down lines same distance from Signal Box:—

No. 23 Shunting, Up Main to Down Main.

No. 28 Shunting, Up Main to Relief Siding.

No. 25 and 26 signal has been renewed as a right-hand bracket on same site:—

No. 26 Goods line (right-hand doll).

No. 25 from Grange Works disc fixed on left hand of bracket. (5)

MONKWEARMOUTH, FULWELL CROSSING.

No. 5 Shunting Timber line to Down line signal has been renewed as a ground disc situated between Down line and Timber line, 3 yards further from Ground Frame. Normal yellow aspect. (5)

MONKWEARMOUTH GOODS YARD.

Bracket carrying 17 Shunting Up Branch to Goods Yard and 20 Shunting Up Branch to Up Goods signals has been renewed as a straight post at reduced height on same site (miniature arms).

Top arm—20 Shunting Up Branch to Up Goods. (2)
Bottom arm—17 Shunting Up Branch to Goods Yard.

REDMARSHALL STATION.

No. 32 Shunting Down Sidings to Down Main and No. 34 Shunting Down Main to Down Sidings signals have been renewed on same site as discs. (3)

WEST HARTLEPOOL, NEWBURN.

Signals dispensed with.

No. 128 Shunting Up Branch, Down Branch or Up Main.
No. 129 Shunting No. 3 Brick Sidings to Down Branch or Up Main.
No. 130 Shunting No. 4 Brick Sidings to Down Branch.

New Signals.

No. 128 Shunting Up Branch, Down Branch or Up Main—Disc situated between Up and Down Branch, 109 yards from Signal Box.
No. 129 Shunting No. 3 Brick Sidings to Down Branch or Up Main—Disc situated between Up Branch and No. 3 Brick Sidings, 109 yards from Signal Box.
No. 130 Shunting No. 4 Brick Sidings to Down Branch—Disc situated between No. 3 and No. 4 Brick Sidings 85 yards from Signal Box. (5)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

WEST HARTLEPOOL, QUEEN STREET.

Queen Street has ceased to be a gate box. All points and signals have been disconnected and the gates secured by padlock and chain, the key of which is kept by the Shunter. The existing Nos. 2 and 8 signals have become Distant. (3)

MIDDLESBROUGH EAST, WEST, OLD TOWN AND NEWPORT EAST.

MIDDLESBROUGH EAST.

Signal dispensed with.

No. 8 Down Main Distant.

MIDDLESBROUGH WEST.

All semaphore signals with the exception of No. 25 Up Main Distant have been replaced by multi-aspect colour light signals or position light ground signals with track circuiting throughout.

New Signals.

No. 3 Down Main Home—A 3 Aspect colour light signal (displaying R.Y. or G.) with subsidiary (Down Main Calling On) on left situated on overhanging bracket 486 yards West of Signal Box.

No. 22/10 Up Main Home 2—A 3 Aspect colour light signal (displaying R. Y. or G.) with subsidiary (Up Main to Up Siding) on left situated 32 yards East of Signal Box.

D.14 Down Main Auto Distant—A 2 aspect colour light signal (displaying Y. or G.) situated 870 yards in rear of No. 3 Down Main Home.

Position Light Ground Signals.

No. 4 Shunting Up Main or to Up Siding situated 160 yards West of Signal Box.

No. 6 Shunting Up Siding to Up Main, situated on right of Up Siding Line 104 yards West of Signal Box.

Normal yellow aspect.

No. 7 situated 75 yards West of Signal Box reading:—

Shunting Up Siding to Down Main or to Up Main.

Normal yellow aspect.

No. 14 situated 75 yards West of Signal Box reading:—

Shunting Up Main to Up Main or to Down Main.

No. 16 situated 10 yards East of Signal Box reading:—

Shunting Down Main to Up Siding or to Up Main.

No. 17 Shunting Up Main and Middle Road situated 18 yards East of Signal Box.

No. 20 Shunting Middle Road to Up Main situated 108 yards East of Signal Box.

OLD TOWN.

Old Town Signal Box has ceased to operate as a block post for Up and Down Main lines.

Points dispensed with (Clipped and padlocked normal).

No. 12 Up Main from Up Goods.

No. 13 Down Main to Down Goods.

Signals dispensed with.

No. 3 Shunting Down Goods.

No. 8 Up Main Distant.

No. 9 Up Main Home (Newport East S.B. No. 55 Up Main Outer Distant arm below to remain).

No. 10 Up Main Starting (with Newport East No. 55 Up Main Inner Distant below).

No. 39 Down Main to Down Goods Home.

No. 41 Down Main Starting (with Middlesbrough West No. 1 Down Main Distant below).

No. 42 Down Main Home.

No. 43 Down Main Distant.

NEWPORT EAST.

Signal dispensed with.

No. 55 Up Main Inner Distant.

Alteration to Nomenclature.

No. 55 Up Main Outer Distant has been renamed Up Main Distant. (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.

Commencing 18th June, 1962, Supplements to the General Appendix and Regulations for Train Signalling will be issued.

Owing to printing difficulties there is a possibility that the latter might not be distributed by the operative date and in the event of staff concerned not being in possession of the supplement by 18th June they must work to the instructions shown in the Supplement to the General Appendix, Page 73 under the heading "Standard Code of Engine Head Lamps or Discs" as far as the Description and Classification of trains are concerned.

All staff concerned must ensure they receive a copy of the Supplement to the General Appendix before the operative date and a copy of the Supplement to the Regulations for Train Signalling as soon as possible thereafter.

STANDARD CLASSIFICATION OF TRAINS.

Attention is called to Page 7 of Supplement No. 1 to the General Appendix dated 18th June, 1962, which shows amended train classifications. All concerned to note that in the various documents where trains are classified by the Letters A to K and where these have not yet been amended, the new classification must be substituted.

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	—

(6)

SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing Date
Tees Marshalling Yard No. 2 Up Yard (West End) Water Column	Until further Notice	26-3-62
* Tees Marshalling Yard Up Yard (Newport) Water Column	Until further Notice	18-6-62

MISCELLANEOUS NOTICES—continued.

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.

TRAILING CROSSOVER: BIRTLEY STATION AND LOW FELL STATION.

A trailing crossover has been laid in between the Down and Up Slow lines at 75 miles 26 chains. It is clamped and padlocked out of use.

It is available for use but in the presence of an Operating Inspector only.

CONNECTIONS: BIRTLEY STATION AND LOW FELL STATION.

A trailing connection has been laid in on the Up Fast line and a facing connection on the Up Slow line at 75 miles 23 chains, also a facing connection on the Up Fast line and a trailing connection on the Up Slow line at 75 miles 60 chains. A facing pair of points have been installed on the Up Fast line and a trailing pair of points on the Down Fast line at 76 miles 54 chains. They have been clipped and padlocked out of use.

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)

**PLESSEY STATION—MAINS CROSSOVERS.

Mains Facing Crossover and Mains Trailing Crossover have been brought back into use. (6)

PLESSEY STATION.

The connection from the Down Main line to the Station Sidings has been clipped and padlocked out of use until further notice.

**CATCH POINTS—BETWEEN STANNINGTON AND PLESSEY.

Catch points installed in the Up Main line at 12 miles 70 chains and 12 miles 8 chains have been brought into use.—See Special Signalling Programme No. 22A. (6)

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.

FELLING TO ST. JAMES BRIDGE.

A single slip on the Down Goods line between 100 miles 22 chains and 100 miles 27 chains has been removed and replaced by a double slip which has been clipped and padlocked out of use until further notice.

CONNECTIONS—ST. JAMES BRIDGE.

A trailing connection has been laid in on the Up Goods line and in Siding No. 610 between 100 miles 3 chains and 99 miles 77 chains. They have been clamped and padlocked out of use until further notice.

CATCH POINTS—BETWEEN JESMOND AND WEST JESMOND.

Catch points have been installed in the Down Main line at 0 miles 69 chains and 1 mile 23 chains. They have been clamped and padlocked out of use until further notice.

**CORBRIDGE TUNNEL DIVERSION.

The Down and Up Main lines through Corbridge Tunnel between 16 miles 45 chains and 17 miles 36 chains have been diverted through a new cutting. (6)

MISCELLANEOUS NOTICES—continued.

TYNE IMPROVEMENT COMMISSION.

PERMANENT WAY ALTERATIONS—TYNE COMMISSION.

QUAY AREA.

ALBERT EDWARD DOCK.

The Bergen front line No. 2 has been cut and a buffer placed near the new Customs Car Examination Shed.

The following permanent way alterations are being carried out.

The platform road is to be cut near the existing lavatories and a buffer erected approximately 55 ft. 0 ins. from No. 25 points. The road on the river side of the platform road and near the Post Office is to be removed completely and a turnout placed under No. 5 Staith to connect the low crossing road to the Bergen front road No. 1.

Ground disc signal No. 24 is to be placed adjacent to No. 25 points and rod detection gear fitted.

The two diamond crossings on the road connecting the Pilot sidings to the Bergen front will be removed and replaced with plain track over the section where it crosses the platform road.

Rail traffic is controlled by a hand signalman and drivers are warned to keep a sharp lookout.

COUNDON STATION.

The platforms and footbridge have been removed. The footbridge has been replaced by a foot crossing and Whistle Boards have been erected approximately 150 yards from each side of the crossing. (5)

TEES YARD.

A notice board and telephone have been provided at the connection of the line used as a Down Engine line with the No. 2 Up Goods line. Drivers must obtain the permission of the Signalman at Newport East Signal Box before proceeding. (5)

BARNARD CASTLE STATION.

Until further notice, the following lines will be out of use in connection with the recovery and stacking of track from the Barnard Castle to Kirkby Stephen line abandonment:—

Nos. 1 and 2 Down Goods.

Nos. 1 and 2 Up Goods.

North Sidings (Lines Nos. 2, 3, 13, 14, 15 and 17, Dgm. No. 706).

Turntable Siding (Lines Nos. 31, 32, 34, 37, 39 and 42, Dgm. No. 706).

TEES MARSHALLING YARD—No. 1 DOWN GOODS.

Until further notice, a hand signalman will be stationed at the temporary road crossing 200 yards West of the Old River to control the passage of road and rail traffic. A telephone is installed and connected to Thornaby East Signal Box.

ALTERATION TO GENERAL APPENDIX.

Page 93 (Page 8 of Supplement No. 1).

WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS. Clause (D).

Except during fog or falling snow all trains, etc.
During fog or falling snow, however, freight trains may only be accepted under Block Regulation 5.

AMEND to read:—

"Except during fog or falling snow all trains, etc.
During fog or falling snow, however, freight trains only may be accepted under Block Regulation 5."

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

TABLE A.

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

Page 13.

Annitsford.

Dudley.

DELETE:—Up and Down Additional running lines.

INSERT:— UPL 100 wagons.

DPL 100 wagons.

AMEND:—

Catch points.

CW—Down Passenger Loop clear of fouling point with Main line 567 yards before reaching

DC.15 signal.

CW—Up Passenger Loop clear of fouling point with Main line 556 yards before reaching

DC.4 signal.

INSERT:—

Catch Points.

C Up line 575 yards before reaching U.12 signal.

C Up line 523 yards before reaching S.4 signal.

Gradient.

210

210

Dam Dykes.

DELETE:—Entry.

Cramlington.

DELETE:—Entry including URS 38 and URS 68.

Plessey.

DELETE:—Entry. (Do not delete speed restriction 75 Down 75 Up Over Viaduct 12 miles 0 chains to 12 miles 20 chains.

Stannington.

DELETE:—Up and Down additional running lines.

AMEND:—Distance between signal boxes to read 6 miles 23 chains.

AMEND:—

Catch Points.

CW—Down Passenger Loop clear of fouling point with Main line 988 yards before reaching S.12 signal.

CW—Up Passenger Loop clear of fouling point with Main Line 995 yards before reaching S.5 signal.

INSERT:— DPL 150 wagons.

UPL 150 wagons.

Clifton Crossing.

DELETE:—Entry.

AMEND:—Engine whistles to be shown opposite Stannington.

INSERT:—Description of signalling Killingworth Station to Stannington (inclusive) to read Automatic and Controlled Colour Light Signalling.

Page 14.

Morpeth.

Station.

AMEND:—Distance between signal boxes to read 2 miles 1,489 yards.

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 4 miles 16 yards.

Page 57/58.

CONSETT NORTH TO SCOTSWOOD BRIDGE, ETC.

