

3187 9



116 No. 7 D
— 6

ND

EASTERN REGION

(NORTHERN AREA)

46 B 927900 1 set D switch state 6 F 86/82
B 930853 22 chock rail
B 94292 3/4 C switch state 2

GENERAL INSTRUCTIONS

B 941820 1 pair B switcher Bull Back.

AND

NOTICES

1-20
2-15

3225
3217

up Main 20 mins

SATURDAY 13 FEBRUARY

(4 WEEKLY PERIOD)

TO

FRIDAY 12 MARCH 1971

INCLUSIVE

★ 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

★ B.R. GENERAL APPENDIX (B.R. 29944)

A Supplement No.4 to the General Appendix (B.R. 29944/4) will shortly be issued, to apply from Saturday 27 March, 1971.

All concerned must ensure they receive a copy.

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 Signaller 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 Signaller and Trainman reach a clear understanding as to the identity of the train and exactly where it is standing.
2. Understand the circumstances and conditions in which authority is given for a fixed signal to be passed at danger.

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

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

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

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

TWIN BOLSTER WAGONS

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

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

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

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

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

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

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

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

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

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

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

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

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

TRACK CIRCUIT OPERATING CLIPS

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

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

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

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

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

INSTRUCTIONS TO TRAINMEN HANDING OVER OF TRAINS TO RELIEF

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

FREIGHT TRAIN RUNNING TIMES

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

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

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

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

100 TON BOGIE RAIL TANKS : WHEEL DAMAGE

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

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

Drivers should note that the above Regulations are amended insofar as the 'release' position (where provided) of the Drivers automatic air-brake valve should only be used in the following circumstances:—

1. Immediately following the completion of the 'simple' or 'complete' brake tests.
2. If dragging brakes are suspected when running.
3. If it is essential to release the brakes more rapidly than is possible using the RUNNING position especially following a series of brake applications. (This should normally only be necessary when working trains of considerable length).
4. In releasing the brakes if the previous application had been made when an overcharge pressure existed in the brake pipe.

Drivers should also note the following points:—

- (a) If a brake application is initiated when an overcharge pressure exists in the brake pipe and the 'release' position is not correctly used afterwards, brake drag and consequent damage can result on the train vehicles.
- (b) When the brake valve handle is placed in the 'release' position it must be held for not less than 1 minute to allow for complete release of all brakes in the train.

Referring to Regulation 9, headed "Hand release of air brakes on vehicles" on Page 12 of Supplement No.3 to the General Appendix, until further notice, on a limited number of locomotive hauled Eastern Region coaching stock vehicles, the ½" main reservoir pipe isolating cock mentioned in clause (c), item (1) of this regulation has been set in the closed position and the handle removed. In consequence, the vehicles concerned will operate on the single pipe system. The two pipe system will continue to function on other vehicles in the train set.

Should it be necessary to isolate the air brake on a vehicle with the ½" isolating cock closed and the handle removed, the instructions in clause (c), items (ii), (iii), and (iv), must be observed.

WORKING OF AIR BRAKED PASSENGER TRAINS

Referring to Regulation 12(a) of the Regulations for working the Automatic Air Brake on page 4 of the General Appendix (page 8 of Supplement No.3).

Brake vans and brake compartments of all locomotive hauled air braked coaching stock are being progressively equipped with 6 wooden scotches. The vehicles will be equipped as quickly as possible but in the interim period, train equipment should not be considered as incomplete if the scotches are not available. Where scotches are provided they must be used to secure any coaches or vehicles on a running line when a locomotive is not attached to them if the handbrake is not available or is inadequate.

Should it be necessary to detach a brake van from an air braked passenger train and there be no other brake van remaining in the train, the Guard must transfer the scotches to the vehicle in which he will ride.

MISCELLANEOUS NOTICES – continued

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

On 27 March, new Regulations for Working the Automatic Air Brake will come into operation.

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

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

New Regulation 1. Description**Clause**

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

New Regulation 2. Operation

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

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

- 3.2 Driver to personally check pipes and cocks are correct between locomotive and first vehicle.
- Guard no longer required to check intermediate brake pipe and main reservoir pipe cocks before journey.
- 3.4 Guard of freight train to check all distributor isolating cocks.
- 3.5.1 Lists information related to the train brake which Guards of passenger, empty coaching stock and parcels trains must give the Driver.
- 3.5.2 Imposes special conditions which must be applied to passenger, empty coaching stock and parcels trains when brakes on some vehicles are isolated.
- 3.8 Guard to inform Driver that the air brake is in use and whether operating single-pipe.
- 3.9 Guard to check "Goods/Passenger" changeover levers, where provided, are in the correct position. Includes instructions relating to these positions.
- 3.10 Guard to advise Driver when any Continental vehicles are formed in the train in order that Driver may adopt correct braking technique.

