FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/D

British Rail

EASTERN REGION

(NORTHERN AREA)

ND

No. 47D

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 21 NOVEMBER

(4 WEEKLY PERIOD)

TO

FRIDAY 18 DECEMBER 1970

INCLUSIVE

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

★ *Denotes new or amended item.*

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

MISCELLANEOUS NOTICES

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WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME

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

★ **Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

★ BETWEEN GREENLAND SIGNAL BOX AND CENTRAL MARINE GROUND FRAME

A temporary timber crossing over the Up and Down lines has been brought into use between Greenland signal box and Central Marine Ground Frame. This crossing is 326 yards from Greenland signal box and is being extensively used by Road Vehicles.

Drivers to keep a sharp look-out and sound horns when approaching the crossing.

★ REDCAR STATION

One platform working has been introduced at Redcar station, all stopping trains being dealt with in the Down platform. Drivers of Down trains must bring their trains to a stand with the driving cab towards the East end of the canopy and Up trains with the cab towards the West end.

★ MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

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.

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.

MISCELLANEOUS NOTICES–continued

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.

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.

★

INSTRUCTIONS REGARDING THE ASSISTANCE OF FAILED LOCOMOTIVE-HAULED TRAINS WHERE THE CONTINUOUS BRAKE (AIR OR VACUUM) CANNOT BE MAINTAINED BY THE FAILED LOCOMOTIVE

Action must be taken as shown on the chart on page 6 herein in connection with the assistance of Locomotive hauled trains where the continuous brake, air or vacuum, cannot be maintained by the failed locomotive.

In consequence, the following modifications apply to the instructions in the General Appendix.

Page 43 (as amended on pages 35–40 of Supplementary Operating Instructions (Northern Area) dated 9 May, 1970)

Working Instructions for Freightliner Trains and for Freightliner wagons attached to other Services.

Instruction 10 Not applicable

Instruction 11

Amend:–last paragraph to read:–

If the air brakes on the whole of the rear set of wagons or on the whole train become inoperative during the journey, with the air brake on the train locomotive still being operative, the train may proceed provided either a locomotive or fully fitted air or vacuum braked train is attached to the rear of the train. Speed must be reduced having regard to the brake power available and the defect must be remedied or the defective vehicle/s detached at the nearest point. If the brakes on the train cannot be maintained owing to failure of the train locomotive, the relevant action as shown in the chart must be taken.

MISCELLANEOUS NOTICES – continued

Page 43 (page 37 Supplement No.3) Coal Trains Formed of 26 or 32 ton Capacity Wagons – Working Instructions (Merry-Go-Round Trains)

Instruction 3 Not applicable

Instruction 4

Amend:–last paragraph to read:–

If the air brakes on the whole train or on either of the last two wagons become inoperative during the journey, with the air brake on the train locomotive still being operative, the train may proceed provided either a locomotive or fully fitted air or vacuum braked train is attached to the rear of the train. Speed must be reduced having regard to the brake power available and the defect must be remedied or the defective vehicle/s detached at the nearest point. If the brakes on the train cannot be maintained owing to failure of the train locomotive, the relevant action as shown in the chart must be taken.

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.

★ INSTRUCTIONS REGARDING THE ASSISTANCE OF FAILED LOCOMOTIVE–HAULED TRAINS WHERE THE CONTINUOUS BRAKE (AIR OR VACUUM) CANNOT BE MAINTAINED BY THE FAILED LOCOMOTIVE

