



**ND**

**EASTERN REGION**

**No.  
15 D**

(NORTHERN AREA)

*U53*

*April*

*Feb*

# **GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 10 APRIL**

(4 WEEKLY PERIOD)

TO

**FRIDAY 7 MAY 1971**

**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

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## MISCELLANEOUS NOTICES

Supplementary Operating Instructions Booklets for the Northern and Southern areas will be issued on April 10th to coincide with the Four-Weekly "D" notice. These booklets supersede the issues dated 9th May 1970 and will contain most of the information in the previous Supplementary Operating Instructions booklets and the Four-Weekly notices up to and including No.11D.

A supplement No.1 to the "Instructions to be observed by drivers, Guards and others for working over London Midland Region lines (other than London area), (B.R. 30057)" will be issued from the same date. This contains most of the relevant information from the Supplementary Operating Instructions (Northern and Southern Areas) and the four-weekly notices up to and including No.11D.

\* **REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS**

New Regulations for Working the Automatic Air Brake are now in operation.

These new Regulations appear on pages 8-18 of new Supplement No.4 to the General Appendix and supersede the existing Air Brake Regulations in Supplement No.3.

The following notes give a brief indication of the principal differences between the new and previous Regulations :-

**New Regulation 1. Description****Clause**

- 1.4 Alteration to colours of cocks, etc. at ends of "piped" vehicles.
- 1.6 Lists types of vehicles having fixed "Passenger" or fixed "Goods" timed distributors.
- 1.7 Describes "Goods/Passenger" brake timing changeover equipment.

**New Regulation 2. Operation**

- 2.5 & 2.6 Permits single-pipe operation under certain circumstances.
- 2.7 Prohibits vehicles with fixed "Passenger" timings being marshalled in fitted heads.
- 2.8 "Goods/Passenger" changeover lever, where provided, to be in "Goods" position in fitted heads.
- 2.9 Prohibits the marshalling of vehicles with fixed "Passenger" and fixed "Goods" timings in the same train.
- 2.10 Prohibits the operation of trains with both the automatic air and vacuum brakes in use.

**New Regulation 3. Before starting journey and/or at points where attachments/detachments are made**

- 3.2 Driver to personally check pipes and cocks are correct between locomotive and first vehicle.
- Guard no longer required to check intermediate brake pipe and main reservoir pipe cocks before journey.
- 3.4 Guard of freight train to check all distributor isolating cocks.
- 3.5.1 Lists information related to the train brake which Guards of passenger, empty coaching stock and parcels trains must give the Driver.

**MISCELLANEOUS NOTICES – continued****REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS – continued****New Regulation 3—continued**

- 3.5.2 Imposes special conditions which must be applied to passenger, empty coaching stock and parcels trains when brakes on some vehicles are isolated.
- 3.8 Guard to inform Driver that the air brake is in use and whether operating single-pipe.
- 3.9 Guard to check "Goods/Passenger" changeover levers, where provided, are in the correct position. Includes instructions relating to these positions.
- 3.10 Guard to advise Driver when any Continental vehicles are formed in the train in order that Driver may adopt correct braking technique.

**New Regulation 4. Brake Continuity Test (formerly the "simple" brake test)**

- 4.2 Amplifies circumstances when the brake continuity test must be carried out.
- 4.3.3. During brake test, the brake pipe cock to be open for ½ minute for all trains.
- " Authorises use of passenger communication valve for brake continuity test in certain circumstances.
- " On partly fitted trains the brake pipe cock on rear vehicle of fitted portion to be opened by Guard.
- " Includes procedure for brake continuity test when a locomotive is the rear vehicle.
- Guard no longer required to observe the application and release of the brake gear on the rear fitted vehicle during brake test.
- 4.3.5. Driver must use "Release" position, where provided, after the brake continuity test for 1 minute.
- 4.3.6. Guard must not give signal to start until brake continuity test carried out.

**New Regulation 6. Running Brake Test**

- 6.2 & The new Regulation is similar to Vacuum Brake Regulation 6 and includes a running brake test
- 6.3 for partly fitted trains at earliest suitable opportunity after starting. A "running" brake test is not now necessary on all other trains shortly after starting.