★AMEND:—Description of Block Signalling column between Rowlands Gill Station and Swalwell North to read "NB".

Page 58.

BLAYDON SOUTH EAST CURVE.

★AMEND:—Description of Block Signalling column between Blaydon Main and Swalwell North to read "NB".

Page 84.

WEST HARTLEPOOL (CEMETERY NORTH) TO RYHOPE GRANGE ETC.

DELETE:—I.B.S. Up Line 727 yards from Seaton

Page 85.

Seaton Station

AMEND:—CW—Up Line, 500 yards before reaching Up Starting Signal. Also act as connection Up Main to Goods Yard.

ALTERATIONS TO B.R. RULE BOOK (dated January, 1962).

Rule 35—last paragraph of clause (b) (iii). **AMEND** to read:—

Subsidiary signals which are fixed below running signals and are referred to in Rules 44A, 44B, 45 and 46 are, in some cases, distinguished thus:—

Draw-ahead — Position light signal with no light showing for the normal position and two white lights at an angle of 45 degrees for the proceed aspect—no other distinguishing sign.

Calling-on — by the letter C.

Warning — by the letter W.

Shunt-ahead — by the letter S.

Rule 35—last paragraph of clause (e). **AMEND** to read:—

In certain cases, the signals applying into Reception lines, sidings or "No Block" lines are of the miniature colour light or position light type. These normally display no light, the Proceed indication being given by a small yellow light or two white lights at an angle of 45 degrees. When "Off" these signals apply as far as the line is clear.

The following to be included as Rule 44A and Rule 44 re-numbered 44B:—

SUBSIDIARY SIGNALS.

Draw-ahead Signals.

44A.

(a) Draw-ahead signals, where provided, are placed below colour light stop signals and, when lowered without an indication of route being given at the signal, authorise a Driver to proceed towards the next stop signal but not to pass any ground shunting signal which may be at Danger. The Driver must not proceed on his journey until either the stop signal above the draw-ahead signal is lowered or the draw-ahead signal is again lowered with an indication of route.

When a draw-ahead signal is lowered and an indication of route is given, a Driver must understand that the line towards the next stop signal (or buffer stop when there is no signal in advance) is occupied, and proceed cautiously.

The lowering of the draw-ahead signal does not authorise the next stop signal to be passed at Danger.

(b) The draw-ahead signal will not be lowered until the train has been brought quite or nearly, to a stand at it.

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

York
9th July, 1962

O.1382/N28

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/N28"

Herald, York—R21942

BR/31262

See space

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1

NE/N

No. 33



NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 18th August 1962
to Friday, 24th August 1962 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.

[Handwritten signatures and initials]

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 WORKS REFERRED TO IN SECTION B.**SUNDAY, 19th AUGUST.—NEWCASTLE.**

Route indication glasses will be changed to display white lights on front and amber on rear on the following signals:—

- No. 39 Up Tynemouth to No. 63 signal or Up North.
- No. 47 Up North to Platforms 1—10.
- No. 49 Down North to Platforms 1—10.
- No. 54 Up North to Down Tynemouth or No. 42 signal.
- No. 63 Up Tynemouth to Up Tynemouth Goods or Platforms.
- No. 67 Up Tynemouth Goods to Y or Z Goods.

MONDAY, 20th AUGUST.—DUNSTON, EAST.

No. 28 Down to Up Main signal will be replaced by a disc situated between Down and Up Main same distance from Signal Box.

No. 9 Up Main signal will be replaced by a disc situated between Down and Up Main same distance from Signal Box.

No. 6 Up Branch or to Timber Yard signal will be replaced by a disc situated between Down and Up Branch same distance from Signal Box.

No. 22 Soap Works to Up Main signal will be replaced by a disc on same site.

TUESDAY, 21st AUGUST.—CARR HOUSE EAST.

No. 5 Goods Yard to Down Main or Consett Iron Cos. line signal will be renewed on a left-hand bracket at increased height on same site.

WEDNESDAY, 22nd AUGUST.—KNITSLEY.

7 Loop line to Up Main signal will be renewed on same site at increased height.

DETAILS OF WORK ALREADY CARRIED OUT****GREENSFIELD.**

The following signals have been altered to multi-aspect types:—

- No. 15 Durham Up Starting.
- No. 42/48 Durham to Down Slow and Main Starting. (6)

GREENSFIELD.

The following signals have been altered to multi aspect types:—

- No. 50/51 Down King Edward Bridge to Up Greensfield or Down Gateshead West.
- No. 52 Down King Edward Bridge Home.
- No. 54 Down Goods to Up Greensfield Home. (3)

NEWCASTLE.

Route Indicator Glasses have been changed to display white lights on front, and amber on rear on N.27 Up Branch to N.33 signal or Up North or Down North and N.37 Up Tynemouth to 39 signal or Up North. (5)

NEWCASTLE.

Route Indication glasses have been changed to display white lights on front and amber on rear on the following signals:—

- N.38 Down Tynemouth to Argyle St. No. 44, or Down Main or Down Branch.
- N.39 Up Tynemouth to No. 63 signal or Up North.
- N.42 Up North to Down Tynemouth or Down Main or Down Branch.
- N.44 Down North to Down Tynemouth or Down Main or Down Branch.
- N.47 Up North to Platforms 1—10.
- N.49 Down North to Platforms 1—10.
- N.54 Up North to Down Tynemouth or No. 42 signal.
- N.63 Up Tynemouth to Up Tynemouth Goods or Platforms 4—10.
- N.67 Up Tynemouth Goods to Y or Z Goods. (5)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

- N.69 Down Gateshead Slow to N.75 Signal or Down Gateshead Main.
- N.73 Down Gateshead Main to Down Gateshead Slow or N.77 Signal or Up Gateshead Main.
- N.75 Down Gateshead Slow to Down Gateshead Goods or Platforms 6—10.
- N.77 Down Gateshead Main to "Z" Goods or "Y" Goods or Platforms 4—10.
- N.79 Up Gateshead Main to Platforms 3—10.
- N.81 Down Gateshead Goods to "Z" Goods or "Y" Goods.
- N.104 Down Goods to Down Gateshead Main or Down Tynemouth.
- N.106 No. 10 Platform to Down Gateshead Main or Down Tynemouth or Up North.
- N.108 No. 7 Platform to Up Gateshead Main or Down Tynemouth or Up North or Down North. (4)

NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

- No. 62 4 Platform to Up Gateshead Main or Down Tynemouth or Up North or Down North or N.58 signal.
- No. 64 3 Platform to Up Gateshead Main or Up North or Down North.
- No. 66 2 Platform to Up North or Down North.
- No. 68 1 Platform to Up North or Down North.
- No. 118 7 Platform to 10 Platform line or 108 signal.
- No. 122 6 Platform to 7 Platform line or Down Gateshead Main or Up Gateshead Main or Down Tynemouth or Up North or 5 Platform line.
- No. 124 5 Platform to Down Gateshead Main or Up Gateshead Main or Down Tynemouth or Up North or 4 Platform or 102 signal.
- No. 126 8 Platform to 10 Platform line or 7 Platform line.
- No. 134 6 Platform to 5 Platform or 122 signal. (3)

NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

- N.142 No. 9 Platform line to 8 or 9 Platform lines.
- N.176 'W' Goods to 148 signal or 10 or 7 Platform lines.
- N.154 No. 10 Platform line to 10 Platform line 106 signal, or No. 8 Platform line 108 signal.
- N.161 No. 9 Platform line to No. 9 Platform line 169 signal or No. 8 Platform line 173 signal.
- N.163 No. 8 Platform line to No. 9 Platform line 169 signal or No. 8 Platform line 173 signal.
- N.165 Up Goods to Up East Goods 175 signal or Down West Goods 223 signal or Down West Passenger 225 signal.
- N.169 No. 9 Platform line to Down East 177 signal or Up South 179 signal or Down West 209 signal.
- N.173 No. 8 Platform line to Down South 181 signal or Up West Passenger 213 signal. (2)

FELLING, ST. JAMES BRIDGE AND BOROUGH GARDENS.

ST. JAMES' BRIDGE.

Messrs. Clarke Chapman's Ltd. Private Sidings have been connected by a new line to the Up Goods line at Emily Street Bridge. The lines leading to St. James' Sidings and Clarke Chapman's Sidings have been re-named Line 'B' and Line 'A' respectively. Four Sorting Sidings have been connected to the Up Goods line.

Points and Signals dispensed with.

All points and signals to and from Reception Lines and Down Goods West of Signal Box.

New Points.

- No. 13 Up Goods to Line 'B' (power operated).
- No. 15 Line 'B' to Line 'A' (power operated).

DETAILS OF WORK ALREADY CARRIED OUT—continued.

FELLING, ST. JAMES' BRIDGE AND BOROUGH GARDENS—continued.

ST. JAMES' BRIDGE—continued.

New Signals.

- No. 18/19 'B' line to Up Pelaw Goods straight post colour light signal on left-hand side of line 'B' 620 yards East of St. James' Bridge Signal Box displaying R, Y or G, and subsidiary signal with stencil route indicator displaying:—
 'B' to 'B' Shunt Spur.
 'U' to Up Pelaw Goods.
- No. 34 Up Pelaw Goods Starting right-hand bracket, 3-aspect colour light displaying R, Y or G, and subsidiary signal, adjacent to 18/19 signal.

No. 57 Up Goods Home signal has been renewed 100 yards further from Signal Box.

Position Light Ground Signals.

- No. 11 Shunting 'B' Shunt Spur to Line 'B'.
- No. 12 Shunting Up Goods to Line 'B'.
- No. 14 Shunting Line 'B' or to Line 'A'.
- No. 16 Shunting Line 'A' to Line 'B' or to 'A' Shunt Spur.
- No. 17 Shunting Line 'B'.

Subsidiary Signals (Disc).

- No. 37 Shunting Down Goods to Shunting Line.
- No. 54 Shunting Up Goods to Up Reception Sidings.
- No. 56 Shunting Up Reception Sidings to Up Goods.

Altered Nomenclature of Signals.

Old Reading.

- No. 11 Pull, Shunting Line to Down Siding or Down Main.
- No. 11 Push/50 Push Shunting Down Siding to Shunting Line or to Up Main.
- No. 19 Shunting Line to Down Goods or No. 3 Down Reception or Sidings.
- No. 28 Shunting Shunting Line.
- No. 44 Push Shunting Down Siding to Shunt Spur.

New Reading.

- No. 23 Shunting Line to Down Siding or Down Main.
- No. 28 Shunting Down Siding to Shunting Line or to Up Main.
- No. 29 Shunting Shunting Line or to Down Goods.
- No. 38 Shunting Shunting Line.
- No. 52 Shunting Down Siding to Shunt Spur.

BOROUGH GARDENS.

Points dispensed with.

- No. 41 Down Fast Goods to Down Slow Goods.

Signals dispensed with.

- No. 39 From Reception Sidings Line.
- No. 40 From Nos. 1-7 Sidings.
- No. 45 Down Slow Goods Home.
- No. 46 Down Slow Goods to Fast Goods Home.
- No. 48 Down Fast Goods to Slow Goods Home.

FELLING.

Signal dispensed with.

- No. 19 Up Goods Distant. (2)

MANORS NORTH.

Route Indicator Glasses have been changed to display white lights on front and amber on rear, on No. MN.47, Up Main Home. (5)

CULLERCOATS.

- No. 24 Down Main Starting signal has been renewed on same site.
- No. 26 Bracket signal No. 1 Siding to Down Main has been renewed as a ground disc 9 yards nearer Signal Box. (2)

**SOUTH GOSFORTH EAST.

7 Shunting Up Main to Down Main signal has been renewed on same site at increased height. Bracket carrying 29 Shunting Down Main to Colliery Sidings and 34 Shunting Down Main to Up Main signals has been renewed as a straight post 5 yards further from Signal Box to the right of Down Main.

- Top arm—34 Shunting Down Main to Up Main.
- Bottom arm—29 Shunting Down Main to Colliery Sidings. (6)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

SOUTH GOSFORTH EAST.

No. 31 signal from Colliery Sidings has been renewed as a ground disc. Normal yellow aspect. (2)

**PERCY MAIN.

A new Signal Box situated between Station Siding and Blyth and Tyne lines 100 yards East of the old Signal Box has been brought into use.

Signals dispensed with.

All running and subsidiary signals applicable to the Up and Down Main lines, the Down Riverside Branch line and the Station Sidings.