Condition	Type of Brake on: Failed Train	Type of Brake on: Assisting Locomotive	Type of Brake on: Assisting Train	To be Coupled: Drawgear, heating (if required) and pipes as below	Operation of Brake: By	Operation of Brake: Applies Brake on	Maximum Speed	Assistance Authorised to	Remarks	Condition
ASSISTANCE FROM THE FRONT										
1	A	D	*	MRP, ABP, VBP	Assisting Locomotive	Both locomotives and failed train	Normal	Destination, if required		1
2	V	D or V	*	MRP, VBP and where applicable ABP						2
3	A	V	*	MRP, VBP	Failed locomotive	Failed train	50 mph Classes 1 and 2 30 mph all other trains	Nearest point where dual-braked locomotive available or where train can be taken out of service	Driver of assisting locomotive is responsible for initiating the brake application	3
ASSISTANCE FROM THE REAR										
4	A	D	*	MRP, ABP	Failed locomotive	Both locomotives and failed train	40 mph Classes 1 and 2 30 mph all other trains	Clear main line only Note : Extreme care must be exercised by all concerned during the movement		4
5	A	V	*	MRP		Failed locomotive and failed train				5
6	A	D	A or V	MRP, ABP		Both locomotives and both trains	20 mph			6
7	A	V	V	MRP		Failed locomotive and failed train				7
8	V	D or V	*	VBP		Assisting loco and failed train			In some circumstances the air supply on failed locomotive for locomotive brake, horn, etc. will not be maintained.	8
9	V	D or V	V	VBP		Assisting loco and both trains	10 mph			9
10	V	D	A	VBP		Assisting loco and failed train				10

NOTES : 1. Abbreviations

a Trains
- A – Air Brake
- V – Vacuum Brake
- * – No train – assistance by light locomotive

c Locomotive
- D – Locomotives equipped to operate air and vacuum braked trains
- V – Locomotives equipped to operate only vacuum braked trains

c Pipes
- MRP – Main Reservoir Pipe
- ABP – Air Brake Pipe
- VBP – Vacuum Brake Pipe

2. An air-braked train cannot be assisted from the rear in accordance with these instructions unless the air brake throughout the failed train is operating on the Two-pipe system.

3. Assistance must not be given from the rear under Conditions 8, 9 and 10 if the failed locomotive is Class 40 and cannot maintain the air supply for the locomotive brake.

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 15 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
NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD (JUNCTION) ETC.			
Cliff House	Cemetery North	Down Main or Down Goods	–
Ryhope Grange	Monkwearmouth Station	Down Main	–
MONKWEARMOUTH TO HYLTON COLLIERY (GOODS LINES)			
Monkwearmouth Station	Hylton Colliery Ground Frame	Down Goods	–
WEST HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY (INCLUDING SHOTTON AND THORNLEY COLLIERY BRANCHES)			
Cemetery North	Hawthorn Colliery	Down Main/ Goods	–
SHOTTON COLLIERY BRANCH			
Shotton Colliery Ground Frame	Shotton Colliery Sidings	Down	–
THORNLEY COLLIERY BRANCH			
Wellfield Station	Thornley Colliery	Down	–
BILLINGHAM ON TEES TO PORT CLARENCE (INCLUDING BILLINGHAM BECK BRANCH AND HAVERTON HILL LOOP)			
Billingham on Tees Station	Belasis Lane	Down Main	–
Belasis Lane	Billingham on Tees Station	Up Main	–
HAVERTON HILL LOOP (GOODS LINES)			
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 relevent 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 Signalman.

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 Signalman 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 35m.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 8/9

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

★ **Delete:–** heading and item

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

CHARLESWORTH'S TO METHLEY SOUTH

Delete:– heading and item

Page 22

BETWEEN BILLINGHAM ON TEES AND GREATHAM

Delete:– heading and item.

Page 23

WARRANBY HALT

Delete:– heading and item.

DURHAM STATION UP PLATFORM

Delete:– heading and item

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA

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Page 1

Amend:–

Table		Page
T.1	Lineside Fires	285

Add:–

T.2	Lineside Hot Axle Box Detectors	285

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Add:–		
	Acklington – Brotherwick Level Crossing	339
	Bradley Branch – Local Instructions	368
	Brotherwick Level Crossing	339
	Charlesworth Branch – Working Instructions	365
	Clayton West Junction – Rule 147	373
Amend:–		
	Allerton Main (Bowers Opencast) – Local Instructions	351
Delete:–		
★	Amble Branch – Local Instructions	382
★	Annfield Plain and Ouston Junction – Local Instructions	389
	Ardsley – Local Instructions	342
	Bebside – Local Instructions	383
	Bishop Auckland West and North – Transient Track	306
	Bowling Local Instructions	367
	Bradley Wood Sidings	368
	Brighouse	368
★	Bullcroft Colliery – Skellow – Local Instructions	365
★	Catterick Camp Railway – Local Instructions	400