**New Regulation 7. During the journey**

- 7.4 Guard to take action if brake pipe pressure is abnormally low during the journey.

**New Regulation 9. Detaching of Locomotive or Vehicles.**

- 9.1 Defines in more detail the order in which each operation must be carried out. Brake pipe cock to be closed after uncoupling completed (previously left open).

**New Regulation 11. Defects**

- 11.1 New item detailing possible causes of failure to create 70 p.s.i. brake pipe pressure and action to be taken.
- 11.4 New item outlining action to be taken when brakes are isolated on vehicles during the journey.
- 11.5 If the brake pipe becomes defective and the rear vehicle is not a brake van, the train must not proceed until either a locomotive or fully fitted train is attached to rear.
- 11.6 Single-pipe operation is permitted if main reservoir pipe becomes defective.
- Note Outlines method of detecting defective brake pipe or main reservoir pipe.
- to
- Clause
- 11.

**New Regulation 12. General**

- 12.1 In certain circumstances, e.g. when no locomotive attached, vehicles must be secured by hand-brakes as a matter of urgency and scotches used if necessary.

**New Regulation 13. Special additional instructions relating to Continental and British Train Ferry Vehicles.**

New Regulation concerning differing and additional equipment and procedures in respect of ferry vehicles.

(Note to Drivers – Revised driving instructions are being issued and certain items in the existing Air Brake Regulations are transferred to the new Driver's Manual (B.R. 33056)).

**MISCELLANEOUS NOTICES – continued****★ WHEEL-BURNED RAILS**

Wheel slip will cause rail burns and when slipping is severe the damage may be sufficient to initiate multi-fractures in rails and subsequently a broken rail. It will be clear that precautionary measures need to be taken with minimum delay.

Drivers will be aware of the importance of the precautions and driving technique to avoid slipping and also the means of controlling wheel slip. However, when excessive wheel slip is known to have occurred it is essential in the interests of safety and to enable rail damage to be located quickly and be properly dealt with that any such instances and the location should be quickly reported verbally to a traffic supervisor or signaller to enable the local permanent way supervisor to be advised, so that he can arrange inspection of the track. It will be at the driver's discretion as to whether a special stop should be made to give advice of slipping but normally the advice should be given at the next stopping point of the train. (MTN/103/33)



### **WORKING OF COMBINED TAMPING MACHINES, BALLAST CONSOLIDATING MACHINES AND BALLAST REGULATING MACHINES**

The General Appendix Instructions relative to the "Running and Working of Mechanically Propelled On-Rail Tamping Machines" must be applied to the working of Combined Tamping Machines, Ballast Consolidating Machines and Ballast Regulating Machines together with the following additional Instructions:—

1. Machines must not be permitted to run coupled together.
2. Should a vehicle fail and be unable to run under its own power, it may be assisted by a locomotive, using the connecting bar carried on the vehicle, where appropriate. Except where otherwise shown, the speed of the movement may be up to **20 m.p.h.** at the discretion of the Driver/Operator when the vehicle is being hauled but must not exceed **5 m.p.h.** when being propelled. The speed over switches and crossings must not exceed **5 m.p.h.** The Driver/Operator must ride on the vehicle.
3. The Signaller must, in addition, be informed of the type of machine.
4. When the machine is required to work in the immediate vicinity of run back catch points or spring points the man in charge or Driver/Operator, must ensure that such points have been moved to the closed position and will be secured in that position until the machine is sufficiently far from them as to preclude the possibility of derailment. Where the points are controlled from a signalbox, arrangements must be made with the Signaller for the points to be kept in the closed position.
5. A wandering lead is provided on certain machines to enable the lookoutman to remotely operate the siren to give warning of approaching trains. Prior to leaving a stabling point the Driver/Operator must satisfy himself that the lead is in good working order.