New Signals.

No. 9 Down Branch Home: 3-aspect colour light (displaying R, Y or G) with left-hand route indicator and subsidiary situated to left of Down Branch 650 yards from Signal Box.

No. 6/12 Down Branch to Down Goods and Down Branch to Down Blyth & Tyne: subsidiary signal with stencilled type route indicator displaying "B" (Blyth & Tyne) "G" (Goods Lines) fixed below No. 9.

No. 48 Up Main Home: 3-aspect colour light (displaying R, Y or G) with left-hand route indicator and subsidiary No. 46 Up Main Shunt ahead situated to left of Up Main 10 yards West of Signal Box.

No. 47 Up Main Distant: 3-aspect colour light (displaying Y, YY, G) situated to left of Up Main 870 yards east of Signal Box.

No. 10 Down Main Starting: 3-aspect colour light (displaying R, Y or G) situated to left of Down Main 243 yards East of Signal Box. (Also acts as Distant for Preston Colliery).

No. 38 Up Blyth & Tyne to Up Branch Home No. 2.

No. 44 Up Blyth & Tyne to Up Main Home No. 2, right-hand doll.

No. 39 Up Blyth & Tyne to Up Main Shunt ahead with Howdon two-aspect Distant below (displaying Y or G): Bracket signal situated to left of by-pass line 20 yards West of Signal Box.

The Down Branch Distant have been replaced by a three-aspect colour light signal (displaying Y, YY or G with semaphore off) fixed below Wellington Quay No. 18 Down Main Starting. The green aspect of the semaphore is blanked out.

Position Light Ground Signals.

No. 14 (With stencilled type Route Indicator) situated to right of Up Main 210 yards West of Signal Box, displaying:—

- U. Up Main.
- G. Up Main to Down Goods.
- B. Up Main to Down Blyth & Tyne.
- M. Up Main to Down Main.

No. 30 (With stencilled type Route Indicator) situated to right of Up Main 110 yards West of Signal Box displaying:—

- B. Up Main to Down Blyth & Tyne.
- L. Up Main to Up By-pass.
- S. Up Main to Station Siding.
- M. Up Main to Down Main.

No. 35 Station Siding to Up Branch or to Up Main situated to left of Station Siding 15 yards West of Signal Box.

No. 55 Down Main to Up Branch or to Up Main situated between Down and Up Main 17 yards West of Signal Box.

Alteration to Signals.

The offset yellow previously fixed on the left of the Down Main to Down Goods Home has been replaced by a stencilled type Route Indicator displaying "B" (Blyth & Tyne) and "G" (Goods Lines). (6)

EARSDON.

No. 27 Shunting from Colliery Siding, Sidings to Backworth Sidings or Up Branch, has been renewed as a straight post on same site. 27 Shunting—Backworth, 24 Shunting Backworth Sidings, Up Direction. (2)

CONSETT EAST.

20 Down Main Distant has been renewed on same site at increased height.
17 Down Main Home from Hownes Gill has been renewed on same site at reduced height. (3)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

CARR HOUSE WEST

No. 28 Down Main Starting with Carr House East No. 1 Down Main Inner Distant below has been renewed on same site at increased height. (2)

CARR HOUSE EAST.

3 Down Main Starting and 3 Bradley Down Main Distant signals have been renewed on same site at reduced height.

10 Down Goods Home to Down Main or Consett Iron Company has been renewed on same site with miniature arm. (3)

BRADLEY.

No. 1 Down Main Home, co-acting arms, has been renewed on same site at reduced height as a right-hand bracket signal, single arm with display board. (2)

**ANNFIELD WEST.

Annfield West No. 16 Up Main Home with No. 14 Up Main Inner Distant below has been renewed on same site at reduced height. (6)

WEST STANLEY.

No. 4 Up Main Starting signal has been renewed on same site at increased height. (2)

BEAMISH.

No. 17 Down Main Home, co-acting arms, has been renewed as a straight post at reduced height to the left of Down Main 18 yards nearer Signal Box. (2)

DERWENTHAUGH.

Points dispensed with.

No. 10 Up Main to Refuge Siding has been clamped and spiked out of use pending removal.

Signals dispensed with.

No. 9 Shunting Refuge Siding to Up Main.

No. 11 Shunting Up Main to Refuge Siding. (2)

SHERBURN COLLIERY NORTH.

Bracket signal carrying 16 From Colliery Sidings, 19 Up to Down Backover, 18 Up to Branch Backover has been renewed on same site as a straight post (miniature arms) at reduced height.

Top arm No. 16 Sidings to Down line, bottom arm No. 4 Sidings to Branch.

No. 18/19 signal has been replaced as a ground disc sited between Up and Down line same distance from Signal Box.

7 to Up line or Colliery Sidings Shunting signal has been renewed on same site at increased height. (5)

**MONKWEARMOUTH GOODS YARD.

Bracket carrying 17 Shunting Up Branch to Goods Yard and 20 Shunting Up Branch to Up Goods signals has been renewed as a straight post at reduced height on same site (miniature arms).

Top arm—20 Shunting Up Branch to Up Goods.

Bottom arm—17 Shunting Up Branch to Goods Yard. (6)

HASWELL.

No. 4 Up Main Starting, with Pesspool No. 21 Up Main Inner Distant below, has been renewed on same site. (2)

PESSPOOL.

No. 2 Down Main Home (co-acting arms) has been renewed as a straight post (single arm) at reduced height 15 yards nearer Signal Box. (2)

LANCHESTER.

Right-hand bracket carrying 27 Down Main Starting and 24 Down Main to Siding signals has been renewed on same site. 27 as a straight post. 24 as a disc. (3)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

WEST HARTLEPOOL, No. 1 SWING BRIDGE.

Alterations to control of Signals.

Harbour Street No. 2—From Middleton Outer Home is now Swing Bridge No. 9 Up Home.

Harbour Street No. 23—To Middleton Starting, is now Harbour Street No. 6 Down Middleton Home, and is controlled by Swing Bridge No. 10 Down Home.

Alterations to Points.

No. 7 Down line trap points have been transferred to the Up line. (5)

WEST HARTLEPOOL, HARBOUR STREET.

The Signal Box has ceased to be a Block Post and is now a gate box.

The former Up line between Central Marine and Harbour Street is now the single line from Central Marine to Middleton Sidings.

The former Down line between Central Marine and Harbour Street is now an additional Down Siding.

The former Down line between Harbour Street and Middleton Sidings has been put out of use pending removal.

The former Up line between No. 5 and No. 14 points has been put out of use pending removal.

Points now hand worked.

No. 9 Sheer legs to Up Points.

No. 16 Down Siding Points.

No. 19 Crossover (to be spiked out of use).

Points dispensed with.

No. 5 To Hartlepool points East.

No. 10 Down to Sheer legs points.

No. 13 To Hartlepool points West.

No. 14 From Hartlepool points.

Signals dispensed with.

No. 4 From Hartlepool Starting.

No. 7 From Middleton Starting.

No. 8 From Sheer legs.

No. 11 Up to Sheer legs, shunting.

No. 12 Down to Sheer legs.

No. 15 To Down Sidings, shunting.

No. 17 From Down Sidings.

No. 18 Down to Up Shunting.

No. 20 Up to Down Shunting.

No. 22 to Hartlepool direction.

No. 25 to Middleton direction.

No. 25 Down Home.

Altered Nomenclature.

Old Reading

No. 6 From Middleton Inner Home.

No. 23 To Middleton Starting.

No. 21 To Hartlepool Starting.

No. 3 From Hartlepool Home.

No. 26 Sheer Legs, Engine Works,
Engine Works, Sheer Legs.

New Reading

No. 5 Up Middleton Home.

No. 6 Down Middleton Home.

No. 3 Down Hartlepool Home.

No. 2 Up Hartlepool Home.

No. 4 Shunting from Sheer Legs Siding
and Engine Works Siding.

(5)

NEWPORT EAST, OLD TOWN AND MIDDLESBROUGH WEST.

For signalling alterations see Special Signalling Programme No. 27A.

(2)

N-1

NE/N

No. 35



NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 1st September 1962
to Friday, 7th September 1962 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.

*Blackhall
Cox Green
SEABANKS
WORTH*

W H F S

*Wworth
Wworth*

*W N
S*

*9.30 AM
12.55 NT
3.0 L. signal
7.30
8.25*

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 WORKS REFERRED TO IN SECTION B.

SATURDAY, 1st SEPTEMBER.—SOUTH SHIELDS—GARDEN LANE.

The connections from the former N.C.B. Sidings in the Down line will be recovered and replaced by plain line.

SUNDAY, 2nd SEPTEMBER.—BRIDGE HOUSE.

3 Down Main Distant will be renewed 200 yards further from Signal Box at reduced height.

MONDAY, 3rd SEPTEMBER.—SOUTH PELAW.

72 Colliery to No. 3 Incoming Road will be renewed as a disc on same site.

TUESDAY, 4th SEPTEMBER.—WEST BOLDON.

9 Grass Yard to Up Main will be renewed as a disc on same site.

WEDNESDAY, 5th SEPTEMBER.—WEST STANLEY.

14 From Sidings will be renewed as a disc on same site.

THURSDAY, 6th SEPTEMBER.—BOWBURN.

Straight post with right-hand bracket carrying 16 Shunting Neck to Colliery Sidings and 17/20 Up Main to Colliery or Up Main to Down signals will be renewed as follows:—

16 as a disc on same site.

17/20 as a disc situated to left of Up Main same distance from Signal Box.

DETAILS OF WORK ALREADY CARRIED OUT

GREENSFIELD.

The following signals have been altered to multi aspect types:—

No. 50/51 Down King Edward Bridge to Up Greensfield or Down Gateshead West.

No. 52 Down King Edward Bridge Home.

No. 54 Down Goods to Up Greensfield Home. (5)

**NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

N.69 Down Gateshead Slow to N.75 Signal or Down Gateshead Main.

N.73 Down Gateshead Main to Down Gateshead Slow or N.77 Signal or Up Gateshead Main.

N.75 Down Gateshead Slow to Down Gateshead Goods or Platforms 6—10.

N.77 Down Gateshead Main to "Z" Goods or "Y" Goods or Platforms 4—10.

N.79 Up Gateshead Main to Platforms 3—10.

N.81 Down Gateshead Goods to "Z" Goods or "Y" Goods.

N.104 Down Goods to Down Gateshead Main or Down Tynemouth.

N.106 No. 10 Platform to Down Gateshead Main or Down Tynemouth or Up North.

N.108 No. 7 Platform to Up Gateshead Main or Down Tynemouth or Up North or Down North. (6)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

No. 62 4 Platform to Up Gateshead Main or Down Tynemouth or Up North or Down North or N.58 signal.

No. 64 3 Platform to Up Gateshead Main or Up North or Down North.

No. 66 2 Platform to Up North or Down North.

No. 68 1 Platform to Up North or Down North.

No. 118 7 Platform to 10 Platform line or 108 signal.

No. 122 6 Platform to 7 Platform line or Down Gateshead Main or Up Gateshead Main or Down Tynemouth or Up North or 5 Platform line.

No. 124 5 Platform to Down Gateshead Main or Up Gateshead Main or Down Tynemouth or Up North or 4 Platform or 102 signal.

No. 126 8 Platform to 10 Platform line or 7 Platform line.

No. 134 6 Platform to 5 Platform or 122 signal. (5)

NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

N.142 No. 9 Platform line to 8 or 9 Platform lines.

N.176 'W' Goods to 148 signal or 10 or 7 Platform lines.

N.154 No. 10 Platform line to 10 Platform line 106 signal, or No. 8 Platform line 108 signal.

N.161 No. 9 Platform line to No. 9 Platform line 169 signal or No. 8 Platform line 173 signal.

N.163 No. 8 Platform line to No. 9 Platform line 169 signal or No. 8 Platform line 173 signal.

N.165 Up Goods to Up East Goods 175 signal or Down West Goods 223 signal or Down West Passenger 225 signal.

N.169 No. 9 Platform line to Down East 177 signal or Up South 179 signal or Down West 209 signal.

N.173 No. 8 Platform line to Down South 181 signal or Up West Passenger 213 signal. (4)

NEWCASTLE.

Route Indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

No. 39 Up Tynemouth to No. 63 signal or Up North.

No. 47 Up North to Platforms 1—10.

No. 49 Down North to Platforms 1—10.

