

**ND**



**EASTERN REGION**

**(NORTHERN AREA)**

**No.  
43D**

**GENERAL INSTRUCTIONS  
AND  
NOTICES**

**SATURDAY 24 OCTOBER**

**(4 WEEKLY PERIOD)**

**TO**

**FRIDAY 20 NOVEMBER 1970**

**INCLUSIVE**

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

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★ 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 Signalman 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 Signalman 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 Engineers 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 1 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

**PROPELLING OF DIESEL BRAKE TENDERS**

Referring to Clause 2 of the item headed "Instructions for the Operation of Brake Tenders" on page 95 of the General Appendix; in addition to shunting movements, brake tenders may be propelled as follows:—

- (a) within station limits
- (b) on sections of line where propelling for not less than two freight wagons outside station limits is authorised as shown in Table F of the Sectional Appendix.
- (c) on sections of line shown below:—

Brake tenders are subject to a maximum speed of 45 m.p.h. when being propelled. When the brake tender is the front vehicle, the train headlamps must be placed on the tender. Not more than one tender may be propelled.

From	To	Line	Remarks
<b>NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD (JUNCTION) ETC.</b>			
Cliff House	Cemetery North	Down Main or Down Goods	—
Ryhope Grange	Monkwearmouth Station	Down Main	—
<b>MONKWEARMOUTH TO HYLTON COLLIERY (GOODS LINES)</b>			
Monkwearmouth Station	Hylton Colliery Ground Frame	Down Goods	—
<b>WEST HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY (INCLUDING SHOTTON AND THORNLEY COLLIERY BRANCHES)</b>			
Cemetery North	Hawthorn Colliery	Down Main/ Goods	—
<b>SHOTTON COLLIERY BRANCH</b>			
Shotton Colliery Ground Frame	Shotton Colliery Sidings	Down	—
<b>THORNLEY COLLIERY BRANCH</b>			
Wellfield Station	Thornley Colliery	Down	—
<b>BILLINGHAM ON TEES TO PORT CLARENCE (INCLUDING BILLINGHAM BECK BRANCH AND HAVERTON HILL LOOP)</b>			
Billingham on Tees Station	Belasis Lane	Down Main	—
Belasis Lane	Billingham on Tees Station	Up Main	—
<b>HAVERTON HILL LOOP (GOODS LINES)</b>			
Belasis Lane	Haverton Hill South	Down Goods	—
Haverton Hill South	Belasis Lane	Up Goods	—

**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.
- and
2. Ensure, by means of a test, that the Driver can satisfactorily operate the brake on the last two vehicles on the train.

**MISCELLANEOUS NOTICES – continued****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.  
and
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.

**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.

**MISCELLANEOUS NOTICES—continued****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****★ Pages 43/46****INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES**

**Clause 13 – Tamping machine working in section and requiring to be cleared from the running line for passage of trains.**

Delete whole clause and Substitute the following:—

Except where Engineer's Motor Trolley apparatus is provided (for which see Clause 14), the Engineer must take possession of the line in accordance with Rule 218A. Telephone communication must be maintained with the signal box open in the rear. Arrangements must be made for clearing the line for traffic purposes on request from the Signaller.

The machine must not be again placed on the line until possession has again been taken. In cases where the machine has been removed from the line at the signal box in advance, the Signaller there must be advised that possession has again been taken before he allows the machine to occupy the line.

**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.

Description of Vehicles	Maximum Speed	
	Loaded m.p.h.	Empty m.p.h.

**Amend:–**A.P.C.M. bulk Cement wagons in number ranges  
LA001–190, LA200–294, LA0011**35      50****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.



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

Page 21

ENGLISH ELECTRIC 3,300 H.P. "DELTIC" DIESEL ELECTRIC LOCOMOTIVES  
WISKE MOOR WATER TROUGHS BETWEEN NORTHALLERTON AND DARLINGTON  
Delete:— heading and item

Page 22

CHARLESWORTH'S TO METHLEY SOUTH  
Delete:— heading and item

Page 23

BETWEEN BILLINGHAM ON TEES AND GREATHAM  
Delete:— heading and item.

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

Add:—		Page
	Clayton West Junction Rule 147	373
	Acklington – Brotherwick Level Crossing	339
	Brotherwick Level Crossing	339
	Charlesworth Branch – Working Instructions	365
Amend:—		
Delete:—	Allerton Main (Bowers Opencast) – Local Instructions	351
	Annfield Plain and Ouston Junction – Local Instructions	389
	Bebside – Local Instructions	383
	Bishop Auckland West and North – Transient Track	306
	Bowling Local Instructions	367
	Bradley Wood Sidings	368
	Brighouse	368
Add:—		
★	Bradley Branch – Local Instructions	368
★	Amble Branch – Local Instructions	382

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:—		
Amend:—	Point Heaters – Gas	330
Delete:—	Oakenshaw – Local Instructions	363
★	Mirfield (Heaton Lodge Junction) – Exemption from rule 39(a)	313
	Laisterdyke – Local Instructions	366
	Laisterdyke – East	366
★	Mirfield – Local Instructions	368
	Ouston Junction and Annfield Plain	389
	Pilton Colliery – Local Instructions	390

**ALTERATIONS TO EASTERN REGIONAL SECTIONAL APPENDIX—NORTHERN AREA—continued**  
**GENERAL AND LOCAL INSTRUCTIONS – INDEX – continued**

Page 5

<b>Add:—</b>	Thorpe Marsh Power Station	365
<b>Amend:—</b>	South Pelaw and Consett – Local Instructions	389
	South Pelaw and Washington Chemical Works – Local Instructions	389
<b>Delete:—</b>	Redcar Station – Exemption from Rule 39 (a)	313
	Ryhope – Local Instructions	397

**SEQUENCE OF LINES USED THROUGHOUT THIS BOOK**

Page in Table 'A'

Page 7

<b>Amend:—</b>	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
<b>Delete:—</b>	Laisterdyke East (Quarry Gap)	93

Page 8

<b>Amend:—</b>	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
	Diggle to Healey Mills (Heaton Lodge Junction)	111
	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
<b>Add:—</b>	Heaton Lodge (South Junction) to Heaton Lodge (East Junction)	113
	Huddersfield (Hillhouse Ground Frame) to Deighton (I.C.I. Sidings)	114
<b>Delete:—</b>	Kirkburton Goods Branch	114
	Amble Branch	150

Page 9

<b>Amend:—</b>	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

Page 10 (Page 5 Supp. No.1)

**SPEED OF LOCOMOTIVES RUNNING LIGHT**

**Amend first paragraph to read:—**

Diesel and Electric Locomotives (except in those cases where such locomotives are limited to a lower maximum speed) must not exceed a speed of 75m.p.h. when running light.

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

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.

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 23

Chevington

Delete:—(See page 150 for Amble Branch)

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 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

## 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 39/40-continued

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:-

URS 44

## 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  
Station 1 1214

DRS \* 27

Allerton  
Main  
(Bowers  
Opencast)  
'Stop Board'

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

One train only

**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 (Pages 40/41 Supp. No.1)

**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)

Add:—

Signal  
330

UGL 38

Signal  
345

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"

Page 82 (Page 41 Supp. No.1)

Pontefract

Monkhill

Prince of Wales

West Junction

Amend:—

Signal  
35

TCB(G)

To Prince  
of Wales  
368 Signal

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	Des- crip- tion	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

## OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION

Oakenshaw Signal 0.12.

TCB(G)  
Signal 35

## 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 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.	Down	Up	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

(See Page 105 for Laisterdyke Ground Frame to Adolphus Street Goods Yard)

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

**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.	D o w n	U p	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 Drycough Junction signal box)

**Halifax**

Drycough 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** Drycough Junction to read 'T.C. Block'.

**Halifax**

Drycough 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	Stand- age Wag- ons L.&V.	D o w n	U p	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

20 MAXIMUM PERMISSIBLE SPEED ON  
(Both SINGLE LINE  
directions)

Special Instructions  
See page 366

Laisterdyke Yard — —  
(See page 94 for Dudley Hill to Laisterdyke Yard)

Hall Lane 1 241

15 — Down direction 191m. 57chs. to  
191m. 59chs.

## HALL LANE AND BOWLING JUNCTION

20 20 MAXIMUM PERMISSIBLE SPEED ON  
MAIN LINES

## Bradford

Bowling Junction 0 1050

## 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)

One Train only

Laisterdyke  
Ground Frame — —  
Adolphus Street  
Goods Yard

★ Pages 107/108 (Page 52/53 Supp. No.1)

## HEBDEN BRIDGE TO NORMANTON, GOOSEHILL

Delete:—All particulars Elland Elland inclusive to Mirfield Thornhill L & N.W. Junction inclusive  
(Except footnote on Page107) and SUBSTITUTE:—

Elland 0 1375 UGL CW. Up loop clear 551  
DGL of fouling point with  
Main line.  
CW. Down loop 551  
clear of fouling (falling)  
point with Main line.

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

## Healey Mills

Bradley 4 36  
Wood Junction  
(Controlled by Healey Mills signal box)  
(See page 110 for Bradley Branch)

20 — Over Junction towards Bradley  
Junction 1m. 17chs. to 1m. 3chs.  
(Bradley Junction to Bradley Wood  
Junction mileage)

Between Heaton Lodge Junction { Left Hand — Slow line.  
and Midland Junction { Right Hand — Fast line.

