

ND



EASTERN REGION

(NORTHERN AREA)

**No.
39 D**

**GENERAL INSTRUCTIONS
AND
NOTICES**

SATURDAY 26 SEPTEMBER

(4 WEEKLY PERIOD)

TO

FRIDAY 23 OCTOBER 1970

INCLUSIVE

For additional items during the currency of this pamphlet, see Weekly Notice Section 'D'.
Receipt of this Notice need not be acknowledged.

★ Denotes new or amended item.

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

MISCELLANEOUS NOTICES

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★ WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME

Until further notice Contractors will be constructing a new Level crossing and roadway over the Branch adjacent to Central Marine ground frame between Deep Water Berth and Clarence Road Signal box.

SPECIAL NOTICE TO ALL SIGNALMEN AND TRAINMEN

When it becomes necessary for a fixed signal to be passed at danger the clear and explicit message normally given by the signal is lost and the safeguards built in to the lowering of the signal are reduced. It is important that every Signaller and Trainman should:-

1. Observe the code of instructions set out on page 63 of the General Appendix when using the telephone between a signal and the signalbox so that the Signaller and Trainman reach a clear understanding as to the identity of the train and exactly where it is standing.
2. Understand the circumstances and conditions in which authority is given for a fixed signal to be passed at danger.

Nothing should be assumed and nothing should be taken for granted.

LEVEL CROSSINGS EQUIPPED WITH INDICATORS WORKING IN CONJUNCTION WITH BLOCK SIGNALLING APPARATUS

Crossing Keepers at level crossings where indicators are provided must observe the full sequence of operation of the indicators for the first train in each direction after 09 00 hours each day in order to check that the indicators are working correctly.

The Crossing Keeper must make an entry in the Occurrence Book showing the time and result of each check.

TWIN BOLSTER WAGONS

Tests have shown that there is some possibility of twin Bolster Wagons becoming derailed when trains in which they are conveyed are propelled.

Propelling movements of such trains along running lines must be kept to a minimum and all concerned must ensure that the propelling movement is carried out with extreme care.

Where a train conveying twin Bolsters is propelled into an occupied siding it must not be used to push down the wagons already in the sidings.

In addition, the following special conditions must be stringently observed:

- (1) Twin Bolster Wagons must not be used as runner wagons for over-hanging loads;
- (2) Empty twin Bolster Wagons must not be marshalled between bogie steel carrying wagons.

MISCELLANEOUS NOTICES—continued**EXPERIMENTAL ELECTRIC TAIL LAMPS**

Prototype battery operated tail lamps are being put into service on selected trains. The prototype lamps measure approximately 10" x 8" x 6" and have two red lenses mounted vertically. A sealed beam unit is located behind each lens and only one lens is illuminated at a time, the other being a standby.

The lamp is switched on by a switch located on the front of the lamp casing. Should the lamp in one lens fail the standby can be brought into use by operating the switch to the other position.

A "Charge in hand" test button is also provided on the lamp casing. To carry out the test the lamp must be switched on and the button depressed: if the indicator light shows, this means that there is more than 12 hours life left in the battery.

Before commencing a journey guards must switch the tail lamp on and press the test button: if the indicator light does not show, arrangements must be made for the lamp to be returned to the charging point and another lamp, either electric or oil, provided for the train.

The lamps must be used in the same way as oil tail lamps and switched on only at those times when an oil tail lamp would have been lit.

The lamps must only be used on the services specified by the Divisional Manager Doncaster and the Guards must report any failure of the lamp on the completion of the journey. If the Guard is relieved before the train reaches its destination, he must advise his relief of the failure and also make a report when booking off duty.

These prototype lamps are not suitable for being lit within Oil Refineries or Depots and must therefore be treated as oil lamps in accordance with Instruction E.2/17 of Section 3 of the Working Manual for Rail Staff.

TRACK CIRCUIT OPERATING CLIPS

Track circuit operating clips, as described on Page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs/brake vans and guards-compartments.

The equipping of every locomotive and vehicle will necessarily take some time, and during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip(s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in Rules 178, 179, 180 and 217.

RULE 218A—PROTECTION OF ENGINEERING WORKS WHEN THE ENGINEER TAKES "ABSOLUTE POSSESSION OF THE LINE" (Supplement No.4 to the Rule Book)

Until such time as the red banner flags, referred to in Clauses 2.1.1 and 2.1.3 of new Rule 218A, have been supplied, a red flag must be placed in the 4-foot at each set of detonators protecting an Engineer's Absolute Possession.

INSTRUCTIONS TO TRAINMEN HANDING OVER OF TRAINS TO RELIEF

When a Driver or Guard is relieved he must advise his relief of all matters applicable to the safe and proper working of the train concerned.

FREIGHT TRAIN RUNNING TIMES

Point to point running times will not be repeated in future issues of the Freight Working Timetables and staff requiring this information must retain extracts from the May 1970 books.

MISCELLANEOUS NOTICES—continued**OPERATION OF HAND BRAKES ON FREIGHTLINER WAGONS**

Delay and damage to wheels and brake gear is occurring by Freightliner trains running with hand brakes on or not fully released. These are disc brakes with the 'On' and 'Off' directions indicated by arrows on the operating wheel. The number of turns required to release varies so it is essential to turn the wheel until it comes up against the stop and check that the brake blocks are free. In the majority of cases, the wheels on both sides require to be turned anti-clockwise for release, but on the first 100 vehicles built this varies, so it is essential to observe the direction indicated on the wheel rim.

Guards must check the position of hand brakes particularly when locomotives are changed at intermediate points en route.

100 TON BOGIE RAIL TANKS : WHEEL DAMAGE

There has been a recent sharp rise in the number of these vehicles being stopped for wheel flats caused by running with the wheel-operated hand brakes not fully released. These brakes are released by turning the hand wheels anti-clockwise and it is essential that, before starting Guards ensure they are fully turned and check that brake blocks are clear of the wheels, or pads clear of the discs.

REGULATIONS FOR WORKING THE AUTOMATIC AIR-BRAKE ON LOCOMOTIVE OPERATED TRAINS CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO-PIPE SYSTEM.

Drivers should note that the above Regulations are amended insofar as the 'release' position (where provided) of the Drivers automatic air-brake valve should only be used in the following circumstances:—

1. Immediately following the completion of the 'simple' or 'complete' brake tests.
2. If dragging brakes are suspected when running.
3. If it is essential to release the brakes more rapidly than is possible using the RUNNING position especially following a series of brake applications. (This should normally only be necessary when working trains of considerable length).
4. In releasing the brakes if the previous application had been made when an overcharge pressure existed in the brake pipe.

Drivers should also note the following points:—

- (a) If a brake application is initiated when an overcharge pressure exists in the brake pipe and the 'release' position is not correctly used afterwards, brake drag and consequent damage can result on the train vehicles.
- (b) When the brake valve handle is placed in the 'release' position it must be held for not less than ½ minute to allow for complete release of all brakes in the train.

Referring to Regulation 9, headed "Hand release of air brakes on vehicles" on Page 12 of Supplement No.3 to the General Appendix, until further notice, on a limited number of locomotive hauled Eastern Region coaching stock vehicles, the ½" main reservoir pipe isolating cock mentioned in clause (c), item (1) of this regulation has been set in the closed position and the handle removed. In consequence, the vehicles concerned will operate on the single pipe system. The two pipe system will continue to function on other vehicles in the train set.

