British Rail

EASTERN REGION

(NORTHERN AREA)

N D

No. 19 D

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 8 MAY

(4 WEEKLY PERIOD)

TO

FRIDAY 4 JUNE 1971

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*

CONTENTS

MISCELLANEOUS NOTICES

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 signalman 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)

★ LOCOMOTIVE DRIVERS – USE OF TRAIN CARDS EXPRESS PASSENGER TRAINS

Commencing Monday, 3 May, 1971 for a period of 12 weeks TRAIN CARDS showing running times will be issued to each driver working certain East Coast Main Line and Liverpool Street – Kings Lynn Passenger Trains – Mondays to Fridays only.

The issue of train cards is intended to assist drivers in the discharge of their duties and will be used for the trial period but it will be the driver's responsibility to acquaint himself with any amended point to point timings as shown in special train notices, etc.

There is room left on the cards for any notes or reminders a driver may wish to enter for his own use such as P.W. restrictions, etc.

The services concerned are as follows:–

Trains between 07 45 to 17 30 inclusive King's Cross to and beyond York, Leeds and Hull and between 07 00 to 17 30 inclusive Leeds, Hull, York, Darlington and Newcastle to King's Cross.

Between 08 36 to 18 36 inclusive Liverpool Street to Kings Lynn and between 07 47 to 17 25 inclusive Kings Lynn to Liverpool Street.

The Station/Area Manager at King's Cross, Liverpool Street, Leeds, Hull, York, Darlington, Newcastle and Kings Lynn will be responsible for issuing the train cards, these cards must remain on the locomotives until the destination of the trains is reached when the driver then in charge should dispose of the card.

Should the train card not be available at the commencement of the journey drivers MUST NOT delay the departure of the train because of its absence.

MISCELLANEOUS NOTICES – continued

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 Signalman 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 Signalman 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 Signalman and the line to be fouled is protected by a controlled stop signal in which case the Civil Engineering Supervisor must ascertain from the Signalman that it is safe for the operation to be made.

(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.

MISCELLANEOUS NOTICES – continued

(b) **BALLAST REGULATING MACHINE – continued**

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)

★ PREPARATION OF FREIGHT TRAINS

A man rostered to fully prepare a freight train must :

1. Check that the vehicles are correctly marshalled, labelled, coupled and safe to travel, with all doors closed, sheets and chains etc. secured in accordance with Rules 129 (iv), 131 (i), 157 and 168.
2. Ensure that a tail lamp, and side lights when required, are provided in accordance with Rule 120 (a) and 121.
3. Ensure that the train load is suitable for the class of train concerned, within the capacity of the locomotive and the required brake force is available, in accordance with Section 6 of the Working Manual for Rail Staff.
4. Complete Train Preparation Forms (B.R.20896/- and B.R.20896/138) and a Train Preparer's Load Slip (B.R.29976) and hand them to the Train Guard or, in the latter's absence to the person in charge.

A guard who is handed Form B.R. 29976 fully completed and signed, is not required to carry out preparation duties for the train concerned. MS.12/85/7

★ AIR CONDITIONING EQUIPMENT – MARK II 'D' LOCO. HAULED COACHING STOCK

DESCRIPTION

(1) General

Locomotive hauled coaching stock vehicles which are fitted with Stone-Carrier Air Conditioning Equipment have the "Heating" and "Cooling" cycles of the equipment operated by "Electric" Power Supply only. The coaches are not duel (steam and electric) heated and they can be identified by markings on the body ends which carry the dimension plates, the markings displayed are "Electric Heated" and "Air Con.".

The purpose of the air conditioning unit is to provide fresh, clean and filtered air to the compartments or saloons and maintain a comfortable temperature throughout the coach regardless of external terperatures and climatic conditions.

The equipment automatically provides heating, ventilation and cooling. Heating is provided when the coach temperature is below 21° C. (70° F.), cooling when the temperature is above 24° C. (75° F. and ventilation between the heating and cooling cycle temperatures of 21° C. (70° F.) and 24° C. (75° F.)

MISCELLANEOUS NOTICES – continued

AIR CONDITIONING EQUIPMENT – continued

The equipment for each coach consists of the following components :–

Compressor Unit
Condenser Unit
Evaporator Unit
Heater Unit
Air Filter
Control Equipment
Heating Control Box
Master Control Switch

The Compressor, condenser and heating unit, together with the control equipment and heating control box are underframe mounted, whilst the evaporator unit is situated in the roof of the coach and concealed by the ceiling.

There is one filter in the heater unit through which the fresh and re-circulated air of the heating cycle is drawn, whilst there are separate filters for the fresh and re-circulated air when a coach is calling for cooling or ventilation. The cooling/ventilation filters are sited at cantrail level, access to the fresh air filters is from outside the coach, whilst the re-circulating air filters' access is within the vehicle.

The Master "Control" switch, (Figure 1) is mounted on one of the vestibule lobby end panels, inside the coach, adjacent to the toilet. The switch is of a tumbler type with "OFF" and "ON" indications. To obtain access to the switch the two locks on the door are operated by a B.R. standard carriage combination key.

When a coach calls for heating, air is circulated by a motor-driven fan, situated in the underframe unit. The warm air is discharged from the underframe ducting into the compartments/saloons through vents beneath the passenger seats, and into the toilet comparments at floor level.

When a vehicle calls for cooling or ventilation, air is circulated throughout the coach by means of motor-driven blower fans, situated in the roof behind the evaporator unit. Air is distributed into the coach via the cooling duct and meter boxes, the latter being adjacent to the fluorescent ceiling lights. The cooling duct is the length of the vehicle's saloon/compartment portion, but does not extend over the toilet and gangway end sections.

The fitting of air conditioning has made it possible to dispense with the sliding shutter ventilator lights in the coach bodyside windows. The bodyside drop doorlights are secured in the closed position, by a bolt which engages the door light's lift rail, the bolt being on the closed pillar side of the door. These features eliminate draughts and considerably reduce the noise factor within the coach. If there is a failure of the air conditioning equipment the bolt of the bodyside door droplights can be disengaged, from inside the vehicle, by using a B.R. standard carriage combination key, following which the drop lights can be lowered in the normal manner.