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Add:–		
	Electrically operated points – working by Crank Handle in case of failure,	318
	Gas Point Heaters	330
★	Hall Lane Branch – Local Instructions	367
Delete:–		
	Hemsworth – Local Instructions	360

Page 4

Add:–		
	Point Heaters – Gas	330
Amend:–		
	Oakenshaw – Local Instructions	363

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
GENERAL AND LOCAL INSTRUCTIONS – INDEX – continued

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	Laisterdyke – Local Instructions	366
	Laisterdyke – East	366
	Mirfield (Heaton Lodge Junction) – Exemption from rule 39(a)	313
	Mirfield – Local Instructions	368
	Ouston Junction and Annfield Plain	389
	Pilton Colliery – Local Instructions	390

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	Add:–	
	Thorpe Marsh Power Station	365
	Amend:–	
	South Pelaw and Consett – Local Instructions	389
	South Pelaw and Washington Chemical Works – Local Instructions	389
	Delete:–	
	Redcar Station – Exemption from Rule 39 (a)	313
	Ryhope – Local Instructions	397
★	Tingley Gas Works Sidings	365
★	Skellow–Bullcroft Colliery Sidings – Local Instructions	365
★	Upton and North Elmsall – Local Instructions	360

SEQUENCE OF LINES USED THROUGHOUT THIS BOOK

Page 7

		Page in Table 'A'
	Amend:–	
★	Carcroft to Leeds City (West Junction) including Brodsworth Colliery Branch, Wakefield (Westgate) South Junction to Wakefield (Kirkgate) etc.	32
	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
★	Bramwith (Exclusive) to Skellow (Adwick Junction including Carcroft to Skellow Junction) and Applehurst Branch	90
	Dudley Hill to Laisterdyke Yard	94
	Delete:–	
	Laisterdyke East (Quarry Gap)	93
★	Ardsley to Tingley	93

Page 8

	Amend:–	
	Sowerby Bridge (Milner Royd Junction) to Bradford (Exchange) (including Greetland to Dryclough Junction, Laisterdyke Yard to Bowling Junction and Laisterdyke Ground Frame to Adolphus Street Goods Yard)	101
	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
★	Gateshead (Greenfield Junction Dunston Lines) to Blaydon via Norwood (including Dunston Staiths, Swolwell Colliery Branch, Low Fell Sidings Junction to Bensham Curve Junction, Low Fell Junction to Norwood Junction, Redheugh Branch, Tanfield Branch	176

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX–NORTHERN AREA–continued

SEQUENCE OF LINES USED THROUGHOUT THIS BOOK – continued

Page 8 – continued

		Page in Table 'A'
Add:–		
	Heaton Lodge (South Junction) to Heaton Lodge (East Junction)	113
	Huddersfield (Hillhouse Ground Frame) to Deighton (I.C.I. Sidings)	114
Delete:–		
	Kirkburton Goods Branch	114
	Amble Branch	150

Page 9

Amend:–		
	Bishop Auckland East to Goods Yard	193
	Bishop Auckland East to Eastgate (APCM Sidings)	194
	Darlington Parkgate to Bishop Auckland East etc.	195
★ **Delete:–**		
	Cowton (Eryholme) to Catterick Bridge	199
	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.