Should it be necessary to isolate the air brake on a vehicle with the ½" isolating cock closed and the handle removed, the instructions in clause (c), items (ii), (iii), and (iv), must be observed.

WORKING OF AIR BRAKED PASSENGER TRAINS

Referring to Regulation 12(a) of the Regulations for working the Automatic Air Brake on page 4 of the General Appendix (page 8 of Supplement No.3).

Brake vans and brake compartments of all locomotive hauled air braked coaching stock are being progressively equipped with 6 wooden scotches. The vehicles will be equipped as quickly as possible but in the interim period, train equipment should not be considered as incomplete if the scotches are not available. Where scotches are provided they must be used to secure any coaches or vehicles on a running line when a locomotive is not attached to them if the handbrake is not available or is inadequate.

Should it be necessary to detach a brake van from an air braked passenger train and there be no other brake van remaining in the train, the Guard must transfer the scotches to the vehicle in which he will ride.

MISCELLANEOUS NOTICES – continued**GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOMATIC VACUUM BRAKE**

Referring to the Note following Regulation 3 clause (b) of the General Appendix instructions : when a brake van is not provided and a vacuum test cock is not available the Guard must

1. Prove the continuity of the brake by easing the rear hosepipe off the dummy coupling of the rearmost vehicle and ensuring that there is an in-rush of air.
2. Ensure, by means of a test, that the Driver can satisfactorily operate the brake on the last two vehicles on the train.

INSTRUCTIONS RELATING TO THE TESTING OF AUTOMATIC VACUUM BRAKES ON FREIGHT VEHICLES

Referring to Clause 11 of the General Appendix instructions; when a brake van is not provided and a vacuum test cock is not available the following procedure must be observed:

1. The continuity of the brake must be proved by easing the hosepipe off the dummy coupling of the rearmost vehicle and ensuring that there is an in-rush of air.
2. A test must be made to ensure that the Driver can satisfactorily operate the brake on the last two vehicles on the train.

90-100 TON G.L.W. TANK WAGONS

A white painted 'G' not less than 2 ins high is to be marked on 90/100 ton G.L.W. Tank Wagons as a technical indication. It is not significant in respect of operating requirements.

SPECIAL NOTICE

Certain locomotive-hauled coaching vehicles have been marked "100 m.p.h." or "100 m.p.h. SM" and guards working trains timed in excess of 90 miles an hour, which will be indicated in the W.T.T. by a 'Plus' sign (+), must if the train is not entirely formed of vehicles marked 100 m.p.h. or 100 m.p.h. SM, instruct the driver not to exceed 90 m.p.h.

Trains not indicated by a 'Plus' sign (+) in the Time-table must not exceed 90 m.p.h. unless they are wholly composed of vehicles marked "100 m.p.h." or "100 m.p.h. SM", in which case the driver must be so advised by the guard.

PLACING OF DETONATORS ON THE LINE FOR PROTECTION PURPOSES

Tests have revealed that when trains are running at high speed it is sometimes difficult for train staff to distinguish the individual explosions of three detonators when spaced at 10 yard intervals; the explosions tending to merge into one.

In consequence it has been decided that, commencing forthwith, wherever staff are required to place three detonators on the line, the distance between the detonators must be increased to 20 yards and the relevant instructions contained in the Rules, Regulations and Appendices thereto are amended accordingly.

In the interests of uniformity this alteration will apply on all lines.

SECURITY OF DETONATORS

A member of the staff recently lost his satchel containing, amongst other things, 12 detonators and the Home Office have expressed concern at the nature of this loss and the dangers which result.

Staff whose duties require them to carry detonators are reminded of their responsibilities for safe custody of the detonators in their possession. In the event of loss the facts must be reported immediately.

CONVEYANCE OF BOGIE PALLET VANS FOR SHELL STAR LIMITED

Before this type of vehicle is accepted for conveyance, either loaded or empty, the Area Manager responsible for the Depot, or his nominated representative at the originating point, must ensure a certificate is obtained from Shellstar Ltd. stating that the bogie pallet van/vans is/are correctly loaded and secured safe for despatch, and the Guard of the train must be advised that the certificate has been received for such vehicles on his train.

The certificate must be retained by the Area Manager concerned for six months.

MISCELLANEOUS NOTICES – continued**12-TON INSULATED FISH VANS**

Commencing forthwith, the maximum speed of 12-ton Insulated Fish Vans must not exceed **60** miles per hour in all conditions of loading, i.e. Heavy, Medium, Light or Empty.

Amended Wagon Panels will be provided as soon as possible to replace existing panels Nos. 60 and 61.

All concerned must pay particular attention to this instruction, particularly with regard to the possible use of these vehicles in Fish or Parcels Train Working.

EXPLOSIVES MILITARY – USE OF FIREFIGHTING CLASSIFICATION SYMBOLS

Ministry of Defence have been given authority to attach firefighting classification symbols printed on yellow-coloured background labels measuring 1' x 1' on vehicles conveying H.M. Government explosives.

Labels will be attached by senders and detached by consignees.

Rail staff are in no way concerned with these labels. They are intended purely as visual aids to fire service personnel attending a mishap.

OBSTRUCTION OF TRAIN GANGWAYS

Catering staff attempting to provide a corridor trolley etc. service of refreshments have difficulty in passing through trains when articles of luggage obstruct gangways.

Station staff assisting passengers to join trains, and guards of trains en route, should persuade passengers to place suitcases in the guards brakevans rather than in gangways of passenger accommodation.

ALTERATIONS TO B.R. RULE BOOK (Dated January 1962)**Rule 7 Clause (b)**

Add new exception (iii):—

(iii) **DRIVERS** – Whilst supplied with a copy of the Appendices to the working timetable need not carry these when on duty. Existing exceptions (iii) – (v) to be renumbered (iv) – (vi)

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK BOOKLET (B.R.29197)**Page 1 Note A Amend to read:—**

British Railways Standard Coaching Stock stencilled "C1" at the end of the vehicles.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMANS GENERAL INSTRUCTIONS.(B.R.29960)

PAGE 122 (as amended by Supplement No.5)

FAILURE OF FLASHING RED ROAD SIGNALS AT 'OPEN' LEVEL CROSSINGS

Add as second paragraph:—

The Driver must be similarly instructed if the flashing red road signals are disconnected during repairs or renewals.

ALTERATIONS TO B.R. GENERAL APPENDIX

★ **Page 76** (Page 47 Supplement No.3)

COUPLING AND UNCOUPLING OF VEHICLES

Clause 2.5 – **Delete** second paragraph.

ALTERATIONS TO B.R. GENERAL APPENDIX – continued

Pages 89 and 90 (Page 49 Supplement No.3. Page 41 Supp. Oper. Insts.)

CONVEYANCE OF 4 – OR 6 – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Clause 2

Add at end of second paragraph:–

In addition, the Guard must inform the driver that the train is conveying a 4 – or 6 – wheeled vehicle.