(2) **HEATING**

This automatically operates in the following cycles:–

(a) **Pre–heating**

This is initiated when the interior temperature of the coach is below 18° C. (65° F.).

During this cycle all the warmed air is re-circulated, being drawn from inside the coach, passed through the filter, then over the heater elements and re-distributed into the saloon/compartments and toilets.

When the ambient temperature is 0° C. (32° F.) it will take 75 minutes to raise the coach temperature to approximately 18° C. (65° F.).

If the ambient temperature is below 0° C. (32° F.) an additional pre-heating time of 20 minutes will be required.

(b) **Heating**

This occurs when the coach interior temperature is in the zone 18° C. (65° F.) – 21° C. (70° F.), but during this cycle the air drawn through the filter, over the heater elements and distributed into the coach, is a mixture of 75% fresh and 25% re-circulated air.

(3) **COOLING**

Cooling automatically operates in the following cycles:–

(a) **Pre-cooling**

This occurs when the coach interior temperature is above 27° C. (81° F.)

MISCELLANEOUS NOTICES – continued

AIR CONDITIONING EQUIPMENT – continued

(a) **Pre-cooling–continued**
When the ambient temperature is 30°C. (86°F.), and coach has been standing for several hours in hot sunlight, the air conditioning unit will require 40 minutes pre-cooling time to lower the temperature of the coach interior to approximately 20°C. (81°F.).

(b) **Cooling**
This is when the coach internal temperature is within the zone 27°C. (81°F.) – 24°C. (75°F.).

(4) **VENTILATION**

Ventilation occurs between the heating and cooling cycles when the vehicle's internal temperature is in the zone 21°C. (70°F.) – 24°C. (75°F.).

In the temperature zone where ventilation occurs, the cooling fans will run without the cooling cycles refrigerant system.

In both the COOLING and VENTILATION cycles the air is a mixture of fresh and re-circulated.

MASTER CONTROL SWITCH

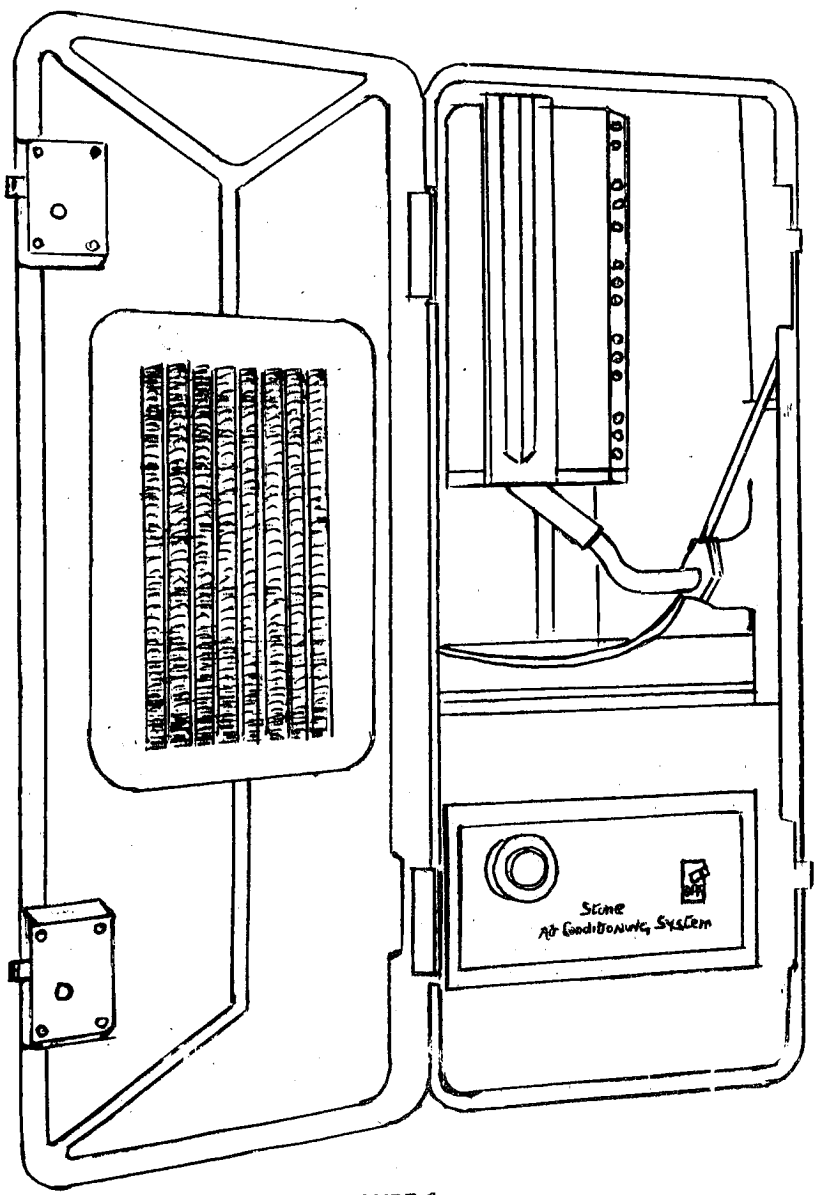


FIGURE 1

★ELECTRIC HEATING, VENTILATION AND COOLING OF AIR CONDITIONED MARK II 'D' VEHICLES ON PASSENGER TRAINS

(1) **WARNING**

THE ELECTRIC POWER SUPPLY TO THE EQUIPMENT IS 800 VOLTS

Before any adjustment or maintenance is undertaken to the air conditioning equipment, the electric power supply circuits must be made "dead". The jumper cable must be disconnected at both ends of the vehicle on which work is to be carried out.

A special notice "DANGER – DO NOT CONNECT POWER SUPPLY" must be suspended on each coach and the jumper cable until the work is completed.

Any adjustment or attention required on the equipment must only be given by APPROVED Divisional Maintenance Engineer's Staff and all other Staff are warned that they MUST NOT interfere with the equipment other than to couple or uncouple the plugs and receptacles and operate the rotary interlock circuits switch in emergency and the master 'control' switch as outlined in these instructions.

It should be noted that the live receptacles at the leading end of the locomotive and the rear end of the last coach connected to the power supply of the trains are live when the electric circuit is complete and the receptacle flaps must NOT BE OPENED.