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	Standage Wagons L.&V.	Down	Up	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.**	
Page 14											
	Cowton										
	Eryholme										
★	**Delete:**–note (See page 199 etc) and speed restriction									– **25 Over Junction towards Catterick Bridge 0m. 0chs. to 0m. 5chs. (Eryholme to Catterick Bridge mileage)**	
Pages 17/18											
	Durham										
	Relly Mill										
	Amend:–							**85**	**85**	**66m. 11chs. to 70m. 5chs.**	
	Add:–							**90**	–	**70m. 5chs. to 78m. 63chs.**	

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 M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L.&V.	Permanent speed restrictions m.p.h. Down	Permanent speed restrictions m.p.h. Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
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.	
Pages 32/35											
	CARCROFT STATION TO LEEDS CITY (WEST JUNCTION) ETC.										
★	**Delete** whole table and **Substitute :–**										
	CARCROFT TO LEEDS CITY (WEST JUNCTION) (INCLUDING BRODSWORTH COLLIERY BRANCH, WAKEFIELD (WESTGATE) SOUTH JUNCTION TO WAKEFIELD (KIRKGATE) WEST AND LEEDS CITY (GELDERD ROAD JUNCTION) TO LEEDS CITY (HOLBECK WEST JUNCTION))										
	CARCROFT AND WAKEFIELD (WESTGATE)							70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
T.C. Block	**Carcroft** – – (Controlled by Skellow Junction signal box) (See Page 36 for Brodsworth Colliery Branch and page 91 for Carcroft to Skellow Junction)							10	–	**Over Junction towards Skellow Junction 160m. 14chs. to 160m. 19 chs.**	
T.C. Block	Adwick Junction 1134 (Controlled by Skellow Junction Signal box) (See Page 90 for Skellow, Adwick Junction to Bramwith)							–	15	**Over Junction towards Stainforth 0m. 0chs. to 0m. 4chs. (Adwick Junction to Skellow Junction mileage).**	
T.C. Block	Moorhouse Junction 2 1168 (Controlled by South Kirkby Junction signal box) (See Page 76 for Frickly Colliery Branch)									C. Down Doncaster 990 yards before reaching SK 659 signal	195
										C. Down Doncaster 1078 yards before reaching SK 657 signal.	1060 (falling)
										C. Down Doncaster 860 yards before reaching SK 653 signal.	200
										C. Down Doncaster 1170 yards before reaching SK 645 signal.	200
T.C. Block	**South Kirkby** Junction 2 1056 (See Page 59 for South Kirkby Junction to Moorthorpe Station)							–	30	**Over Junction towards Moorthorpe Station (Branch Speed limit)**	
						DGL 140 UGL 120				C. Down Doncaster 910 yards before reaching SK639 signal.	106
										C. Down Doncaster 842 yards before reaching WN629 signal.	428

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

Pages 32/35–Substitute–continued

T.C. Block

South Kirkby–continued

C. Down Doncaster 925 yards before reaching WN 627 Signal. 165

C. Up Doncaster 1010 yards before reaching WN 258 Signal 166

C. Up Doncaster 750 yards before reaching WN 260 Signal 147

Hare Park Junction 5 1610 — 15 – **Over Junction towards Crofton West Junction 171m. 72chs. to 171m. 76 chs. (Kings Cross to Crofton West mileage)**

(Controlled by Westgate North signal box)(See Page 92 for Hare Park to Crofton West)

C. Up Doncaster 670 yards before reaching WN264. Signal 100

C. Up Doncaster 1015 yards before reaching WN620 Signal. 246

50 50 174m. 30 chs. to 175m. 34 chs.

25 25 175m. 34 chs. to 175m. 52 chs.

Wakefield

Westgate North 4 43 — 15 **Over Junction towards Wakefield (Kirkgate) West (Branch Speed limit)**

(See Page 36 for Wakefield (W) South Junction to Wakefield (K) West) †UPL 45 †DPL 45