★ **Pages 98/99** (Pages 52/53 Supplement No.3)

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAIN

Delete entries and Substitute the following:–

1. Conveyance of Coaching Stock by Freight Trains

- 1.1 Bogie coaching stock and all coaching brake vans must be marshalled next to the locomotive.
- 1.2 Coaching stock must be marshalled in the fitted portion of partially fitted trains.
- 1.3 Four-wheeled vehicles with a wheelbase of less than 15' must not be placed between bogie coaching stock.
- 1.4 Exceptional care must be exercised during shunting operations and in all cases the screw couplings must be in use.
- 1.5 **Passenger-carrying vehicles, including Sleeping Cars and Catering vehicles, must not be conveyed on any freight train unless authorised by the Regional Operating/Movements Manager.**

ALTERATIONS TO EASTERN REGION SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA) (BR31293)

Page 2

MAXIMUM SPEEDS OF FREIGHT ROLLING STOCK

Delete:– Ironstone Hopper Wagons with wheelbase of 10 feet or less when working in Full Train Loads (loaded or empty) are limited to a maximum speed of 35 m.p.h.

Page 6

FREIGHTLINER WAGONS

(3rd or 4th Rail Electrified Lines)

Delete:– heading and item

Page 8

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO PIPE SYSTEM

Amend first sentence:–

With reference to the instructions shown on page 4 (Page 8 Supp. No.3) of the B.R. General Appendix the following additional instructions apply:–

Page 10

PROPELLING OF BRAKE TENDERS BY TYPE 1 DIESEL LOCOMOTIVES (SINGLE CAB)

Delete:– heading and item.

Page 16

FREIGHT BRAKE VANS

Delete:– heading and item

VACUUM HOSE COUPLING – FREIGHT STOCK

Delete:– heading and item

Page 19

SALTBURN STATION

Delete:– heading and item.

★

Page 21

ENGLISH ELECTRIC 3,300 H.P. "DELTIC" DIESEL ELECTRIC LOCOMOTIVES WISKE MOOR WATER TROUGHS BETWEEN NORTHALLERTON AND DARLINGTON

Delete:– heading and item

CHARLESWORTH'S TO METHLEY SOUTH

Delete:– heading and item

ALTERATIONS TO EASTERN REGION SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA) (BR31293) – continued

Page 22

BETWEEN BILLINGHAM ON TEES AND GREATHAM

Delete:– heading and item.

Page 23

WARRANBY HALT

Delete:– heading and item.

DURHAM STATION UP PLATFORM

Delete:– heading and item

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX–NORTHERN AREA

CONTENTS

Page 1

Amend:–

Table

T.1 Lineside Fires

Page

285

Add:–

T.2 Lineside Hot Axle Box Detectors

285

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 2

Page

Add:–

Clayton West Junction Rule 147

373

Acklington – Brotherwick Level Crossing

339

Brotherwick Level Crossing

339

Charlesworth Branch – Working Instructions

365

Amend:–

Allerton Main (Bowers Opencast) – Local Instructions

351

Delete:–

Annfield Plain and Ouston Junction – Local Instructions

389

Bebside – Local Instructions

383

Bishop Auckland West and North – Transient Track

306

Bradley Wood Sidings

368

Brighouse

368

Bowling Local Instructions

367

Page 3

Add:–

Electrically operated points – working by Crank Handle in case of failure.

318

★ Gas Point Heaters

330

Hall Lane Branch – Local Instructions

367

Page 4

Add:–

★ Point Heaters – Gas

330

Amend:–

Oakenshaw – Local Instructions

363

Delete:–

Laisterdyke – Local Instructions

366

Laisterdyke – East

366

Ouston Junction and Annfield Plain

389

Pilton Colliery – Local Instructions

390

Page 5

★ Add:–

Thorpe Marsh Power Station

365

Amend:–

South Pelaw and Consett – Local Instructions

389

South Pelaw and Washington Chemical Works – Local Instructions

389

Delete:–

★ Redcar Station – Exemption from Rule 39 (a)

313

★ Ryhope – Local Instructions

397

ALTERATIONS TO EASTERN REGIONAL SECTIONAL APPENDIX-NORTHERN AREA-continued
SEQUENCE OF LINES USED THROUGHOUT THIS BOOK

Page in Table 'A'

Page 7

Amend:-

Castleford (Old Station) to Allerton Main (Bowers Opencast)	51
Wakefield (Kirkgate) East to Goole (Goods Junction) (including Turners Lane to Calder Bridge, Oakenshaw South to Oakenshaw Junction, Oakenshaw to Crofton East etc.)	80
Dudley Hill to Laisterdyke Yard	94

Delete:-

Laisterdyke East (Quarry Gap)	93
-------------------------------	----

Page 8

Amend:-

Sowerby Bridge (Milner Royd Junction) to Bradford (Exchange) (including Greetland to Dryclough Junction, Laisterdyke Yard to Bowling Junction and Laisterdyke Ground Frame to Adolphus Street Goods Yard)	101
Wath North (North) to Leeds City North Junction etc.	121
Northallerton (Boroughbridge Road) to Gateshead (Junction) via Horden (including Longlands Loop etc.)	137
Bedlington to Lynemouth Colliery (N.C.B.) (including Cambois Branch etc.)	153
Newcastle to Carlisle (Petteril Bridge Junction exclusive)	165
South Pelaw to Washington Chemical Works	173

Add:-

Heaton Lodge (South Junction) to Heaton Lodge (East Junction)	113
---	-----

Page 9

Amend:-

Bishop Auckland East to Goods Yard	193
Bishop Auckland East to Eastgate (APCM Sidings)	194
Darlington Parkgate to Bishop Auckland East etc.	195
Northallerton (Castle Hills Junction) to Redmire	200

TABLE A - LIST OF SIGNAL BOXES, RUNNING LINES ETC.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 8

SHAFTHOLME TO BERWICK (MARSHALL MEADOWS ETC)

Shaftholme

Delete:-

- 80 159m. 36chs. to 160m. 26chs.

Delete:-

Wren Carr
Green (LC)

Pages 8/9

Amend:-Description of Block Signalling between Shaftholme and Selby Brayton to read 'T.C. Block'.

Page 13

Northallerton Station

Delete:-

- 25 Over South Junction towards
Pickhill etc.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A -continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 17/18

Durham

Relly Mill

Amend:-

85 85 66m. 11chs. to 70m. 5chs.

Add:-

90 - 70m. 5chs. to 78m. 63chs.

Page 19

Low Fell Jn.

Add:-

- 90 78m. 63chs. to 70m. 5chs.

Page 25

Belford

Lucker (L.C.)

Delete:-

70 70 Over Lucker water troughs, 50m.
3chs. to 50m. 31chs.

Page 33

CARCROFT STATION TO LEEDS CITY ETC.

Hemsworth

Fitzwilliam

Delete:- All details

Nostell

Amend:-

2 1105

Page 37 (Page 29 Supp.'No.1)

LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)

Horsforth

Station

Amend:-

C. Up line 2 miles 750 94
yards before reaching
Horsforth Distant
signal.

Delete:-

30 - Bramhope Tunnel 8m. 0chs. to
8m. 10chs.

Pages 39/40

YORK (WATERWORKS JUNCTION) TO SCARBOROUGH ETC.

Heslerton Station

Delete:- All particulars

Weaverthorpe

Station

Amend:-

5 597

Scarborough

Washbeck

Delete:- All details

Falsgrave

Amend:-

2 1004

Delete:- Additional two way lines in the "Down" column between Washbeck and Falsgrave.

Page 45

LEEDS CITY TO HULL (PARAGON) ETC.

Garforth

Station

Delete:-

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued
TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stage Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 48

Ferriby
Station

Delete:—

UGL 26

Hessle

Quarry

Delete:—All details

Hessle

Station

Amend:— 2 1256

Delete:—Additional Up and Down lines between Ferriby Station and Hessle Station.