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

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

New Regulation 6. Running Brake Test

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

MISCELLANEOUS NOTICES – continued**REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS – continued****New Regulation 7. During the journey**

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

New Regulation 9. Detaching of Locomotive or Vehicles.

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

New Regulation 11. Defects

11.1 New item detailing possible causes of failure to create 70 p.s.i. brake pipe pressure and action to be taken.

11.4 New item outlining action to be taken when brakes are isolated on vehicles during the journey.

11.5 If the brake pipe becomes defective and the rear vehicle is not a brake van, the train must not proceed until either a locomotive or fully fitted train is attached to rear.

11.6 Single-pipe operation is permitted if main reservoir pipe becomes defective.

Note Outlines method of detecting defective brake pipe or main reservoir pipe.

to
Clause
11.

New Regulation 12. General

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

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

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

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

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 (BOROUGHBRIDGE ROAD) 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	–

MISCELLANEOUS NOTICES—continued

PROPELLING OF DIESEL BRAKE TENDERS — continued

From	To	Line	Remarks
HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY (INCLUDING SHOTTON AND THORNLEY COLLIERY BRANCHES)			
Cemetery North	Hawthorn Colliery	Down Main/ Goods	—
SHOTTON COLLIERY BRANCH			
Shotton Colliery	Shotton Colliery	Down	—
Ground Frame	Sidings		
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 F.3 (Pink Pages) of B.R.30054/3 "Working Manual for Rail Staff", the following **MUST APPLY** and in **ALL CASES**, when advising the British Oxygen Company, the precise location of the incident, together with the point of access to the Railway nearest to the incident **MUST** be given.

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.

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.

MISCELLANEOUS NOTICES – continued**BRITISH OXYGEN CO. LTD. MOVEMENT OF 100-TON G.L.W. BOGIE TANKS LOADED WITH CRYOGENIC GASES – continued****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.
- and
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.
- and
2. A test must be made to ensure that the Driver can satisfactorily operate the brake on the last two vehicles on the train.

**VEHICLES FITTED WITH A.F.I. VACUUM BRAKE EQUIPMENT
IN TRAINS WORKED BY SOUTHERN REGION LOCOMOTIVES
OR DESTINED FOR THE SOUTHERN REGION**

Vehicles fitted with A.F.I. (Accelerator Freight DA Inshot) vacuum brake equipment must not be included in the fitted portion of a partly fitted vacuum braked train if the train is to be worked by a locomotive allocated to the Southern Region, or if the destination of the train is located within the Southern Region.

Vehicles fitted with A.F.I. equipment can be identified by either a metal plate with the letters "A.F.I." or these letters painted on the solebar on each side of the vehicle.

Southern Region locomotives are numbered in the series:—

Electric	Class 71	E5001–5014
Diesel Electric	Class 33	6500–6597
Electro-Diesel	Class 73	E6001–6049
Electro-Diesel	Class 74	E6101–6110

MISCELLANEOUS NOTICES – continued**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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicles divided by the number of **axles** on the vehicle) are subject to a maximum permissible speed of **40 m.p.h.** when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

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.

MISCELLANEOUS NOTICES – continued**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.

CONTINENTAL FERRY WAGONS

Commencing forthwith and until further notice, the speed of all **Continental Ferry Wagons** must be restricted as shown below:—

Continental Ferry Wagons marked

SS. — 75 m.p.h. (coaching trains)

SS. — 60 m.p.h. (freight trains)

S. — 45 m.p.h.

unmarked — 45 m.p.h.

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.

BRAMHOPE TUNNEL

Scaffolding and rail centres have been erected in the tunnel, causing **restricted clearance**.

Trainmen must not put their heads out of windows.

MISCELLANEOUS NOTICES—continued**BETWEEN WEAVERTHORPE AND SEAMER WEST**

Until Further Notice Contractors vehicles are making extensive use of the Accomodation level Crossing at 35m. 35chs. **Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.**

BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. **Drivers must keep a sharp lookout and sound horns on approach.**

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp lookout and sound whistle/horn on the approach.**

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use for contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

Drivers to keep a sharp look-out and sound horns or engine whistles when approaching crossing.