No. 54 Up North to Down Tynemouth or No. 42 signal.

No. 63 Up Tynemouth to Up Tynemouth Goods or Platforms.

No. 67 Up Tynemouth Goods to Y or Z Goods. (3)

FELLING, ST. JAMES BRIDGE' AND BOROUGH GARDENS.

ST. JAMES' BRIDGE.

Messrs. Clarke Chapman's Ltd. Private Sidings have been connected by a new line to the Up Goods line at Emily Street Bridge. The lines leading to St. James' Sidings and Clarke Chapman's Sidings have been re-named Line 'B' and Line 'A' respectively. Four Sorting Sidings have been connected to the Up Goods line.

Points and Signals dispensed with.

All points and signals to and from Reception Lines and Down Goods West of Signal Box.

New Points.

No. 13 Up Goods to Line 'B' (power operated).

No. 15 Line 'B' to Line 'A' (power operated).

DETAILS OF WORK ALREADY CARRIED OUT—continued.

FELLING, ST. JAMES' BRIDGE AND BOROUGH GARDENS—continued.

ST. JAMES' BRIDGE—continued.

New Signals.

- No. 18/19 'B' line to Up Pelaw Goods straight post colour light signal on left-hand side of line 'B' 620 yards East of St. James' Bridge Signal Box displaying R, Y or G, and subsidiary signal with stencil route indicator displaying:—
 'B' to 'B' Shunt Spur.
 'U' to Up Pelaw Goods.
- No. 34 Up Pelaw Goods Starting right-hand bracket, 3-aspect colour light displaying R, Y or G, and subsidiary signal, adjacent to 18/19 signal.

No. 57 Up Goods Home signal has been renewed 100 yards further from Signal Box.

Position Light Ground Signals.

- No. 11 Shunting 'B' Shunt Spur to Line 'B'.
 No. 12 Shunting Up Goods to Line 'B'.
 No. 14 Shunting Line 'B' or to Line 'A'.
 No. 16 Shunting Line 'A' to Line 'B' or to 'A' Shunt Spur.
 No. 17 Shunting Line 'B'.

Subsidiary Signals (Disc).

- No. 37 Shunting Down Goods to Shunting Line.
 No. 54 Shunting Up Goods to Up Reception Sidings.
 No. 56 Shunting Up Reception Sidings to Up Goods.

Altered Nomenclature of Signals.

Old Reading.

- No. 11 Pull, Shunting Line to Down Siding or Down Main.
 No. 11 Push/50 Push Shunting Down Siding to Shunting Line or to Up Main.
 No. 19 Shunting Line to Down Goods or No. 3 Down Reception or Sidings.
 No. 28 Shunting Shunting Line.
 No. 44 Push Shunting Down Siding to Shunt Spur.

New Reading.

- No. 23 Shunting Line to Down Siding or Down Main.
 No. 28 Shunting Down Siding to Shunting Line or to Up Main.
 No. 29 Shunting Shunting Line or to Down Goods.
 No. 38 Shunting Shunting Line.
 No. 52 Shunting Down Siding to Shunt Spur.

BOROUGH GARDENS.

Points dispensed with.

- No. 41 Down Fast Goods to Down Slow Goods.

Signals dispensed with.

- No. 39 From Reception Sidings Line.
 No. 40 From Nos. 1-7 Sidings.
 No. 45 Down Slow Goods Home.
 No. 46 Down Slow Goods to Fast Goods Home.
 No. 48 Down Fast Goods to Slow Goods Home.

FELLING.

Signal dispensed with.

- No. 19 Up Goods Distant. (4)

CULLERCOATS.

- No. 24 Down Main Starting signal has been renewed on same site.
 No. 26 Bracket signal No. 1 Siding to Down Main has been renewed as a ground disc 9 yards nearer Signal Box. (4)

SOUTH GOSFORTH EAST.

- No. 31 signal from Colliery Sidings has been renewed as a ground disc. Normal yellow aspect. (4)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

EARS DON.

- No. 27 Shunting from Colliery Siding, Sidings to Backworth Sidings or Up Branch, has been renewed as a straight post on same site. 27 Shunting—Backworth, 24 Shunting Backworth Sidings, Up Direction. (4)

GREENHEAD, LONG BYRE CROSSING.

- 2 Up Main Home signal with Greenhead 25 Up Main Distant below has been renewed at reduced height on same site. (2)

CONSETT EAST.

- 20 Down Main Distant has been renewed on same site at increased height.
 17 Down Main Home from Hownes Gill has been renewed on same site at reduced height. (5)

CARR HOUSE WEST

- No. 28 Down Main Starting with Carr House East No. 1 Down Main Inner Distant below has been renewed on same site at increased height. (4)

CARR HOUSE EAST.

- 3 Down Main Starting and 3 Bradley Down Main Distant signals have been renewed on same site at reduced height.
 10 Down Goods Home to Down Main or Consett Iron Company has been renewed on same site with miniature arm. (5)

CARR HOUSE EAST.

- No. 5 Goods Yard to Down Main or Consett Iron Co.'s line signal has been renewed on a left-hand bracket at increased height on same site. (3)

BRADLEY.

- No. 1 Down Main Home, co-acting arms, has been renewed on same site at reduced height as a right-hand bracket signal, single arm with display board. (4)

WEST STANLEY.

- No. 4 Up Main Starting signal has been renewed on same site at increased height. (4)

BEAMISH.

- No. 17 Down Main Home, co-acting arms, has been renewed as a straight post at reduced height to the left of Down Main 18 yards nearer Signal Box. (4)

DERWENTHAUGH.

Points dispensed with.

- No. 10 Up Main to Refuge Siding has been clamped and spiked out of use pending removal.

Signals dispensed with.

- No. 9 Shunting Refuge Siding to Up Main.
 No. 11 Shunting Up Main to Refuge Siding. (4)

DUNSTON, EAST.

- No. 28 Down to Up Main signal has been replaced by a disc situated between Down and Up Main same distance from Signal Box.
 No. 9 Up Main signal has been replaced by a disc situated between Down and Up Main same distance from Signal Box.
 No. 6 Up Branch or to Timber Yard signal has been replaced by a disc situated between Down and Up Branch, same distance from Signal Box.
 No. 22 Soap Works to Up Main signal has been replaced by a disc on same site. (3)

HASWELL.

- No. 4 Up Main Starting, with Pesspool No. 21 Up Main Inner Distant below, has been renewed on same site. (4)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued.****PESSPOOL.**

No. 2 Down Main Home (co-acting arms) has been renewed as a straight post (single arm) at reduced height 15 yards nearer Signal Box. (4)

LANCHESTER.

Right-hand bracket carrying 27 Down Main Starting and 24 Down Main to Siding signals has been renewed on same site. 27 as a straight post. 24 as a disc. (5)

KNITSLEY.

7 Loop line to Up Main signal has been renewed on same site at increased height. (3)

NEWPORT EAST, OLD TOWN AND MIDDLESBROUGH WEST.

For signalling alterations see Special Signalling Programme No. 27A. (4)

Pesspool

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1

NE/N

No. 36

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 8th September 1962
to Friday, 14th September 1962 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 WORKS REFERRED TO IN SECTION B.

SUNDAY, 9th SEPTEMBER.—NEWCASTLE.

Route indicator glasses will be changed to display white lights on front and amber on rear on the following signals:—

- N.175 Up East Goods to Up East 31/56 signal K.E.B. and Up South 35 signal K.E.B.
- N.177 Down East Goods to Up East 31/56 signal K.E.B. and Up South 35 signal K.E.B.
- N.179 Up South to Up East 31/56 signal K.E.B. and Up South 35 signal K.E.B.
- N.181 Down South to Up East 31/56 signal and Up South 35 signal K.E.B.
- N.234 Down East to 'X' Goods and 'W' Goods and 8—10 Platforms.
- N.236 Up South to Nos. 8—12 Platforms.
- N.238 Down South to Nos. 8, 9, 11, 12, 13, 14 Platforms.
- N.248 Down East Goods to N.234 and Up South N.236 and Down South N.238.
- N.256 Down South to Down East N.234 and Up South N.236 and Down South N.238.

SUNDAY, 9th SEPTEMBER.—MILLFIELD.

Left-hand bracket carrying:—

- 17 Up Main Home No. 2.
 - 7 Shunting Up Sidings No. 2 to Up Main.
 - 5 Shunting Up Sidings No. 1 to Up Main.
 - 1 Up Main Inner Distant (Diamond Hall Signal Box).
- will be renewed as a right-hand bracket on same site:—
- Right-hand doll—17 with 1 below.
 - Centre doll—5.
 - Left-hand doll—7.

Right-hand bracket carrying:—

- 10 Down Main Starting.
 - 4 Down Main Inner Distant (Fawcett Street Signal Box).
 - 23 Shunting Down Sidings to Down Main.
- will be renewed as a 12 ft. right-hand bracket on same site:—
- Right-hand doll—10 with 4 below.
 - Left-hand doll—23.

18 Up Main Home signal with 1 Up Main Distant (Diamond Hall Signal Box) below will be renewed on same site.

MONDAY, 10th SEPTEMBER.—KNITSLEY.

13 Loop to Down Main will be renewed at increased height on same site.

TUESDAY, 11th SEPTEMBER.—DURHAM NORTH.

84 Engine Siding to 1 or 2 Platform or Carriage Dock will be replaced by disc situated between Down Slow and Engine Sidings 2 yards nearer Signal Box.

WEDNESDAY, 13th SEPTEMBER.—SHERBURN COLLIERY NORTH.

Signals dispensed with.

- 3 Branch Distant.
- 5 From Colliery.

DETAILS OF WORK ALREADY CARRIED OUT

BRIDGE HOUSE.

3 Down Main Distant has been renewed 200 yards further from Signal Box at reduced height. (2)

**GREENSFIELD.

The following signals have been altered to multi aspect types:—

- No. 50/51 Down King Edward Bridge to Up Greensfield or Down Gateshead West.
- No. 52 Down King Edward Bridge Home.
- No. 54 Down Goods to Up Greensfield Home. (6)

**NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

- No. 62 4 Platform to Up Gateshead Main or Down Tynemouth or Up North or Down North or N.58 signal.
- No. 64 3 Platform to Up Gateshead Main or Up North or Down North.
- No. 66 2 Platform to Up North or Down North.
- No. 68 1 Platform to Up North or Down North.
- No. 118 7 Platform to 10 Platform line or 108 signal.
- No. 122 6 Platform to 7 Platform line or Down Gateshead Main or Up Gateshead Main or Down Tynemouth or Up North or 5 Platform line.
- No. 124 5 Platform to Down Gateshead Main or Up Gateshead Main or Down Tynemouth or Up North or 4 Platform or 102 signal.
- No. 126 8 Platform to 10 Platform line or 7 Platform line.
- No. 134 6 Platform to 5 Platform or 122 signal. (6)

NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

- N.142 No. 9 Platform line to 8 or 9 Platform lines.
- N.176 'W' Goods to 148 signal or 10 or 7 Platform lines.
- N.154 No. 10 Platform line to 10 Platform line 106 signal, or No. 8 Platform line 108 signal.
- N.161 No. 9 Platform line to No. 9 Platform line 169 signal or No. 8 Platform line 173 signal.
- N.163 No. 8 Platform line to No. 9 Platform line 169 signal or No. 8 Platform line 173 signal.
- N.165 Up Goods to Up East Goods 175 signal or Down West Goods 223 signal or Down West Passenger 225 signal.
- N.169 No. 9 Platform line to Down East 177 signal or Up South 179 signal or Down West 209 signal.
- N.173 No. 8 Platform line to Down South 181 signal or Up West Passenger 213 signal. (5)

NEWCASTLE.

Route Indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

- No. 39 Up Tynemouth to No. 63 signal or Up North.
- No. 47 Up North to Platforms 1—10.
- No. 49 Down North to Platforms 1—10.
- No. 54 Up North to Down Tynemouth or No. 42 signal.
- No. 63 Up Tynemouth to Up Tynemouth Goods or Platforms.
- No. 67 Up Tynemouth Goods to Y or Z Goods. (4)

FELLING, ST. JAMES BRIDGE' AND BOROUGH GARDENS.

ST. JAMES' BRIDGE.

Messrs. Clarke Chapman's Ltd. Private Sidings have been connected by a new line to the Up Goods line at Emily Street Bridge. The lines leading to St. James' Sidings and Clarke Chapman's Sidings have been re-named Line 'B' and Line 'A' respectively. Four Sorting Sidings have been connected to the Up Goods line.