T.C. Block

## 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 107/108 (Page 52/53 Supp. No.1) - Delete - Substitute - continued

Between Heaton Lodge Junction (Left Hand - Slow line. Right Hand - Fast line. and Midland Junction T.C. Block	Heaton Lodge Junction (Controlled by Healey Mills signal box) (See page 113 for Heaton Lodge Junction to Diggle)	1	751					50	50	All connections Fast to Up and Down L & Y lines 37m. 20chs. to 37m. 29chs.	
	Heaton Lodge East Junction (Controlled by Healey Mills signal box) (See page 113 for Heaton Lodge (South Junction) to Heaton Lodge (East Junction))	702									
	Thornhill L & NW Junction (Controlled from Healey Mills) (See page 43 for Thornhill L.N.W. Jct. to Leeds City) (Holbeck East Jn.)	2	1316					45	45	Slow lines 39m. 71chs. to 40m. 2chs.	
								45	-	Slow line over junction towards Leeds City 32m. 18chs. to 32m. 23chs. (Manchester to Leeds City mileage)	
								30	30	All connections Fast to Slow and Slow to Fast 39m. 68chs. to 39m. 75chs.	
	Thornhill Junction										

Delete:-Block post dots on Additional lines

★ Pages 110/111

Single Line - No Token (See Special Instructions on Page 368)	BRADLEY BRANCH Delete existing table and Substitute:- BRADLEY BRANCH BRADLEY JUNCTION AND BRADLEY WOOD JUNCTION							35	MAXIMUM PERMISSIBLE SPEED (Both ON SINGLE LINE directions)	
	Bradley Junction (Controlled by Healey Mills signal box). (See page 113 for Diggle to Heaton Lodge Junction).							-	15	0m. 4chs. to 0m. 0chs.
	Bradley Wood Junction (Controlled by Healey Mills signal box). (See page 107 for Hebden Bridge to Normanton Goose Hill)	1	366					20	-	1m. 3chs. to 1m. 17chs.

★ Page 111 (Page 53 Supp. No.1)

Amend heading :- DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

## 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 Wagon L&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

★ Page 113 (Page 55 Supp. No.1)

Delete:-All details Huddersfield Huddersfield inclusive to Mirfield Heaton Lodge Junction inclusive and Substitute:-

T.C. Block	Huddersfield	2	568							15	15	All lines 25m. 49chs. to 25m. 73chs.
		0	1060									C.W. Up Goods Loop 101
												198 yards before reaching H155/6 Signal.
										55	55	Fast lines 25m. 73chs. to 28m. 40chs.
												C. Up Huddersfield 147
												680 yards before reaching HU648 Signal.
												C. Up Huddersfield 147
												815 yards before reaching H646 Signal.
												C. Up Huddersfield 147
												815 yards before reaching HU644 Signal.
												C. Up Huddersfield 147
												815 yards before reaching HU77 Signal.
	Hillhouse G.F.	1	648									
	(Controlled by Huddersfield Signal box)											
	(See page 114 for Deighton Goods Branch)											
	Bradley Junction	1	1600							15		Over Junction towards Bradley Wood Junction 0m. 0chs. to 0m. 4chs. (Bradley Branch mileage).
	(Controlled by Healey Mills Signal box)											
	(See page 110 for Bradley Branch)											
	Heaton Lodge Junction	0	1744							40	40	28m. 72chs. to 29m. 3chs.
	(Controlled by Healey Mills Signal box)									25		29m. 20chs. to 29m. 39chs.
	(See Page 107 for Hebden Bridge to Normanton Goose Hill)											

Add new table.

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

HEATON LODGE (SOUTH JUNCTION) AND HEATON LODGE (EAST JUNCTION)

Heaton Lodge

South Junction - -

(Controlled by Healey Mills signal box)

East Junction - 1672

(Controlled by Healey Mills signal box)

(See Page 107 for Hebden Bdg. to Normanton Goose Hill)

50 50 MAXIMUM PERMISSIBLE SPEED

T.C. Block

## 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 114

**KIRKBURTON GOODS BRANCH****Delete** heading and table and **Substitute:—****HUDDERSFIELD (HILLHOUSE GROUND FRAME) TO DEIGHTON (I.C.I. SIDINGS)****HUDDERSFIELD (HILLHOUSE G.F.) TO DEIGHTON (I.C.I. SIDINGS)****15** MAXIMUM PERMISSIBLE SPEED  
(Both ON SINGLE LINE directions)

— 10 0m. 4chs. to 0m. 0chs.

One Train Only  
(No Staff)**Huddersfield**

— Hill House	—	—
— Ground Frame	—	—
— Notice Board at I.C.I. Sidings	—	783

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 LINES

WATH NORTH (NORTH) TO 171½ M.P.

**45 45** MAXIMUM PERMISSIBLE SPEED ON  
GOODS LINES

171½ 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, Down 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.

## 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 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.

Frizinghall

Station

Delete:—Block post dots and mileage

Manningsham

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 Manningsham 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 145

Baldon Colliery

Pontop

Crossing

Delete:—All details

Station

Amend:— 0 750

Page 147

## CORDIO LOOP

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	Standard-gage Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

★ Page 150

AMBLE BRANCH (GOODS LINE)  
Delete:—heading and table

Pages 153/154

Amend headings:—  
BEDLINGTON TO LYNEMOUTH 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.

Add:—

10 10 Over North Junction towards  
Ashington Colliery.

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

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

Durran 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:—

## 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 170/172 — continued

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

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 7260  
fouling point with  
Main line, 75 yards  
before reaching Up  
starting signal to-  
wards South Pelaw

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 (TURSDEALE) 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.



## 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 Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

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)

One train only {

● Ryhope Station — —

— Silksworth Colliery 2 490

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

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.

## 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 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.

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.

## 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 210/211 (Page 79 Supp. No.1)—continued

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. Level

Redcar East

Upleatham

Delete:—

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

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

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA - continued

## 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

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 (TURSDEALE) TO PELAW VIA LEAMSIDE ETC.

Washington  
South

Amend:- Mineral trains from South Pelaw requiring to detach traffic at  
Washington Goods Yard etc.  
Goods Yard to South Pelaw

1S 1C

3S 1L

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA - continued

TABLE E - continued

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

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

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 FrameNotice 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.

★

† Church Street

Clarence Road

Down Main

Empty Coaching stock etc.

Delete:- dagger

★

† Clarence Road

Church Street

Up Main

Empty Coaching stock etc.

Delete:- dagger

Page 245

Amend heading:-

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

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE F—continued

From	To	Line	Number of vehicles and special conditions
<b>Page 246</b>			
Amend heading:— <b>SOUTH PELAW TO WASHINGTON CHEMICAL WORKS</b>			
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.
<b>Page 247</b>			
Amend <b>DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.</b>			
<b>Page 248</b>			
Amend <b>DARLINGTON SOUTH TO SALTBURN</b>			
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 252					
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)					
Delete:—heading and item					
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
<b>★ Page 255 (Page 90 Supp. No.1)</b>			
Amend:— <b>SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.</b>			
Tyne Yard	Signal 105	Down Slow/ Goods	—
<b>Page 256</b>			
Delete:— heading and items. <b>YORK (WATERWORKS) TO SCARBOROUGH ETC</b>			

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H1 – continued

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

## 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	
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 LYNE MOUTH 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)**

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H2—continued

From	To	Line	Number of vehicles and special conditions
<b>PAGE 265—continued</b>			
<b>HEBDEN BRIDGE TO NORMANTON GOOSE HILL</b>			
<b>Delete:—</b>			
Mirfield No.2	Huddersfield	Up Fast and Up Slow	3 coaching stock vehicles
<b>DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)</b>			
Mirfield No.2	Huddersfield	Up Fast and Up Slow	3 coaching stock vehicles
<b>Amend:— heading :—</b>			
<b>WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.</b>			
<b>Page 266</b>			
<b>Amend heading:—</b>			
<b>NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)</b>			
<b>Amend:—</b>			
Stranton	Church Street	Down Main	—
Church Street	Stranton	Up Main	—

TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133

From	To	Class of train	Con- ditions	Remarks
<b>Page 269</b>				
<b>WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.</b>				
<b>Amend:—</b>				
Calder Bridge	Oakenshaw/South Junction	F	N	Trains of more than 42 wagons
<b>CHARLESWORTH'S TO LOFTHOUSE JUNCTION</b>				
<b>Delete:— heading and items.</b>				
<b>Amend heading:—</b>				
<b>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)</b>				
<b>Amend heading:—</b>				
<b>NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)</b>				
<b>Page 270</b>				
<b>Amend line heading</b>				
<b>NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)</b>				
<b>Page 271</b>				
<b>Amend</b>				
<b>DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.</b>				

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**



## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

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

Signal Box	Line	Remarks
<b>Page 274</b>		
<b>YORK (SKELTON) TO HARROGATE (DRAGON)</b>		
<b>Delete:—</b>		
Goldsborough	Down	Freight trains
<b>Add:—</b>		
<b>THORNHILL (LNW JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)</b>		
Leeds (Farnley Junction)	Up Huddersfield (L36 Signal)	Trains not exceeding 10 fully fitted vehicles with the continuous brake connected up and in operation throughout.

**Page 275****Amend heading:—****NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN  
(INCLUDING LONGLANDS LOOP ETC.)**

TABLE N. TROLLEYS GOING INTO OR THROUGH TUNNELS

Tunnel	Between	Length	
		Miles	Yards
Page 276			
★	Amend heading:— DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)		
	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.		

TABLE P 1

**★ Page 277****AMBLE BRANCH****Delete :— Heading and item.****Page 278 (Page 100 Supp. No. 1)**

TABLE P2 – LEVEL CROSSINGS – AUTOMATIC HALF-BARRIERS

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;

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued**

Page 278 (Page 100 Supp. No.1) — continued

**TABLE P2 — Amend — continued**

- (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.
- (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.

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**  
**TABLE P2 – Amend – continued**

Page 279

Amend headings :-

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

BEDLINGTON TO LYNEMOUTH 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

**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

Page 282 (Page 104 Supp. No.1)

HEBDEN BRIDGE TO NORMANTON, GOOSE HILL

Amend:-

★ Mirfield Up Sidings	Between Thornhill LNW Junction and Heaton Lodge Junction	Up Fast	Ground frame Electrically released from Healey Mills signal box.
★ Brighouse, ground frame	Between Elland and Bradley Wood Junction	Down L&Y	Ground frame Electrically released from Healey Mills signal box.