*** * WEST HARTLEPOOL CENTRAL MARINE GROUND FRAME**

The construction at the new level crossing is now completed and flashing road lights and barriers have been provided. The Yard Inspector operates the barriers.

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 2 Employees **MUST**—

Amend item (iii) :—

(iii) when on duty be neat in appearance, and, where supplied, wear uniform, number and badge and protective clothing and equipment including high visibility clothing.

Personal appearance, clothing etc.

Rule 7 Clause (b)

Add new exception (iii):—

(iii) **DRIVERS** — Whilst supplied with a copy of the Appendices to the working timetable need not carry these when on duty. Existing exceptions (iii) — (v) to be renumbered (iv) — (vi)

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK BOOKLET (B.R.29197)

Page 1 Note A **Amend** to read:—

British Railways Standard Coaching Stock stencilled "C1" at the end of the vehicles.

REGULATIONS FOR TRAIN SIGNALLING AND 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 13 and 14 (Page 33 Supp Optg Insts)

ADDITIONAL INSTRUCTIONS WITH RESPECT TO CONTINUOUS BRAKES

Clause C — MIXED TRAINS — **Delete** all detail

Existing clauses D and E to be re-lettered C and D.

Page 43 (Page 35 Supp. Oper. Insts)

WORKING INSTRUCTIONS FOR FREIGHTLINER TRAINS AND FOR FREIGHTLINER WAGONS ATTACHED TO OTHER SERVICES

Instruction 10 — Delete

Instruction 11 — To be renumbered 10 and 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 providing 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 "Instructions regarding the Assistance of Failed Locomotive-Hauled Trains where the Continuous Brake (Air or Vacuum) Cannot be Maintained by the Failed Locomotive" on page 16 of the General Appendix (as shown in this Notice) must be observed.

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 10m.p.h.

Instruction 12 — To be renumbered 11

ALTERATIONS TO B.R. GENERAL APPENDIX – continued

Page 43 (Page 37 Supplement No.3) –

**COAL TRAINS FORMED OF 26- OR 32- TON CAPACITY WAGONS –
WORKING INSTRUCTIONS (Merry-Go-Round Trains)**

Instruction 3 – Delete

Instruction 4 – To be renumbered 3 and 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 "Instructions regarding the Assistance of Failed Locomotive-Hauled Trains where the Continuous Brake (Air or Vacuum) Cannot be Maintained by the Failed Locomotive" on page 16 of the General Appendix (as shown in this Notice) must be observed.

If the Driver is in doubt as to his ability to maintain control down gradients, wagon hand brakes 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.

Instruction 5 – To be renumbered 4

**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.

ALTERATIONS TO B.R. GENERAL APPENDIX – continued

Pages 43/46

INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY
PROPELLED ON-RAIL TAMPING MACHINES

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

Delete whole clause and **Substitute** the following:–

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

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

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.

Pages 89 and 90 (Page 49 Supplement No.3. Page 41 Supp. Oper. Insts.)

CONVEYANCE OF 4 – OR 6 – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK
AND PARCELS TRAINS

Clause 2

Add at end of second paragraph:–

In addition, the Guard must inform the driver that the train is conveying a 4 – or 6 – wheeled vehicle.

Pages 98/99 (Pages 52/53 Supplement No.3)

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAIN

Delete entries and **Substitute** the following:–

1. Conveyance of Coaching Stock by Freight Trains

1.1 Bogie coaching stock and all coaching brake vans must be marshalled next to the locomotive.

1.2 Coaching stock must be marshalled in the fitted portion of partially fitted trains.

1.3 Four-wheeled vehicles with a wheelbase of less than 15' must not be placed between bogie coaching stock.

1.4 Exceptional care must be exercised during shunting operations and in all cases the screw couplings must be in use.

1.5 Passenger-carrying vehicles, including Sleeping Cars and Catering vehicles, must not be conveyed on any freight train unless authorised by the Regional Operating/Movements Manager.

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

Page 2

MAXIMUM SPEEDS OF FREIGHT ROLLING STOCK

Delete:— Ironstone Hopper Wagons with wheelbase of 10 feet or less when working in Full Train Loads (loaded or empty) are limited to a maximum speed of 35 m.p.h.

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

Page 16

FREIGHT BRAKE VANS

Delete:— heading and item

VACUUM HOSE COUPLING – FREIGHT STOCK

Delete:— heading and item

★Page 17

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

Paragraph (a)

Amend reference to form "B.R. 29973A" to read "B.R. 29973/3".