Page 51 (Page 33 Supplement No. 1)

Amend heading:—

CASTLEFORD (OLD STATION) TO ALLERTON MAIN (BOWERS OPENCAST)

CASTLEFORD (OLD STATION) AND
ALLERTON MAIN (BOWERS OPENCAST)

35 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)

Delete:—whole of table Ledston Station to Kippax Allerton Main inclusive and Substitute:—

Ledston 1 1214
Station

DRS* 27

One train only

Allerton 1 430
Main

(Bowers
Opencast)
'Stop Board'

15 Between Ground frame and Leeds
(Both Road Level Crossing Stop Board
directions)

Page 81

WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.

Wakefield

Kirkgate

Calder Bridge

Delete:—

C.W. Down Goods 169
clear of fouling point
with Main Line

Oakenshaw
Junction

Delete:—Block Post dots

C.W. Up Goods line 169
clear of fouling point
with Main Line

Add:—

(Controlled by Oakenshaw Signal box)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 81 -- continued.

Crofton

West

Amend to read:—

Crofton West

Junction

(Controlled by Oakenshaw Signal box) (See Page 92 etc.)

Amend:—

C. Down Main line, 134
720 yards before reach-
ing Signal 0.313

Description of Block Signalling between Calder Bridge and Crofton West Junction to read "T.C. Block"

Pages 84/85

OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION

Wakefield

(Kirkgate)

Oakenshaw

Junction

Delete:—Block Post dot**Add:—**

(Controlled by Oakenshaw signal box)

Royston

Oakenshaw

South Junction

Amend note:—

(Controlled by Oakenshaw) (See page 123 etc.)

Amend:—

C. Up line, 740 yards 72
before reaching
Oakenshaw Signal 0.12.

Amend:—Description of Block Signalling between Oakenshaw Junction and Oakenshaw South Junction to read "T.C. Block".

Page 85

Amend:—OAKENSHAW (OAKENSHAW SOUTH JUNCTION) TO CROFTON EAST JUNCTION**Royston**

Oakenshaw

South Junction

Delete:—'North' from note

Page 87 (Page 45 Supplement No. 1)

METHLEY NORTH JUNCTION TO PONTEFRAC (PRINCE OF WALES JUNCTION)

Methley North

Lofthouse Junction

Add:—

C. Down Main, 25 169
yards after passing
Home Signal

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A—continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 89

CHARLESWORTH'S TO LOFTHOUSE JUNCTION**Delete:—**whole of table and **Substitute:—****CHARLESWORTH'S TO LOFTHOUSE JUNCTION****CHARLESWORTH'S AND LOFTHOUSE JUNCTION****25 25** MAXIMUM PERMISSIBLE SPEED ON
BRANCH AND SINGLE LINES**Castleford**

Charlesworth's — —

C. Up Branch 469 90
yards before reaching
Methley South Level
Crossing

● Lofthouse Junction 2 797

20 — 183m. 15chs. to 183m. 24chs.

(See page 87 for Methley North to Pontefract Monkhill West)

Staff and Ticket
(see page 365)

Page 91 (Page 47 Supp. No. 1)

APPLEHURST BRANCH**Amend:—**Description of Block Signalling to read "T.C. Block".

Page 92

HARE PARK TO CROFTON WEST**Hare Park**

Station

Amend:—C. Up line 1280 yards 110
before reaching signal
HP19.**Add:—**C. Up line 690 yards 300
before reaching signal
O.302

Sharleston West

Delete:—All details**Crofton**

Crofton West

Amend to read:—

Crofton

West Junction 1 511

(Controlled by Oakenshaw signal box) (See page 81 etc.)

Delete:—Block Post dot**Amend:—**Description of Block Signalling between **Hare Park** station and **Crofton West Junction**
to read 'T.C. Block'.

Page 93

LAISTERDYKE EAST TO QUARRY GAP**Delete:—**heading and table

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 94

DUDLEY HILL TO LAISTERDYKE EAST**Delete:**—heading and table and **Add** new table:—**DUDLEY HILL TO LAISTERDYKE YARD****DUDLEY HILL AND LAISTERDYKE YARD**

20 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)

One train only	{	Dudley Hill Yard	—	—	
		Laisterdyke Yard	1	802	

Pages 96/97

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC.

New Pudsey Station

Amend:—

C. Down Main 695 98
yards before reaching
HS1591 signal.

Laisterdyke East

Delete:—All details (including Speed restrictions)**Amend:**—

C. Down Main 793 100
yards before reaching
HS1589 signal.

C. Up Main 380 yards 59
before reaching HS62
signal.

Add:—Laisterdyke
Ground Frame

20 — Over Junction towards Adolphus
Street Goods Yard (Branch Speed
Limit)

(See Page 105 for Laisterdyke Ground Frame to Adolphus
Street Goods Yard)**Delete:**—Additional Down and Up lines between Laisterdyke East and West and additional Down line
between Laisterdyke West and **Bradford (Exchange)** Hammerton Street

West

Delete:—All details including speed restrictions**Amend:**—

C. Up Main 630 yards 49
before reaching HS1588
signal.

Bradford (Exchange)

Hammerton Street

Amend:— 7 1042**Delete:**—

URS 150 C. Down Goods 802 49
yards etc. (Falling)

Amend:—Description of Block Signalling between **Leeds City** (Whitehall Junction) and **Bradford (Exchange)**
Hammerton Street to read 'T.C. Block'.

Pages 101/103 (Pages 50/51 Supplement No.1)

Amend heading:—**SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING
GREETLAND TO DRYCLOUGH JUNCTION LAISTERDYKE YARD TO BOWLING JUNCTION
AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD)**

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A — continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 101/103 (Pages 50/51 Supplement No. 1)—continued.

Sowerby Bridge

Milner Royd

Junction

Amend:—

C. Down line 396 958
yards before reaching
M.R. 14 signal

Delete:—

(Down I.B.S. 1m. 324 yards from Milner Royd Junction signal box Up I.B.S. 1m. 80 yards from Dryclough Junction signal box)

Halifax

Dryclough Junction

Delete:—Block Post dot

Add:—

(Controlled by Halifax signal box)

Amend:—

C. Down Main 1144 118
yards before reaching
H703 signal
CW. Down Main 690 118
yards before reaching
H709 signal

Amend:—Description of Block signalling between **Sowerby Bridge** Milner Royd Junction and **Halifax** to read 'T.C. Block'.

Bradford Exchange

Bowling Junction

Amend:—

20 — Over Junction towards Laisterdyke
(Branch Speed Limit)

Laisterdyke West in note to read Laisterdyke Yard

Pages 104/105

GREETLAND TO DRYCLOUGH JUNCTION

Amend:—Description of Block Signalling between **Greetland** and **Halifax** Dryclough Junction to read 'T.C. Block'.

Halifax

Dryclough Junction

Delete:—Block Post dot

Add:—

(Controlled by Halifax Signal box)

Amend:—

C. Down line 1086 45
yards before reaching
H707 signal

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standard Gauge Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 104/105–continued.