Points and Signals dispensed with.

All points and signals to and from Reception Lines and Down Goods West of Signal Box.

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 WORKS REFERRED TO IN SECTION B.

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- N.177 Down East Goods to Up East 31/56 signal K.E.B. and Up South 35 signal K.E.B.
- N.179 Up South to Up East 31/56 signal K.E.B. and Up South 35 signal K.E.B.
- N.181 Down South to Up East 31/56 signal and Up South 35 signal K.E.B.
- N.234 Down East to 'X' Goods and 'W' Goods and 8—10 Platforms.
- N.236 Up South to Nos. 8—12 Platforms.
- N.238 Down South to Nos. 8, 9, 11, 12, 13, 14 Platforms.
- N.248 Down East Goods to N.234 and Up South N.236 and Down South N.238.
- N.256 Down South to Down East N.234 and Up South N.236 and Down South N.238.

SUNDAY, 9th SEPTEMBER.—MILLFIELD.

Left-hand bracket carrying:—

- 17 Up Main Home No. 2.
- 7 Shunting Up Sidings No. 2 to Up Main.
- 5 Shunting Up Sidings No. 1 to Up Main.

1 Up Main Inner Distant (Diamond Hall Signal Box) will be renewed as a right-hand bracket on same site:—

- Right-hand doll—17 with 1 below.
- Centre doll—5.
- Left-hand doll—7.

Right-hand bracket carrying:—

- 10 Down Main Starting.
- 4 Down Main Inner Distant (Fawcett Street Signal Box).
- 23 Shunting Down Sidings to Down Main.

will be renewed as a 12 ft. right-hand bracket on same site:—

- Right-hand doll—10 with 4 below.
- Left-hand doll—23.

18 Up Main Home signal with 1 Up Main Distant (Diamond Hall Signal Box) below will be renewed on same site.

MONDAY, 10th SEPTEMBER.—KNITSLEY.

13 Loop to Down Main will be renewed at increased height on same site.

TUESDAY, 11th SEPTEMBER.—DURHAM NORTH.

84 Engine Siding to 1 or 2 Platform or Carriage Dock will be replaced by disc situated between Down Slow and Engine Sidings 2 yards nearer Signal Box.

WEDNESDAY, 13th SEPTEMBER.—SHERBURN COLLIERY NORTH.

Signals dispensed with.

- 3 Branch Distant.
- 5 From Colliery.

DETAILS OF WORK ALREADY CARRIED OUT

BRIDGE HOUSE.

3 Down Main Distant has been renewed 200 yards further from Signal Box at reduced height. (2)

**GREENSFIELD.

The following signals have been altered to multi aspect types:—

- No. 50/51 Down King Edward Bridge to Up Greensfield or Down Gateshead West.
- No. 52 Down King Edward Bridge Home.
- No. 54 Down Goods to Up Greensfield Home. (6)

**NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

- No. 62 4 Platform to Up Gateshead Main or Down Tynemouth or Up North or Down North or N.58 signal.
- No. 64 3 Platform to Up Gateshead Main or Up North or Down North.
- No. 66 2 Platform to Up North or Down North.
- No. 68 1 Platform to Up North or Down North.
- No. 118 7 Platform to 10 Platform line or 108 signal.
- No. 122 6 Platform to 7 Platform line or Down Gateshead Main or Up Gateshead Main or Down Tynemouth or Up North or 5 Platform line.
- No. 124 5 Platform to Down Gateshead Main or Up Gateshead Main or Down Tynemouth or Up North or 4 Platform or 102 signal.
- No. 126 8 Platform to 10 Platform line or 7 Platform line.
- No. 134 6 Platform to 5 Platform or 122 signal. (6)

NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

- N.142 No. 9 Platform line to 8 or 9 Platform lines.
- N.176 'W' Goods to 148 signal or 10 or 7 Platform lines.
- N.154 No. 10 Platform line to 10 Platform line 106 signal, or No. 8 Platform line 108 signal.
- N.161 No. 9 Platform line to No. 9 Platform line 169 signal or No. 8 Platform line 173 signal.
- N.163 No. 8 Platform line to No. 9 Platform line 169 signal or No. 8 Platform line 173 signal.
- N.165 Up Goods to Up East Goods 175 signal or Down West Goods 223 signal or Down West Passenger 225 signal.
- N.169 No. 9 Platform line to Down East 177 signal or Up South 179 signal or Down West 209 signal.
- N.173 No. 8 Platform line to Down South 181 signal or Up West Passenger 213 signal. (5)

NEWCASTLE.

Route Indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

- No. 39 Up Tynemouth to No. 63 signal or Up North.
- No. 47 Up North to Platforms 1—10.
- No. 49 Down North to Platforms 1—10.
- No. 54 Up North to Down Tynemouth or No. 42 signal.
- No. 63 Up Tynemouth to Up Tynemouth Goods or Platforms.
- No. 67 Up Tynemouth Goods to Y or Z Goods. (4)

FELLING, ST. JAMES BRIDGE AND BOROUGH GARDENS.

ST. JAMES' BRIDGE.

Messrs. Clarke Chapman's Ltd. Private Sidings have been connected by a new line to the Up Goods line at Emily Street Bridge. The lines leading to St. James' Sidings and Clarke Chapman's Sidings have been re-named Line 'B' and Line 'A' respectively. Four Sorting Sidings have been connected to the Up Goods line.

Points and Signals dispensed with.

All points and signals to and from Reception Lines and Down Goods West of Signal Box.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

FELLING, ST. JAMES' BRIDGE AND BOROUGH GARDENS—continued.

ST JAMES' BRIDGE—continued

New Points.

- No. 13 Up Goods to Line 'B' (power operated).
No. 15 Line 'B' to Line 'A' (power operated).

New Signals.

- No. 18/19 'B' line to Up Pelaw Goods straight post colour light signal on left-hand side of line 'B' 620 yards East of St. James' Bridge Signal Box displaying R, Y or G, and subsidiary signal with stencil route indicator displaying:—

'B' to 'B' Shunt Spur.
'U' to Up Pelaw Goods.

- No. 34 Up Pelaw Goods Starting right-hand bracket, 3-aspect colour light displaying R, Y or G, and subsidiary signal, adjacent to 18/19 signal.

- No. 57 Up Goods Home signal has been renewed 100 yards further from Signal Box.

Position Light Ground Signals.

- No. 11 Shunting 'B' Shunt Spur to Line 'B'.
No. 12 Shunting Up Goods to Line 'B'.
No. 14 Shunting Line 'B' or to Line 'A'.
No. 16 Shunting Line 'A' to Line 'B' or to 'A' Shunt Spur.
No. 17 Shunting Line 'B'.

Subsidiary Signals (Disc).

- No. 37 Shunting Down Goods to Shunting Line.
No. 54 Shunting Up Goods to Up Reception Sidings.
No. 56 Shunting Up Reception Sidings to Up Goods.

Altered Nomenclature of Signals.

Old Reading.

- No. 11 Pull, Shunting Line to Down Siding or Down Main.
No. 11 Push/50 Push Shunting Down Siding to Shunting Line or to Up Main.
No. 19 Shunting Line to Down Goods or No. 3 Down Reception or Sidings.
No. 28 Shunting Shunting Line.
No. 44 Push Shunting Down Siding to Shunt Spur.

New Reading.

- No. 23 Shunting Line to Down Siding or Down Main.
No. 28 Shunting Down Siding to Shunting Line or to Up Main.
No. 29 Shunting Shunting Line or to Down Goods.
No. 38 Shunting Shunting Line.
No. 52 Shunting Down Siding to Shunt Spur.

BOROUGH GARDENS.

Points dispensed with.

- No. 41 Down Fast Goods to Down Slow Goods.

Signals dispensed with.

- No. 39 From Reception Sidings Line.
No. 40 From Nos. 1-7 Sidings.
No. 45 Down Slow Goods Home.
No. 46 Down Slow Goods to Fast Goods Home.
No. 48 Down Fast Goods to Slow Goods Home.

FELLING.

Signal dispensed with.

- No. 19 Up Goods Distant. (5)

CULLERCOATS.

- No. 24 Down Main Starting signal has been renewed on same site.
No. 26 Bracket signal No. 1 Siding to Down Main has been renewed as a ground disc 9 yards nearer Signal Box. (5)

SOUTH GOSFORTH EAST.

- No. 31 signal from Colliery Sidings has been renewed as a ground disc. Normal yellow aspect. (5)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

EARS DON.

- No. 27 Shunting from Colliery Siding, Sidings to Backworth Sidings or Up Branch, has been renewed as a straight post on same site. 27 Shunting—Backworth, 24 Shunting Backworth Sidings, Up Direction. (5)

GREENHEAD, LONG BYRE CROSSING.

- 2 Up Main Home signal with Greenhead 25 Up Main Distant below has been renewed at reduced height on same site. (3)

**CONSETT EAST.

- 20 Down Main Distant has been renewed on same site at increased height.
17 Down Main Home from Hownes Gill has been renewed on same site at reduced height. (6)

CARR HOUSE WEST

- No. 28 Down Main Starting with Carr House East No. 1 Down Main Inner Distant below has been renewed on same site at increased height. (5)

**CARR HOUSE EAST.

- 3 Down Main Starting and 3 Bradley Down Main Distant signals have been renewed on same site at reduced height.
10 Down Goods Home to Down Main or Consett Iron Company has been renewed on same site with miniature arm. (6)

CARR HOUSE EAST.

- No. 5 Goods Yard to Down Main or Consett Iron Co.'s line signal has been renewed on a left-hand bracket at increased height on same site. (4)

BRADLEY.

- No. 1 Down Main Home, co-acting arms, has been renewed on same site at reduced height as a right-hand bracket signal, single arm with display board. (5)

WEST STANLEY.

- No. 4 Up Main Starting signal has been renewed on same site at increased height. (5)

WEST STANLEY.

- 14 From Sidings has been renewed as a disc on same site. (2)

BEAMISH.

- No. 17 Down Main Home, co-acting arms, has been renewed as a straight post at reduced height to the left of Down Main 18 yards nearer Signal Box. (5)

SOUTH PELAW.

- 72 Colliery to No. 3 Incoming Road has been renewed as a disc on same site. (2)

WEST BOLDON.

- 9 Grass Yard to Up Main has been renewed as a disc on same site. (2)

DERWENTHAUGH.

Points dispensed with.

- No. 10 Up Main to Refuge Siding has been clamped and spiked out of use pending removal.

Signals dispensed with.

- No. 9 Shunting Refuge Siding to Up Main.
No. 11 Shunting Up Main to Refuge Siding. (5)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

DUNSTON, EAST.

No. 28 Down to Up Main signal has been replaced by a disc situated between Down and Up Main same distance from Signal Box.

No. 9 Up Main signal has been replaced by a disc situated between Down and Up Main same distance from Signal Box.

No. 6 Up Branch or to Timber Yard signal has been replaced by a disc situated between Down and Up Branch, same distance from Signal Box.

No. 22 Soap Works to Up Main signal has been replaced by a disc on same site. (4)

BOWBURN.

Straight post with right-hand bracket carrying 16 Shunting Neck to Colliery Sidings and 17/20 Up Main to Colliery or Up Main to Down signals has been renewed as follows:—

16 as a disc on same site.

17/20 as a disc situated to left of Up Main same distance from Signal Box. (2)

HASWELL.

No. 4 Up Main Starting, with Pesspool No. 21 Up Main Inner Distant below, has been renewed on same site. (5)

PESSPOOL.

No. 2 Down Main Home (co-acting arms) has been renewed as a straight post (single arm) at reduced height 15 yards nearer Signal Box. (5)

**LANCHESTER.

Right-hand bracket carrying 27 Down Main Starting and 24 Down Main to Siding signals has been renewed on same site. 27 as a straight post. 24 as a disc. (6)

KNITSLEY.

7 Loop line to Up Main signal has been renewed on same site at increased height. (4)

NEWPORT EAST, OLD TOWN AND MIDDLESBROUGH WEST.

For signalling alterations see Special Signalling Programme No. 27A. (5)

MISCELLANEOUS NOTICES—continued.

TRAILING CROSSOVER: BIRTLEY STATION AND LOW FELL STATION.

A trailing crossover has been laid in between the Down and Up Slow lines at 75 miles 26 chains. It is clamped and padlocked out of use.