WAKEFIELD (WESTGATE) AND LEEDS CITY (WEST JUNCTION) **60 60** MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

C. Down Doncaster 614 yards before reaching WN 227 Signal 106

C. Down Doncaster 1170 yards before reaching WN 225 Signal 89

C. Down Doncaster 1167 yards before reaching WN 223 Signal 90

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	Standage Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 32/35–Substitute–continued											
T.C. Block	**Wakefield** Westgate North – **continued**									C. Down Doncaster 1050 yards before reaching WN 221 Signal	440
								50	**50**	**176m. 70chs. to 177m. 2chs.**	
								50	**50**	**178m. 12chs. to 178m. 46chs.**	
	Leeds City Gelderd Road Junction	8	1020					**25**	**25**	**184m. 16chs. to 184m. 37chs.**	
	(Controlled by Leeds signal box) (See below for Gelderd Road Junction to Holbeck West Junction)							**25**	–	**Over Junction towards Holbeck West Junction 184m. 22chs. to 184m. 27chs.**	
										C. Up Main, 510 yards before reaching UV42 Signal.	84
	Leeds City West Junction	1	462					**15**	–	**185m. 16chs. to 185m. 43chs.**	
	(Controlled by Leeds S.B.) (See page 128 for Leeds City to Skipton Station South).										

† Station Yard Working for Passenger trains, E.C.S. and Light Engines. (Applies from 29. 11. 70)

Page 36

★ **Amend heading:–**
WAKEFIELD (WESTGATE) SOUTH JUNCTION TO WAKEFIELD (KIRKGATE) WEST
WAKEFIELD (W) SOUTH JUNCTION TO WAKEFIELD (K) WEST

★ **Amend:–**
Wakefield (W)
South Junction
(Controlled by Wakefield North signal box).

★ **Delete:–** Block Post dot

Wakefield (K)
West

★ **Amend:–**

C. Up line 375 yards before reaching WN 249 signal. 100

(Applies from 29. 11. 70)

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

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. 94

Delete:– 30 – **Bramhope Tunnel 8m. 0chs. to 8m. 10chs.**

Pages 39/40

YORK (WATERWORKS JUNCTION) TO SCARBOROUGH ETC.

Heslerton Station
Delete:– All particulars

Weaverthorpe
Station
Amend:– 5 597

Scarborough
Washbeck
Delete:– All details

Falsgrave
Amend:– 2 1004

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

Page 43

THORNHILL (L.N.W. JUNCTION TO LEEDS CITY) (HOLBECK EAST JUNCTION)

Mirfield
Thornhill
L.N.W. Junction

★ **Delete:– Mirfield**

★ **Amend:–** (Controlled by Healey Mills S.B.)

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.

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

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** (Both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE

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

One train only

Ledston Station	1	1214	DRS*	27	
Allerton Main (Bowers Opencast) 'Stop Board'	1	430		**15** (Both directions)	**Between Ground frame and Leeds Road Level Crossing Stop Board**

Page 59

MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION

★ **Amend**:– Description of Block Signalling between **Moorthorpe** Station and **South Kirkby** Junction to read 'T.C. Block'.

Moorthorpe Station

★ **Add**:–

C. Down line 1374 yards before reaching SK645 Signal	120 (falling)
C.W. Up line 800 yards before reaching Moorthorpe Station No. 9 Signal.	160

South Kirkby Junction

★ **Amend**:– (See Page 32 for Cancroft to Leeds City West Junction)

★ **Delete**:–

C.W. Up line 520 yards before reaching South Kirkby Up Branch Starting Signal.	160

(Applies from 29-11-70)

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

Page 76(Page 39 Supp. No. 1)

FRICKLEY COLLIERY BRANCH (GOODS LINE)

South Elmsall
Moorhouse
Junction

★ **Amend** to read:–
Moorhouse
Junction
(Controlled by South Kirkby Signal box).

(Applies from 29-11-70)

Page 81 (Pages 40/41 Supp. No.1)

WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.

Wakefield
Kirkgate
Calder Bridge
Delete:– C.W. Down Goods clear of fouling point with Main Line 169

Oakenshaw
Junction
Delete:–Block Post dots C.W. Up Goods line clear of fouling point with Main Line 169

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, 720 yards before reaching Signal 0.313 134

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX–NORTHERN AREA–continued

TABLE [illegible]–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	Standage Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 82 (Page 41 Supp. No.1)

Pontefract
Monkhill
Prince of Wales
West Junction

★ **Amend:–**

Signal
355
TCB(G)
To Prince
of Wales
368 Signal

Pages 84/85

OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION
Wakefield
(Kirkgate)
Oakenshaw
Junction
Delete:–Block Post dot

Add:–
(Controlled by Oakenshaw signal box)

Royston
Oakenshaw
South Junction
Amend note:–
(Controlled by Oakenshaw) (See page 123 etc.)