LAISTERDYKE WEST TO BOWLING JUNCTION

Delete:—heading and table and Add new tables:—

LAISTERDYKE YARD TO BOWLING JUNCTION

LAISTERDYKE YARD AND HALL LANE

Special Instructions
See page 366

Laisterdyke Yard	—	—	
(See page 94 for Dudley Hill to Laisterdyke Yard)			
Hall Lane	1	241	
HALL LANE AND BOWLING JUNCTION			
Bradford			
Bowling Junction	0	1050	

20 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)15 – Down direction 191m. 57chs. to
191m. 59chs.20 20 MAXIMUM PERMISSIVE SPEED ON
MAIN LINES

LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD

LAISTERDYKE G.F. AND ADOLPHUS STREET GOODS YARD

20 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)

Laisterdyke	—	—
Ground Frame	—	—
Adolphus Street	—	—
Goods Yard	—	—

One Train only

Page 107 (Pages 52/53 Supp. No. 1)

HEBDEN BRIDGE TO NORMANTON GOOSEHILL

Elland

Elland

Delete:—

Brighouse

Station

Delete:—all details, including double dagger

Amend:—

Delete:—

45 45 31m. 43chs. to 31m. 64chs.

40 40 34m. 33chs. to 34m. 53chs.

30 30 Slow lines 34m. 36chs. to 34m.
53chs.55 55 Slow lines 35m. 10chs. to 35m.
35chs.

Bradley Wood

Delete:—Block Post dot

20 20 Over connections between Fast and
Slow lines 35m. 54chs. to 35m.
60chs.

Amend to read:—

Bradley Wood 4 36
Junction

(Controlled by Heaton Lodge Junction Signal box) (See page 110 for Bradley Branch)

Delete:—additional Down and Up lines between Brighouse station and Mirfield Heaton Lodge Junction.

Amend:—remarks in first column to read:—Between Heaton Lodge Junction and Midland Junction – then
as printed.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 107 (Pages 52/53 Supp. No. 1)-continued.

Bradley Wood - continued

Amend:-Description of Block Signalling between Elland Elland and Mirfield Heaton Lodge Junction to read 'T.C. Block'.

Mirfield

Heaton Lodge
Junction

Delete:-

25 25 All connections Fast to Slow and Slow to Fast 37m. 4chs. to 37m. 25chs.

Add:-

50 50 All connections Fast to Up and Down L & Y lines 37m. 20chs. to 37m. 29chs.

Add:-

Heaton Lodge

East Junction - 702

- 50 Over Junction towards Heaton Lodge (South Junction)

(Controlled by Heaton Lodge Junction Signal box) (See page 113 for Heaton Lodge (South Junction) to Heaton Lodge (East Junction))

Delete:-Second note at foot of page - when Elland Signal box is closed etc.

Mirfield

No. 1

Delete:-Block post dots and Mileage (do not delete Speed Restriction)

Page 108

No. 2

Delete:-All particulars

No. 3

Amend:-to read

Mirfield 1 754

Description of block signalling on Main and additional lines between Heaton Lodge Junction and Mirfield to read 'T.C.B.'

Delete

20 - Over junction towards Heckmondwike 7m. 41chs. to 7m. 37chs.

Pages 110/111

BRADLEY BRANCH

Amend:-

BRADLEY JUNCTION AND BRADLEY WOOD JUNCTION

35 MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE

Brighouse

Bradley Wood

Amend to read:-

Bradley Wood

Junction

(Controlled by Heaton Lodge Junction signal box) (See page 107 etc.)

Delete:-Block Post dot

Amend:-Description of Block signalling on the branch to read "See Special Instructions Page 368".

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag- ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 113

Add new table.

HEATON LODGE (SOUTH JUNCTION) TO HEATON LODGE (EAST JUNCTION)

HEATON LODGE (SOUTH JUNCTION) AND HEATON LODGE (EAST JUNCTION) 50 50 MAXIMUM PERMISSIBLE SPEED

Heaton Lodge

South Junction — —
(Controlled by Heaton Lodge signal box)

East Junction — 1672

(Controlled by Heaton Lodge signal box) (See Page 107 for Hebden Bdg. to Normanton Goose Hill)

Page 118

BARNSELY (EXCHANGE) TO HORBURY JUNCTION ETC.

Barnsley Exchange

Junction

Delete:—

C. Up line 1m. 1288 102
yards before reaching
Outer Home Signal.

Page 121

DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION) ETC.

Delete:—Heading and all entries up to and including Darfield Station and Substitute:—

WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) (INCLUDING ENGINE SHED JUNCTION TO WHITEHALL JUNCTION)

WATH NORTH (NORTH) TO 171½ M.P. 80 80 MAXIMUM PERMISSIBLE SPEED ON
MAIN AND FAST LINES.171½ M.P. TO ROYSTON JUNCTION 70 70 MAXIMUM PERMISSIBLE SPEED ON
MAIN AND FAST LINESWATH NORTH (NORTH) TO 171½ M.P. 45 45 MAXIMUM PERMISSIBLE SPEED ON
GOODS LINES171½ M.P. TO ROYSTON JUNCTION 40 40 MAXIMUM PERMISSIBLE SPEED ON
GOODS LINES

Wath North

North — —

DRS 60

Add:— Engine Whistles :— 5L Down, Main or Fast, Slow or Goods — Stopping Carlton North Sidings or
Light Engine for Royston Engine Shed.

Cudworth

Dearne Valley

Colliery Sidings

Amend:— 1 1250

Amend:—"Darfield direction" in last line of footnote to read "Wath North (North) direction"

Page 123

Amend:—References to Oakenshaw North Signal box on this page to read: Oakenshaw signal box.

Pages 135/136 (Page 63 Supp. No. 1)

SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE STATION) ETC.

Shipley

Bradford Junction

Delete:—

20 20 Over Connections Main to Goods
and Goods to Main 206m. 0chs.
to 206m. 6chs.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wagons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 135/136 (Page 63 Supp. No. 1)-continued.

Frizinghall

Station

~~Delete:-~~Block post dots and mileage

Manningham

Station

~~Add:-~~

C. Down Main 580 205
yards before reaching
Home Signal.

~~Amend:-~~ 1 814

20 - Main to East or West arrival Line
207m. 63chs. to 207m. 74chs.

- 20 East or West Departure line to Main
Line 207m. 74chs. to 207m. 62chs.

~~Delete:-~~Additional Up and Down Goods Lines between Shipley Bradford Junction and Manningham Station.

Page 137

~~Amend:-~~heading and sub heading:-

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)

NORTHALLERTON (BOROUGHBRIDGE ROAD) AND EAGLESCLIFFE

Northallerton

Cordio Junction

~~Delete:-~~All details

Boroughbridge Road

~~Delete:-~~mileage

Page 142 (Page 65 Supp. No. 1)

West Hartlepool

Stranton

~~Delete:-~~

15 - Over junction towards Goods and
Dock Lines to Clarence Road
Junction and Hartlepool (Branch
speed limit).

Page 147

CORDIO LOOP

~~Delete:-~~heading and Table.

Pages 153/154

~~Amend~~ headings:-

BEDLINGTON TO LYNMOUTH COLLIERY (N.C.B.) (INCLUDING CAMBOIS BRANCH ETC.)

BEDLINGTON AND ASHINGTON

Ashington

Station

~~Amend:-~~

15 15 Over South Junction and
Ashington Colliery Lines.

25 25 2m. 70chs. to 3m. 13chs.

15 15 3m. 13chs. to 3m. 17chs.

10 10 Over North Junction towards
Ashington Colliery.

25 25 3m. 17chs. to 3m. 35chs.

~~Add:-~~

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 153/154—continued

Delete:—

Newbiggin

Woodhorn

also Block Post dot and mileage and Substitute:—

Lynemouth

Colliery (N.C.B.) 3 228

Amend:—Continuous line in Description of Block Signalling etc. column between Ashington Station and Lynemouth Colliery (N.C.B.) to a dotted line and Add 'N.B.'

