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FOR THE INFORMATION OF RAILWAY STAFF ONLY

2553
B.R.31262/D



British Rail

ND

EASTERN REGION

(NORTHERN AREA)

No.
51D

99/1/14/8397 / 1/1/6601/d/d/7
Dues Handle May 1971
2632

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 19 DECEMBER 1970

(4 WEEKLY PERIOD)

TO

FRIDAY 15 JANUARY 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

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MISCELLANEOUS NOTICES

SPECIAL NOTICE TO ALL SIGNALMEN AND TRAINMEN

When it becomes necessary for a fixed signal to be passed at danger the clear and explicit message normally given by the signal is lost and the safeguards built in to the lowering of the signal are reduced.

It is important that every Signalman and Trainman should:—

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

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

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

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

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

TWIN BOLSTER WAGONS

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

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

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

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

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

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

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

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

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

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

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

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

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

TRACK CIRCUIT OPERATING CLIPS

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

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

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

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

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

INSTRUCTIONS TO TRAINMEN HANDING OVER OF TRAINS TO RELIEF

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

FREIGHT TRAIN RUNNING TIMES

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

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

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

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

100 TON BOGIE RAIL TANKS : WHEEL DAMAGE

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

★ **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.

If the Driver is in doubt as to his ability to maintain control down gradients, wagon hand brakes must be screwed on as necessary. In these circumstances, the brake power needed must be obtained by having all the hand brakes on **all** wagons screwed on sufficiently to control the train on the gradient concerned. In no circumstances must a few hand brakes be screwed hard on and the remainder left free. If the unbraked train has to be worked down gradients steeper than 1 in 100, the speed must **not** exceed 10 m.p.h.

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.

If the Driver is in doubt as to his ability to maintain control down gradients, wagon handbrakes must be applied as necessary. In these circumstances, at least half of the train must have brakes **partially** applied, but it is important that no wagon has its brakes **hard** on.

MISCELLANEOUS NOTICES – continued**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			To be Coupled	Operation of Brake		Maximum Speed	Assistance Authorised to	Remarks	Condition
	Failed Train	Assisting Locomotive	Assisting Train	Drawgear, heating (if required) and pipes as below	By	Applies Brake on				
ASSISTANCE FROM THE FRONT										
1	A	D	*	MRP, ABP, VBP	Assisting Loco- motive	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	10 mph		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				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
- (b) 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 45 m.p.h. when being propelled. When the brake tender is the front vehicle, the train headlamps must be placed on the tender. Not more than one tender may be propelled.

From	To	Line	Remarks
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	—

★ **BRITISH OXYGEN CO. LTD. MOVEMENT OF 100-TON G.L.W.
BOGIE TANKS LOADED WITH CRYOGENIC GASES**

When the above tanks are conveyed, in addition to the instructions contained in Section F3 (Pink Pages) of B.R. 30054/3 "Working Manual for Rail Staff", the following **MUST** apply:—

1. These vehicles are subject to a speed restriction of 60m.p.h.
2. These vehicles must not be loose shunted, or allowed to pass over marshalling yard humps.
3. The following notice is displayed on each vehicle:—

Important — If this vehicle is involved in any accident,
immediately:—

- (a) Eliminate all naked lights.
- (b) Telephone Fire Service.
- (c) Telephone B.O.C. at Widnes: 051-424-7341/2505/4128, also
Amersham 7081 (reverse charge) and say "Rail-car Emergency".

Do not touch any valves or equipment until expert advice is available.

MISCELLANEOUS NOTICES – continued

★ BRITISH OXYGEN CO. LTD. MOVEMENT OF 100-TON G.L.W. BOGIE TANKS LOADED WITH CRYOGENIC GASES – continued

4. With reference to 3(c) above, this should be done through H.Q. Control, York – telephone 0904-53022, extension 2433.

5. LEAKAGE

The pressure relief valve is set at 45p.s.i., and under normal circumstances of travel should prevent escape of vapour. If, however, there is any evidence of leakage, which would appear as a cloud of vapour, from the valve chest, situated at mid-span underneath the tank barrel, – or from elsewhere from the tank, then the wagon should be taken out of service immediately, and B.O.C. advised through the Control as in 3(c) and 4 above.