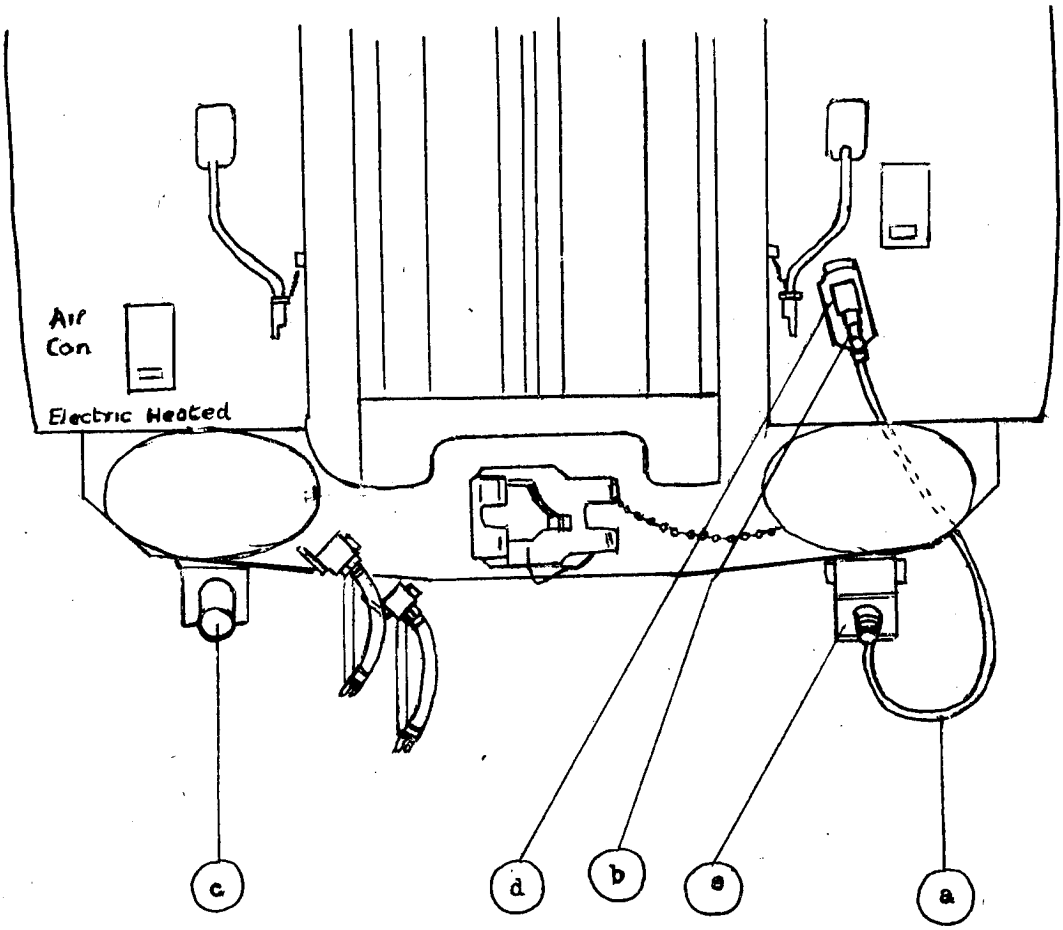
Under NO CIRCUMSTANCES must jumper cable plugs be allowed to trail on the ground, and when not in use MUST be placed in the receptacles provided on the vehicles.

When a train is being supplied with electric power by a shore supply or locomotive for pre-heating, ventilation or precooling or functional testing purposes, the train must be protected by a red flag or red lamp in accordance with the instruction pages 56 and 57 of the General Appendix, A suitable warning notice indicated the train has the electric power supply connected must be attached to the fixed end box, (c) on the diagram, at the end of the train where the red flag/red lamp is displayed.

MISCELLANEOUS NOTICES – continued

(2) **ELECTRIC POWER SUPPLY END COUPLINGS ON LOCOMOTIVE AND COACHES**

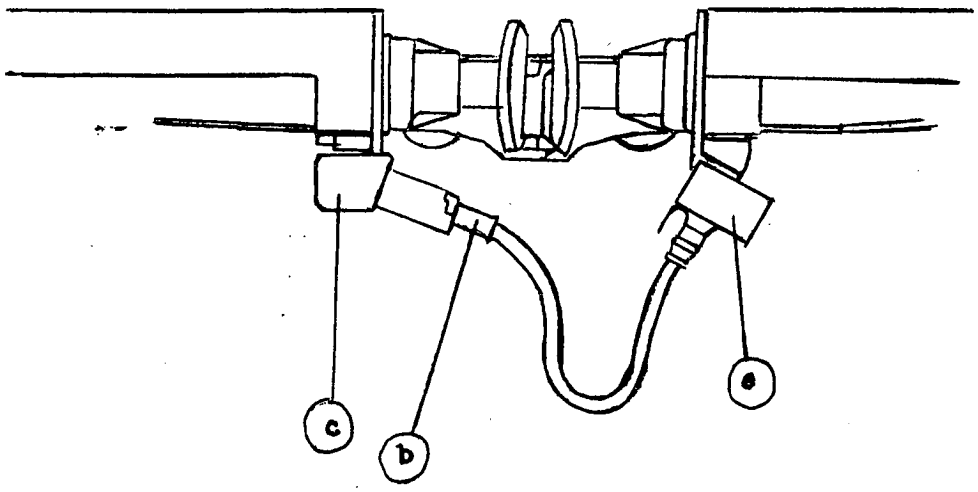
END AND SIDE VIEW OF MARK II 'D' COACH SHOWING END COUPLING FOR ELECTRIC POWER SUPPLY – LOCOMOTIVES ARE SIMILARLY FITTED



END VIEW

(a) JUMPER CABLE
(b) JUMPER CABLE PLUG
(c) LIVE RECEPTACLE
(d) DUMMY RECEPTACLE
(e) FIXED END BOX

MISCELLANEOUS NOTICES – continued



SIDE VIEW

(b) JUMPER CABLE PLUG
(c) LIVE RECEPTACLE
(e) FIXED END BOX

DESCRIPTION

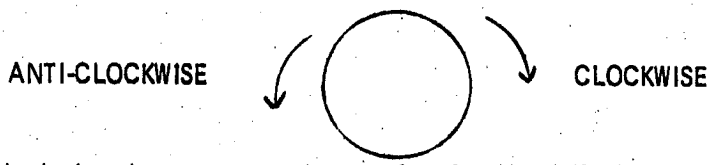
A jumper cable (a) with plug (b) attached is fitted beneath the right-hand buffer at each end of each coach. Similarly fitted under each left-hand buffer is a live receptacle (c).