### **SPECIAL INSTRUCTIONS RELATING TO PARTICULAR MACHINES**

#### **(a) COMBINED TAMPING MACHINE, OR BALLAST CONSOLIDATING MACHINE**

1. The speed of a machine running under its own power must not exceed **20 m.p.h.** over Switches and Crossings or **25 m.p.h.** on plain line.
2. The shoulder consolidating pressure plate, when being operated from the stowed position to the working position, or vice versa, will, in certain circumstances foul the gauge of the adjoining line. Before the locking catch is released to allow the plate to be lowered, or before the plate is raised to the stowed position, the Civil Engineering Supervisor must be in attendance and will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with unless the operation can be carried out under the close view of the Signaller and the line to be fouled is protected by a controlled stop signal in which case the Civil Engineering Supervisor must ascertain from the Signaller that it is safe for the operation to be made.

## MISCELLANEOUS NOTICES – continued

## (b) BALLAST REGULATING MACHINE

1. The speed of a machine running under its own power must not exceed the following:—
 

Types R.7 and USP.3000C	– 15 m.p.h. over Switches and Crossings.	}
	25 m.p.h. on Plain Line.	
Type R.7D	– 20 m.p.h. over Switches and Crossings.	
	25 m.p.h. on Plain Line.	
2. A Civil Engineering Supervisor must be in attendance when the machine is being assembled for work or worked with the side ploughs (including the side ploughs at the front of the machine) extended, and he will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with, together with the following additional instructions:—  
 When it is necessary for a train to pass the site on an adjoining line, the Civil Engineering Supervisor must give an assurance that work has been stopped and the side ploughs are clear of the line on which the train will travel.  
 No further movement of the machine, or part thereof, must take place until permission has been given by the Movements Department for work to be recommenced.
3. When the machine has the side ploughs extended, no "out-of-gauge" load must be allowed to pass on an adjoining line(s) except by prior arrangement.
4. When the side ploughs are padlocked on the side of the machine adjacent to passing trains and the Civil Engineering Supervisor has personal custody of the padlock key, then it is not necessary for a Movements Department Supervisor to be in attendance.
5. **Plasser type USP.3000C**  
 This machine has a connecting bar coupling at one end only and no coupling position at the other end. When assistance is required it will be necessary to specify to which end of the machine the assisting locomotive must approach.

★ INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING  
OF MECHANICALLY PROPELLED ON RAIL TAMPING MACHINES

Referring to clause 2 of the above instructions shown on page 44 of the General Appendix: The maximum speed of 25m.p.h. will not apply to the following machines; the speed of which must be restricted to 20m.p.h:—

Plasser 06 – 32  
 Plasser 06 – 16, 05 and 05E  
 Plasser 04  
 Plasser WE 275 (P. & C. machine)

★ NETHERTON COLLIERY BRANCH—TEMPORARY LEVEL CROSSING

A temporary level crossing has been provided on the Single line leading to Netherton Colliery approximately 1 mile from Choppington Signal Box in connection with the removal of the spoil.

A whistle board has been provided in the Down direction and a look-out man will be in attendance during the periods when vehicles are crossing. Drivers must keep a sharp look-out when approaching, give audible warning, and be prepared to act on any hand signals given.

# ALTERATIONS TO B.R. GENERAL APPENDIX

★ Page 4 (Page 8, Supplement No.4)

## REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS

Regulation 9. Detaching of Locomotive or vehicles.

Clause 9.1 – Amend item (e) to read:–

- (e) The brake pipe cocks on both vehicles at the point of division must be opened in order to ensure that the brakes are applied, except that when "Buck-Eye" automatic couplers are to be uncoupled, only the brake pipe cock on the vehicle(s) to be detached should be opened.

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

Page 2

### BOGIE RAIL TANKS

★ Delete:– paragraph (b)

paragraph (c)

★ Amend to read paragraph (b)

Page 5

### LINES WORKED ON THE TRACK CIRCUIT BLOCK SYSTEM

★ Amend:– reference to "page 52 of the General Appendix" in second paragraph to read "Rule 218A".

Page 18

### WAGONS WITH DISC BRAKES

★ Amend:– Wagons bearing wagon panels endorsed "Brakes not to be used unless train fully fitted" (e.g. 32-ton high capacity coal wagons) when conveyed on class 7 and 8 services must be marshalled in the unfitted portion.

MO 13.477

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA

Page

Page 2

### GENERAL AND LOCAL INSTRUCTIONS – INDEX

Add:–

★ Bowers Opencast – Local Instructions

351

★ Chevington – Warkworth level crossing.