Amend:- heading

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

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE S1 — continued

Name of Siding	Situation	Line connected with	Method of Control
<b>Page 282</b> (Page 104 Supp. No.1) — continued			
Delete:— heading and item			
<b>LEEDS CITY TO SKIPTON STATION SOUTH</b>			
<b>Page 283</b> (Page 105 Supplement No.1)			
Amend heading :—			
<b>NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)</b>			
Amend:—			
<b>BISHOP AUCKLAND EAST TO EASTGATE (APCM SIDINGS)</b>			
Add:—			
Etherley	Between Bishop Auckland East and Wolsingham	Single	Intermediate key token instrument
<b>DARLINGTON SOUTH TO SALTBURN ETC.</b>			
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.

TABLE S2 TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF RAILWAY TO THE TOKEN OR STAFF STATION IN REAR

Page 284

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

TABLE S3—INTERMEDIATE SIDINGS CONNECTED WITH RUNNING LINES WHICH ARE WORKED UNDER SPECIAL ARRANGEMENTS ETC.

Siding	Position	Remarks
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Page 284

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

TABLE T1—LINESIDE FIRES

County and Forest	Location of Zone	Periods when risks are greatest
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Page 285

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

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE T2 – LINESIDE HOT AXLE BOX DETECTORS

Site of Apparatus		Action	
Line	Between	Freight Trains	Passenger Trains
<b>Page 285</b> (Page 106 Supp. No.1)			
<b>Add:–</b>			
Down Main	Goswick and Tweedmouth	Stopped at Signal T.83	Stopped at Signal T.83 thence to Berwick Station under restrictive Aspects
Down Normanton	Bolton Percy and Copmanthorpe	Drawn forward to Dringhouses Up Sidings/Holgate	Worked under restrictive aspects to York Station.
Down Leeds	Bolton Percy and Copmanthorpe	Down Reception line. Drawn forward to Dringhouses Up Sidings/Holgate Down Reception line.	Worked under restrictive aspects to York Station.

TABLE W – SET BACK SIGNALS – RULE 108.

Signal box	Movement from
<b>Page 287</b>	
<b>Amend heading:–</b>	
<b>WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.</b>	

TABLE X – TAIL LAMPS – LIGHTING WHEN PASSING THROUGH TUNNELS – RULE 120

Name of Tunnel	Between - Signal boxes	Length	
		Miles	Yards
Page 287			
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)			
DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)			

TABLE Y–ELECTRIC BELLS AND INDICATORS AT STATIONS FOR STARTING TRAINS

Station	Platforms
<b>Page 288</b>	
<b>Amend heading:–</b>	
<b>NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)</b>	

BREAKDOWN TRAIN ARRANGEMENTS – NEWCASTLE DIVISION

Running & Maintenance Depot (Crane No. and capacity)	Covers lines between	Prohibitions	Restrictions
<b>Page 293</b>			
<b>Gateshead</b>	<b>Amend:–</b>	Washington Chemical Works and South Pelaw	–

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**  
**BREAKDOWN TRAIN ARRANGEMENTS – NEWCASTLE DIVISION – continued**

Running & Maintenance Depot (Crane No. and capacity)	Covers lines between	Prohibitions	Restrictions
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Page 294

★ **Delete:—**

Gateshead  
Toolvans

Amble Branch

Carlisle Kingmoor  
(London Midland Region)

**Amend:—**

Petteril Bridge Junction and  
Haydon Bridge (exclusive)

Page 295 (Page 110 Supp. No. 1)

Darlington  
Tool Vans

**Amend:—**

Bishop Auckland East and  
Goods Yard

Page 296

York

**Amend:—**

Castleford (Old Station) to Allerton  
Main (Bowers Opencast)

★ Page 297

Healey Mills

**Delete:—**

Kirkburton Branch

**Add:—**

Huddersfield Hillhouse Ground Frame and Deighton (I.C.I. Sidings)  
Heaton Lodge (South Jn.) and Heaton Lodge (East Junction)

**SNOW CLEARANCE ARRANGEMENTS**

Place	Steam Heater defreezers	Type of Apparatus Hand defreezers	Steam Lances
-------	----------------------------	--------------------------------------	--------------

★ Page 301

**Delete:—**

Mirfield No.3

1

Page 305 (Page 116 Supp. No.1)

**ELECTRIC HEATING OF PASSENGER TRAINS**

**Coupling and Uncoupling coaches en route.**

**Add:—**

When coupling additional vehicles, the cable in the dummy receptacle on the last vehicle of the train must be removed before the cable of the vehicle to be attached is plugged into the receptacle of the train.

**ENGINEERS RAIL MOTORS**

Signal Box	Between	Signal Box	Lines on which Run-Offs are situated
------------	---------	------------	---

Page 308

**Amend:—**

Halifax

Bowling Junction

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**  
**ENGINEERS RAIL MOTORS – continued**

Signal Box	Between	Signal Box	Lines on which Run-Offs are situated
<b>Page 309</b>			
<b>Add:–</b>			
Lofthouse North		Ardsley (Down and Up Through Siding Line)	
<b>Amend:–</b>			
Carcroft Station		Ardsley Station (Up & Down Main only)	
Redcar		Saltburn	
<b>Delete:–</b>			
★ Heaton Lodge Junction		Brighouse	
† Scarborough (Washbeck)		Scarborough (Falsgrave)	
* Scarborough (Washbeck)		Scarborough (Station)	
• South Pelaw		Stella Gill Flatts	
<b>Delete from foot of table:–</b>			
* For rail cleaning purposes			
† Not on Main lines.			

**Page 312**

<b>Add:–</b>	
Milner Royd Junction	Halifax
★ Heaton Lodge Junction	Brighouse

**RULE 39 (a)**

Signal Box	Signal at which Rule 39, clause (a) is exempt	Remarks
<b>Page 313</b>		
<b>Delete:–</b>		
Mirfield, Heaton Lodge Junction	Down Fast and Down Slow Inner Homes	–
Redcar Station	Up outer Home Nos. 46 and 47 Down Home Signals	Applies to trains booked to stop at Redcar.

**Page 315 (Page Supp. No.1)****TRACK CIRCUIT BLOCK REGULATIONS – DEFINITION OF STATION LIMITS (RULES 149 and 153)**

Signal Box	Line	Station Limits
<b>Amend:–</b>		
Oakenshaw	Up Goole, Down Goole, Up Crofton Branch, Down Crofton Branch, Up Oakenshaw Branch, Down Oakenshaw Branch	No station limits. Appropriate special authorities in Tables apply.
<b>Add:–</b>		
Huddersfield	Up Fast Up Slow Down Fast Down Slow	From HU 75 to HU 171 signal From HU 77 to HU 175 signal From HU 165 to HU 71 signal From HU 169 to HU 73 signal
★ Healey Mills	Up Fast Up Slow Down Fast Down Slow	From HM 246 to HM 58 signal From HM 245 to HM 57 signal From HM 34 to HM 232 signal From HM 33 to HM 233 signal

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

## LIGHTS IN TUNNELS

Page 315

Thackley Tunnel

Delete:—heading and item

## GONGS IN TUNNELS

Tunnel	Up or Down Line	Position of Gong
<b>Page 316</b>		
Delete:—		
Huddersfield	Down Slow	100 yards on the Springwood side etc.
Huddersfield	Down Fast	100 yards on the Springwood side etc.
Standedge	Down	50 yards on the Diggle side etc.

Page 318

Add:—

**ELECTRICALLY OPERATED POINTS—WORKING BY CRANK HANDLE IN CASE OF FAILURE****(a) Where the crank handle is interlocked with the signals.**

1. In the event of failure of electrically operated points or of the track circuits controlling the lever operating such points and no release is provided, the Signaller must, if it is necessary to alter the position of the points, immediately communicate with the Station Master, or other person in charge who must arrange to call out the man specially appointed to operate the points by crank handle, and any Handsignalmen that may be necessary.  
A list of the men who are competent to operate the crank handle must be kept in the Station Master's office and exhibited in the signal box.
2. The removal of the crank handle from the receptacle in the signal box disconnects the points from the point lever, but does not affect the working of the point indicator in the signal box. The signals applicable to the points concerned must be placed and maintained at "Danger" and will be locked in that position by the withdrawal of the crank handle.
3. When the man reports at the signal box the Signaller must hand him the crank handle provided for the manual operation of the points and instruct him to proceed to the telephone located near the points concerned. Upon arrival at the telephone he must immediately communicate with the Signaller and act strictly upon his instructions, operating the points as and when required by the Signaller.
4. If the signals applicable to the points are in the immediate vicinity of the points the man operating the crank handle may also act as Handsignaller.
5. If the signals applicable to the points are not in the immediate vicinity of the points one or more Handsignalmen must be appointed to act under the instructions of the Signaller.
6. The Signaller must not instruct the Handsignaller to allow trains to pass over the points or crossings affected or to pass the signal concerned until the Signaller has received an assurance that the points are set for the proper direction and that they have been clipped and scotched.
7. When the crank handle has been returned to the signal box the Signaller must not allow it to be replaced in the receptacle if he has given permission for a train to pass over the points until such train has passed clear of the points.
8. When the failure has been rectified and the points set in a position corresponding to the point lever, the crank handle must be replaced in the receptacle and a test made to ensure that the points are working correctly. The crank handle must then be locked in the receptacle.
9. The Signaller must record in the Train Register the time the crank handle is removed from and also the time it is replaced in the receptacle. These records must be countersigned respectively by the man appointed to operate the crank handle and the man returning it.

**(b) Where the crank handle is NOT interlocked with the signals.**

1. When it has been established that there is a failure of a set of power worked points, the Signaller must advise the Station Master or person in charge, call out the Signal Technician, the man specially appointed to operate the points by crank handle, and any Handsignaller that may be necessary.



## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

Page 318 — Add — continued

2. A list of the men who are competent to operate a crank handle must be kept in the Station Master's Office and a copy exhibited in the signal box.
  3. The crank handle is located in a glass fronted case in the signal box. The case must be locked when the crank handle is not in use, and the key must be kept in a safe place by the Signalman. The Signalman is the only person authorised to withdraw the crank handle and hand it to the person authorised to use it.
  4. The crank handle is not interlocked with the signals and before the crank handle is removed from the case in the signal box all signals, including subsidiary signals reading over the points must be placed at danger and then made inoperable by use of the lever collar or other reminder apparatus. The signals concerned must remain at danger until the crank handle has been returned to, and locked in, the case in the signal box.
  5. When the man appointed to manually operate the points is given the crank handle the Signalman must satisfy himself that the man concerned clearly understands the number and location of the points which require to be operated. The Signalman must then instruct the man to proceed to the site and:—
    - (a) Examine the points to determine whether or not the points themselves are damaged.
    - (b) Ascertain whether the points are correctly fitting in the position in which they are laid.
    - (c) Advise the Signalman the result of the investigation made in paragraphs (a) and (b) above.
    - (d) Provided the points themselves are not damaged.
      - (i) clip and scotch them in the position they are laid
      - or
      - (ii) change the position of the points by using the crank handle and clip and scotch them in the altered position, as directed by the signalman.

The clip and scotch must not be removed, nor must the position of the points be changed, except in accordance with the Signalman's instructions.
  6. If the signals applicable to the affected points are in the immediate vicinity of the points, the man operating the crank handle may also act as Handsignalman.
  7. If the signals applicable to the affected points are not in the immediate vicinity of the points, one or more Handsignalmen must be appointed to act under the instructions of the Signalman.
  8. The Signalman must not instruct the Handsignalman to allow trains to pass over the points affected or to pass the signal concerned until the Signalman has received an assurance that the points are set for the proper direction and that they have been clipped and scotched.
  9. The Signalman must instruct the person appointed to manually operate the points to return the crank handle to the signal box either:—
    - (i) When he has received an assurance from the Signal Technician that the failure has been rectified and that the points are in proper working order.
    - or
    - (ii) When the points themselves are not damaged and traffic working permits them remaining in the normal or reverse position, provided:—
      - (a) that he has received an assurance from the person appointed to operate the points from the ground that the points are clipped, padlocked and scotched in the required position. The key for the padlock must be retained by the Signalman.
      - and
      - (b) that the points lever/switch is in the position to correspond with the lie of the points, and the appropriate indication has been obtained.
  10. Whenever a crank handle is withdrawn from or replaced in the case in the signal box, the Signalman must enter details in the train register. The entry must also be countersigned by the person appointed to operate the crank handle.
-

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

## WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS

Pages 320/321 (Page 120 Supp. No.1)

## Clause 5 (Tail traffic)

## 2. Trains formed entirely of other than light weight units.

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
<b>Add:—</b>			
York and Scarborough (both directions)	5 Cars	1320 B.H.P.	3–6 Vehicles 102 tons gross.
Eaglescliffe and Darlington (both directions)	2 Cars	300 B.H.P.	1 Vehicle 17 tons gross.

Page 322

## Clause 6 (Head and Tail Lights and Destination Indicators)

Delete:— Sub heading and item.

Page 330

## Add:—POINT SWITCH HEATERS USING LIQUEFIED PETROLEUM GAS (PROPANE) AS A FUEL

1. Liquefied petroleum gas is marketed under various trade names e.g. Bottogas, Butagas, Calor Gas, Propogas, Rural-gas.
2. It has a distinct smell thus enabling low concentrations to be detected, but this cannot be relied upon if other odours predominate. The gas is heavier than air and leakage will accumulate at low level in hollows etc. and will explode violently particularly in confined spaces if there is any source of ignition present.
3. Bulk storage areas and switch heater equipment is to be operated by **authorised personnel** only. No attempt should be made to adjust or remove any valves, regulators, pipes or other fittings and in the event of failure of these controls, the D.C.E. should be informed. In the case of AUTOMATIC heaters no attempt to adjust ANY controls should be made, and in the event of failure notify the D.C.E. and D.S. & T.A. Where electrically operated gas valves are in use, disconnection and connection of gas input and output lines will only be made by staff authorised by the D.C.E.
4. Where suspicion of gas leakage exists, arrangements should be made for the D.C.E. to be immediately advised.
5. The following precautions regarding fires in or near to propane storage vessels, cylinders, pipe lines etc. must be adhered to by all staff.
- 5.1 SMOKING IS NOT PERMITTED within 20 ft. of propane storage vessels or cylinders.
- 5.2 All inflammable material must be kept clear from the immediate area of propane storage vessels and cylinders.
- 5.3 Naked lights, Tilley lamps or Oil lamps must not be used within 20 feet of propane storage vessels or cylinders.
6. In cases where propane gas leaking from storage vessels or cylinders has become ignited or in the event of a fire in the vicinity of propane storage vessels or cylinders, the Local Authority and railway Fire Brigade must be notified immediately and the D.C.E. advised. Attempts should be made to keep the storage vessels or cylinders cool by copious application of water. Where fire extinguishers are provided attempt to extinguish fire following the instructions for the type of extinguisher provided. When the fire is in the vicinity of coaching stock or property, steps should be taken to notify persons of the danger of possible explosion. When the fire is in the vicinity of running lines the signalman must be advised so that the lines may be protected.

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued****LOCAL INSTRUCTIONS**

Page 339

Add:—

**ACKLINGTON****SOUTHSIDE N.C.B. SIDINGS – BROTHERWICK LEVEL CROSSING**

1. Brotherwick Level Crossing is an "Open" crossing without gates on the single line between the B.R. Main Line and the National Coal Board Exchange Sidings.
2. "Whistle" boards are provided and speed must not exceed 5m.p.h. from the "Whistle" board until the train has passed clear of the crossing.
3. Road traffic is controlled by twin red flashing road lights positioned at each side of the railway.
4. A white indicator lamp is provided adjacent to each flashing unit, one focussed to shine along the railway in each direction.
5. If there is no light in the white indicator lamp a condition of failure will exist at the crossing. Drivers must bring their trains to a stand short of the crossing and not proceed until satisfied that the crossing is clear and it is safe to do so. The N.C.B. staff must be advised of the failure.

Page 340 (Page 124 Supp. No.1)

**CARCROFT STATION TO LEEDS CITY ETC.****WORKING OF TRAINS INTO BRODSWORTH COLLIERY**

Amend:— Second paragraph

On No.6 signal displaying a GREEN aspect, a signal situated on the right hand side of the Arrival line at the East end of the Miner's Platform will be illuminated, displaying 2 Vertical aspects. Duplicate aspects are provided in case of bulb failure. After running round their trains, Drivers must not commence to propel along the Colliery Single line to the Empty Sidings until one or two green aspects are displayed at this signal.

Page 344

**SCARBOROUGH**

Add:—

**SCARBOROUGH (FALSgrave) TO DOWN CARRIAGE SIDINGS****WASHBECK YARD/SHED LINE**

The arrival line and Departure line between Falsgrave signal box and the Down Carriage Sidings are controlled by the signaller at Falsgrave box.

Movements to the Down Carriage Sidings/Washbeck Yard or Shed lines will be via the Arrival line and movements from the Down Carriage Sidings/Washbeck Yard/Shed line will be via the Departure line.

"The spring points from Departure Line to Washbeck Yard will normally be clamped and padlocked for movements along the Departure Line. The key to the padlock will be kept in Falsgrave Box and must be obtained by the Leading Railman (Shunter) or Guard when access to Washbeck Yard is necessary."

Shunting movements may be made to and from the Falsgrave end of the departure line to the rear of No.92 GPL Signal.

The person in charge of a movement to Down Carriage Siding/Washbeck Yard/Shed lines must advise the signaller at Falsgrave box when the movement is inside clear of the Arrival/Departure lines.

No movement from the Down Carriage Siding/Washbeck Yard/Shed line must be allowed to occupy the Arrival or Departure line without the permission of the signaller at Falsgrave box.

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

## LOCAL INSTRUCTIONS – continued

Page 346

## LEEDS CITY TO HULL (PARAGON) ETC.

## LEEDS CITY

## LEEDS CITY STATION, LEEDS SIGNAL BOX

Locomotives following train sets from platforms or through lines.

## Amend:–

Drivers of trains arriving at bay platforms must follow the train set out immediately. Drivers of trains arriving at through platforms or on a through line, when the set is drawn off and the locomotive is required to follow the train set, must do so immediately but they must not pass any signal which has been placed to a proceed aspect for the departing train until the signal has been restored to normal and a proceed aspect is again exhibited. This instruction will also apply in the case of locomotives following a train which has previously been propelled or attached to the rear of another train in the station.

If however, the light locomotive is standing partially or immediately ahead of the signal applicable to the movement the locomotive is required to make, or if for any other reason the locomotive does not follow out immediately etc.

Page 351

## CASTLEFORD (OLD STATION) TO ALLERTON MAIN

## KIPPAX

Delete:– sub-heading and all entries referring to Allerton Main Signal box.

## Add:–

**ALLERTON MAIN.** A two-lever Ground frame, released by the Train Staff is provided on the Single line at the entrance to the Opencast with the facing points normally set for the Opencast line. The Ground frame connections provide access to a siding line, approximately 350 yards in length.

**LEEDS ROAD LEVEL CROSSING.** Trap points are provided on the Ground frame side of the crossing. Drivers proceeding into or out of the Opencast must bring their train to a stand at the "Stop for Orders" board, situated at either side of the Level crossing and not proceed until authorised to do so by the Crossing Keeper.

**OUTGOING TRAINS.** Drivers of trains proceeding from the Opencast or Siding line towards Ledston Station must bring their trains to a stand at the "Stop Telephone" board, situated 300 yards on the Ledston side of the Ground frame, contact the Signaller at Ledston by means of the telephone provided, giving description and destination of train and must not proceed until authorised to do so by the Signaller.

Pages 354/355

## FERRYBRIDGE "C" POWER STATION

Delete:–existing instructions and Substitute:

The internal layout consists of an Incoming line, leading to two hopper tracks (East and West) which converge at the exit end of the unloading area to form an Outgoing line.

A hand worked trailing connection in the Incoming line gives access to the Contractors' siding which is on the left of that line. The limit of movement for B.R. locomotives is defined on the siding by Notice Board.

A connection from the East unloading track (exit end) to "B" Power Station sidings and "C" Station Cripple siding is worked from a ground frame released by Ferrybridge signal box.