The power supply is taken from the locomotive which is also fitted with similar plugs and receptacles.

The plugs and receptacles of locomotives and coaches are situated directly opposite each other and can be coupled or uncoupled at platform or rail level.

When coupling, each jumper cable plug must be fully inserted into a receptacle and rotated in a clockwise direction to lock the jumper cable in position, thereby completing the electric power supply circuit. The spring lid dust cap will engage with the jumper cable plug to lock it in position.

Similarly when uncoupling, each jumper cable plug must be rotated ANTI-CLOCKWISE to break the electric power circuit before removal of the plug.



This system is designed to ensure maximum safety for the staff. The receptacle and jumper cable plugs being "dead" until ALL plugs have been locked into a receptacle.

NOTE:– The electric power supply must be switched "OFF" before attempting to uncouple the electric power supply jumper cables.

(3) **DRIVER TESTING LOCOMOTIVE EQUIPMENT**

Before a locomotive leaves a holding siding, maintenance depot or fuelling point, the electric train power supply equipment must be tested in accordance with the driving instructions.

MISCELLANEOUS NOTICES – continued

(4) MAINTENANCE STAFF TESTING OF COACHING STOCK EQUIPMENT

The carriage sidings maintenance staff must inspect coaches, with the power supply connected, to confirm that the air conditioning equipment is functioning correctly and the vehicles are suitable for the days' service commitments. This work must be carried out prior to the guard taking over the train.

(5) COUPLING LOCOMOTIVES TO TRAINS

As the electrical supply from the locomotive operates the heating and cooling cycles of air conditioning fitted coaches, trains which have coaches fitted with air conditioning in their formation, MUST have the jumper cables between the locomotive and the train set coupled at all times as Electric power is supplied to the trains throughout the twelve months of the year.

When coupling to a train, conveying coaches fitted with air conditioning equipment, the Movements Staff must proceed as follows:–

Ascertain if the train concerned is being heated/cooled by an electric shore supply or by locomotive. This will be recognised by the protection arrangement, warning notice on fixed end box and red flag/red lamp exhibited at the end of the train.

NO ATTEMPT MUST BE MADE TO COUPLE THE TRAIN WHILST THE ELECTRIC POWER SUPPLY IS STILL CONNECTED.

If the train is receiving an electrical supply for heating/cooling or testing purposes, the Depot Supervisor or Station Manager must be contacted to arrange for the shore supply or locomotive to be un-coupled and for the red flags or lights, together with the warning notices removed.

Obtain assurance from the driver that the train power supply is "OFF".

Couple both jumper cables between locomotive and first vehicle by removing the jumper cable plugs from dummy receptacles and couple to the receptacles opposite. Each time a jumper cable is uncoupled it must be inserted and locked in a receptacle BEFORE attending to the next jumper cable plug.

The jumper cable plug at the leading end of the locomotive must be correctly fitted in its dummy receptacle. Similarly, the jumper cable plug at the rear of the last vehicle to receive a power supply must be correctly fitted in order to complete the train power supply circuit.

The driver must ensure that the jumper cables plugs are correctly coupled between locomotive and train and that the cable plug at the leading end of locomotive is correctly fitted in its dummy receptacle.

(6) BEFORE A TRAIN COMMENCES EACH JOURNEY

When trains are stabled or stationed during the day or night, arrangements should be made for the trains to be preheated of precooled before being sent into service either by the train locomotives being called out earlier or by a special locomotive being provided in the event of the Electric Shore Supply not being available.

The Guard must ensure that ALL jumper cable plugs are correctly coupled between each coach; and the rotary interlock circuit switches adjacent to the fire extinguishers are in the "ON" position.

The Guard must, when satisfied that all is in order, advise the Driver that the train electrical supply may be switched "ON". After receiving this assurance, the Driver must press the train Electric supply "ON" button ensuring that the train supply indicator light is illuminated (bright). The Guard must then be advised that the train electrical supply is operating.

If the indicator fails to light the Driver must investigate the fault in the normal way. If after the Driver's investigation the train supply still fails to function, all interlock circuit switches throughout the train must be checked to ensure that they are in the "ON" position. If the train electric power still fails to operate correctly, the fault must be rectified before the train is allowed to depart.

It is the Guard's duty before the Empty Coaching Stock leaves the Carriage Sidings and before the train departs from the terminal station to walk through each coach to ensure the Master "Control" switch is in the "ON" position and that the green pilot light is illuminated. Failure of the light to illuminate must be immediately reported to the C. & W. staff so that the fault can be rectified before the train departs. The Guard should also carry out these duties on vehicles attached to the train enroute.

MISCELLANEOUS NOTICES – continued

(6) **BEFORE A TRAIN COMMENCES EACH JOURNEY – continued.**

When the electric power supply is not connected to the train during its journey from the carriage sidings to the station prior to it going into service, or on turnround trains or portions, the Master "Control" switch in each vehicle MUST be switched "OFF" and must remain in this position until the electric supply is restored.

An exception can be made in Summer when the ambient temperature is high, the equipment may then be left switched "ON" if the period of time between the discontinuation of the power supply and it being restored does not exceed two hours.

(7) **UNCOUPLING LOCOMOTIVES FROM TRAIN**

When uncoupling a locomotive from a train the Movements Staff must proceed as follows:–

Obtain assurance from the Driver that the train electric supply is "OFF". Remove one jumper cable plug from a live receptacle and couple this to its dummy receptacle. Similarly, uncouple and house the other jumper cable plug. All jumper cable plugs must be correctly fitted in their dummy receptacles before moving either locomotive or coaches.