339

Page 3

Delete:–

★ Gongs in Tunnel

315

Page 6

Add:–

★ Warkworth level crossing

339

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**  
**SEQUENCE OF LINES USED THROUGHOUT THIS BOOK**

Page in Table **A'**

**Page 8**

**Amend:—**

Backworth Junction to Morpeth via Seghill (including Netherton Colliery Branch and Newsham to Isabella Colliery)

150

**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 17 (Page 45 Supp. Oper. Insts.)**

**SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.**

Hett Mill  
(L.C.)

**Delete:—**

- 80 63m. 0chs. to 64m. 8chs.
- 70 64m. 8chs. to 64m. 21chs.
- 80 64m. 21chs. to 64m. 60chs.
- 80 64m. 60chs. to 63m. 0chs.

**Add:—**

**Page 46**

**LEEDS CITY TO HULL (PARAGON) ETC.**

**Delete:—** Up Goods line between Selby West and South

**Page 50**

**SELBY WEST TO SELBY (CANAL) (GOODS LINE)**

**Amend:—** Description of Block Signalling between Selby West and Canal to read:— 'Single line. No Token.'

**Page 55**

**CASTLEFORD EAST BRANCH (GOODS LINE)**

Castleford  
Old Station

**Amend:—** (See page 51 for Old Station to Allerton Main (Bowers opencast).)

**Page 150**

**Amend heading:—**

**BACKWORTH JUNCTION TO MORPETH VIA SEGHELL (INCLUDING NETHERTON COLLIERY BRANCH AND NEWSHAM TO ISABELLA COLLIERY)**

**Page 152**

**NEWSHAM TO BLYTH (LINKS ROAD) (GOODS LINE)**

**Delete:—** heading and table

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

TABLE A – continued

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

## Page 153

## ★ LOW PIT BRANCH (GOODS LINE)

Delete:—heading and table

## ★ NEWSHAM TO ISABELLA COLLIERY (GOODS LINE)

★ Amend:—

Isabella                      0    499  
(L. C.)

## Page 162

## ★ RIVERSIDE BRANCH ETC.

Willington Quay  
Station

★ Delete:— All details

North Shields  
Percy Main  
Station

★ Amend:—                      1    926

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
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## Page 234

## ★ SHALFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC

★ Amend:—

+ Selby (Canal)                      Selby South                      No.1 Down Goods                      Daylight and clear weather.

## Page 236

## ★ LEEDS CITY TO HULL (PARAGON) ETC

★ Delete:— All Selby items

## Page 241

## ★ LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC.

★ Amend:—

St. Dunstan's                      Bradford Exchange                      Down                      Empty Coaching Stock. In clear weather only.  
North Junction

## Page 244

★ Amend heading:—

★ BACKWORTH JUNCTION TO MORPETH, VIA SEGHILL ETC.



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

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Down	Up	Remarks
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Page 250

## SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.

★ Amend:—

Selby South	Selby Canal	No.1 goods	—		May be drawn only
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TABLE H1 – WORKING OF FREIGHT VEHICLES WITHOUT BRAKE VAN IN REAR

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

Page 254

## SHALFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC

★ Delete:—

Selby (Canal)	Selby South	No.2 Down Goods	After the movement has passed clear etc.
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Page 256

## LEEDS CITY TO HULL (PARAGON) ETC.

★ Delete:— All Selby items

Page 260

★ Amend heading :—

## BACKWORTH JUNCTION TO MORPETH, VIA SEGhill ETC.

★ Delete :—

Newsham North	Blyth Station	Down	—
Blyth Station	Newsham North	Up	—

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

From	To	Line	Number of vehicles and special conditions
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Page 264

## SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.

★ Delete :—

Selby (Canal)	Selby South	No.2 Down Goods	After the movement has passed clear of No. 20 trap points etc.
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Page 265 (Page 94 Supp. No.1)

## CARCROFT TO LEEDS CITY (WEST JUNCTION) ETC.

★ Amend:—

Wakefield (Westgate) North	Wakefield (Kirkgate) West	Down Main/ Down West Curve	10 vehicles
Wakefield (Kirkgate) West	Wakefield (Kirkgate) North	Up West Curve/ Up Main	4 vehicles.