Page 165

Amend:—heading NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Page 167

Amend:—sub heading

GREENHEAD AND CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Carlisle

Durrant Hill

Amend to read:—

Carlisle

Petteril Bridge

Junction 3 1091

(London Midland

Region)

Pages 170/172

CONSETT NORTH TO OUSTON JUNCTION ETC.

Amend:—Continuous line in Description of Block Signalling on Main lines etc. Column between Consett North and Ouston Junction to a dotted line (Goods Line) with absolute Block between Consett North and South Pelaw and TCB (as printed) between South Pelaw and Ouston Junction.

Stella Gill

Annfield

Delete:—

Stella Gill

South Pelaw

Amend note:—

(See page 173 for South Pelaw to Washington)

Amend:—

15 15 Over all connections between Consett North to Ouston Junction and South Pelaw to Washington Chemical Works etc.

Page 173

Amend headings:—

SOUTH PELAW TO WASHINGTON CHEMICAL WORKS

SOUTH PELAW AND WASHINGTON CHEMICAL WORKS

45 45 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Stella Gill

Stella Gill Flats

Delete:—All details

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A — continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-gons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 173—continued.

South Pelaw

Delete:—mileage and all additional lines between Stella Gill Flats and South Pelaw, also "and page 174 for Pelton Colliery Branch" from note.

Amend:—

15 15 Over all connections between
South Pelaw to Washington
Chemical Works etc.

Washington

South

Amend:—

C.W. Up line clear of fouling point with Main line, 75 yards before reaching Up starting signal towards South Pelaw	7260
---	------

Page 174

PELTON COLLIERY BRANCH

Delete:—heading and table

Page 176

GREEN LANE TO HARTON

Harton

Amend:—

15 - Over junction towards Whitburn,
1m. 50chs. to 1m. 45chs. (South
Shields to South Pelaw mileage)

Page 183

FERRYHILL (TURSDALE) TO PELAW VIA LEAMSIDE ETC.

Washington

South

Amend:—

(See page 173 for South Pelaw to Washington Chemical Works etc.)

Amend:—

15 - Over junction towards Chemical Works to South Pelaw line.

Amend Engine whistle:— 1S1C Down Main or Fast – South Pelaw to be given on approaching Down Main Home signal].

Page 188

WEST HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY ETC.

Amend:—

WEST HARTLEPOOL (CEMETERY NORTH) AND CASTLE EDEN

35 35 MAXIMUM PERMISSIBLE SPEED ON
MAIN LINES

Page 191 (Page 72 Supp. No.1)

SILKSWORTH COLLIERY BRANCH (GOODS LINES)

Delete:—heading and table and **Substitute:—**

SILKSWORTH COLLIERY BRANCH (GOODS LINE)

SILKSWORTH COLLIERY BRANCH

15 MAXIMUM PERMISSIBLE SPEED
(Both ON SINGLE LINE
directions)

C.W. Up line clear of fouling point with Main line. 66

One train only

Ryhope Station

Silksworth
Colliery

2 490

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 193 (Page 72 Supp. No. 1)

BISHOP AUCKLAND EAST TO BISHOP AUCKLAND NORTH**Delete heading and table and substitute:—****BISHOP AUCKLAND EAST TO GOODS YARD****BISHOP AUCKLAND EAST AND GOODS YARD**

15 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)

One train only {
Bishop Auckland
East
(See page 196 for Darlington Parkgate to Wear Valley)
Goods Yard 0 458
(Distance to
end of Branch)

Page 194 (Page 72 Supp. No. 1)

Amend:—BISHOP AUCKLAND EAST TO EASTGATE (APCM SIDINGS)**BISHOP AUCKLAND EAST AND EASTGATE
(APCM SIDINGS)**

35 MAXIMUM PERMISSIBLE SPEED
(Both
directions)

Delete table Etherley Station to Wolsingham Station inclusive and substitute:—

Electric Token {
Bishop Auckland
East
(See page 196 for Darlington Parkgate to Bishop Auckland East)
Etherley
Ground Frame
Witton-le-Wear
Station
Wolsingham Station 10 1503
CL 94
S. Down Main clear
of fouling point 550
yards before reaching
No. 21 Down Main
Starting Signal 200

NOTE: Electric Token Section now applies between Bishop Auckland East and Stanhope Station.

Pages 195/196

Amend:—**DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST (INCLUDING ETC.)****Bishop Auckland****East****Add to note:—**

and page 194 for Bishop Auckland East to Eastgate (APCM Sidings)

Delete:—whole of table after Bishop Auckland East

Page 200 (Page 76 Supp. No. 1)

Amend heading:—**NORTHALLERTON (CASTLE HILLS JUNCTION) TO REDMIRE****Northallerton****Station****Delete:—**

15 15 Northallerton to Redmire. All
connections Single to Double line.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A — continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stage Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 200 (Page 76 Supp. No.1) — continued

Northallerton

Station — continued

Delete:—

10 0m. 25chs. to 0m. 48chs.
(Both directions)

— 15 Over Junction towards Castle Hills Curve (Branch Speed limit)

Add:—

15 0m. 0chs. to 0m. 28chs. (Castle Hills Loop mileage)
(Both directions)

Page 201

CASTLE HILLS CURVE

Delete:—heading and table

Page 202

FERRYHILL No. 3 TO NORTON-ON-TEES SOUTH INCLUDING NORTON-ON-TEES WEST TO EAST

Sedgefield

Station

Delete:—All details

Stillington

Station

Amend:— 5 395

Pages 210/211 (Page 79 Supp. No. 1)

DARLINGTON SOUTH TO SALTBURN ETC.

Redcar

Tod Point

Delete:—All details

Redcar

Kirkleatham

Amend:—

50 50 21m. 73chs. to 22m. 67chs.

Station

Delete:—

DGL 52 15 15 To and from Main platform 22m. 38chs. to 22m. 77chs.

Add:—

15 — 22m. 67chs. to 22m. 72chs.

UPL 90 — 30 22m. 77chs. to 22m. 67chs.

Amend:—Description of Block signalling between Grangetown Station and Redcar Station to read 'T.C. Block'.

Amend:— 4 146

S. Up Main Line trailing points of connection from Up Platform Line.

Redcar East

Upleatham

Delete:—

50 50 22m. 77chs. to 23m. 18chs.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA – continued
TABLE A—continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 210/211 (Page 79 Supp. No. 1) – continued

Redcar East

Upleatham – continued

Add:—

50 – 22m. 72chs. to 23m. 18chs.

– 50 23m. 18chs. to 22m. 77chs.

20 20 Through trailing Crossover Down
Main to Up Main at 22m. 45chs.

Page 213

TEES, THORNABY EAST JUNCTION TO GUISBOROUGH JUNCTION (GOODS LINES)

Tees

Old Town

Junction

Delete:—

20 20 Over junction to and from Marsh
Branch.

Amend:—WILTON WORKS BRANCH (GOODS LINE)

WILTON WORKS BRANCH

25 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)

Delete:—Trains from Grangetown to travel over Down line to Wilton and return over Up line.

Amend:—Double line between Up and Down in Additional running lines column to a Single line.

Page 217

MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY

Glaisdale

Amend:—

C.W. Up Main clear of 101
fouling point with
connection Down Main
to Single line 195
yards before reaching
No. 3 Up Starting
signal.