All trains for the Power Station, including those serving the Contractors' siding must enter via the Incoming line and return to Ferrybridge via one of the hopper tracks and the Outgoing line.

Trains from Ferrybridge proceed to Signal 1 which protects the points leading to the Contractors' siding—Signal 2 controls movements from that siding—and from Signal 1 or 2 to Signal 3 thence via the East or West track to Signal 4 or 5 respectively, pending entrance to the Hoppers.

Special position light signals are provided to control the unloading of trains and Drivers must work to the aspects displayed by these signals. When it is necessary to stop a train in an emergency, the special position light signals will display the "Stop Immediately" aspect, the emergency red lights will flash and Drivers must act accordingly.

In the event of a failure of the special position light signals or it being necessary to unload a train of conventional wagons, unloading will be controlled by a series of ground position light signals. When it is necessary to stop a train in emergency, the emergency red lights will flash and Drivers must bring their trains to a stand immediately.

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA - continued

## LOCAL INSTRUCTIONS - continued

Pages 354/355 - substitute - continued.

Two marker boards are provided alongside each unloading track between the last special position light signal and Signals F.40 and F.41. These are lettered "30" and "36" and indicate to a Driver when the rear vehicle of a train consisting of 30 or 36 wagons, as the case may be, is clear of the Empty Weighbridge.

Trains for automatic discharge should be brought to a stand at Signal 4 or 5 where the Driver must engage the automatic slow speed control set for a speed of ½m.p.h. When the signal is cleared, the train must proceed forward whilst the special or ground position light signals show "Proceed", but must be brought to a stand immediately if they are restored to the "Stop" or "Stop Immediately" aspects or if the emergency red flashing signals are operated. On arrival of the locomotive cab at the appropriate marker board the train must be brought to a stand for the Driver to change back from slow speed to normal control. Drivers must control their trains at all times by use of the train brake and must not rely only on the locomotive brake. During discharge, under the normal automatic unloading procedure, the Guard will remain on the locomotive, until reaching signal F.40 or F.41 from where he will contact the C & W Examiner to ascertain, by means of the telephone, whether or not the train is in order to proceed. The Carriage and Wagon Examiner will inform the Guard whether the train is in order to proceed. The Carriage and Wagon Examiner must also advise the C.E.G.B. Controller, by telephone, when the train is ready to leave or if there are any defective wagons to detach. After discharge, and if the train is in order to proceed, the C.E.G.B. Controller will advise the Signaller at Ferrybridge Signal box accordingly. If there are no defective vehicles to be detached, the C & W Examiner will be responsible for carrying out the provisions of Rule 131(i). In the event of there being no Examiner on duty, the Guard will be responsible for carrying out Rule 131(i). If, however, there are defective vehicles to be detached, the C & W Examiner will advise the Guard the number and position of such defective vehicles. The Guard must then instruct the Driver and supervise the detaching of the defective vehicle(s) into the Cripple Siding, liaising as necessary with the Signaller at Ferrybridge box by telephone, in order to operate the Ground Frame leading to the Cripple Siding.

After the detaching movement has been completed the Guard will be responsible for re-forming the train and carrying out the provisions of Rule 131(i).

The only vehicles which should be detached into the Cripple Siding are those to which red and white "Not to Go" labels have been affixed in accordance with Rule 170(a). Vehicles with a green "For Repairs" label affixed which will include those on which the hopper doors cannot be closed after discharge must be worked in the train set to Knottingley for C. & W. attention. Rule 115(a) is modified accordingly.

If the automatic unloading procedure is not fully operational because of a fault in the equipment, or for any other reason, the driver and Guard will be advised of the method of working by the C.E.G.B. staff before leaving Signal 4 or 5. It will still be necessary for the Driver to engage slow speed control to maintain speed of ½m.p.h. from those signals until the arrival of the locomotive cab at the appropriate "30" or "36" marker board, to ensure that the rear vehicle clears the Empty Weighbridge before normal control is restored. If a train proceeding through the Hopper House has to be handsignalled, the Guard must take complete charge of the train and handsignal the Driver as necessary. From the time the train leaves Signal 4 or 5 until the locomotive has passed the latching unit at the exit end of the Hopper House, it is particularly important that the Driver be on the lookout for hand signals from the Guard. For this purpose the Guard must position himself to ensure that he can be seen by the Driver. C.E.G.B. staff will be responsible for ensuring that the Guard receives the correct signals from them to enable the train to be stopped in the correct position, or in an emergency. After the locomotive has passed the latching unit the Driver must work to the fixed signals.

To avoid injury or damage in an emergency and to ensure efficient working it is essential that the train be stopped immediately the signals are placed to danger.

When the ground frame connection is to be used by trains for "B" Power Station, vehicles must not be left on an unloading track and the entire train must be placed in "B" Power Station Sidings before attaching or detaching movements are commenced.

Trains which are not dealt with at the hoppers must be worked through the Hopper House on one of the unloading tracks to Ferrybridge Signal 40 or 41 and the ground position light signals will be cleared for the movement; thence forward as detailed in the previous paragraph.

**A speed of 5m.p.h. must not be exceeded** by any train or locomotive when passing over the weighbridges located at the entrance to and exit from the Hopper House on both East and West tracks. Subject to this, a speed restriction of 15m.p.h. will apply on all lines within the Power Station area.

If it becomes necessary for snow ploughs, either independent or fitted to engines, to operate on C.E.G.B. lines they must in no circumstances work over the Weighbridges or Hopper House Lines unless directly controlled by the C.E.G.B. Supervisor.

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued****LOCAL INSTRUCTIONS – continued****Page 355** (Page 129 Supp. No.1)**WORKING OF WILMINGTON SINGLE LINE BRANCH****Delete:–** Second and third paragraphs.**Page 363** (Page 132 Supp. No.1)**Amend headings:–****OAKENSHAW (SOUTH JUNCTION) TO OAKENSHAW JUNCTION****OAKENSHAW****Delete:–** “North” in first line of instruction.**Pages 364/365** (Pages 132/133 Supplement No. 1)**CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY****GOLDTHORPE COLLIERY****Amend** first two sentences to read:–

**TRAINS** composed of 26/32 ton Air-Braked Hopper wagons or 24½ ton Hopper wagons arriving for Bunker loading must proceed through the Bunker at a maximum speed of 3 m.p.h. to enable tare weighing to be carried out and must be brought to a stand on the Empties Siding when the whole of the train has passed one locomotive length beyond No. 1 G.P.L. signal. The locomotive must then be detached for the purpose of running round via the Engine Run-Round line controlled by Nos. 4 and 2 G.P.L. signals.

**Delete** last two paragraphs and **Substitute:–**

Trains for conventional loading must proceed to the colliery by the Empties Siding line and depart from the colliery via the Run-Round line. These trains must not exceed a speed of 5 m.p.h. when passing over the Bunker Weighbridge line. The speed of all trains over the remainder of the Empties Siding and Engine Run-Round line must not exceed 15 m.p.h.

**Add:–****TRAINS COMPOSED OF 16 - TON OR 21 - TON MINERAL WAGONS FOR BUNKER LOADING WHERE THE EMPTIES HAVE BEEN DRAWN OUT FROM THE COLLIERY SIDINGS.**

These trains must be propelled over the Engine Run-Round line and when No. 4 G.P.L. signal is cleared, propel onto the Departure line in rear of No. 2 G.P.L. signal.

When No. 2 G.P.L. signal is cleared, the train must proceed through the Bunker for tare weighing at a maximum speed of 3 m.p.h. and must be brought to a stand on the Empties Siding when the whole of the train has passed one locomotive length beyond No. 1 G.P.L. signal.

The locomotive must then be detached, and must run round via the Engine Run-Round line controlled by No. 4 and No. 2 G.P.L. signals, attaching to the train at No. 1 G.P.L. signal.

When No. 1 G.P.L. signal is cleared, and the Bunker loading signals indicate the “Move Forward at Low Speed in Direction for Loading” aspect, the train must proceed under the control of the Bunker loading signals and be brought to a stand when the first four wagons are in position to be loaded. Loading will proceed, four wagons at a time, under the control of the Bunker loading signals until the whole of the train has been loaded.

When loading is completed, the train must be propelled back through the Bunker until clear of the Weigh bridge, where it must be brought to a stand and then drawn forward for gross weighing at a maximum speed of 3 m.p.h. These movements will be controlled by means of the Bunker loading signals.

During loading and gross weighing, the Guard must stay at the Bunker ready to stop the loading/ weighing operation by means of the emergency STOP switch, should this be necessary at any time during the movement and not allow loading or gross weighing to recommence until he is satisfied that it is safe to do so.

When the weighing movement is completed, the train must be brought to a stand at the farthest Bunker loading signal and the wagons labelled.

The Guard must then inform the Bunker Operator that the train is ready to depart.

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued****LOCAL INSTRUCTIONS – continued**

**Pages 364/365 (Pages 132/133 Supplement No.1) – continued**

**TRAINS COMPOSED OF 16 – TON OR 21 – TON MINERAL WAGONS FOR BUNKER LOADING APPROACHING DIRECT FROM DEARNE VALLEY SOUTH JUNCTION**

These trains must have a brake van at each end. They must proceed through the Bunker at a maximum speed of 3 m.p.h. to enable tare weighing to be carried out and must be brought to a stand on the Empties Siding when the whole of the train has passed one locomotive length beyond No. 1 G.P.L. signal.

The locomotive must then be detached and run round via the Engine Run-Round line controlled by Nos. 4 and 2 G.P.L. signals, attaching to the train at No. 1 G.P.L. signal. Loading and gross weighing will then take place in accordance with the instructions as set out for trains originating at the Colliery Sidings.

**Page 365**

**Add:–**

**CHARLESWORTH'S TO LOFTHOUSE JUNCTION**

**LOFTHOUSE JUNCTION SIGNAL BOX–Charlesworth Branch.** The regulations for working single lines of Railway by train Staff and Ticket apply between the notice board 27 yards on the Lofthouse Junction side of Methley South Level crossing, reading "DO NOT PASS WITHOUT STAFF OR TICKET" and the notice board 240 yards on the approach side of the first connection to Newmarket Colliery worded on the Lofthouse Junction side "STOP FOR ORDERS" and on the Charlesworth side "STAFF AND TICKET WORKING AHEAD".