6. WAGON DERAILMENT

(a) Wagon remaining upright with no leakage.

In this event, advice to B.O.C. must be made through H.Q. Control. Thereby the laid down accident procedure would follow. In this event, there would be no need to wait arrival of B.O.C. representatives before simply jacking the vehicle up in order to re-rail the wagon. Inform the local authority Fire Service to be in attendance during this operation.

(b) Wagon Derailed on its side with no leakage of product.

Advise B.O.C. through H.Q. Control and follow accident procedure as painted on the tank wagon. In this event, it is considered unwise to commence lifting and re-railment operations until the B.O.C. representatives have arrived on the scene and inspected the vehicle. Inform the local authority Fire Service to be in attendance.

(c) Wagon Derailed on its side with contents leaking.

This is a major accident. Take all possible action to prevent injury to persons;

- (a) Keep **everyone** on the windward side.
- (b) Prohibit smoking and the use of naked lights.
- (c) Inform the local authority Fire Service to be in attendance.

B.O.C. to be advised through H.Q. Control. Await arrival of B.O.C. representatives before any further action is taken.

7. All movements must be accompanied by Form B.R. 29973/3 (advice to Train Crews).

GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOMATIC VACUUM BRAKE

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

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

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

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

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

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

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

MISCELLANEOUS NOTICES – continued**MAXIMUM SPEED OF COACHING STOCK****Locomotive Hauled Coaching Stock**

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

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

PLACING OF DETONATORS ON THE LINE FOR PROTECTION PURPOSES

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

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

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

SECURITY OF DETONATORS

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

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

CONVEYANCE OF BOGIE PALLET VANS FOR SHELL STAR LIMITED

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

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

12-TON INSULATED FISH VANS

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

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

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

★ LOWMAC WAGONS

The speed of Lowmacs must not exceed 45 m.p.h. in all conditions of loading (H.M.L & E), irrespective of particulars shown on panel.

Arrangements are in hand to provide amended panel indicating maximum speed of 45 m.p.h. as soon as possible.

MISCELLANEOUS INSTRUCTIONS—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.

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.

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.

MISCELLANEOUS INSTRUCTIONS—continued

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMAN'S 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.

★ INSTRUCTIONS REGARDING THE RUNNING OF SELF-PROPELLED TRACK RECORDING MACHINES

Pages 46-48

Heading – Add at end "AND WICKHAM LABORATORY VEHICLE".

Clause 1 (as amended on page 38, Supplement 3) – **Delete** "Elliott" from second line and **substitute** "Wickham Laboratory Vehicle".

Clause 2 (as amended on page 38, Supplement 3) – **Delete** "Elliott" and **substitute** "Wickham".
– **Delete** "30" from second and third columns of the table in respect of recording speeds of the Elliott machine and **substitute** "–".

Clause 4 (as amended on page 39, Supplement 3) – **Delete** "Elliott" from the Note and **substitute** "Wickham".

Clause 10, paragraph (a) (as amended on page 39, Supplement 3) – **Delete** "Elliott" from right hand column heading and **substitute** "Wickham".

– Add "or Wickham Laboratory Vehicle" at end of last paragraph.

Clause 10, paragraph (c) – Add at end "and the Wickham Laboratory Vehicle".

Clause 10, paragraph (d) (as shown on page 39, Supplement 3) – Add "or Laboratory Vehicle" after "Track Recording Machine".

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	Empty
m.p.h.	m.p.h.

Add:—British Oxygen Company
100 ton G.L.W. cryogenic tanks

60 60

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.**

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

Page 16

FREIGHT BRAKE VANS

Delete:– heading and item

VACUUM HOSE COUPLING – FREIGHT STOCK

Delete:– heading and item

Page 19

SALTBURN STATION

Delete:– heading and item.