It is available for use but in the presence of an Operating Inspector only.

CONNECTIONS: BIRTLEY STATION AND LOW FELL STATION.

A trailing connection has been laid in on the Up Fast line and a facing connection on the Up Slow line at 75 miles 23 chains, also a facing connection on the Up Fast line and a trailing connection on the Up Slow line at 75 miles 60 chains. A facing pair of points have been installed on the Up Fast line and a trailing pair of points on the Down Fast line at 76 miles 54 chains. They have been clipped and padlocked out of use.

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)

PLESSEY STATION.

The connection from the Down Main line to the Station Sidings has been clipped 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.

FELLING TO ST. JAMES BRIDGE.

A single slip on the Down Goods line between 100 miles 22 chains and 100 miles 27 chains has been removed and replaced by a double slip which has been clipped and padlocked out of use until further notice.

CONNECTIONS—ST. JAMES BRIDGE.

A trailing connection has been laid in on the Up Goods line and in Siding No. 610 between 100 miles 3 chains and 99 miles 77 chains. They have been clamped and padlocked out of use until further notice.

CATCH POINTS—BETWEEN JESMOND AND WEST JESMOND.

Catch points have been installed in the Down Main line at 0 miles 69 chains and 1 mile 23 chains. They have been clamped and padlocked out of use until further notice.

TYNE IMPROVEMENT COMMISSION.

PERMANENT WAY ALTERATIONS—TYNE COMMISSION.

QUAY AREA.

ALBERT EDWARD DOCK.

The Bergen front line No. 2 has been cut and a buffer placed near the new Customs Car Examination Shed.

The following permanent way alterations are being carried out.

The platform road is to be cut near the existing lavatories and a buffer erected approximately 55 ft. 0 ins. from No. 25 points. The road on the river side of the platform road and near the Post Office is to be removed completely and a turnout placed under No. 5 Staith to connect the low crossing road to the Bergen front road No. 1.

Ground disc signal No. 24 is to be placed adjacent to No. 25 points and rod detection gear fitted.

The two diamond crossings on the road connecting the Pilot sidings to the Bergen front will be removed and replaced with plain track over the section where it crosses the platform road.

Rail traffic is controlled by a hand signalman and drivers are warned to keep a sharp lookout.

MISCELLANEOUS NOTICES—continued.

BARNARD CASTLE STATION.

Until further notice, the following lines will be out of use in connection with the recovery and stacking of track from the Barnard Castle to Kirkby Stephen line abandonment:—

Nos. 1 and 2 Down Goods.

Nos. 1 and 2 Up Goods.

North Sidings (Lines Nos. 2, 3, 13, 14, 15 and 17, Dgm. No. 706).

Turntable Siding (Lines Nos. 31, 32, 34, 37, 39 and 42, Dgm. No. 706).

THORNABY STATION.

The West end of the Down Platform has been permanently shortened by 40 yards.

Drivers of diesel multiple units composed of six cars and over when stopping at this platform must draw right up to No. 10/13 Group colour light signals. (4)

TEES MARSHALLING YARD—No. 1 DOWN GOODS.

Until further notice, a hand signalman will be stationed at the temporary road crossing 200 yards West of the Old River to control the passage of road and rail traffic. A telephone is installed and connected to Thornaby East Signal Box.

ALTERATIONS TO GENERAL APPENDIX.

Page 4.

INSERT:—

TRANSMISSION OF VERBAL MESSAGES.

1. It is of the utmost importance that verbal messages in connection with movements of trains or vehicles and matters affecting the safety of the line, either directly or by telephone, should be properly understood. The person initiating the conversation must announce his identity, ensure that he is speaking to the person or persons for whom the message is intended, and satisfy himself beyond all doubt that his message is fully appreciated before the conversation is terminated. In the case of telephone messages, each recipient must repeat his instructions to the sender before they are considered as understood.

2. In no circumstances should the word "Clear" be used in any message intended to convey that a line is blocked, e.g. such a message as "Down or Up line not clear" must not be used, but must be given definitely by using the words "Down or Up line blocked".

3. When a Hand signalman is appointed under the jurisdiction of a Signalman he must be instructed when commencing duty that the line or lines affected must always be considered to be blocked, and exhibit a hand danger signal unless and until verbal instructions to the contrary are received by him from, and repeated to, the Signalman concerned.

Page 65.

DELETE:—

TRANSMISSION OF VERBAL MESSAGES IN CONNECTION WITH THE SIGNALLING OF TRAINS.

Page 93 (Page 8 of Supplement No. 1).

WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS.
Clause (D).

Except during fog or falling snow all trains, etc.
During fog or falling snow, however, freight trains may only be accepted under Block Regulation 5.

AMEND to read:—

"Except during fog or falling snow all trains, etc.
During fog or falling snow, however, freight trains only may be accepted under Block Regulation 5."

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

TABLE A.

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

Page 13.

Annitsford.

Dudley.

DELETE:—Up and Down Additional running lines.

INSERT:— UPL 100 wagons.

DPL 100 wagons.

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY

265961

ON-1J.

NE/N

WOOLSTENHOLMES

No. 39



NORTH EASTERN REGION—NORTHERN SECTION

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

**Saturday, 29th September 1962
to Friday, 5th October 1962 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 WORKS REFERRED TO IN SECTION B.**SUNDAY, 30th SEPTEMBER.—RYHOPE STATION.**

8 Up Distant Seaham line signal will be renewed at reduced height on same site. (42)

SUNDAY, 30th SEPTEMBER.—TEES.**New Signal.**

144 Down Goods 1—Colour light signal displaying R, Y and G with position light subsidiary signal below, situated on left-hand side of the Down Goods 1, 1,000 yds. East of Signal Box. (42)

MONDAY, 1st OCTOBER.—SHINCLIFFE.

11 Up Main to Cattle Dock will be replaced by Ground Disc between Down and Up Main same distance from Signal Box.

32 South Cattle Dock to Up Main will be replaced by Ground Disc on same site. (42)

TUESDAY, 2nd OCTOBER.—WHITWELL.

9 Down to Up Main Backover will be replaced by Ground Disc, between Down and Up Main, same distance from Signal Box. (42)

WEDNESDAY, 3rd OCTOBER.—SILKSWORTH COLLIERY.**New Signal.**

5 Down Main Home with miniature arm situated to left of Down Main 17 yards from ground frame.

5 From Sidings signal will be renewed at increased height on same site. (42)

DETAILS OF WORK ALREADY CARRIED OUT*****BRIDGE HOUSE.**

3 Down Main Distant has been renewed 200 yards further from Signal Box at reduced height. (39)

*****DURHAM NORTH.**

84 Engine Siding to 1 or 2 Platform or Carriage Dock has been replaced by disc situated between Down Slow and Engine Sidings 2 yards nearer Signal Box. (39)

LOW FELL.

The Main to Main South Crossover has been removed and replaced by plain line and the Up Siding has also been removed. (41)

*****NEWCASTLE.**

Route indicator glasses have been changed to display white lights on front and amber on rear on the following signals:—

N.175 Up East Goods to Up East 31/56 signal K.E.B. and Up South 35 signal K.E.B.

N.177 Down East Goods to Up East 31/56 signal K.E.B. and Up South 35 signal K.E.B.

N.179 Up South to Up East 31/56 signal K.E.B. and Up South 35 signal K.E.B.

N.181 Down South to Up East 31/56 signal and Up South 35 signal K.E.B.

N.234 Down East to 'X' Goods and 'W' Goods and 8—10 Platforms.

N.236 Up South to Nos. 8—12 Platforms.

N.238 Down South to Nos. 8, 9, 11, 12, 13, 14 Platforms.

N.248 Down East Goods to N.234 and Up South N.236 and Down South N.238.

N.256 Down South to Down East N.234 and Up South N.236 and Down South N.238. (39)

DAWDON.

33 Shunting Colliery to Down Main or Up Main has been replaced by disc on same site.

44 Shunting Goods Yard to Up Branch has been renewed on same site. (41)

ST. JAMES' BRIDGE, BOROUGH GARDENS AND PARK LANE.

The Up Pelaw Goods line between the above Signal Boxes has been re-routed to run adjacent to the existing Down Pelaw Goods.

The Shunting line North of Borough Gardens Signal Box has interchanged position with the former Up Pelaw Goods line.

A new siding between Borough Gardens and St. James' Bridge, Up Reception 1 has been brought into use.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

PARK LANE.

Signals dispensed with.

- Ground Subsidiary (Unworked) on the Down Pelaw Goods line opposite gantry carrying
58 Up Main Starting.
58 Up Main Starting with St. James' Bridge 70 Up Main Distant below.

New Points.

- 36 Up Pelaw Goods—Up Pelaw Main.

New Position Light Ground Signal.

- 35 Shunting Up Pelaw Goods (Down direction) to 7 signal, or Up Pelaw Main.

Additional Readings to Existing Signals.

- 15 Factory Sidings to Up Pelaw Goods ("U" indication).
56 Shunting—Down Pelaw Main to Up Pelaw Goods.
62 Up Pelaw Main to Up Pelaw Goods (Yellow with "G" indication).
62 Up Pelaw Main to Up Pelaw Goods (Calling on) (Sub with "G" indication).

Altered Aspect.

- 62 Signal Up Pelaw Main Home now displays (Y, YY or G with indication "M").

BOROUGH GARDENS.

Points dispensed with.

- 11 Up Pelaw Goods to Shunting line.
26 Up Pelaw Goods or Shunting line to Temporary Up Pelaw Goods.
38 Shunting line to Reception Sidings.

Signals dispensed with.

- 12 Shunting Up Goods to Shunting line.
42 Reception Sidings to Shunting line.

New Points.

- 29 Up Pelaw Goods to Reception lines (47 yards West of Signal Box).

New Signal.

- 12 Shunting line to Sidings.
Disc on left of Shunting line 49 yards West of Signal Box.

Altered Nomenclature of Signals.

Old Reading.
2 Up Pelaw Goods Home.

- 3 Up Pelaw Goods to Nos. 1—7 Sidings.
10/37 Shunting line to Up Pelaw Goods or Sidings.
43 Shunting line to Down Pelaw Goods.
49 Down Pelaw Goods Home.

New Reading.

- | |
|--|
| 2 Up Pelaw Goods to Receptions 1 and 2 and Sidings. |
| 3 Up Pelaw Goods Home. |
| 10 Shunting Down to Up Pelaw Goods or Reception Sidings. |
| 27 Shunting Up to Down Pelaw Goods. |
| 32 Down Pelaw Goods Home. |

ST. JAMES' BRIDGE.

Points dispensed with.

- 20 Up Goods—Shunting line or S.J.B. Siding.
*21 Line 'B'—Up Goods and 'B' Line 20.
*22 Up Goods—Marples Siding.
55 Up Goods—Up Reception Sidings.
* Become hand points.

Signals dispensed with.

- 5 Down Goods Home.
47 Up Goods Starting.
57 Up Goods Home.
69 Up Main Home.
70 Up Main Distant.
9 Up Goods or to Shunting line or Marples Sidings.
10 Down Goods to Down Main.
23 Shunting line to Down Sidings and to Down Main.
29 Shunting line or to Down Goods.
37 Down Pelaw Goods to Shunting line.
38 Shunting line.
45 St. James' Sidings to Line 'B'.
46 Line 'B' to Up Goods or to M. & G. Sidings.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

ST. JAMES' BRIDGE—continued.

Signals dispensed with—continued.

- 48 Shunting line to Up Goods.
49 Up Goods to Line 'B'.
50 Down Goods to Down Sidings.
53 M. & G. Siding to Line 'B' or to Up Goods.
54 Up Goods to Up Reception Sidings.
56 Up Reception Sidings to Up Goods.

New Points.

- 38 Up to Down Pelaw Goods (opposite Signal Box).
39 Up Receptions 1 and 2 to Up Pelaw Goods (23 yards West of Signal Box).
46 Sundries Sidings to Up Receptions 1 and 2 (17 yards West of Signal Box).

A 3-lever ground frame controlled by St. James' Bridge Signal Box, and situated 120 yards East of the Signal Box, has been brought into use controlling the entrance to Line 'B' from Up Pelaw Goods.

New Signals.