The Staff and Tickets are in the charge of–

Lofthouse Junction signal box. . . . . Signalman

Charlesworth. . . . . Staff Attendant (person in charge)

An illuminated notice board worded "Stop. Examine Points and Whistle before proceeding" is provided 2 yards on the Charlesworth's side of Methley South Level Crossing. The points referred to are spring loaded points immediately on the Lofthouse Junction side of the Level Crossing.

**Amend line heading to read:–**

**BRAMWITH (EXCLUSIVE) TO ADWICK JUNCTION (INCLUDING CARCROFT STATION TO SKELLOW JUNCTION) AND APPLEHURST BRANCH**

**Add:–**

**THORPE MARSH POWER STATION**

This Power Station is worked by the permanently-coupled "raft" discharge system using 26 ton Air Braked hopper wagons without canopies. B.R. locomotives haul trains over the Hopper Lines and discharging is controlled by ground position light signals.

The internal layout over which B.R. trains operate consists of a Reception Line leading to two Hopper Lines ('A' and 'B'), converging into a spur for the use of locomotives to run round trains. The two Hopper Lines are signalled for two-way working. There is also a Departure line leading to the Outlet signal (No.69) at Applehurst Junction. The discharge of trains composed of 26 ton Air Braked Hopper Wagons is only carried out on Hopper Line 'A'.

A connection controlled by a 3-lever ground frame and released from the C.E.G.B. Control Room is provided in the Departure line approximately 70 yards on the Applehurst Junction side of No. 5 signal. This connection leads to 2 Cripples Sidings capable of holding 15 and 13 wagons respectively.

The Weighbridge is situated on a separate loop line, B.R. locomotives being prohibited from passing over the Weighbridge. All signals and points within the Power Station are power worked from the C.E.G.B. Control Room or operated by ground frames which are electrically released, with the exception of the points from 'B' Hopper line extension leading to the four 'Emergency Storage' Sidings. These points are clipped and padlocked in the normal position, the keys for the padlocks being kept in the custody of the C.E.G.B. Controller.

The wagon door safety catches are released and restored automatically, the hopper doors being opened manually and closed automatically.

Trains for discharge will arrive via the Reception line from Applehurst Junction, proceed to No.1 colour light signal, thence via the right hand line to Signal No.7 or via the left hand line to signal No.8 pending entrance to the Hopper. At signal No.7 or No.8 the Driver must bring his train to a stand and engage the Automatic Slow Speed Control, set for ½ m.p.h. whether or not the signal concerned is showing a proceed aspect. When the signal is cleared, the train must be drawn forward to Signal A.1 at that speed. Only one train at a time is allowed over the Hopper.

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued****LOCAL INSTRUCTIONS – continued****Page 365–Add–continued**

The series of ground signals beyond the Hopper are for controlling movements of trains during discharge. Drivers must stop with the front of the locomotive opposite signal A.1. The C.E.G.B. staff will then discharge the wagons standing over the Hopper. The Signals on the line are operated by a Master Switch so that they will all display either an 'ON' or 'OFF' aspect.

When the signals display an 'ON' aspect all movements must **STOP IMMEDIATELY**. When an 'OFF' aspect is displayed and unloading operations are taking place, the train must proceed only as far as the next ground signal and STOP. The C.E.G.B. Controller will then replace the signals to the 'ON' position until he is ready to allow the train to proceed to the next signal. When unloading is completed the ground signals will then be cleared to authorise the Driver to proceed to colour light signal No.17. The Driver will then be authorised by subsidiary signal to work the locomotive into the Spur and run round via the empty Hopper line and the crossover points on the approach side of the Hopper House.

The Guard must remain on the locomotive until discharge is completed and uncouple the locomotive prior to running round, also, on completion of the running round operation, he must re-couple the locomotive to the empty train and carry out the 'simple' brake test as laid down in the General Appendix.

The Carriage and Wagon Examiner must inform the Guard and the C.E.G.B. Controller whether the train is in order to depart or if there are any defective wagons to be detached giving full details of the number and position of such defective wagons. If there are no defective vehicles to be detached the Carriage and Wagon Examiner will be responsible for carrying out the provisions of Rule 131 (i). In the event of there being no Examiner on duty, the Guard will be responsible for carrying out the provisions of Rule 131 (i) after the train has been discharged.

When, however, there are any defective vehicles to be detached into the Cripples Sidings, which will include vehicles on which the hopper doors cannot be closed after discharge, the Guard must then instruct the Driver and also make the necessary arrangements with the C.E.G.B. Controller, by telephone.

After the detaching movement into the Cripples Sidings has been completed and the Ground Frame levers have been restored to the normal position, the Guard will be responsible for re-forming the train, carrying out the 'simple' brake test and also for carrying out the provisions of Rule 131 (i) When this has been done and the train is ready to proceed, the Guard must advise the C.E.G.B. Controller. Departing trains must travel to Appleshurst Junction over the Departure line.

Wagons detached into the Cripples Sidings because the bottom doors could not be closed after discharge will be moved by means of Local Trip Working Engines to either Doncaster or Knottingley for C. & W. attention as necessary. Rule 115 (a) is modified accordingly in respect of such working.

If it becomes necessary for snow ploughs, either independent or fitted to locomotives, to operate on C.E.G.B. lines they must in no circumstances work over the Weighbridge or the Track Hoppers unless directly supervised by the C.E.G.B. Shift Foreman.

In the event of an emergency when coal cannot be discharged into the Hopper, it may be necessary for loaded trains to be put off into the Emergency Storage Sidings. If this occurs, Drivers will be instructed accordingly by the C.E.G.B. Controller.

**Speed Limits**

B.R. trains must not exceed the following speed limits:–

Over Track Hoppers	½ M.P.H. (when discharging)
Over Track Hoppers	5 M.P.H. (light locomotive or empty train)
Remainder of Power Station lines	15 M.P.H.

**Page 366****LAISTERDYKE**

**Delete:–** heading and item

**LAISTERDYKE EAST**

**Amend to read:–**

**HAMMERTON STREET**

**Delete:–**

**HAMMERTON STREET  
(heading only)**



**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**  
**LOCAL INSTRUCTIONS – continued**

**Page 367**

**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)**

**BOWLING**

**Delete:—** Sub heading and item.

**Add:—**

**HALL LANE**

The single line between Hall Lane and Laisterdyke Yard is worked under the Regulations for working single lines by one train only (Subject to the modifications herein) as far as this is applicable but no train staff is provided.

**Disabled Train**

Should a failure occur on the branch, the fireman must place three detonators on the line 20 yards apart not less than 100 yards from the train on the signal box side or opposite the signal box if within that distance and advise the signal man at Hall Lane of the circumstances. The fireman must conduct the assisting train to the disabled train.

When the services of the fireman are not available the guard must perform the duties laid down for the fireman, but in the case of trains or locomotives the driving cabs of which are single manned, the driver must proceed to the signal box for assistance.

**Pages 368/ 370 (Page 133 Supp. No.1)**

**HEBDEN BRIDGE TO NORMANTON GOOSE HILL**

**BRIGHOUSE**

**Delete:—**Sub heading and item.

**Add:—**

**BRADLEY BRANCH**

★ The above Single line branch is worked under track circuit occupation, the signals at either end being electrically interlocked. In case of failure the appropriate Electric Token Regulations, as modified below will apply.

Wrong line order forms will not be used.

**SECTION OBSTRUCTED**

If a train becomes disabled necessitating a second train entering the single line to render assistance the guard must arrange for the secondman to proceed in the direction of the nearest telephone which will give communication with Healey Mills signal box. The guard must proceed in the opposite direction. Both men must exhibit a hand danger signal to stop any approaching train and must place three detonators on the single line 20 yards apart not less than 300 yards from the disabled train or at the maximum possible distance if this cannot be done. The guard must remain at that point protecting the train as laid down in the final paragraph of this instruction.

The Secondman must then proceed to the nearest telephone inform the Healey Mills signalman of the circumstances and request him to arrange for an assisting engine to be provided.

When the services of a Secondman are not available, the guard (or the driver in the case of trains or locomotives the driving cabs of which are single manned) must carry out the duties laid down for the Secondman.

An assisting locomotive may be allowed to enter the single line from either Bradley Junction or from Bradley Wood Junction provided the Secondman has assured the signalman that the disabled train has been protected in both directions in accordance with the first paragraph of this instruction.

The secondman when he has been informed by the signalman at Healey Mills from which direction assistance will be provided, must return to the point at which he placed the detonators.

The driver of the assisting locomotive must be specially advised by the signalman at Healey Mills signal box the position of the man protecting the disabled train.

The man affording protection in the direction from which assistance is given must conduct the assisting locomotive to the disabled train. Protection in the opposite direction must be continued until arrangements are completed for the disabled train to be cleared from the single line.

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA - continued**  
**LOCAL INSTRUCTIONS - continued**

**Pages 368/370 (Page 133 Supp. No.1) -Add--continued**

**FAILURE OF TRACK CIRCUITS AND SIGNALS**

In the event of a failure of a track circuit or signal applicable to the single line, traffic must be worked by pilotman in accordance with Electric Token Regulation 25 so far as this regulation can be applied.

**TRAIN OR PORTION OF A TRAIN LEFT ON SINGLE LINE**

When protecting the train in rear it will not be necessary for the guard to lay down detonators in accordance with Rule 179 but he must place three detonators on the single line 20 yards apart, not less than 300 yards in rear of the train or at the maximum possible distance if this cannot be done and remain at that point exhibiting a hand danger signal until he is recalled to the train.