Page 21

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

Delete:– heading and item

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL)

Delete:– heading and item

SELBY (BARLBY NORTH) TO DRIFFIELD STATION

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

WARRENBY HALT

Delete:– heading and item.

DURHAM STATION UP PLATFORM

Delete:– heading and item

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA

CONTENTS

Page 1

Amend:–

Table

T.1 Lineside Fires

Page

285

Add:–

T.2 Lineside Hot Axle Box Detectors

285

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 2

Add:–

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

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

Page 3

Add:—	Electrically operated points – working by Crank Handle in case of failure.	Page 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
Delete:—	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

Page 5

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

Page 7

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

SEQUENCE OF LINES USED THROUGHOUT THIS BOOK – continued

Page in Table 'A'

Page 8 – Amend – continued

★	Boldon Colliery (N.C.B.) to Harton, including Boldon Colliery Station to Tyne Dock Bottom and Harton to Whitburn.	174
	Gateshead (Greenfield Junction Dunston Lines) to Blaydon via Norwood (including Dunston Staiths, Swalwell Colliery Branch, Low Fell Sidings Junction to Bensham Curve Junction, Low Fell Junction to Norwood Junction, Redheugh Branch, Tanfield Branch	176
	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
	Northallerton (Castle Hills Junction) to Redmire	200
	Delete:—	
★	Cowton (Eryholme) to Catterick Bridge	199
	Catterick Camp Railway	199

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	Standard 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)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A -continued

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

Pages 17/18

Durham

Relly Mill

Amend:—

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

Add:—

90 — 70m. 5chs. to 78m. 63chs.

Page 19

Low Fell Jn.

Add:—

— 90 78m. 63chs. to 70m. 5chs.

Page 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.

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. 19chs.

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).

Moorhouse 2 1168

Junction

(Controlled by South Kirkby Junction signal box) (See Page 76 for Frickley Colliery Branch).

C. Down Doncaster 195
990 yards before reaching SK 659 signal

C. Down Doncaster 1060
1078 yards before (falling)
reaching SK 657
signal.

C. Down Doncaster 200
860 yards before reaching SK 653 signal.

C. Down Doncaster 200
1170 yards before reaching SK 645
signal.

T.C. Block

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

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

Pages 32/35-Substitute-continued

T.C. Block

South Kirkby

Junction 2 1056
(See Page 59 for South Kirkby Junction to Moorthorpe Station)

DGL 140

UGL 120

— 30 Over Junction towards Moorthorpe Station (Branch Speed limit)

C. Down Doncaster 106
910 yards before reaching SK639 signal.

C. Down Doncaster 428
842 yards before reaching WN629 signal.

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

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

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

Hare Park Junction 5 1610
(Controlled by Westgate North signal box) (See Page 92 for Hare Park to Crofton West)

15 — Over Junction towards Crofton West Junction 171m. 72 chs. to 171m. 76 chs. (Kings Cross to Crofton West mileage)

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

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

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

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

Wakefield

Westgate

• North 4 43

(See Page 36 for Wakefield

(W) South Junction to

Wakefield (K) West)

†UPL 45

†DPL 45

— 15 Over Junction towards Wakefield (Kirkgate) West (Branch Speed limit)

WAKEFIELD (WESTGATE) AND LEEDS CITY (WEST JUNCTION)

60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

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

Pages 32/35-Substitute-continued

Wakefield

Westgate North - continued

C. Down Doncaster 89

1170 yards before
reaching WN 225
Signal

C. Down Doncaster 90

1167 yards before
reaching WN 223
Signal

C. Down Doncaster 440

1050 yards before
reaching WN 221
Signal

50 50 176 m. 70 chs. to 177 m. 2 chs.

50 50 178 m. 12 chs. to 178 m. 46 chs.