TABLE C – LINES WORKED UNDER “NO BLOCK” REGULATIONS

From	To	Line	Down	Up
------	----	------	------	----

Page 218

Amend:—

WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.

TABLE D2 – LINES WORKED UNDER THE ELECTRIC TRAIN TOKEN, TRAIN STAFF AND TICKET AND ONE ENGINE IN STEAM ARRANGEMENTS

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
-----------------	------------------------	--

Page 218

Add:—

DUDLEY HILL TO LAISTERDYKE YARD

Dudley Hill and
Laisterdyke Yard

Laisterdyke Yard

Person in charge of Ground Frame

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA — continued

TABLE D2 — continued

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
Page 218—Add:—continued		
LAISTERDYKE YARD TO ADOLPHUS STREET GOODS YARD		
Laisterdyke Yard and Adolphus Street Goods Yard	Laisterdyke Yard	Person in charge of Ground Frame.

Page 219

STELLA GILL TO WASHINGTON CHEMICAL WORKS ETC.
Delete:—heading and item

TABLE E — LOCAL CODES OF ENGINE WHISTLES

Whistle to be given at	Movement required	Whistle
------------------------	-------------------	---------

Page 222

Amend heading:—
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION, LAISTERDYKE YARD TO BOWLING JUNCTION AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD).

Page 223

Amend heading:—
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.
Amend heading:—
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC)

Page 225

Amend heading:—
BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.) (INCLUDING CAMBOIS BRANCH ETC)

Page 226

Amend line heading
NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Page 227

STELLA GILL TO WASHINGTON CHEMICAL WORKS ETC.
Delete:— heading and all items.

Page 229

FERRYHILL (TURSDALE) TO PELAW VIA LEAMSIDE ETC.

Washington
South

Amend:— Mineral trains from South Pelaw requiring to detach traffic at
Washington Goods Yard etc. 1S 1C
Goods Yard to South Pelaw 3S 1L

Page 231

Amend line heading:—
DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.

TABLE F — PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
------	----	------	---

Page 236

YORK (WATERWORKS) TO SCARBOROUGH ETC.
Delete:— heading and items

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA - continued
TABLE F-continued

From	To	Line	Number of vehicles and special conditions
Page 240			
HARE PARK TO CROFTON WEST			
Delete:— heading and item			
Page 241			
Amend heading:—			
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION, LAISTERDYKE YARD TO BOWLING JUNCTION AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD)			
HEBDEN BRIDGE TO NORMANTON GOOSE HILL			
Delete:—			
Mirfield No.2	No.3	Down Fast and Slow	12 wagons without brake van
Page 242			
KIRKBURTON GOODS BRANCH			
Delete:— heading and items			
Add:—			
HUDDERSFIELD (HILLHOUSE GROUND FRAME) TO DEIGHTON (I.C.I. SIDINGS)			
Hillhouse Ground Frame	Notice Board at I.C.I. Sidings	Single	10 Freight wagons.
Page 243			
Amend heading:—			
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.			
Page 244 (Page 87 Supp. No.1)			
Amend heading:—			
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC)			
Add:—			
†Cliff House	Clarence Road	Down Goods	15 Freight Wagons with or without brake van. Daylight and clear weather only.
†Clarence Road	Cliffe House	Up Goods	15 Freight Wagons with or without brake van. Daylight and clear weather only.
Page 245			
Amend heading:—			
BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.) INCLUDING CAMBOIS BRANCH ETC.			
Page 246			
Amend heading:—			
SOUTH PELAW TO WASHINGTON CHEMICAL WORKS			
Delete:—			
Stella Gill Flatts	South Pelaw	All Down	Freight wagons with or without brake van.
South Pelaw	Stella Gill Flatts	All Up	Freight wagons with or without brake van.
Page 247			
Amend			
DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.			

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE F – continued

From	To	Line	Number of vehicles and special conditions
Page 248			
DARLINGTON SOUTH TO SALTBURN			
Add:–			
Oak Tree	Rail Welding Depot Sidings	Arrival Line	Freight Wagons. Drivers to bring their train to a stand on the Arrival line when the locomotive clear of the trap points until instructed by Guard to propel train into the depot sidings.

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Down	Up	Remarks
Page 251 (Page 89 Supp. No.1)					
LEEDS CITY TO HULL PARAGON					
Amend:–					
Leeds Neville Hill	Leeds Neville	—		Goods Loop	15 coaching stock vehicles, 15 fitted vehicles without brake-van, 30 freight wagons.
West Junction	Hill West Junction				
775 Signal	780 Signal				

★ **Page 253****Amend heading:–****WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.****Amend heading:–****NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)**

TABLE H1–WORKING OF FREIGHT VEHICLES WITHOUT BRAKE VAN IN REAR

From	To	Line	Number of vehicles and special conditions
Page 256			
YORK (WATERWORKS) TO SCARBOROUGH ETC			
Delete:– heading and items.			
Page 258			
HEBDEN BRIDGE TO NORMANTON GOOSE HILL			
Delete:–			
Mirfield No.2	No.3	Down Fast and Slow	20 wagons
Mirfield No. 3	No.2	Up Fast and Slow	20 wagons

★

Amend heading:–**WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.****Page 259 (Page 92 Supp. No.1)****Amend heading:–****NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC)****Add:–**

Cliff House	Clarence Road	Down Main Down Goods	
Clarence Road	Cliff House	Up Main Up Goods	

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H1 – continued

From	To	Line	Number of vehicles and special conditions
Page 259 (Page 92 Supp. No.1) – continued			
Delete:–			
Stranton	Church Street	Down Main	
Church Street	Stranton	Up Main	
Church Street	Clarence Road	Down Main Down Goods	
Clarence Road	Church Street	Down Main	In Up direction. May be drawn only with or without brake van.
Clarence Road	Church Street	Up Main Up Goods	
Page 260			
Amend heading:–			
BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.) INCLUDING CAMBOIS BRANCH ETC.			
Amend heading:–			
SOUTH PELAW TO WASHINGTON CHEMICAL WORKS			
Delete:–			
South Pelaw	Stella Gill Flatts	All Up	–
Stella Gill Flatts	South Pelaw	All Down	–
Page 262			
Amend			
DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.			

TABLE H2–WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and special conditions.
Page 265			
YORK (WATERWORKS) TO SCARBOROUGH ETC.			
Delete:– heading and items			
Amend heading:–			
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION, LAISTERDYKE YARD TO BOWLING JUNCTION AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD)			
HEBDEN BRIDGE TO NORMANTON GOOSE HILL			
Delete:–			
Mirfield No.2	Huddersfield	Up Fast and Up Slow	3 coaching stock vehicles
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)			
Mirfield No.2	Huddersfield	Up Fast and Up Slow	3 coaching stock vehicles
★ Amend:– heading :–			
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.			
Page 266			
Amend heading:–			
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)			
Amend:–			
Stranton	Church Street	Down Main	–
Church Street	Stranton	Up Main	–

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued
TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133

From	To	Class of train	Con- ditions	Remarks
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Page 269

WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.

Amend:—

Calder Bridge	Oakenshaw/South Junction	F	N	Trains of more than 42 wagons
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CHARLESWORTH'S TO LOFTHOUSE JUNCTION

Delete:— heading and items.

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION, LAISTERDYKE YARD TO BOWLING JUNCTION AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD)

Amend heading:—

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)

Page 270

Amend line heading

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Page 271

Amend

DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.