**PAGE 370**

**MIRFIELD**

**Delete:--** heading sub headings and all items.

**PAGE 371**

**Add:--**

**HEALEY MILLS : YARD SAFETY**

In order to safeguard staff performing duties in the Reception or Primary Sorting Sidings, Rule 12 (a), together with the following additional instructions, must be complied with :

**(1) Reception Sidings**

- 1.1 When it is necessary for any train or raft of wagons to be set back on to any occupied Reception Siding from East or West End, the Control Tower Regulator must, before permitting the movement, warn the staff working in the area either by radio telephone or by ground post telephone, and obtain an acknowledgement of the warning.
- 1.2 Cutters must acknowledge the warning expeditiously by radio telephone or by ground post telephone and on receipt of their acknowledgements, the move may be authorised.
- 1.3 On receipt of the warning, cutters must not go between the wagons standing on the Reception Siding concerned until the set-back movement has been completed, and the locomotive has been released from the wagons.

**(2) Primary Sorting Sidings**

**2.1 Train Preparation and Examination**

**2.1.1. General**

A Guard requiring to enter the Primary Sorting Sidings in connection with train preparation must first of all contact the Up or Down Departures Inspector, as appropriate, and obtain from him a pocket radio telephone, which must be returned when his work is completed.

- 2.1.2. A Guard or Train Preparer working alone** must, when he is ready to examine his train, advise the Departure End Inspector of his intention. The Inspector must then ensure that all movements from the East end of the siding concerned are accompanied and brought to a stand clear of any vehicles in the siding. After the Guard or train preparer has received an assurance to this effect (and has been warned that as shunting may be in progress from the hump end, he must not go between or beneath wagons until he has received permission to do so from the Control Tower Regulator in accordance with the next paragraph), he must walk from the East to the West end of the siding concerned, carrying out an examination only.

On arrival at the West end of the siding, he must advise the Control Tower Regulator by means of the radio telephone or the nearest ground post telephone of the siding in which he wishes to commence preparation work, and must then act on the instructions of the Regulator.

If, before permission is given by the Regulator, it is necessary for additional wagons or a brake van to be shunted into the siding, the guard or train preparer must be instructed to stand clear and wait for further instructions on the radio telephone. If these instructions are not received within a reasonable time, the Regulator must be contacted again via the radio telephone or the nearest ground post telephone.

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued****LOCAL INSTRUCTIONS – continued****PAGE 371 – continued****(2) 2.1.2. – continued**

When no more movements are to be made into the siding concerned the Regulator must instruct the Panel Operator to set the point switches away from this siding and to place and maintain a reminder device over the switch until instructed by Regulator to remove it. The Regulator must then assure the guard or train preparer, by means of the radio telephone, that humping into the siding concerned has been suspended. The latter must then return, on the opposite side of his train to the East end, completing his examination and preparation as quickly as possible.

On arrival at the East end, he must use either the radio telephone or the nearest ground post telephone to advise the Control Tower Regulator that preparation is complete, where-upon the latter must warn the Guard or train preparer that shunting into the siding is being resumed.

If for any reason, train preparation cannot be completed, the Guard or train preparer must, as soon as all possible work has been done, report the position to the Control Tower Regulator by means of either the radio telephone or the nearest ground post telephone and thereafter work to his instructions.

Should the Guard or train preparer be told that protection arrangements are being removed from either end of the siding to permit further movement, he must not go between or beneath any vehicle in the siding until an assurance has been obtained that full protection has again been provided.

The Control Tower Regulator must advise the Departure End Inspector immediately preparation has been either suspended or completed. Should a Guard or train preparer report back to the Departure Inspector without such advice having been received from the Regulator, the Inspector must satisfy himself that it is safe to resume normal working, and so advise the Regulator.

Protection must only be arranged with the Control Tower Regulator for one siding at a time, and new arrangements must be made as work progresses from siding to siding.

- 2.1.3. **Train Preparers working in teams** may work either as in 2.1.2. above, or adopt the most expeditious means possible, providing they observe the principles of obtaining the authority of the Departure End Inspector before entering the siding, arrange protection with the Control Tower Regulator before going between or beneath vehicles, and arrange for the protection to be removed as soon as the work has been completed. Protection must only be arranged with the Control Tower Regulator for one siding at a time, and new arrangements must be made as work progresses from siding to siding.

★ **PAGE 372**

Amend heading:—

**DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)**

Add:—

**HUDDERSFIELD (HILLHOUSE JUNCTION TO DEIGHTON (I.C.I. SIDINGS))**

**RULE 147**

In the case of trains returning from Deighton I.C.I. Sidings, the person working the Hillhouse Ground Frame, which controls all movements to and from the Single Line Branch, must advise the Signaller at Huddersfield Signal Box, by telephone, as soon as the train concerned has passed complete with tail lamp attached on to the Up Fast line and the Branch is again clear throughout.

★ **PAGE 373****FARNLEY BRANCH**

Add as third paragraph:—

The guard must inform the signaller at Leeds by telephone when the train, complete with tail lamp, has passed clear of the branch.

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

## LOCAL INSTRUCTIONS—continued

Page 373

Add:—

**PENISTONE HUDDERSFIELD JUNCTION TO HUDDERSFIELD ETC.**

**CLAYTON WEST JUNCTION**—The provisions of Rule 147 apply to trains brought to a stand on the Up Main line at Signal CW.14.

Page 374

Amend:—heading

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

Page 377 (Page 135 Supp. No.1)

**HOLBECK M.P.D.**

Add:—

Locomotives requiring to leave the Depot under authority of ground position light signal No.880 should, when awaiting clearance of that signal, be brought to a stand at the associated signal telephone situated some 25 yards in rear of the signal. This will eliminate the engine noise of the locomotive which would render conversation with the signalman at Leeds box extremely difficult, if the locomotive was standing at the signal which is situated under Ninevah Road overbridge.

**LEEDS CITY TO SKIPTON STATION SOUTH****LEEDS CITY****LEEDS CITY STATION, LEEDS SIGNAL BOX**

Locomotives following train sets from platforms or through lines

Amend:—

Drivers of trains arriving at bay platforms must follow the train set out immediately. Drivers of trains arriving at through platforms or on a through line, when the set is drawn off and the locomotive is required to follow the train set, must do so immediately but they must not pass any signal which has been placed to a proceed aspect for the departing train until the signal has been restored to normal and a proceed aspect is again exhibited. This instruction will also apply in the case of locomotives following a train which has previously been propelled or attached to the rear of another train in the station.

If however, the light locomotive is standing partially or immediately ahead of the signal applicable to the movement the locomotive is required to make, or if for any other reason the locomotive does not follow out immediately etc.

Page 378

**SHIPLEY****THACKLEY TUNNEL**

Delete:—heading and item

Page 380

Amend heading :—

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

Page 381

**ALLHUSEN'S BRANCH**

Add as third paragraph:—

The Guard or Shunter must inform the signalman at Gateshead by telephone when the train, complete with tail lamp, has passed clear of the branch.

★ Page 382

**AMBLE BRANCH**

Delete:—heading and item

Page 383

**BACKWORTH JUNCTION TO MORPETH****BEBSIDE**

Delete:—Sub heading and item.

Page 387

Amend line heading:—

**NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)**

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

## LOCAL INSTRUCTIONS – continued

Page 389

Amend heading:–

**BETWEEN SOUTH PELAW AND CONSETT (FELL. C.I.C.)****BETWEEN OUSTON JUNCTION AND ANNFIELD PLAIN****Delete:–** heading and item

Amend heading and sub heading:–

**SOUTH PELAW TO WASHINGTON CHEMICAL WORKS BETWEEN  
SOUTH PELAW AND TYNE DOCK BOTTOM**

Page 390

**PELTON COLLIERY****Delete:–** heading and entry

Page 397

**RYHOPE****Delete:–** heading and instruction

Page 398

Amend line heading

**DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.**

Page 409

**GRANGETOWN****Wilton Works Branch****Delete:–** sub heading and item.**ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES  
AND PLANT BOOKLET B.R.29993 DATED SEPTEMBER, 1969.**Page 4– **Amend:–** R.A. Group of Class 06 locomotives to read R.A.5.Page 6– **Delete:–** all reference to Class 14 locomotives.Page 7– **Amend:–** R.A. Group of Class 50 locomotives to read R.A.6.  
R.A. Group of HS4000 'Kestrel' Locomotive to R.A.7.Page 8– **Amend:–**

Group No.	Main Line Locomotives	Diesel Shunting Locomotives
4	Delete Class 14	–
5	Delete Class 50	Add Class 06
6	Add Class 50	Delete Class 06

Page 9– **Amend:–**

7	Add HS 4000 Kestrel*
10	Delete HS 4000 Kestrel

**Add Footnote:–**

\*Locomotive HS 4000 Kestrel permitted to work over R.A.7 Group Lines subject to the following conditions being strictly observed:–

- 1) Speed not to exceed maximum line speed. (Temporary or Permanent) or 80 m.p.h. whichever is the lower.
- 2) To be confined to running lines only unless special permission has been granted for any specific colliery or siding, etc.
- 3) Double heading prohibited except in cases of emergency.
- 4) Not to work over East Coast Main line between Newcastle (Heaton Carriage Sidings) and Berwick.

**ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued****Page 10— BREAKDOWN CRANES**

Amend Maximum Speed of crane 103, Immingham to read 60 m.p.h.

Crane No.1075 now re-numbered 330115.

**Page 16— KINGS CROSS TO BERWICK VIA K.E. BRIDGE AND NEWCASTLE**

Insert under "Remarks"

HS 4000 Kestrel Locomotive not to work between Newcastle (Heaton C.S.) and Berwick.

**★ Page 17 — ARDSLEY — TINGLEY GAS — Delete entry****Page 37— LEEDS CITY, HOLBECK JN. TO BRADFORD MILL LANE JN.**

Delete entry under 'Remarks'

**Page 44— RETFORD, WHISKER HILL TO RETFORD (NORTH CURVE)**

Amend to read RA Group 8 and permitted number of locomotives coupled to read 5 (Live or Dead)

**Page 48— SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD EXCHANGE**

Amend 'Remarks' to read:—

Classes 22, 24, 25, 26, 27, 29, 31, 44, 45, 46 PROHIBITED from entering No. 1 Platform at Bradford Exchange Station and Classes 44, 45, 46 PROHIBITED from entering No. 1 and No. 10 Platforms at Bradford Exchange Station.