Leeds City

Gelderd Road

Junction 8 1020

(Controlled by Leeds signal box) (See below for Gelderd
Road Junction to Holbeck West Junction)

25 25 184 m. 16 chs. to 184 m. 37 chs.

25 - Over Junction towards Holbeck
West Junction 184 m. 22 chs. to
184 m. 27 chs.C. Up Main, 510 84
yards before reach-
ing UV42 Signal.

15 - 185 m. 16 chs. to 185 m. 43 chs.

Leeds City

West Junction 1 462

(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.

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 375 100

yards before reach-
ing WN 249 signal.

T.C. Block

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

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

Page 37 (Page 29 Supp. No.1)

LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)

Horsforth

Station

Amend:--

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

Delete:--

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

Pages 39/40

YORK (WATERWORKS JUNCTION) TO SCARBOROUGH ETC.

Heslerton Station

Delete:-- All particulars

Weaverthorpe

Station

Amend:-- 5 597

Scarborough

Washbeck

Delete:-- All details

Falsgrave

Amend:-- 2 1004

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

Page 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

Delete:-- Additional Down line between Brough East and Ferriby Station.

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	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 51 (Page 33 Supp. No. 1)

Amend heading:-

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

CASTLEFORD (OLD STATION) AND ALLERTON MAIN (BOWERS OPENCAST) 35 MAXIMUM PERMISSIBLE SPEED ON (Both SINGLE LINE directions)

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

Ledston Station 1 1214 DRS* 27

One train only

Allerton Main (Bowers Opencast) 'Stop Board' 15 Between Ground frame and Leeds (Both Road Level Crossing Stop Board directions)

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

South Kirkby Junction

Amend:- (See Page 32 for Carcroft to Leeds City West Junction)

Delete:-

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

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).

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued.

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

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

WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.

Wakefield

Kirkgate

Calder Bridge

Delete:-

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

Oakenshaw

Junction

Delete:-Block Post dots

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

Add:-

(Controlled by Oakenshaw Signal box)

Add:-

Signal
330

UGL 38

Signal
345

Crofton

West

Amend to read:-

Crofton West

Junction

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

Amend:-

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

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

Page 82 (Page 41 Supp. No.1)

Pontefract

Monkhill

Prince of Wales

West Junction

Amend:-

Signal
355

TCB(G)

To Prince
of Wales
368 Signal

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A—continued

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

Pages 84/85

OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION

Wakefield

(Kirkgate)

Oakenshaw

Junction

Delete:—Block Post dot

Add:—

(Controlled by Oakenshaw signal box)

Royston

Oakenshaw

South Junction

Amend note:—

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

Amend:—

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

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

Page 85

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

Royston

Oakenshaw

South Junction

Delete:—'North' from note

Page 87 (Page 45 Supp. No.1)

METHLEY NORTH JUNCTION TO PONTEFRACT (PRINCE OF WALES JUNCTION)

Methley North

Lofthouse Junction

Add:—

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

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

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

Page 89-Substitute-continued

Staff and Ticket (see page 365)	Castleford										
	Charlesworth's										
										C. Up Branch 469 yards before reaching Methley South Level Crossing	90
	●	Lothouse 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)

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).)

CARCROFT SKELLOW JUNCTION TO BULLCROFT (EXCLUSIVE)

Delete:-heading and table.

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		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Des- crip- tion	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

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

(Controlled by Wakefield North signal box),

(See page 32 for Carcroft to Leeds City (West Junction))

— 15 171m. 76chs. to 171m. 72chs.

C. Up line 1280 yards 110
before reaching WN
262 signal.C. Up line 690 yards 300
before reaching O.302
signal.

Crofton West

Junction

1 511

15 — 173m. 17chs. to 173m. 22chs.

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

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

Page 94

DUDLEY HILL TO LAISTERDYKE EAST

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

DUDLEY HILL TO LAISTERDYKE YARD

DUDLEY HILL AND LAISTERDYKE YARD

20 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)

Dudley Hill Yard

Laisterdyke Yard

1 802

Pages 96/97

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC.