TABLE K2 — LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE (Rule 55)

Page 273



Amend heading:—

WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.

Amend heading:—

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)**CONSETT NORTH TO OUSTON JUNCTION (INCLUDING CARR HOUSE) ETC.**

Delete:—heading and items

TABLE M — PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS — RULE 114 (c)

Signal Box	Line	Remarks
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Page 274

YORK (SKELTON) TO HARROGATE (DRAGON)

Delete:—

Goldsborough	Down	Freight trains
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Add:—

THORNHILL (LNW JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)

Leeds (Farnley Junction)	Up Huddersfield (L36 Signal)	Trains not exceeding 10 fully fitted vehicles with the continuous brake connected up and in operation throughout.
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Page 275

Amend heading:—

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE N. TROLLEYS GOING INTO OR THROUGH TUNNELS

Tunnel	Between	Length	
		Miles	Yards

Page 276

Amend heading:—
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)

Amend:— line headings
NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)
DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.

Page 278 (Page 100 Supp. No. 1)

TABLE P2 — LEVEL CROSSINGS — AUTOMATIC HALF-BARRIERS

Amend:— Preamble to read:—

The following equipment is provided at automatic half-barrier level crossings:—

- (i) a half-barrier on each side of the crossing which closes the nearside of the road;
- (ii) road traffic signals, on both sides of the road on each road approach to the crossing, which will display a steady amber light for five seconds followed by twin red flashing lights;
- (iii) a single tone bell on each side of the crossing;
- (iv) whistle boards on each rail approach to the crossing.

The normal position of the half-barriers is raised, the road traffic signals unlit and the bells silent. The approach of a train will, by track circuit/treadle operation, set in motion the following sequence of events, provided the rail movement passes in the right direction:—

- (i) the road traffic signals operate and the bells sound;
- (ii) after an initial warning period, the barriers fall;
- (iii) when the barriers are lowered, the bells cease to sound;
- (iv) the barriers remain lowered and the twin red road lights continue to flash until the train passes over the crossing;
- (v) the barriers then rise and the twin red road lights are extinguished, unless a second train is closely approaching the crossing in which case the barriers will remain lowered, the twin red flashing lights continue to flash and a sign reading "Another Train Coming" will be exhibited on each road approach.

(Note : The amber road traffic signals are not yet installed at all crossings but are being progressively introduced)

Telephones are provided on each side of the crossing, giving communication with the supervising signalbox.

The following instructions will apply at the level crossing(s) shown in the table below.

- (a) Drivers must sound a short warning on the horn at each of the two whistle boards on the approaches to the crossing. The horn must not, however, be sounded between 23 30 hours and 07 00 hours, except in emergency.
- (b) Wrong Line Order form "C" must not be issued for a movement which requires to pass over the crossing until permission has been obtained from the Signaller at the supervising signalbox.
- (c) A ballast train which has passed over the crossing is prohibited from returning to the signalbox in rear in accordance with Rule 175, clause (c).
- (d) A ballast train which has passed over the crossing must not be set back in accordance with Rule 216, clause (j) if it would approach nearer than $\frac{1}{4}$ mile from the crossing.
- (e) A trolley must not be allowed to occupy any of the controlling track circuits or treadles without permission of the Signaller at the supervising signalbox.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**Page 278 (Page 100 Supp. No.1) – continued****TABLE P2 – Amend – continued**

- (f) In any of the following circumstances, a Crossing Keeper must be appointed who will operate the barriers locally:—
- (i) A failure of the apparatus affecting the normal working of the barriers.
 - (ii) A disabled train or portion of a train is occupying the controlling track circuits or has actuated the controlling treadles, resulting in the barriers being lowered.
 - (iii) Road works in the vicinity of the crossing which are likely to affect the normal flow of road traffic over the crossing.
 - (iv) A wrong direction movement is to be authorised to pass over the crossing on any line.
 - (v) Single line working is to be brought into operation.
 - (vi) A trolley is to be placed on the line and will occupy any of the controlling track circuits or actuate any of the controlling treadles.
 - (vii) The Engineer is to take Absolute Possession of one or more lines unless specific arrangements are made to prevent the controlling treadles or track circuits being actuated.
 - (viii) A train requiring to stop in section on any of the controlling track circuits or within the controlling treadles, is to be allowed to enter the section.
 - (ix) A Tamping machine, Track Recording machine, Ballast Cleaning machine, Engineer's Rail Motor or a Rail Bus requires to run through the section.

Note : Item (ix) will not apply at those crossings indicated by * in the table below.

Prior arrangements must be made for the Crossing Keeper to be in attendance in the case of items (vii), (viii) and (ix) and whenever possible in connection with items (iv), (v) and (vi).

- (g) During the time the Engineer has Absolute Possession of a running line(s), should it be necessary for a movement to be made over the crossing on the blocked line(s), the Person in charge of the Possession must arrange for the Driver to be reminded of the location of the crossing and instructed not to pass over it until he has received authority from the Crossing Keeper. Where practicable, the Crossing Keeper must be advised of the movement.

Page 279

Amend headings :—

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC)

BEDLINGTON TO LYNE MOUTH COLLIERY (N.C.B.) (INCLUDING CAMBOIS BRANCH ETC)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.

TABLE P3 – LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Name of Crossing	Located between	At	
		Miles	Chains

Page 280

★ **Add:—**

WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.

West Cowick	Snaith West and Rawcliffe Station	68	61
East Cowick	Snaith West and Rawcliffe Station	68	41

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE P4 — OPEN LEVEL CROSSINGS

Page 280 (Pages 103/104 Supp. No. 1)

Add to clause a (ii)

CHARLESWORTH'S TO LOFTHOUSE JUNCTION

Name of Crossing	Between	Located	Miles	Chains	Remarks
Methley South	Charlesworths and Lofthouse Junction		182	70	—

(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PROCEEDING OVER THE CROSSING

(ii) at the undermentioned crossings red flashing road signals are not provided.

Add:—

GATESHEAD (GREENSFIELD JUNCTION DUNSTON LINES) TO BLAYDON VIA NORWOOD ETC.

Delta	Derwenthaugh and Blaydon		4	05	No advance warning boards provided.
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TABLE S1 — INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Name of Siding	Situation	Line connected with	Method of Control
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Page 282 (Page 104 Supp. No.1)

HEBDEN BRIDGE TO NORMANTON, GOOSE HILL

Amend:—

Mirfield Up sidings	Between Mirfield and Heaton Lodge Junction	Up Fast	Ground frame Electrically released from Heaton Lodge signal box
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Add:—

Brighouse, Exchange ground frame	Between Elland and Heaton Lodge Junction	Down Main	Ground frame Electrically released from Heaton Lodge signal box
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★ Amend:— heading

WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.

LEEDS CITY TO SKIPTON STATION SOUTH

Delete:— heading and item

Page 283 (Page 105 Supplement No.1)

Amend heading :—

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)

Amend:—

BISHOP AUCKLAND EAST TO EASTGATE (APCM SIDINGS)

Add:—

Etherley	Between Bishop Auckland East and Wolsingham	Single	Intermediate key token instrument
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DARLINGTON SOUTH TO SALTBURN ETC.

Add:—

Church Lane Level Crossing Ground Frame	Between Redcar and Longbeck	Down Main	Ground Frame electrically controlled by Redcar — note — Guards must advise the Crossing Keeper when the whole of the train complete with Tail lamp attached, has arrived in the Siding.
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