Amend:–

C. Up line, 740 yards before reaching Oakenshaw Signal O.12. — 72

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

Page 85

Amend:–OAKENSHAW (OAKENSHAW SOUTH JUNCTION) TO CROFTON EAST JUNCTION

Royston
Oakenshaw
South Junction
Delete:–'North' from note

Page 87 (Page 45 Supplement No. 1)

METHLEY NORTH JUNCTION TO PONTEFRACT (PRINCE OF WALES JUNCTION)
Methley North
Lofthouse Junction
Add:–

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

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

Page 88 (Page 45 Supp. No.1)

Pontefract

Monkhill

Prince of Wales

★ **Amend:–**

TCB(G)

Signal 368

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 yards before reaching Methley South Level Crossing (80)
Staff and Ticket (see page 365)						
● Lofthouse Junction	2	797		20	–	**183m. 15chs. to 183m. 24chs.**

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

★ **Page 90** (Page 46 Supp. No.1)

Amend heading:–
BRAMWITH (EXCLUSIVE) TO SKELLOW (ADWICK JUNCTION) (INCLUDING CARCROFT TO SKELLOW JUNCTION AND APPLEHURST BRANCH)

Amend:–

Skellow Junction (See Page 91 for Skellow Junction to Carcroft)	**15**	–	**Over Junction towards Carcroft (Branch speed limit)**
Delete:–	–	**15**	**Over Junction towards Bullcroft 1m. 65chs. to 1m. 49chs.**

Adwick Junction

Amend note:–See Page 32 for Carcroft to Leeds City (West Junction) (Applies from 29.11.70)

Page 91 (Page 47 Supp. No. 1)

★ **Amend** heading and sub-heading:–
CARCROFT TO SKELLOW JUNCTION
CARCROFT AND SKELLOW JUNCTION

★ **Amend:–**

Carcroft
(Controlled by Skellow Junction S. Box). (See Page 32 for Carcroft to Leeds City (West Junction).
(Applies from 29.11.70)

CARCROFT SKELLOW JUNCTION TO BULLCROFT (EXCLUSIVE)

★ **Delete:**–heading and table. (Applies from 29.11.70)

APPLEHURST BRANCH
Amend:–Description of Block Signalling to read "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 M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L.&V.	Permanent speed restrictions m.p.h. Down	Permanent speed restrictions m.p.h. Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in

Page 92 (Page 47 Supp. No.1)

HARE PARK TO CROFTON WEST

★ **Delete** whole table and **Substitute:–**

HARE PARK TO CROFTON WEST

HARE PARK AND CROFTON WEST								**55**	**55**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
Hare Park											
Junction	–	–						–	**15**	**171m. 76chs. to 171m. 72chs.**	
(Controlled by Wakefield North signal box).											
										C. Up line 1280 yards before reaching WN 262 signal.	110
										C. Up line 690 yards before reaching O.302 signal.	300
Crofton West											
Junction	1	511						**15**	–	**173m. 17chs. to 173m. 22chs.**	

T.C. Block

(Controlled by Oakenshaw signal box (See Page 81 for Wakefield (Kirkgate) East to Goole Goods Junction)

(Applies from 29.11.70)

Page 93

LAISTERDYKE EAST TO QUARRY GAP

Delete:–heading and table

★ **Page 93** (Page 47 Supp. No.1)

ARDSLEY TO TINGLEY

Delete:–heading and table

(Applies from 29.11.70)

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** (Both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	
Dudley Hill Yard	–	–									
Laisterdyke Yard	1	802									

One train only

Pages 96/97

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC.