(8) **DURING THE JOURNEY**

The Guard must make regular inspections of the Master "Control" switch-panels to ensure the Green pilot light is illuminated. If a coach is found with the light not illuminated and the equipment switched "ON", and there is a circulation of air from the air conditioning equipment, he must report the light bulb failure at the next schedule stop where C. & W. staff are located.

When the light has failed and there is no circulation of air into the coach and passenger discomfort is sensed, the guard should take the initiative, ensuring that the vestibule doors of the vehicle and those of the adjacent buckeye coupled vehicles are open. The compartment/ saloon sliding doors of the defective coach should also be opened. Taking into account the climatic conditions, consideration should be given to unlocking and lowering the bodyside door droplights of the coach and moving passengers to other vehicles on the train. The C. & W. staff should be advised of the defective coach at the next schedule stop.

When it is reported that the heating or cooling of the coach is not satisfactory when the Master "Control" Switch pilot light is illuminated the guard should consider the advisability of moving the passengers to other vehicles in the train and report the coach to the C. & W. staff at the next schedule stop.

When the bodyside drop doorlights have been lowered and the fault in the coach repaired, the droplights should be "Closed" and locked.

(9) **COUPLING AND UNCOUPLING EN-ROUTE**

When a train is scheduled to attach or detach vehicles en route the Guard must advise the Driver accordingly.

The Driver must press the train electric power supply "OFF" button and ensure that the train electrical supply indicator light is 'OUT' prior to reaching the point where vehicles are to be attached or detached.

The Movements Staff must obtain assurance from the Driver that the electric power supply is switched "OFF" before proceeding to uncouple or couple vehicles in the normal manner.

When coupling additional vehicles the cable in the dummy receptacle on the vehicle in the train formation must be removed before the additional vehicle's cable is plugged into the receptacle of the vehicle in the train formation.

After coupling or uncoupling a vehicle from a train the Driver must NOT SWITCH on the train electrical supply until assurance has been received that the coaches are correctly coupled.

(10) **FAILURE OF THE ELECTRIC POWER SUPPLY**

If for any reason the electrical power supply to the train fails, the fault must be rectified at the first opportunity.

If the locomotive is at fault and this cannot be corrected, it must be replaced by a locomotive capable of supplying electric power to the train. If an Assistant locomotive is attached it must be capable of supplying electric power to the train.

If the fault is on the train set the vehicle at fault must be located and if the defect cannot be rectified or the vehicle's equipment isolated, it should be detached from the train.

MISCELLANEOUS NOTICES – continued

(11) BRAKE APPLICATION NOT INITIATED BY DRIVER

When the Driver observes that the brake is being applied by either the passenger communication system, Guard or other causes, the Driver after taking the necessary action to control the train, must press the train electrical power supply "OFF" button.

After investigation the Driver must, as soon as possible, re-establish the electrical power supply.

(12) EMERGENCY MEASURES

PRECAUTIONS IN CASE OF FIRE

ON DIESEL LOCOMOTIVES the Driver must first switch "OFF" the train electrical power supply and then follow the procedure given in the Drivers Instruction Book – B.R. 33003/6

ON COACHING STOCK a rotary interlock circuit switch covered by a glass panel, is fitted in each coach adjacent to the fire extinguisher which is only to be used in an emergency. In the event of a fire the glass over the rotary switch must be broken and the switch moved into the "OFF" position, thereby disconnecting the electrical power circuit. THIS MUST be done before the fire extinguishers are brought into operation.

NOTE: the operation of any one rotary switch to the "OFF" position will break the electric power supply circuit throughout the train. The Guard must communicate with the Driver as soon as possible and the Driver MUST immediately switch off the electric power supply.

(13) DOUBLE HEADING BY TWO LOCOMOTIVES

If both locomotives are equipped to provide electric power to the train, the train locomotive will supply the power and, therefore, the jumper cables between the two locomotives will not need to be coupled.

When a brake application is not initiated by the Driver in charge of the train brake, he must ensure the Driver of the train locomotive is advised, immediately the train comes to rest, to switch "OFF" the train electric power supply.

(14) FAILURE OF TRAIN LOCOMOTIVE

(a) In the event of the failure of the train locomotive and the assistant locomotive provided is equipped to provide electric power to the train, the jumper cables between the locomotives must be coupled and power provided by the leading locomotive. The Driver of the train locomotive must ensure that the electric power supply equipment on his locomotive is "OFF" prior to coupling the assistant locomotive.

(b) If assistance is provided by a locomotive not fitted to provide electric power to the train, the following will apply:–

(i) If the train locomotive can provide electric power, the Driver of that locomotive will ensure that power is supplied.

(ii) If the train locomotive is unable to supply power, the assisting locomotive must only be used to haul the train to the nearest point where a locomotive capable of supplying power can be attached.

(iii) If assistance can only be given from the rear, the power supply must not be used until the change of locomotive is made.

(15) DISPOSAL OF LOCOMOTIVES

When disposing of the locomotive on arrival at the holding siding, maintenance depot of fuelling point, any known defects in the electric train supply on the locomotive must be recorded in the Locomotive Repair Book.

(16) TERMINATION OF JOURNEY

At the end of the day's service it must be the responsibility of the Guard or other appointed staff to switch "Off" the air conditioning Master "Control" Switch in each coach. Failure to do this will result in discharge batteries.

On Arrival of the train at its destination or at a turnround station, after passengers have detrained, the Guard and Station staff must ensure that the bodyside doors, compartment and saloon sliding doors are closed in order to retain the air conditioning comfort that has been provided during the previous journey.

MISCELLANEOUS NOTICES–continued

(17) **SUMMER RUNNING**

The train electric power supply will be switched "ON" throughout the year. The heater controls of vehicles, which are not fitted with air conditioning equipment must be turned "OFF", unless climatic conditions require heat to be applied.

(18) **FORMATION OF TRAINS**

Air conditioned coaches will be formed in train sets together with vehicles equipped with dual heating only and the Sectional Appendix instructions headed 'ELECTRIC HEATING OF PASSENGER TRAINS' section 'Passenger Comforts' must be observed so far as these coaches are concerned.

(19) **PASSENGER COMFORT**

The comfort of passengers is of vital importance and all staff concerned with the operation of vehicles fitted with air conditioning must ensure these instructions are carried out.