New Pudsey Station

Amend:—

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

Laisterdyke East

Delete:—All details (including Speed restrictions)

Amend:—

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A—continued

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

Pages 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 49
before reaching HS1588 signal.

Bradford (Exchange)

Hammerton Street

Amend:— 7 1042

Delete:—

URS 150

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

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

Pages 101/103 (Pages 50/51 Supp. 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 396 958
yards before reaching
M.R.14 signal

Delete:—

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

Halifax

Drycough Junction

Delete:—Block Post dot

Add:—

(Controlled by Halifax signal box)

Amend:—

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

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A — continued

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

Pages 101/103 (Pages 50/51 Supp. 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 Drycough Junction to read 'T.C. Block'.

Halifax

Drycough Junction

Delete:—Block Post dot

Add:—

(Controlled by Halifax Signal box)

Amend:—

C. Down line 1086
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 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
Directions)Special Instructions
See page 366Laisterdyke Yard — —
(See page 94 for Dudley Hill to Laisterdyke Yard)

Hall Lane 1 241

HALL LANE AND BOWLING JUNCTION

Bradford

Bowling Junction 0 1050

15 — Down direction 191m. 57chs. to
191m. 59chs.20 20 MAXIMUM PERMISSIVE SPEED ON
MAIN LINES

LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD

LAISTERDYKE G.F. AND ADOLPHUS STREET GOODS YARD

20 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)

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		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wagons L.&V.	Down	Up	Position	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	4	36							20 — Over Junction towards Bradley Junction 1m. 17chs. to 1m. 3chs. (Bradley Junction to Bradley Wood Junction mileage)	
	Wood Junction (Controlled by Healey Mills signal box) (See page 110 for Bradley Branch)										
	Heaton Lodge Junction (Controlled by Healey Mills signal box) (See page 113 for Heaton Lodge Junction to Diggle)	1	751							50 50 All connections Fast to Up and Down L & Y lines 37m. 20chs. to 37m. 29chs.	
										— 50 Over junction towards Heaton Lodge (South Junction). via underpass line (Branch speed limit)	
										35 35 Slow lines 38m. 20chs. to 38m. 60chs.	
	Heaton Lodge East Junction (Controlled by Healey Mills signal box) (See page 113 for Heaton Lodge (South Junction) to Heaton Lodge (East Junction))	702									
	Thornhill L & NW Junction (Controlled from Healey Mills) (See page 43 for Thornhill L.N.W. Jct. to Leeds City) (Holbeck East Jn.)	2	614							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	Stand-age Wag- ons 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 MAXIMUM PERMISSIBLE SPEED
(Both ON SINGLE LINE
directions)

— 15 0m. 4chs. to 0m. 0chs.

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).

Bradley 1 366
Wood Junction
(Controlled by Healey Mills signal box).
(See page 107 for Hebden Bridge to Normanton Goose Hill)

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 105
1450 yards before
reaching Marsden
Junction Distant Signal