New Pudsey Station

Amend:–

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

Laisterdyke East

Delete:–All details (including Speed restrictions)

Amend:–

										C. Down Main 793 yards before reaching HS1589 signal.	100
										C. Up Main 380 yards before reaching HS62 signal	59

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

Pages 96/97–continued

Laisterdyke East–**continued**

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 before reaching HS1588 signal. — 49

Bradford (Exchange)
Hammerton Street

Amend:– 7 1042

Delete:– URS 150 — C. Down Goods 802 yards etc. — 49 (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)

Sowerby Bridge
Milner Royd Junction

Amend:–

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

Delete:–

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

Halifax
Dryclough Junction

Delete:–Block Post dot

Add:–

(Controlled by Halifax signal box)

Amend:–

C. Down Main 1144 yards before reaching H703 signal — 118

CW. Down Main 690 yards before reaching H709 signal — 118

Amend:–Description of Block signalling between **Sowerby Bridge** Milner Royd Junction and **Halifax** to read '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	Standage Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

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

Bradford Exchange
Bowling Junction
Amend:–

20 – **Over Junction towards Laisterdyke (Branch Speed Limit)**

Laisterdyke West in note to read Laisterdyke Yard

Pages 104/105

GREETLAND TO DRYCLOUGH JUNCTION
Amend:–Description of Block Signalling between **Greetland** and **Halifax** Dryclough Junction to read 'T.C. Block'.

Halifax
Dryclough Junction
Delete:–Block Post dot

Add:–
(Controlled by Halifax Signal box)
Amend:–

C. Down line 1086 yards before reaching H707 signal — 45

LAISTERDYKE WEST TO BOWLING JUNCTION
Delete:–heading and table and **Add** new tables:–

LAISTERDYKE YARD TO BOWLING JUNCTION

LAISTERDYKE YARD AND HALL LANE — **20** (Both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE

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 PERMISSIVE 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** (Both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE

One Train only

Laisterdyke Ground Frame – –
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 M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L.&V.	Permanent speed restrictions m.p.h. Down	Permanent speed restrictions m.p.h. Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in

★**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:–**

Between Heaton Lodge Junction and Midland Junction { Left Hand – Slow line, Right Hand – Fast line, T.C. Block

Elland 0 1375 UGL DGL

CW. Up loop clear of fouling point with Main line. 551

CW. Down loop clear of fouling point with Main line. 551 (falling)

Healey Mills

Bradley Wood Junction 4 36

(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)**

Heaton Lodge Junction 1 751

(Controlled by Healey Mills signal box)

(See page 113 for Heaton Lodge Junction to Diggle)

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

– 50 **Over junction towards Heaton Lodge (South Junction) via underpass line (Branch speed limit)**

35 35 **Slow lines 38m. 20chs. to 38m. 60chs.**

T.C. Block T.C. Block

Heaton Lodge East Junction 702

(Controlled by Healey Mills signal box)

(See page 113 for Heaton Lodge (South Junction) to Heaton Lodge (East Junction)

Thornhill L & NW Junction 2 1316

(Controlled from Healey Mills)

(See page 43 for Thornhill L.N.W. Jct. to Leeds City)

(Holbeck East Jn.)

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

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

Pages 110/111

BRADLEY BRANCH

Delete existing table and **Substitute:–**

BRADLEY BRANCH

	BRADLEY JUNCTION AND BRADLEY WOOD JUNCTION							35 (Both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE
Single Line – No Token (See Special Instructions on Page 368)	**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)

Page 112 (Page 54 Supp. No.1)

Slaithwaite
Station

★ **Delete** Location, Block post dots and mileage:–

★ **Amend:–**

C. Up Main 1 mile 1450 yards before reaching Marsden Junction Distant Signal	105
C. Up Goods 1 mile 1450 yards before reaching Marsden Junction Distant Signal	105
C. Up Goods 2 miles 1530 yards before reaching Marsden Junction Distant Signal	105
C. Up Goods 3 miles 1100 yards before reaching Marsden Junction Distant Signal	105
C. Up Main 3 miles 580 yards before reaching Marsden Junction Distant Signal	105

Longwood
Goods

★ **Amend:–** 4 1291

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 M	Distance between Signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L.&V.	Permanent speed restrictions m.p.h. Down	Permanent speed restrictions m.p.h. Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points 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
0 1060
(to Springwood) Junction)

HU644 Signal — HU641 Signal

15 15 All lines 25m. 49chs. to 25m. 73chs.