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

TABLE H 2 – continued

From	To	Line	Number of vehicles and special conditions.
<b>Page 265 (Page 94 Supp. No 1) – continued</b>			
<b>WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.</b>			
<b>Delete:—</b> heading and items.			
<b>HEBDEN BRIDGE TO NORMANTON, GOOSE HILL</b>			
<b>Delete:—</b>			
Wakefield (Kirkgate) West	Wakefield (Kirkgate) East	Down Plat- form and Down Through	22 Carflat or Cartic.
Wakefield (Kirkgate) East	Wakefield (Kirkgate) West	Up Platform Up Through and Up Pass- enger Loop	22 Carflat or Cartic.

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

From	To	Line	
		Down	Up

Page 273

**Amend heading:—**  
**BACKWORTH JUNCTION TO MORPETH, VIA SEGHELL ETC.**

TABLE P2 – LEVEL CROSSINGS – AUTOMATIC HALF-BARRIERS

Name of Crossing	Situated at or between	Remarks
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Page 278

**SHAFTHOLME TO FERRYBRIDGE****Amend:—**

\*Post Office Lane                      Womersley – Knottingley

TABLE W—SET BACK SIGNALS—RULE 108

Signal Box	Movement from
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Page 287

**LEEDS CITY TO HULL (PARAGON) ETC.****Delete:—**heading and item

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

**GENERAL INSTRUCTIONS**

Page 306

**LIST OF SINGLE LINES CONTROLLED BY TRANSIENT TRACK CIRCUITS OR DIRECTION LEVERS**



Add:—

Selby West and Selby Canal

Pages 315/316

**GONGS IN TUNNELS**



Delete:—heading, instructions and table

**LOCAL INSTRUCTIONS**

**SHAFTHOLME TO BERWICK MARSHALL MEADOWS ETC.**

Page 339



Add:—

**CHEVINGTON**

**UP SIGNAL U.31**—In every case when a Driver is authorised in accordance with the Rules and Regulations to pass signal U.31 at danger he must, before passing this signal, operate the special plunger in the telephone box, or if a handsignalman is in attendance ensure that this has been done. Before proceeding over Warkworth level crossing he must satisfy himself that the barriers are in the fully lowered position.

Page 346

**LEEDS CITY TO HULL (PARAGON) ETC.**

**SELBY**



**WEST SIGNAL BOX**—London Road Level Crossing

Delete:—Sub-heading and item.

Page 351

**CASTLEFORD (OLD STATION) TO ALLERTON MAIN**



Add:—

**BOWERS OPENCAST**

**Trains drawn from Allerton Main Ground Frame.** After the train has stopped at the entrance to the Colliery Sidings for the purpose of detaching the locomotive, the brakes on one or two wagons must be pinned down before the locomotive is detached. The wagons may then be allowed to gravitate into the Colliery Sidings, the Guard pinning down wagon brakes as necessary.

Page 377 (Page 135 Supp. No. 1)

**LEEDS CITY TO SKIPTON (STATION SOUTH)**

★ **LEEDS CITY**

**LEEDS CITY STATION—REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE**

Delete:—existing instructions and Substitute :—

Instructions on page 4 of the General Appendix are modified as under in respect of air-braked trains which reverse at Leeds City Station and leave with vehicles behind the rear brake van :—

**Regulation 3. Before Starting Journey and/or at Points where Attachments/Detachments are made.** Immediately the locomotive which has worked the train to Leeds has been detached, the Carriage and Wagon Examiner must carry out the Guards duties as detailed in item 3.3.

**Regulation 4. Testing Brakes**

(A) "Simple" brake test

Delete:—heading and item

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

LOCAL INSTRUCTIONS-continued

Page 383

★ Amend heading:—BACKWORTH JUNCTION TO MORPETH VIA SEGHILL (INCLUDING  
NETHERTON COLLIERY BRANCH AND NEWSHAM TO ISABELLA COLLIERY

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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		F.J. BURGE
26 MARCH, 1971	MO45/ND No.	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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