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.

★BETWEEN DILSTON CROSSING AND HEXHAM

Until futher notice there is increased user by Contractors vehicles of the occupation level crossing at 19m. 34chs.

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

Hand signalmen in attendance whilst work is in progress.

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.

★ **Page 16** (Page 22, Supplement No.4) –

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

Note 2 beneath the Table – **Amend** to read:–

2 An air braked train cannot be assisted from the rear with the air brake pipe coupled unless:–

(a) the main reservoir pipe is continuous throughout the failed train, or

(b) the failed locomotive is capable of fully maintaining its own main reservoir pressure, or

(c) the failed locomotive is a Class 71 (Nos.E.5001–E.5014) or Class 73/1 (Nos. E.6001–E.6006), in which case a charged main reservoir is not required to enable the air brake pipe pressure to be maintained.

Note 3 beneath the Table – **Amend** reference to condition "6" to read:– "8"

Delete "Class 40" and insert "Class 33, 40, 71, 73, or 74".

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 17

PROPELLING OF DIESEL BRAKE TENDERS

★ **Delete:–** heading and entry.

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

CONVEYANCE OF TANK WAGONS OF 40 TONS GROSS LADEN WEIGHT AND OVER

★ Paragraph (a), **Amend** to read:–

Loaded 80/90/100 – ton wagons must be moved in train loads only.

Loaded 90/100 – ton wagons must only work under authority of Form B.R.29973/3, showing the route to be followed, and any restrictions applicable.

Loaded 80-ton wagons may work without authority of Form B.R.29973/3 provided they are within the R.A. category of the route over which they are required to travel. MS12.86/3/1

Page 33

WORKING MANUAL FOR RAIL STAFF (B.R.30054)

★ **Delete** amendments to Section 3 (Pink pages), clauses E1/7 to E1/11, F10/12 and F11/20. Revised pages of this section have now been re-issued. MS.42.094.2

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA

Page

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 2

Add:–

★ Alnmouth – Warkworth level crossing. 339

Bowers Opencast – Local Instructions 351

Page 3

Delete:–
Gongs in Tunnel 315

Page 4

★ **Add:–**
Picton – Rounton Gates level crossing 380

Page 5

★ **Add:–**
Rounton Gates level crossing – Picton 380

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

GENERAL AND LOCAL INSTRUCTIONS – INDEX – continued

Page

Page 6

Add:–

Warkworth level crossing 339

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page in Table 'A'

Page 7

★**Amend:–**

Wakefield (Kirkgate) East to Goole (Goods Junction) including Turners Lane Junction to Calder Bridge etc. 80

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

Page 9

SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC

★ **Delete:**–One Additional Down Goods line between **Selby** Canal and **Selby** South

★ **Delete:**–All details **Selby** South to Barlby (L.C.) inclusive and **substitute:–**

South (see page 46 for Hull line)	0	946		†DPL	25	–	25		**Over junction towards Leeds 0m. 0chs. to 0m 5chs. (Selby to Leeds mileage)**
				UPL	35	–	90		**174m. 16chs. to 173m. 25chs.**
							50	50	**174m. 16chs. to 174m. 30 chs.**
			Signal SS 45/47				45	45	**174m. 30chs. to 174m. 78chs.** C.W. Down Platform line 203 yards before reaching SS 29 signal
						–		10	**Connection from Up Main to Up Platform Loop at 174m. 30½ chs.**
							40	–	**Over junction to Down Slow line 174m. 38chs. to 174m. 47chs. (30m. 56chs. Hull to Selby mileage)**
Barlby (L.C.)	0	1254					45	–	**Slow line 30m. 56chs. to 30m. 24chs. (Hull to Selby mileage)**
									U. Trailing points Up Hull to Up Main, 504 yards before reaching Selby South No.63 signal 200

★ **Add footnote:–** † Station Yard working for connecting Passenger trains.

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 17 (Page 45 Supp. Oper. Insts.)

Hett Mill
(L.C.)

Delete:–

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

Add:–

–	80		64m. 60chs. to 63m. 0chs.

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.'

MICKLEFIELD TO CHURCH FENTON

Church Fenton
South Junction

★ **Delete:–**

60	60		11m. 10chs. to 10m. 59chs.

Page 53

NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN) ETC.

★ **Delete** from Additional running lines columns Down and Up Goods lines between **Burton Salmon** Milford South and Milford North.

		C.W. Up Goods line clear of fouling point, 480 yards before reaching Milford South Up Goods Home signal.	700

Church Fenton
South Junction

★ **Delete :–**

55	55	**Normanton Lines 11m. 0chs. to 10m. 54chs.**	

Page 54

★ **Amend :–** CHURCH FENTON AND YORK (CHALONERS WHIN)

90	90	MAXIMUM PERMISSIBLE SPEED ON LEEDS LINES	

Page 55

CASTLEFORD EAST BRANCH (GOODS LINE)

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

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 71

★ **SPRINGHEAD YARD TO HESSLE ROAD (SPRINGHEAD JUNCTION)**

Delete existing table and **substitute:–**

SPRINGHEAD YARD TO HESSLE ROAD (SPRINGHEAD JUNCTION)

SPRINGHEAD YARD AND HESSLE ROAD (SPRINGHEAD JUNCTION) — **15** (Both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE

Single line–No Token

Notice Board at Springhead Yard – –

Springhead Junction – 575

(Controlled by Hessle Road Signal Box)

(See page 70 for Hessle Road to Alexandra Dock)

Page 84

★ **WAKEFIELD, TURNER'S LANE TO CALDER BRIDGE**

Delete existing table and **Substitute :–**

WAKEFIELD, TURNER'S LANE JUNCTION TO CALDER BRIDGE

WAKEFIELD, TURNER'S LANE JUNCTION AND CALDER BRIDGE — **15** **15** MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

T.C. Block

Turners Lane Junction – – — C. Up line 540 yards before reaching WE 1246 Signal — Level

(Controlled by Wakefield East Signal box)

(See page 110 for Hebden Bridge to Normanton Goosehill Junction)

Calder Bridge 0 1144

Pages 109/110

HEBDEN BRIDGE TO NORMANTON GOOSE HILL

Wakefield (Kirkgate) East

★ **Add:–**

UGL	70
URS	72
DGL	70
DRS	88

★ **Delete:–**

CW. Up and Down Goods clear of fouling point with Up Passenger loop line. — Level

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 109/110–continued

Turners Lane

★ **Delete** Block post dot and **Amend** to read:–

Turners Lane 0 754
Junction
(Controlled by Wakefield East signal box)

★ **Delete:**–Additional Up and Down Goods lines between **Wakefield (Kirkgate)** East, Turners Lane and Park Hill Colliery.