C.W. Up Goods Loop 101
198 yards before reaching H155/6 Signal.

55 55 Fast lines 25m. 73chs. to 26m. 25chs.

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. 917

20 20 Fast lines 26m. 25chs. to 26m. 29chs.

(Controlled by Huddersfield Signal box)
(See page 114 for Deighton Goods Branch)

Bradley 2 250
Junction

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)

50 50 28m. 72chs. to 29m. 3chs.

50 – Over Junction towards Heaton Lodge (East Junction) via underpass line (Branch speed limit)

55 55 29m. 15chs. to 29m. 39chs.

Heaton Lodge 1 141
Junction
(Controlled by Healey Mills Signal box)
(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)

50 50 MAXIMUM PERMISSIBLE SPEED

Heaton Lodge

T.C. Block

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)

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	Standage Wagons 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** (Both directions)	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE
Huddersfield			
One Train Only (No Staff) — Hill House Ground Frame	– –	–	**10 0m. 4chs. to 0m. 0chs.**
Notice Board at I.C.I. Sidings	– 783		

Page 118

BARNSLEY (EXCHANGE) TO HORBURY JUNCTION ETC.
Barnsley Exchange
Junction
Delete:–

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

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	Standage Wagons L.&V.	Down	Up	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

Manningham
Station
Add:–

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

Amend:–

		1	814					20	–	**Main to East or West arrival Line 207m. 63chs. to 207m. 74chs.**	
								–	20	**East or West Departure line to Main Line 207m. 74chs. to 207m. 62chs.**	

Delete:–Additional Up and Down Goods Lines between **Shipley** Bradford Junction and **Manningham** Station.

Page 137

Amend:–heading and sub heading:–
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)
NORTHALLERTON (BOROUGHBRIDGE ROAD) AND EAGLESCLIFFE

Northallerton
Cordio Junction
Delete:–All details
Boroughbridge Road
Delete:–mileage

Page 142 (Page 65 Supp. No. 1)

West Hartlepool
Stranton
Delete:–

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

Page 145

Boldon Colliery
Pontop
Crossing
Delete:–All details

Station
Amend:–

		1	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	Standage 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.**

Add:–

		15	**15 3m. 13chs. to 3m. 17chs.**
		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 (London Midland Region) 3 1091

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	Standage Wagons 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 fouling point with Main line, 75 yards before reaching Up starting signal towards South Pelaw	7260

Page 174

PELTON COLLIERY BRANCH
Delete:–heading and table

Page 176

GREEN LANE TO HARTON
Harton
Amend:–

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

Page 180

★ **NORWOOD TO DUNSTON EAST**
Delete:– heading and item

REDHEUGH BRANCH
Dunston-on-Tyne
East
★ **Delete:**– all details
West
★ **Amend:–** 1 262
★ Description of Block signalling between Redheugh Bank foot and Dunston West to read 'NB'

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

Page 183

FERRYHILL (TURSDALE) TO PELAW VIA LEAMSIDE ETC.

Washington
South

Amend:–

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

Amend:–

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

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

Page 188

WEST HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY ETC.

Amend:–

WEST HARTLEPOOL (CEMETERY NORTH) AND CASTLE EDEN								35	35	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	

Page 191 (Page 72 Supp. No.1)

SILKSWORTH COLLIERY BRANCH (GOODS LINES)
Delete:–heading and table and **Substitute:–**
SILKSWORTH COLLIERY BRANCH (GOODS LINE)

SILKSWORTH COLLIERY BRANCH								15 (Both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	
One train only	**Ryhope** Station	–	–							C.W. Up line clear of fouling point with Main line.	66
	Silksworth Colliery	2	490								

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 (Both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	
One train only	**Bishop Auckland** East	–	–								
	(See page 196 for Darlington Parkgate to Wear Valley)										
	Goods Yard	0	458 (Distance to end of Branch)								