Paragraph (b)

Amend to read:—

"Loaded 40–45-ton tanks in full train loads, may run without any special form of authority, provided they are within the R.A. category of the route over which they are required to travel."

Paragraph (c)

Amend to read:—

"Loaded 40–45-ton tanks in small lots (5 or less) may run without any special form of authority provided they are within the R.A. category of the route concerned. Where the R.A. category of the route is lower than that shown as applicable on the Wagon Panel, form B.R. 29973/3 must be issued in every case".

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

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

Description of Vehicles

Maximum Speed

Loaded Empty

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

Page 21—continued

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

Page 3

Add:—

Electrically operated points — working by Crank Handle in case of failure. 318
 Gas Point Heaters 330
 Hall Lane Branch — Local Instructions 367
 Hartlepool — Local Instructions 380, 397 and 402

Delete:—

Hemsworth — Local Instructions 360

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

	Page
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
Tyne Dock Bottom — Local Instructions	390
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
Page 6	
Delete:—	
★ West Hartlepool — Local Instructions	380, 397 and 402

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
Boldon Colliery (N.C.B.) to Harton, including Boldon Colliery Station to Tyne Dock Bottom Ground Frame and Harton to Whitburn.	174

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

Add:—	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
	Pelaw to South Shields	181
Delete:—	Heaton Lodge (South Junction) to Heaton Lodge (East Junction)	113
	Huddersfield (Hillhouse Ground Frame) to Deighton (I.C.I. Sidings)	114
	Kirkburton Goods Branch	114
	Amble Branch	150

Page 9

Amend:—

★	Hartlepool (Cemetery North) to Hawthorne Colliery etc.	188
	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
★	Hartlepool Goods and Dock lines.	204

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

Page 8

SHAFTHOLME TO BERWICK (MARSHALL MEADOWS ETC)

Shaftholme

Delete:—

Delete:—

Wren Carr

Green (LC)

— 80 159m. 36chs. to 160m. 26chs.

Pages 8/9

Amend:—Description of Block Signalling between Shaftholme and Selby Brayton to read 'T.C. Block'.

Page 11

York

Amend:—Additional Up T.C.B. (G.) Goods line between Signal 200 (Down Main) and Clifton and Loco Sidings to a Two way T.C.B. (G.) Goods line.

Delete:—Additional Down T.C.B. (G.) Goods line between Signal 200 (Down Main) and Clifton and Loco Sidings.

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

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)

Page 17

Ferryhill

Coxhoe

Delete:-All details (Do not delete speed restriction) Turdale

Amend:- 1 1657

Add to note:-"and page 192 for Coxhoe Goods Branch".

Pages 17/18

Delete all details Hett Mill inclusive to Ouston Junction exclusive and Substitute:-

Hett Mill

(L.C.)

1 292

.. - 80 62m 20chs to 54m 36chs.
 70 70 62m. 20chs. to 63m. 0chs.
 80 - 63m. 0chs. to 64m. 60chs.
 - 80 63m. 0chs. to 64m. 8chs.
 - 70 64m. 8chs. to 64m. 21chs.
 - 80 64m. 21chs. to 64m. 60chs.
 65 65 64m. 60chs. to 65m. 63chs.
 50 50 65m. 63chs. to 66m. 11chs.

C.Down Main 970 yards 140
before reaching TY403
signal.

C.Down Main 911 Level
yards before reaching
TY401 signal

C. Down Main 914 200
yards before reaching
TY399 signal.

C. Up Main 850 200
yards before reaching
T2 signal.

C. Up Main 800 yards 150
before reaching
HM4 signal

C. Up Main 1100 470
yards before reaching
HM406 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 Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 17/18—Substitute—continued

T.C. Block	Hett Mill (L.C.) — continued									C. Up Main 1180 yards before reaching HM398 signal.	114
	Durham Station									C. Up Slow 530 yards before reaching TY370 signal.	114
				signal TY358	signal TY371						
				T.C. Block	T.C. Block						
				signal TY354	signal TY357					85 85 66m. 11chs. to 70m. 5chs. 90 — 70m. 5chs. to 78m. 63chs.	

Ouston Junction

Amend:— 13 223

Page 19

Low Fell Jn.

Add:—

Page 23

Chevington

Delete:—(See page 150 for Amble Branch)

Page 25

Chathill

Station

Add:—

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. 19 chs.