- 5/10 A 3-aspect colour light signal and subsidiary on left with 4-way route indicator above sited on left of Down Pelaw Main, 108 yards East of Signal Box, reading:—
5 Main Down Pelaw Goods to Down Pelaw Main ("M") or Down Pelaw Goods ("G"),
10 Sub. Down Pelaw Goods to Down Sidings ("S") or Down Pelaw Goods ("G") or Reception Sidings ("R").
35/40/41—2—3. Aspect colour light signals with subsidiary on left of each signal with route indicator above 41 sited on overhang bracket, 100 yards West of Signal Box, reading:—
35 (Main) Up Pelaw Goods.
(Sub) Up Pelaw Goods Calling On.
40 (Main) Reception Sidings to Up Pelaw Goods ("U").
41 (Sub) Reception Sidings to Up Pelaw Goods ("U") or 'A' and 'B' lines ("S").
59 Up Pelaw Main—A 4-aspect colour light signal sited 260 yards West of Signal Box.

Position Light Ground Signals.

- 21 3-way route indicator and sited 108 yards East of Signal Box, reading:—
Shunting Up Pelaw Goods or Down Sidings ("S") or Down Pelaw Main ("M") or Down Goods ("G").

- 37 Shunting Up Pelaw Goods to Reception Sidings sited 21 yards West of Signal Box.
45 Shunting line "B" or to Up Reception sited 15 yards West of Signal Box. (41)

TYNE COMMISSIONERS' No. 2.

Points dispensed with.

- 25—No. 2 Crossing
28—Main No. 2 Crossing

have been clipped normal and spiked out of use pending removal.

Signals dispensed with.

- 30 Shunting Platform to No. 2 Crossing. (41)

NEWCASTLE.

Route indicator glasses have been changed to display white lights on front and amber on rear, on the following signals:—

- N.264 Up West Goods to 'X' Goods 146 signal or 'W' Goods 176 signal.
N.288 Down West Passenger to No. 8 platform 194 signal, or No. 9 platform 202 signal, or 11—15 platforms.
N.294 Up West Passenger to No. 8 platform. 194 signal, or No. 9 platform 202 signal, or 11—15 platforms.
N.304 Up Goods to Up West Goods 264 signal, or Up West Passenger 294 signal.
N.308 Up Main to Up West Goods 264 signal, or Down West 288 signal, or Up West 294 signal.
N.209 Down West Passenger to Down West Goods 233 signal or Down West Passenger 225 signal or Up West Passenger 221 signal. (40)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

FORTH.

Route indicator glasses have been changed to display white lights on front and amber on rear, on Signal F77. Down West Goods to Goods line or Down Main. (40)

**GREENHEAD, LONG BYRE CROSSING.

2 Up Main Home signal with Greenhead 25 Up Main Distant below has been renewed at reduced height on same site. (39)

**WEST STANLEY.

14 From Siding has been renewed as a disc on same site. (39)

**SOUTH PELAW.

72 Colliery to No. 3 Incoming Road has been renewed as a disc on same site. (39)

**WEST BOLDON.

9 Grass Yard to Up Main has been renewed as a disc on same site. (39)

SOUTH SHIELDS—GARDEN LANE.

The connections from the former N.C.B. Sidings in the Down line have been recovered and replaced by plain line. (40)

**BOWBURN.

Straight post with right-hand bracket carrying 16 Shunting Neck to Colliery Sidings and 17/20 Up Main to Colliery or Up Main to Down signals has been renewed as follows:—

16 as a disc on same site.
17/20 as a disc situated to left of Up Main same distance from Signal Box. (39)

**SHERBURN COLLIERY NORTH.

Signals dispensed with.

3 Branch Distant.
5 From Colliery. (39)

**MILLFIELD.

Left-hand bracket carrying:—

17 Up Main Home No. 2.
7 Shunting Up Sidings No. 2 to Up Main.
5 Shunting Up Sidings No. 1 to Up Main.
1 Up Main Inner Distant (Diamond Hall Signal Box).

has been renewed as a right-hand bracket on same site:—

Right-hand doll—17 with 1 below.
Centre doll—5.
Left-hand doll—7.

Right-hand bracket carrying:—

10 Down Main Starting.
4 Down Main Inner Distant (Fawcett Street Signal Box).
23 Shunting Down Sidings to Down Main.

has been renewed as a 12 ft. right-hand bracket on same site:—

Right-hand doll—10 with 4 below.
Left-hand doll—23.

18 Up Main Home signal with 1 Up Main Distant (Diamond Hall Signal Box) below has been renewed on same site. (39)

OGDENS LANE.

5 Down to Up No. 2 and to Sidings Backover, has been replaced by a disc situated between Up line and No. 2 Down line. (41)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

MONKWEARMOUTH.

Right-hand bracket carrying:—

15 Goods Yard to Southwick.
21 Goods Yard to Down Main Starting.
14 Goods Yard to Down Goods.

has been renewed as a left-hand bracket on same site:—

14/15 Miniature arms on bracket.
21 Main Post. (41)

HASWELL.

16 Shunting Goods Siding to Down Main has been replaced by disc on opposite side of line same distance from Signal Box. (40)

**KNITSLEY.

13 Loop to Down Main has been renewed at increased height on same site. (39)

HARTLEPOOL.

All points and signals have been disconnected from Signal Box. Points spiked and clipped normal and signals crossed out of use.

Trains for Hartlepool Station and the Coal Depot will travel over the Down Main line from Cemetery South and "One Engine in Steam" staff has been provided fitted with Annetts Key and Padlock Key to give access to the Coal Depot Sidings. (40)

BELASIS LANE.

New Points.

23 Down Main to I.C.I. Sidings, facing points situated on Down Main line 115 yards East of Signal Box.

New Signals.

A treble disc signal situated 32 yards West of Signal Box on left of Down Main line.
7 Down Main to Synthetic Works (Bottom).
21 Down Main (Middle).
24 Down Main to I.C.I. Sidings (Top).
25 Down Main to I.C.I. Siding—A miniature arm signal situated on left-hand side of existing Down Main Home signal.
22 Shunting I.C.I. Siding to Down Main—A disc signal situated 165 yards East of Signal Box between Down Main and I.C.I. Sidings. (41)

THORNABY EAST.

44 signal, situated left-hand side of Engine line, 194 yards East of Signal Box, now reads Engine line to Down Goods or Shunt Spur. (40)

NE/N
No. 44 of 1962?

SATURDAY 3 NOVEMBER

TO
FRIDAY 9 NOVEMBER

SECTION B—TEMPORARY ENGINEERING WORKS—continued

1962

N-13

At or between	Lines affected.	Remarks
BACKWORTH to MORPETH (via SEGHILL). DAILY UNTIL FURTHER NOTICE.		<i>Part copy only — pages missing</i>
Hartley and Newsham, North.	All.	7-30 am to 5-0 pm (except Sat.), renewing pole route.
Bebside and Bedlington, South.	All.	7-30 am to 5-0 pm (except Sat.), laying cable surface troughing, etc.
BEDLINGTON to NEWBIGGIN. DAILY UNTIL FURTHER NOTICE.		
Marchey's House and Ashington.	Down and Up Main.	7-30 am to 5-0 pm, bank trimming between 1½ and 3 m.p. Gradall machine in use.
Ashington and Woodhorn.	Down and Up Main.	10-30 pm each night to 7-0 am each morning, bank trimming. Mechanical plant in use between 3¾ and 4¼ m.p.
CAMBOIS BRANCH. SUNDAY, 4th NOVEMBER.		
North Blyth and Cambois.	Down and Up Main (BETWEEN TRAINS).	7-0 am to 5-0 pm, loading spillage. Both Signal Boxes open.
MANORS JUNCTION to TYNE MOUTH (via BACKWORTH) (including BENTON CURVES). DAILY UNTIL FURTHER NOTICE.		
Manors, Station.	All.	Overhauling point layout.
Manors, North and South Gosforth, Station.	All.	7-30 am to 5-0 pm (except Sat.), laying cables and preparing for alterations to signalling and interlocking.
South Gosforth, Station and Monkseaton, West.	Down and Up Main.	7-0 am to 5-0 pm, bank trimming. Off track excavator in use.
Monkseaton, East and Whitley Bay.	All.	7-30 am to 5-0 pm (except Sat.), laying surface troughing, etc.
SATURDAY, 3rd NOVEMBER.		
Backworth and Monkseaton, East.	Down and Up Main (BETWEEN TRAINS).	12-1 am (or after passing of last North Tyneside electric train) to 4-30 am, laying cable troughs by train.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

HOPETOWN.

Bracket carrying:—

- 7 Shunting line to Down Main,
- 6 Shunting line to Down Goods and
- 5 Shunting line Down Direction signals

has been replaced by a straight post on same site at follows:—

- 7—top arm.
- 6—middle arm.
- 5—bottom arm.

(45)

***SEDGEFIELD.

1 Shunting Up Main or to Goods Siding or Down Main signal has been replaced by a ground disc situated between Down and Up Main same distance from Signal Box. (44)

***ST. JOHNS CROSSING.

4 Up Home from Wharf Sidings signal has been renewed on same site with a miniature arm. (44)

**THORNABY EAST.

The Engine line and Nos. 2 and 3 Down Receptions have been taken out of use.
No. 1 Down Goods redesignated "A" Siding.

Signalling Alterations.

No. 44 signal (from Engine line) repositioned on left of No. 4 Down Reception.

New Signal.

27 Subsidiary sited 245 yards East of Signal Box reading "A" Siding to 32 signal.

Alterations to Points.

Nos. 41 and 43 points disconnected and secured normal and reverse respectively.

***TEES DOWN YARD.

The Down Hump Control Room together with Sidings Nos. 2 to 35 and Main and Secondary Hump and retarders have been brought into use.

New Signals.

- ★No. 16 Secondary and No. 17 Main Hump Shunting signals—3-aspect colour light situated 93 yards and 227 yards respectively West of Control Tower displaying R, Y and G with the following readings:—

- Red—Stop.

- Yellow—Hump at Normal Speed.

- Green—Propel to top of hump at faster than normal humping speed.

These signals are illuminated only when shunting operations are in progress.

Position Light Ground Signals.

- No. 1 Shunting "A" Siding to Hump Shunting signals.
- No. 2 Shunting No. 7 Down Reception to Hump Shunting signals.
- No. 3 Shunting No. 6 Down Reception to Hump Shunting signals.
- No. 4 Shunting No. 5 Down Reception to Hump Shunting signal 17.
- No. 5 Shunting No. 4 Down Reception to Hump Shunting signal 17.

No. 14 Shunting Secondary Hump line to "A" Siding.

New Points (Receptions to Hump).

Points 30, 31 and 32 have been brought into use.

No. 33 points have been secured in the reverse position and Nos. 34 and 35 in the normal. Hump Engines for Thornaby East from the Hump must proceed via No. 4 Reception line. Before a movement is made from the Main or Secondary Hump along "A" Siding the signalman at Tees Signal Box must obtain the permission of the signalman at Thornaby East Signal Box.

***TEES YARD—DOWN DEPARTURE SIDINGS.

Notice Boards.

"Telephone for Permission to Proceed" has been installed at East end of Down Departure Sidings.

- ★On the Engine line at the West End of the Down Departure a notice board has been provided: "Stop and ask permission to pass". (Talk back loud speaker is provided to Tees Down Yard East End Inspection Office.)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

***TEES YARD—DOWN DEPARTURE SIDINGS—continued.

New Signals.

115	}	See Special Programme No. 27A.
126		
127		
128		

143 Down Yard to Down Goods 1.

New Points.

Points 486 (See Programme No. 27A).

Points 501 Engine line to Down Goods 2.

(44)

MIDDLESBROUGH WEST.

Stencil route indicators have been fitted to the following ground position light signals:—

7 Up Siding to Down Main or Up Main and 14 Up Main or to Down Main displaying:—

D—Down Main.

U—Up Main.

16 Down Main to Up Siding or to Up Main displaying:—

S—Siding.

U—Up Main.

(47)

NORTH ORMESBY.

The level crossing gates have been replaced by motor operated boom gates, controlled from Signal Box.

(46)

Chemical

FOR THE INFORMATION OF RAILWAY STAFF ONLY

N-1

C. J.

NE/N

WOOLSTENHOLMES No. 46

BRITISH RAILWAYS

NORTH EASTERN REGION—NORTHERN SECTION

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

**~~Saturday, 17th November 1962~~
to ~~Friday, 23rd November 1962 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 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, 18th NOVEMBER.—HETT MILL.