Park Hill
Colliery

★ **Delete:**– All details

Locks Siding

★ **Amend:**– 1 1204

Page 150

Amend heading:–

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

Page 152

NEWSHAM TO BLYTH (LINKS ROAD) (GOODS LINE)

Delete:– heading and table

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

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 180 (Page 65 Supp. Oper. Insts)

REDHEUGH BRANCH

★ Delete existing table and **substitute:–**

REDHEUGH BRANCH

REDHEUGH BRANCH							15 (Both direction)	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE
Redheugh								
Bankfoot	–	–						
One Train Only								
Dunston East (L.C.)								
Derwenthaugh	2	594						

Page 207

DARLINGTON SOUTH TO SALBURN ETC.

Eaglescliffe								
Urlay Nook								
★ **Amend**							**45**	**– 7m. 45chs. to 8m. 18chs.**

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 234			
SHAFTHOLME 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 239			
WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.			
★ **Amend :–**			
Wakefield Turners Lane Junction	Calder Bridge	Down East Curve	30 freight wagons without brake van.
Wakefield Calder Bridge	Turners Lane Junction	Up East Curve	30 freight wagons without brake van.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX–NORTHERN AREA–continued

TABLE F–continued

From	To	Line	Number of vehicles and special conditions
Page 241			
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC.			
Amend:–			
St. Dunstan's North Junction	Bradford Exchange	Down	Empty Coaching Stock. In clear weather only.
Pages 241/242 (Page 87 Supp. No. 1)			
HEBDEN BRIDGE TO NORMANTON GOOSE HILL			
★ **Delete:–**			
Wakefield East	Turners Lane	Down Main	Freight trains or 30 Wagons without brake van
†Wakefield East	Turners Lane	Down Goods	
†Wakefield Turners Lane	East	Up Goods	
Wakefield Turners Lane	Parkhill Colliery	Down Main	Freight trains or 30 Wagons without brake van.
Parkhill Colliery	Turners Lane	Up Main	
†Parkhill Colliery	Turners Lane	Up Goods	
Wakefield Lockes Siding	Parkhill Colliery	Up Main	Wagon of Coal
Wakefield Turners Lane	East	Up Main	Coaching Stock.
†Wakefield Turners Lane	East	Up Goods	
Wakefield East	Turners Lane	Down Main	Clear weather only.
†Wakefield East	Turners Lane	Down Goods	
Page 244			
Amend heading:–			
BACKWORTH JUNCTION TO MORPETH, VIA SEGHILL ETC.			

TABLE G–WORKING IN WRONG DIRECTION

From	To	Line Down	Line Up	Remarks
Page 250				
SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.				
Amend:–				
Selby South	Selby Canal	No.1 goods	–	May be drawn only
★ **Delete:–**				
Selby North	Selby South	Main Platform		
Selby South	Selby North		Main Platform	May be drawn only
Page 251				
LEEDS CITY TO HULL PARAGON ETC.				
★ **Delete:–**				
Selby North	Selby South	Main and Platform	–	
Selby South	Selby North	–	Main and Platform	May be drawn only

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX–NORTHERN AREA – continued

TABLE G–continued

From	To	Line Down	Line Up	Remarks
Page 252				
	WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.			
★	**Delete :–**			
Oakenshaw Junction	Calder Bridge	Goods	–	–
	HEBDEN BRIDGE TO NORMANTON GOOSEHILL			
★	**Delete:–**			
Wakefield East	Turners Lane	–	Goods	–
Wakefield Turners Lane	Wakefield East	Goods	–	Freight wagons without brake van
Wakefield Turners Lane	Parkhill Colliery	–	Goods	–
Parkhill Colliery	Turner's Lane	Goods	–	Freight wagons without brake van

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

From	To	Line	Number of vehicles and special conditions
Page 254			
	SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.		
★	**Amend:–**		
Selby South	Barlby North	Down Slow Down Main	15 wagons daylight and clear weather.
	Delete:–		
Selby (Canal)	Selby South	No.2 Down Goods	After the movement has passed clear etc.
★ Selby South	Selby North	Down Platform Down Main	15 wagons daylight and clear weather.
Page 256			
	LEEDS CITY TO HULL (PARAGON) ETC.		
	Delete:– All Selby items		
Page 257			
	WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.		
★	**Amend:–**		
Wakefield Turner's Lane Junction	Calder Bridge	Down East Curve	3 loaded or 25 empty wagons.
Wakefield Calder Bridge	Turners Lane Junction	Up East Curve	3 loaded or 25 empty wagons.
Page 258			
	HEBDEN BRIDGE TO NORMANTON, GOOSE HILL		
★	**Delete:–**		
Wakefield East	Turners Lane	Down Main and Goods	40 loaded or 50 empty wagons
Turners Lane	Wakefield East	Up Goods	
Turners Lane	Parkhill Colliery	Down Main and Goods	
Park Hill Colliery	Turners Lane	Up Goods	

TABLE H1 – continued

From	To	Line	Number of vehicles and special conditions
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
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.
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.
WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.			
Delete :– heading and items.			
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL			
Delete:–			
Wakefield (Kirkgate) West	Wakefield (Kirkgate) East	Down Platform and Down Through	22 Carflat or Cartic.
Wakefield (Kirkgate) East	Wakefield (Kirkgate) West	Up Platform Up Through and Up Passenger Loop	22 Carflat or Cartic.