Adwick Junction 1134

(Controlled by Skellow Junction Signal box) (See Page 90 for Skellow, Adwick Junction to Bramwith)

— 15 Over Junction towards Stainforth 0m. 0chs. to 0m. 4chs. (Adwick Junction to Skellow Junction mileage).

T.C. Block

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	Moorhouse Junction		2 1168							C. Down Doncaster 195 990 yards before reaching SK 659 signal	
	(Controlled by South Kirkby Junction signal box) (See Page 76 for Frickley Colliery Branch).									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.	
	South Kirkby Junction		2 1056							— 30 Over Junction towards Moorthorpe Station (Branch Speed limit)	
	(See Page 59 for South Kirkby Junction to Moorthorpe Station)									DGL 140 UGL 120	
										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							15 — Over Junction towards Crofton West Junction 171m. 72 chs. to 171m. 76 chs. (Kings Cross to Crofton West mileage)	
	(Controlled by Westgate North signal box) (See Page 92 for Hare Park to Crofton West)									C. Up Doncaster 100 670 yards before reaching WN264 . Signal	
										C. Up Doncaster 246 1015 yards before reaching WN620 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.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 32/35-Substitute-continued

Hare Park
Junction-continued

Wakefield
Westgate
North

4 43

(See Page 36 for Wakefield

(W) South Junction to

Wakefield (K) West)

†UPL 45

†DPL 45

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

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

- 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

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

50 50 178 m. 12 chs. to 178m. 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 184m. 16 chs. to 184m. 37 chs.

25 - Over Junction towards Holbeck
West Junction 184m. 22 chs. to
184m. 27 chs.

C. Up Main, 510 84
yards before reach-
ing UV42 Signal.

Leeds City

West Junction 1 462

(Controlled by Leeds S.B.) (See page 128 for Leeds
City to Skipton Station South).

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

T.C. Block

† Station Yard Working for Passenger trains, E.C.S. and Light Engines.

Amend heading:-

WAKEFIELD (WESTGATE) SOUTH JUNCTION TO WAKEFIELD (KIRKGATE) WEST
WAKEFIELD (W) SOUTH JUNCTION TO WAKEFIELD (K) WEST

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 36-continued

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.

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
3m. 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.

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 48-continued

Ferriby
Station

Delete:-

UGL 26

Hessle

Quarry

Delete:-All details

Hessle

Station

Amend:- 2 1256

Delete:-Additional Up and Down lines between Ferriby Station and Hessle Station.

Page 51 (Page 33 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 1 1214
Station

DRS* 27

One train only

Allerton 1 430
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.

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 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).

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"

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 82 (Page 41 Supp. No.1)

Pontefract

Monkhill

Prince of Wales

West Junction

Amend:—

Signal
355

TCB(G)

To Prince
of Wales
368 Signal

Pages 84/85

OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION

Wakefield

(Kirkgate)

Oakenshaw

Junction

Delete:—Block Post dot

Add:—

(Controlled by Oakenshaw signal box)

Royston

Oakenshaw

South Junction

Amend note:—

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

Amend:—

C. Up line, 740 yards 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)

CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY ETC.

Amend:—

20 20 MAXIMUM PERMISSIBLE SPEED ON
MAIN LINES.

METHLEY NORTH JUNCTION TO PONTEFRACT (PRINCE OF WALES JUNCTION)

Methley North

Lofthouse Junction

Add:—

C. Down Main, 25
yards after passing
Home Signal

169

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A—continued

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

Page 88 (Page 45 Supp. No.1)

Pontefract
Monkhill
Prince of Wales
Amend:—

TCB(G)
Signal 368

Page 89

CHARLESWORTH'S TO LOFTHOUSE JUNCTION
Delete:—whole of table and Substitute:—
CHARLESWORTH'S TO LOFTHOUSE JUNCTION
CHARLESWORTH'S AND LOFTHOUSE JUNCTION

25 25 MAXIMUM PERMISSIBLE SPEED ON
BRANCH AND SINGLE LINES

Castleford

Charlesworth's — —

C. Up Branch 469 90
yards before reaching
Methley South Level
Crossing

● Lofthouse Junction 2 797

20 — 183m. 15chs. to 183m. 24chs.

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

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".