C. Up Goods 1 mile 105
1450 yards before
reaching Marsden
Junction Distant Signal

C. Up Goods 2 miles 105
1530 yards before
reaching Marsden
Junction Distant Signal

C. Up Goods 3 miles 105
1100 yards before
reaching Marsden
Junction Distant Signal

C. Up Main 3 miles 105
580 yards before
reaching Marsden
Junction Distant Signal

Longwood
Goods**Amend:—**

4 1291

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

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

and Substitute: -				
Huddersfield	2 568			
	0 1060			
(to Springwood Junction)				
		HU644	HU641	
		Signal	Signal	
Hillhouse G.F.	- 917			
(Controlled by Huddersfield Signal box)				
(See page 114 for Deighton Goods Branch)				
Bradley Junction	2 250			
(Controlled by Healey Mills Signal box)				
(See page 110 for Bradley Branch)				
Heaton Lodge (South Junction)	875			
(Controlled by Healey Mills signal box)				
(See below for Heaton Lodge (South Junction) to Heaton Lodge (East Junction))				
Heaton Lodge Junction	1026			
(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)				
Heaton Lodge				
South Junction	- -			
(Controlled by Healey Mills signal box)				
East Junction	- 1672			
(Controlled by Healey Mills signal box)				
(See Page 107 for Hebden Bdg. to Normanton Goose Hill)				
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 H155.6 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 HU644 Signal			
20 20	Fast lines 26m. 25chs. to 26m. 29chs.			
15	Over Junction towards Bradley Wood Junction 0m. 0chs. to 0m. 4chs. (Bradley Branch mileage).			
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.			
50 50	MAXIMUM PERMISSIBLE SPEED			

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

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

Page 114

KIRKBURTON GOODS BRANCH

Delete heading and table and Substitute:-

HUDDERSFIELD (HILLHOUSE GROUND FRAME) TO DEIGHTON (I.C.I. SIDINGS)

HUDDERSFIELD (HILLHOUSE G.F) TO DEIGHTON (I.C.I. SIDINGS)

15 MAXIMUM PERMISSIBLE SPEED
(Both ON SINGLE LINE
directions)One Train Only
(No Staff)

Huddersfield

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

- 10 0m. 4chs. to 0m. 0chs.

Page 118

BARNSELY (EXCHANGE) TO HORBURY JUNCTION ETC.

Barnsley Exchange

Junction

Delete:-

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

Page 121

DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION) ETC.

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

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

WATH NORTH (NORTH) TO 171½ M.P.

80 80 MAXIMUM PERMISSIBLE SPEED ON
MAIN AND FAST LINES.

171½ M.P. TO ROYSTON JUNCTION

70 70 MAXIMUM PERMISSIBLE SPEED ON
MAIN AND FAST LINES

WATH NORTH (NORTH) TO 171½ M.P.

45 45 MAXIMUM PERMISSIBLE SPEED ON
GOODS LINES

171½ M.P. TO ROYSTON JUNCTION

40 40 MAXIMUM PERMISSIBLE SPEED ON
GOODS LINES

Wath North

North	-	-	DRS	60
-------	---	---	-----	----

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

Cudworth

Dearne Valley
Colliery Sidings

Amend:- 1 1250

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

Page 123

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

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

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

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

Shipley

Bradford Junction

Delete:—

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

Frizinghall

Station

Delete:—Block post dots and mileage

Manningham

Station

Add:—

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

Amend:— 1 814

20 — Main to East or West arrival Line
207m. 63chs. to 207m. 74chs.
— 20 East or West Departure line to Main
Line 207m. 74chs. to 207m. 62chs.

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

Page 137

Amend:—heading and sub heading:—

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

NORTHALLERTON (BOROUGHBRIDGE ROAD) AND EAGLESCLIFFE

Northallerton

Cordio Junction

Delete:—All details

Boroughbridge Road

Delete:—mileage

Page 142 (Page 65 Supp. No. 1)

West Hartlepool

Stranton

Delete:—

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

Page 145

Baldon Colliery

Pontop

Crossing

Delete:—All details

Station

Amend:— 1 750

Page 147

CORDIO LOOP

Delete:—heading and Table.

Page 150

AMBLE BRANCH (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	Standard Waggons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 153/154

Amend headings -

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

BEDLINGTON AND ASHINGTON

Ashington

Station

Amend:-

15 15 Over South Junction and Ashington Colliery Lines.

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

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

Add:-

10 10 Over North Junction towards Ashington Colliery.

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

Delete:-

Newbiggin

Woodhorn

also Block Post dot and mileage and Substitute:-

Lynemouth

Colliery (N.C.B.) 3 228

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

Page 165

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

Page 167

Amend:-sub heading

GREENHEAD AND CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Carlisle

Durrant Hill

Amend to read:-

Carlisle

Petteril Bridge

Junction 3 1091

(London Midland

Region)

Pages 170/172

CONSETT NORTH TO OUSTON JUNCTION ETC.