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

From	To	Class of train	Condition	Remarks
Pages 267/268				
SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.				
★ **Amend:–**				
Selby Canal	Selby South	P	K	Trains diverted via Selby Canal in emergency etc.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE J–continued

From	To	Class of trains	Conditions	Remarks
Pages 267/268 – Amend – continued				
Selby South	Selby Canal	P	K	Trains diverted via Selby Canal in emergency etc.
Selby West	Selby South	P	K	Trains diverted via Selby West in emergency owing to obstruction between Selby Canal and Selby South or Selby South and York (Chaloners Whin).
Selby South	Selby West	P	K	Trains diverted via Selby West in emergency owing to obstruction between York (Chaloners Whin) and Selby South or Selby South and Canal.
Page 268				
LEEDS CITY TO HULL (PARAGON) ETC.				
★ **Amend:–**				
Selby West	Selby South	P	K	Trains diverted via Selby West in emergency owing to obstruction between Selby Canal and Selby South or Selby South and York (Chaloners Whin).
Selby South	Selby West	P	K	Trains diverted via Selby West in emergency owing to obstruction between York (Chaloners Whin) and Selby and Selby South or Selby South and Canal.
Page 269 (Page 76 Supp. Oper. Insts.)				
NORTHALLERTON (BOROUGH BRIDGE ROAD) TO GATESHEAD JUNCTION ETC.				
★ **Amend:–**				
Hartlepool, Church Street	Hartlepool, Clarence Road	P	N	–
★ **Delete:–**				
Monkwearmouth Turntable Sidings	Monkwearmouth Station	F	K	Trains for Southwick Branch.
Page 271				
PELAW TO SOUTH SHIELDS (INCLUDING TYNE DOCK BOTTOM BRANCH)				
★ **Delete:–** heading and item				
★ **Amend:– HARTLEPOOL GOODS AND DOCK LINES**				

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX–NORTHERN AREA–continued

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

From	To	Line: Down	Line: Up

Page 273

Amend heading:–

BACKWORTH JUNCTION TO MORPETH, VIA SEGHILL ETC.

TABLE P1–LEVEL CROSSING GATES–OPENING AND CLOSING BY TRAINMEN

Name of Crossing	Situated at or between	Remarks

Page 278 (Page 78 Supp. Optg. Insts.)

GATESHEAD (GREENSFIELD JUNCTION) DUNSTON LINES TO BLAYDON ETC.

★ **Amend:–**

Dunston East	Redheugh Bank Foot and Derwenthaugh	Shunter operates gates.

TABLE P2 – LEVEL CROSSINGS – AUTOMATIC HALF-BARRIERS

Name of Crossing	Situated at or between	Remarks

Page 278

SHAFTHOLME TO FERRYBRIDGE

Amend:–

*Post Office Lane	Womersley – Knottingley	

TABLE S1–INTERMEDIATE SIGNALS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Name of Siding	Situated at or between	Line connected with	Method of control

Page 282 (Page 104 Supp. No.1)

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC.

★ **Amend :–**

Stanningley	Between Wortley West Jn. and New Pudsey Station	Down Main	Ground frame electrically controlled by Leeds signal box.

TABLE W–SET BACK SIGNALS–RULE 108

Signal Box	Movement from

Page 287

LEEDS CITY TO HULL (PARAGON) ETC.

Delete:–heading and item

GENERAL INSTRUCTIONS

Page 306

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

Add:–

Selby West and Selby Canal

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX–NORTHERN AREA–continued

GENERAL INSTRUCTIONS – continued

RULE 39(a)

Page 313

Cutsyke

★ **Delete:–**

Down Methley Inner Home. Clear weather only.

Pages 315/316

GONGS IN TUNNELS

Delete:–heading, instructions and table

LOCAL INSTRUCTIONS

SHAFTHOLME TO BERWICK MARSHALL MEADOWS ETC.

Page 332

SELBY

★ **Delete** all existing instructions and **Add:–**

SOUTH SIGNAL BOX. When a train is brought to a stand at No.60 Up Home signal 1, the Driver must communicate with the signalman at Selby South by means of the signal post telephone immediately. Rule 55(g) is modified accordingly.

Page 339

★ **Add:–**

ALNMOUTH

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.

★ **Delete:–**

BETWEEN BARLBY NORTH AND SELBY SOUTH SIGNAL BOXES–Working of Freight Trains. See Shaftholme and Northallerton line.

★ **Add:–**

SOUTH SIGNAL BOX. When a train is brought to a stand at No.59 Up Home signal 1, the Driver must communicate with the signalman at Selby South by means of the signal post telephone immediately. Rule 55(g) is modified accordingly.

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 357

HULL YARDS

SPRINGHEAD YARD

★ **Add:–**

Springhead Yard Pilot. The Springhead Yard Pilot must not under any circumstances leave Springhead Yard until the arrival of the relief locomotive.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX–NORTHERN AREA–continued

LOCAL INSTRUCTIONS–continued

Page 362

WAKEFIELD (KIRKGATE) EAST TO GOOLE

★ **Amend:–**

TAIL LAMPS CALDER BRIDGE: Tail lamps are provided in Calder Bridge signal box for the purpose of carrying out Rule 152(c) when trains or vehicles are allowed to stand on the Up Goods line after sunset or during fog or falling snow.

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

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD JUNCTION ETC.

Page 380

PICTON

★ **Add:–**

Up Signal U50B – in every case when a driver is authorised in accordance with the Rules and Regulations to pass U50B signal at danger he must, before passing this signal, operate the special plunger in the telephone box, or if a hand signalman is in attendance ensure that this has been done. Before proceeding over Rounton Gates level crossing he must satisfy himself that the barriers are in the fully lowered position.

Page 383

Amend heading:–**BACKWORTH JUNCTION TO MORPETH VIA SEGHILL (INCLUDING NETHERTON COLLIERY BRANCH AND NEWSHAM TO ISABELLA COLLIERY)**

Page 406 (Page 141 Supp. No. 1)

DARLINGTON SOUTH TO SALTBURN ETC.

ALLENS WEST

★ **Add** as third paragraph:–

In every case when a Driver is authorised in accordance with the Rules and Regulations to pass the Down Main Starting Signal UN23 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 Allens West level crossing he must satisfy himself that the barriers are in the fully lowered position.

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

YORK
26 APRIL, 1971 **MO45/ND No.** **F.J. BURGE**
Chief Operating Manager

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