**★ Page 49 — STARBECK NORTH TO RIPTON — Delete entry****★ Page 66 — BROAD ST. TO CAMDEN JC. (L.M.R.)**

Amend entry to read :—

R.A.7 — Yes 5 5 —

**★ Page 71 — ISLIP STREET JC. (KENTISH TOWN) TO KING'S CROSS JC. (L.T.B.) (L.M.R.)**

Delete entry under 'Remarks'

JUNCTION ROAD JC. TO ENGINE SHED JN. (KENTISH TOWN) (L.M.R.)

Delete entry under 'Remarks'

**★ Page 72 — KING'S CROSS GOODS & MINERAL JC. TO ST. PANCRAS JC. SIDINGS**

Amend to read R.A.10

**★ Page 74 — MITRE BRIDGE JC. TO NORTH POLE JC. (L.M.R.)**

Insert R.A.7 Delete ref. to additional classes permitted

**★ Page 75 — NORTH POLE JC. TO LATCHMERE JC. (L.M.R.)**

Amend entry to read :—

R.A.7 — Yes 5 5

Classes 40, 44, 45 and 46 prohibited from passing over scissors crossing between up lines in station. Prohibited from passing over three way connection in North End Up Side Bay lines. Prohibited over connection Down Main to L.T.E. line.

Classes 47 and 48 not to exceed 10 m.p.h. when passing over Chelsea River Bridge.

**★ Page 77 — SOUTH ACTON JN. TO OLD KEW JN. (L.M.R.)**

Amend 'Remarks' to read

Classes 40, 44, 45 and 46 prohibited over the Down Line at Kew East Jc. (3m. 776yds) and from the Up Line over the connection at Kew Bridge Depot.

## ROUTE AVAILABILITY OF LOCOMOTIVES ETC. — continued

## ★ Page 83 BULLCROFT EMPTY SIDINGS

Delete entries

## Page 89— DEAN ROAD SIDINGS

Insert Classes 08, 10, 11 as additional types permitted.

## Page 100—Insert New Entry:—

Darlington Forge	R.A.5*	—	—	—	—	*Diesel Shunting Locomotives Only.
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## Page 101 Insert New Entry:—

Carlin How, Skinningrove Iron Works	R.A.8	—	Yes	5	5	Brake Tenders not permitted.
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## Page 102—GAINSBOROUGH LEA ROAD (HIGH &amp; LOW YARDS)

Add 37 &amp; 47 † to additional types permitted. Insert under 'Remarks': † Class 47 High Yard only, including Shell Mex B.P. Sidings.

## Page 110 HULL : SWEET DEWS

Insert under 'Remarks' "Locomotives not to proceed beyond notice board at Hollis Bros. Sidings".

## Page 112 BRADFORD EXCHANGE CARRIAGE SIDINGS

Amend 'Remarks' to read: —

Maximum speed 10m.p.h. Main Line Diesel Locomotives PROHIBITED from No.3 Carriage Sidings except Classes 22, 23, 24, 25, 26, 27, 29, 31, 33, 35, 37.

Extreme caution to be observed with Classes 33, 35, 37, No.3 Carriage Siding.

## Page 114 Insert New Entry : DEWSBURY GAS WORKS

RA5. Additional permitted 40†, 45†, 46†, 47. Yes 5. 5. † Remarks to read † Classes 40, 45 and 46 not to pass gateway on No. 2 Siding.

## ★ Page 115 —DUDLEY HILL, BARRET'S SIDINGS

Delete existing entry and remarks

Insert new entry:—

R.A.5*	—	Yes	5	5	*Diesel Shunting Locomotives only.
--------	---	-----	---	---	------------------------------------

## Page 119 KEIGHLEY UP SIDINGS

Amend entry to read Keighley Down Sidings and references under 'Remarks' to 'Up' Yard and No. 1 Up Siding to read 'Down' Yard and No. 1 Down Siding.

## ★ Page 121 —LAISTERDYKE EAST TO ENGLISH ELECTRIC COY. SIDINGS

Amend to read:—

R.A.5*	—	Yes	5	5	*Diesel shunting locomotives only. Locomotives not to pass beyond boundary gate leading to private sidings.
--------	---	-----	---	---	---

## Page 121 HUNSLET EAST

Delete Existing entry and Insert:

## HUNSLET EAST :

Shell Mex & B.P. Ltd.	R.A.8	—	Yes	5	5	—
White Spirit Sidings	R.A.8	—	Yes	5	5	—
Oil Rail Terminals	R.A.8	—	Yes	5	5	—
B.R. Lines throughout	R.A.8	—	Yes	5	5	—

## ROUTE AVAILABILITY OF LOCOMOTIVES ETC. -- continued

## ★ Page 126 RIPON GOODS --

Delete entry.

## Page 141 GRANGETOWN

Insert New Entry:--

Shell Mex B.P. Ltd.

Teesport Refinery R.A.8. -- Yes 5 5 --

## Page 143 HEBBURN STATION SIDINGS

Amend R.A. Group to read 7 and delete existing entry under "Additional Classes Permitted".

## Page 145 JARROW STATION SIDINGS

Amend to read R.A.8, Double Heading and Up to 5 Locomotives (Live or Dead) permitted.

## Page 157 WHITBURN JN. HANN &amp; NEWBY'S COAL DEPOT

Insert:--

R.A.5 + Addl. permitted Class 37. Yes 5. 5

Remarks to read + Diesel Shunting Locomotives Only.

## ★ Page 158 Lines over which Western Region Locomotives may work with A.W.S. (W.R.) in operative position.

Amend items:--

4 -- Add Normanton -- Leeds

5 -- Add Rotherham (Masborough)

6 -- Liverpool St. -- Norwich via Ipswich, Thorpe Jn. -- Wensum Yard, Wensum Yard -- Swing Bridge Jn., Manningtree -- Parkeston. Stratford Station -- Thornton Fields Carriage Sidings.

Add New Item:--

7 Wath Road Jn., Moorthorpe, So. Kirkby, Wakefield Westgate, Leeds.

8 Leeds, Apperley Jn., Shipley, Keighley.

## WORKING MANUAL FOR RAIL STAFF B.R. 30054

## SECTION 3.

## TABLE E

Instructions E1/7, E1/8, E1/9, E1/10 and E1/11 cease to operate from 1st August, 1970. These instructions therefore should be deleted and substituted by the following:--

E1/7 Wagons containing military explosives are labelled with marshalling Category letters J, W or Y or with the words "Safety Class". Such wagons should be marshalled as near the middle of the train as practicable.

E1/8 Wagons containing marshalling Category "Y" military explosives will be labelled with the Exceptional Load Wagon label B.R.21349/2 and may only be conveyed when accompanied by Form of Advice B.R.29973.

When there are more than five wagons containing military explosives of marshalling Category "Y", they must be marshalled into groups of five or less. Each group of vehicles must have two barrier wagons containing non-dangerous goods marshalled on either side, empty wagons must not be used as barriers. Block trains must not be re-marshalled.



## WORKING MANUAL FOR RAIL STAFF B.R. 30054-continued

## SECTION 3-continued

## TABLE E-continued

- E1/9 Up to 60 wagons containing military explosives, except explosives of marshalling Category "Y", may be conveyed on any freight train subject to the following conditions:-

Wagons Labelled	Wagons
Safety class alone	60
W alone	60
W + safety class	60
W + not more than five J	60
W + not more than five J + safety class	60
J alone	60
J + safety class	60

Such trains may be made up to full engine load with wagons containing general merchandise providing vehicles containing explosives are separated from other dangerous goods by at least two vehicles containing non-dangerous goods. Empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

- E1/10 There must in every case be two barrier wagons or one which is at least 38 feet in length over buffers between the locomotive and the first wagon containing explosives, and behind the last wagon containing explosives or between it and the guard's brake van if one is provided. The barrier wagons at the front of the train must not contain dangerous goods, empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.
- E1/11 Barrier Wagons must be labelled to the same destination as the explosives, except where it is convenient to use barrier wagons containing non-dangerous goods to a point beyond that to which the explosives are labelled.

## SECTION 6

## Table C. Notes on Special Circumstances.

## C1/8 (page 1) Amend as follows:-

"Where the Route Availability of a vehicle is not known ..... " and as shown.

## C1/8 (page 2)

Insert over "Weight per Axle (tons)" the words " 2-axled vehicles"

Insert new table and notes

## 4-axled (Two axled bogies) vehicles

Weight per axle (tons)	R.A.
Up to 13	3
Over 13-14	4
Over 14-15	5
Over 15-16	6
Over 16-17	7

## Note:

- (i) Three axled and six axled wagons should not be conveyed without the authority of form B.R. 29973/3 unless already panelled.
- (ii) Any vehicle with axle weights in excess of those shown in the above tables must be submitted to the C.C.E. for authority unless already panelled.
- (iii) This method of deriving the R.A. number is for emergency purposes and is only to be used when no other means is readily available.

## Section 3. Basic Wagon Panels.

Delete words "Vanfits, Hyfits" from basic panel headed "Vanfits, Hyfits, Shocks etc." and Insert note (i) "Brake Force of all unpanelled Vanfits and Hyfits to be assessed as 4 brake tons". Note (ii) Insert "The Brake Force of all unpanelled Minfits fitted with the Loaded/Empty change-over device with the lever in the loaded position to be assessed as 11 brake tons".

## WORKING MANUAL FOR RAIL STAFF B.R.30054-continued

## SECTION 6 - continued

## Table E. Loads permitted with specific brake forces.

Page 5E (iii) Class 8 Freight Trains - not fully fitted, paragraph 3. Amend second sentence to read:-

"A new Table E (iii) has been introduced which must be used" .... and as printed.

Insert further sentence:- "This Table applies only to trains confined to Eastern and London Midland Regions".

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

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YORK  
12 OCTOBER, 1970

MO45/ND No.

F.J. BURGE  
Chief Operating Manager

*If this notice is not received by the normal time advise your superior Officer by telegram as follows:-*  
NILE FOUR WEEKLY GEN. INST. BKT. ND No. -

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