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

Stella Gill

Annfield

Delete:-

Stella Gill

South Pelaw

Amend note:-

(See page 173 for South Pelaw to Washington)

Amend:-

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A—continued

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

Page 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

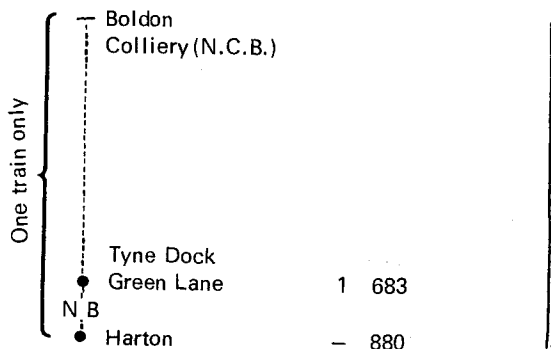
PELTON COLLIERY BRANCH**Delete:—**heading and table

Pages 174/175 (Page 69 Supp. No.1)

BOLDON COLLIERY TO TYNE DOCK BOTTOM ETC**Delete:—** heading and table and **substitute:—****BOLDON COLLIERY (N.C.B.) TO HARTON, INCLUDING BOLDON COLLIERY STATION TO TYNE DOCK****BOTTOM AND HARTON TO WHITBURN****BOLDON COLLIERY (N.C.B.) AND HARTON****25 25 MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINE**

C.W. Up direction clear of fouling point with Sunderland and Newcastle Main lines. 220 (falling)

C.W. Down direction clear of fouling point with Sunderland and Newcastle Main lines. 220



(See page 181 for Pelaw to South Shields and below for Harton to Whitburn)

Page 175

BOLDON COLLIERY STATION TO GREEN LANE**Delete** heading and table and **substitute:—****BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM****BOLDON COLLIERY STATION AND TYNE DOCK BOTTOM****30 30 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES**

[illegible]

15 15 0 m. 58 chs to 1 m. 10 chs.

★

Description of Block signalling between Redheugh Bank foot and Dunston West to read 'NB'

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

One train only:

● Ryhope
Station

Silksworth
Colliery

2 490

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

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

Page 193 (Page 72 Supp. No. 1)

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

15 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)

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

Page 194 (Page 72 Supp. No. 1)

Amend:-BISHOP AUCKLAND EAST TO EASTGATE (APCM SIDINGS)

BISHOP AUCKLAND EAST AND EASTGATE
(APCM SIDINGS)

35 MAXIMUM PERMISSIBLE SPEED
(Both
directions)

Delete table Etherley Station to Wolsingham Station inclusive and **substitute:-**

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

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

Pages 195/196

Amend:-**DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST (INCLUDING ETC.)**

Bishop Auckland
East

Add to note:-

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

Delete:-whole of table after Bishop Auckland East

Page 199 (Page 75 Supp. No. 1)

COWTON (ERYHOLME) TO CATTERICK BRIDGE**Delete:-** heading and table**CATTERICK CAMP RAILWAY****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	Stage Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 200 (Page 76 Supp. No. 1)

Amend heading:—

NORTHALLERTON (CASTLE HILLS JUNCTION) TO REDMIRE

Northallerton

Station

Delete:—

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

Delete:—

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

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

Add:—

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

Page 201

CASTLE HILLS CURVE

Delete:—heading and table

Page 202

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

Sedgefield

Station

Delete:—All details

Stillington

Station

Amend:— 5 395

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

DARLINGTON SOUTH TO SALTBURN ETC.

Redcar

Tod Point

Delete:—All details

Redcar

Kirkleatham

Amend:—

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

Station

Delete:—

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

Add:—

15 — 22m. 67chs. to 22m. 72chs.

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

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

Amend:— 4 146

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