6 Up Distant signal will be replaced by a 2-aspect colour light, showing Y and G, 599 yards further from Signal Box. (49)

SUNDAY, 18th NOVEMBER.—FELLING AND ST. JAMES' BRIDGE.
FELLING.

Points disconnected and spiked normal pending removal.

24 Up Main—Up Goods.
31 Down Goods—Down Main.

Signals dispensed with.

5 Shunting Up Goods.
16 Up Main to Up Goods.
20 Up Main Home (with Pelaw Up Main Distant below).
22 Up Main Distant (with 58 St. James' Bridge Up Main Starting above).
27 Shunting Up Goods to Up Main.
30 (Elevated Disc) Shunting Up Main.
33 Down Goods to Down Main.

New Signals.

20 Up Main Home: A 4-aspect colour light signal sited on left-hand bracket 39 yards East of 100 m.p.
26 Down Main Home 2: A 4-aspect colour light signal sited on right-hand bracket 39 yards West of Signal Box.

Alteration to Nomenclature of Signals.

Old	New
10 Shunting Down Main to Down Goods or to Up Main or to Goods Siding.	10 Shunting Down Main to Up Main or to Goods Siding.
28 Down Main Home.	28 Down Main Home 1.
30 Shunting Up Main or to Down Main.	30 Shunting Up Main to Down Main.

The "Limit of Shunt" indicator sited 200 yards East of Up Main Home will be dispensed with. (49)

SPECIAL NOTICE.

Connections to Felling Goods Yard are from the Main lines only and this Yard must be worked by a train travelling in the Up direction.

ST. JAMES' BRIDGE.

Signal dispensed with.

58 Up Main Starting (with 22 Felling Up Main Distant below). (49)

SUNDAY, 18th NOVEMBER.—TYNE DOCK BOTTOM.

Signals dispensed with.

29 Up Main Starting.
59 Up West Main Starting (New Yard line).
70 Up Independent Starting.
54 Down Main to Independent.
61 Down Main Home 1.

New Signals.

Right-hand bracket on left of Up Independent 197 yards from Signal Box carrying:—

70 Up Independent Starting—Straight post.
59 Up West Main Starting (New Yard line)—Right-hand doll.

Left-hand bracket on right of Down Main 197 yards from Signal Box carrying:—

29 Up Main Starting—Left-hand doll.
61 Down Main Home No. 1—Straight post top arm } Reverse face
54 Down Main to Independent—Straight post bottom arm } full sized arms.

(49)

DETAILS OF WORK REFERRED TO IN SECTION B—continued.

MONDAY, 19th NOVEMBER.—REDCAR.

At 6-0 am West Dyke Level Crossing Gates will be replaced by boom gates controlled from Redcar Signal Box. (49)

TUESDAY, 20th NOVEMBER.—DOWN HILL LANE.

2 Up Main Home signal with 3 Up Main Distant (Three Horse Shoes) below will be renewed at increased height 57 yards from Gate Box. (49)

TUESDAY, 20th NOVEMBER.—FIELDON BRIDGE.

Signals dispensed with.

7 Up Main Home No. 2.
19 Up Main to Up Reception.

New Signals.

12 Up Branch to Reception line—A miniature arm fitted on a left-hand bracket to the existing 5 Up Branch Home signal.
19 Up Main to Up Reception—A miniature arm fitted on a left-hand bracket to the existing 6 Up Main Home signal.

Altered Nomenclature.

Old Reading	New Reading
6—Up Main Home No. 1.	Up Main Home.
14—Shunting Down Main to Up Main or Engine Shed.	Shunting Down Main to Up Main or Engine Shed or to Reception line. (49)

DETAILS OF WORK ALREADY CARRIED OUT.

**LOW FELL.

Signals dispensed with.

37 Up Fast Home 2,
38 Up Main Home 1,
47 Up Main to Up Slow Home 1,
35 Up Main Distant,
24 Down Fast Home 2.

New Signals.

38/47 Up Main to Up Fast or to Up Slow, 3-aspect colour light displaying Red, Yellow and Green with route indicator and subsidiary.
38 Up Main to Up Fast.
47 Up Main to Up Slow Route indication "S", situated left-hand side of Up Main line 447 yards from Signal Box.
U.78 Up Main Automatic 4-aspect colour light, 1098 yards on the approach side to No. 38/47 signal. (46)

**KING EDWARD BRIDGE.

Signals dispensed with.

39 Up Main Starting,
40 Up Main Intermediate Block Home,
R. 40 Up Main Distant.

New Signals.

39 Up Main Starting—4-aspect colour light signal, 784 yards from Signal Box.
60/68/75 subsidiary signal situated on wall bracket on left of Down Main Home signal provided with route indicators reading:—
60 Sub. and "G"—Down Goods.
68 Sub. and "E"—East.
75 Sub. and "S"—Down Main.

Amended route indication on 31/56 Up East signal U. and E. to read W. and E. (46)

**RIVERSIDE JUNCTION.

The trailing crossover on the Riverside Branch between 0 m. 0 chs. and 0 m. 5 chs. has been removed and replaced by plain line.

Points dispensed with.

15 Down Branch to Up Branch.
18 Up to Down Tynemouth.

Signals dispensed with.

14 Down Branch to Up Branch.
19 Up to Down Tynemouth or Down Branch. (46)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

RIVERSIDE JUNCTION.

The trailing crossover between the Down and Up Tynemouth lines at 1 m. 28 chs. has been removed and replaced by plain line. (47)

*PICTON.

Notice Board situated left-hand side of ground frame points in the Up Refuge Siding and lettered "TRAPS" has been replaced by a signal operated from ground frame and released from Signal Box. A telephone is provided to the Signal Box. (48)

NORTH DOCK.

5 Up to Down Shunting signal has been renewed as ground disc, sited between Down and Up Main same distance from Signal Box. (47)

**FREEMAN'S CROSSING.

Points dispensed with.

7 Points C.E.A. Down 2 to C.E.A. Down 1.

Signal dispensed with.

14 Down Main to C.E.A. Down 1.

Alteration to nomenclature of Line.

Old	New
C.E.A. Up	Track No. 1
C.E.A. Down 1	Track No. 2
C.E.A. Down 2	Track No. 3

New points.

The handworked connections to new No. 4 track laid alongside track No. 3 has been connected to Signal Box reading:—

15 C.E.A. Track No. 2 to C.E.A. Track No. 3 sited 135 yards East of Signal Box.

16 C.E.A. Track No. 3 to C.E.A. Track No. 4 sited 177 yards East of Signal Box.

Altered to Nomenclature of points.

Old	New
6 Up Main from C.E.A. Up.	Up Main from C.E.A. Track No. 1.
8 Down Main to C.E.A. Down.	Down Main to C.E.A. Track No. 2.

New signals.

7 Shunting C.E.A. Track No. 3 to C.E.A. Track No. 2, a disc sited on left of No. 3 track 222 yards East of Signal Box.

17/14 A double disc sited on left of Track No. 2—137 yards East of Signal Box reading:—

17 (Top) Shunting C.E.A. Track No. 2 to C.E.A. Track No. 4.

14 (Bottom) Shunting C.E.A. Track No. 2.

Alterations to Nomenclature of Signals.

Old	New
4 C.E.A. Up to Up Main.	C.E.A. Track No. 1 to Up Main.
5 C.E.A. Up to Up Main Calling on.	C.E.A. Track No. 1 to Up Main Calling On.
10 Down Main to C.E.A. Down 2.	Down Main to C.E.A. Track No. 2.
13 Shunting Up Main to Down Main or C.E.A. Down 2 or C.E.A. Down 1.	Shunting Up Main to Down Main or C.E.A. Track No. 2.

A limit of shunt for "run around loco" has been sited 40 yards West of 17./14 Disc Signals. (46)

CARVILLE.

12 Sidings to Up Main signal has been renewed at increased height on same site. (47)

**HIGH SHIELDS.

12 Shunting Reception etc., to Up Main has been renewed as ground disc to the left of Reception sidings same distance from Signal Box. (46)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

COX GREEN.

6 Up Main Home 2 with Penshaw North Distant below has been renewed as a right-hand bracket on same site. (47)

**PALLION.

Left-hand bracket carrying:—

9 Shipyard Branch Sidings and
12 Shipyard to Down Branch,

has been renewed on same site as straight post at reduced height.

9 (Top arm).

12 Bottom arm). (46)

**PALLION.

Left-hand bracket carrying 28 Up Main Home and 34 Goods Yard to Up Main signals has been renewed on same site as a left-hand bracket overhanging Goods Yard line.

28 Right-hand doll, 34 Left-hand doll.

Left-hand bracket carrying 24 Up Branch to Up Main and 21 Up Branch to Shipyard signals has been renewed on same site as a bracket overhanging Down Branch line.

24 Left-hand doll, 21 Right-hand doll. (46)

**PALLION GOODS YARD.

The connection to the Loading Dock Siding has been taken out and replaced by plain line, and the siding has been removed. (46)

**DEPTFORD.

2 Down Main Home has been renewed at increased height 166 yards from Signal Box on right of Up Main (min. arm). (46)

HENDON.

3 Down Branch Home has been renewed at reduced height on same site (miniature arm). (48)

LONDONDERRY.

Bridge gantry 92/79/81/84/85/86/102, 23 yards North of Signal Box has been replaced by right and left hand bracket signals.

Right-hand bracket sited on left of Down Hendon line 25 yards North of Signal Box carrying:—

Right-hand doll with route indicator:—

84 Down Hendon to Up Goods or Sidings or to Down Seaham 22 Jetty route 2 or Down Seaham 23 Jetty route 3 or to Flat.

Left-hand doll:—

102 (Top arm) Down Hendon Starting.

86 (Middle arm) Down Hendon to Up Hendon.

85 (Bottom arm) Down Hendon to Down Goods.

Left-hand bracket sited between No. 2 Loop and Sidings line 18 yards North of Signal Box carrying:—

Left-hand doll with route indicator:—

81 Shunting Up Hendon or to Down Goods or to Up Goods or to Siding line or to Down Seaham or 22 Jetty route 2 or 23 Jetty route 3 or to Flat or to 31 Staiths.

Middle doll with route indicator:—

79 Shunting 1 Loop to Down Goods or to Up Goods or to Siding line or Down Seaham 22 Jetty route 2 or 23 Jetty route 3.

Right-hand doll with route indicator:—

92 Shunting 2 Loop Down direction, 22 Jetty route 2 or 23 Jetty route 3.

Bridge gantry 21/22/23/24/25/26/1 with Hendon 14 Shunting, Up Branch (reverse side) on right 255 yards North of Signal Box has been replaced by a Tee bracket sited between Down and Up Goods 12 yards further from Signal Box reading:—

Left-hand doll:—

21 (Top arm) Up Goods to Siding line.

22 (Middle arm) Up Goods to 2 Loop or 1 Loop.

23 (Bottom arm) Up Goods to Up Hendon.

Centre doll:—

24 Shunting Down Goods or to Up Goods.

Right-hand doll:—

25 (Top arm) Up Hendon to Sidings line.

26 (Middle arm) Up Hendon to 2 Loop or 1 Loop.

1 (Bottom arm) Up Hendon Home No. 1 (with Hendon 14 Shunting Up Branch (Reverse side) on right). (48)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

THORNABY EAST.

Points dispensed with.

59 Motive Power Depot to Up Main.

66 Up Departure to Up Main.

78 Motive Power Depot to Up Goods.

Signals dispensed with.

79 Shunting, Motive Power Depot to Up Goods.

86 Shunting, Motive Power Depot to Up Main.

89 Shunting, Motive Power Depot to Carriage Sidings.

New Points.

59 Up Departure to Up Main.

66 Up Departure to Up Goods.

New Signal.

79 Shunting Motive Power Depot to Up Goods—Ground disc sited on left of line 15 yards nearer Signal Box.

Alteration to points.

63 points disconnected and clipped in reverse position. (48)

MIDDLESBROUGH WEST.

Stencil route indicators have been fitted to the following ground position light signals:—

7 Up Siding to Down Main or Up Main and 14 Up Main or to Down Main displaying:—

D—Down Main.

U—Up Main.

16 Down Main to Up Siding or to Up Main displaying:—

S—Siding.

U—Up Main. (47)

REDCAR STATION.

Dock Siding, back of warehouse, has been shortened by 93 yards and buffer stop re-erected. (48)

**NORTH ORMESBY.

The level crossing gates have been replaced by motor operated boom gates, controlled from Signal Box. (46)