Staff and Ticket
(see page 365)

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

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 yards before reaching HS1591 signal. 98

Laisterdyke East**Delete:-**All details (including Speed restrictions)**Amend:-**

C. Down Main 793 yards before reaching HS1589 signal. 100

C. Up Main 380 yards before reaching HS62 signal. 59

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

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

Pages 96/97-continued

Laisterdyke East-continued

Add:-

Laisterdyke

Ground Frame

(See Page 105 for Laisterdyke Ground Frame to Adolphus

Street Goods Yard)

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

Delete:-Additional Down and Up lines between Laisterdyke East and West and additional Down line between Laisterdyke West and **Bradford (Exchange)** Hammerton Street

West

Delete:-All details including speed restrictions

Amend:-

C. Up Main 630 yards before reaching HS1588 signal.

49

Bradford (Exchange)

Hammerton Street

Amend:-

7 1042

Delete:-

URS 150

C. Down Goods 802 yards etc.

(Falling) 49

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 yards before reaching M.R. 14 signal

958

Delete:-

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

Halifax

Drycough Junction

Delete:-Block Post dot

Add:-

(Controlled by Halifax signal box)

Amend:-

C. Down Main 1144 yards before reaching H703 signal

118

CW. Down Main 690 yards before reaching H709 signal

118

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

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

Laisterdyke West in note to read Laisterdyke Yard

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 Wag- ons L.&V.	D o w n	U p	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 Page 107) and **SUBSTITUTE:**—

Between Heaton Lodge Junction and Midland Junction Left Hand — Slow line. Right Hand — Fast line.	T.C. Block	• Elland	0	1375			UGL				CW. Up loop clear of fouling point with Main line.	551
							DGL				CW. Down loop clear of fouling point with Main line.	551 (falling)
T.C. Block	★	Healey Mills										
		Bradley	4	36							20 — Over Junction towards Bradley Junction 1m. 17chs. to 1m. 3chs. (Bradley Junction to Bradley Wood Junction mileage)	
T.C. Block	★	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.	
T.C. Block	★	Heaton Lodge East Junction (Controlled by Healey Mills signal box) (See page 113 for Heaton Lodge (South Junction) to Heaton Lodge (East Junction))	—	442							— 50 Over junction towards Heaton Lodge (South Junction) via underpass line (Branch speed limit)	
		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							35 35 Slow lines 38m. 20chs. to 38m. 60chs.	
T.C. Block	★	Thornhill Junction									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)	
T.C. Block	★										30 30 All connections Fast to Slow and Slow to Fast 39m. 68chs. to 39m. 75chs.	

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 Wagons L.&V.	D o w n	U p	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

20 — 1m. 3chs. to 1m. 17chs.

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

Page 111

HEADFIELD BRANCH

Amend :- Notice Board 310 yards North of A.P.C.M. Sidings.

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:-

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 113 (Page 55 Supp. No.1)

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

Huddersfield 2 568
0 1060
(to
Springwood
Junction)

HU644 HU641
Signal Signal

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

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

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

C. Up Huddersfield 147
680 yards before
reaching HU648 Signal.

C. Up Huddersfield 147
815 yards before
reaching H646 Signal.

C. Up Huddersfield 147
815 yards before
reaching HU644 Signal.

C. Up Huddersfield 147
815 yards before
reaching HU77 Signal.

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 under-
pass line (Branch speed limit)

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

Hillhouse G.F. — 917

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

Bradley 2 1284
Junction

(Controlled by Healey Mills Signal box)
(See page 110 for Bradley Branch)

Heaton Lodge (South — 843
Junction)

(Controlled by Healey Mills signal box)
(See below for Heaton Lodge (South
Junction) to Heaton Lodge (East Junction))

Heaton Lodge — 1249
Junction

(Controlled by Healey Mills Signal box)
(See Page 107 for Hebden Bridge to Normanton Goose Hill)

Add new table.

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

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

Heaton Lodge

South Junction — —
(Controlled by Healey Mills signal box)

East Junction — 1672
(Controlled by Healey Mills signal box)
(See Page 107 for Hebden Bdg. to Normanton Goose Hill)

50 50 MAXIMUM PERMISSIBLE SPEED

T.C. Block

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.	D o w n	U p	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	1	1433
—	I.C.I. Sidings	—	—

— 10 0m. 4chs. to 0m. 0chs.

Page 118

BARNLEY (EXCHANGE) TO HORBURY JUNCTION ETC.

Barnsley Exchange

Junction

Delete:-

C. Up line 1m. 1288 yards before reaching

102

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.

Page 124

Normanton

No.1 Sidings

Delete:- All details (including Block post dots on Additional Up and Down lines)

Passenger
Station North

Amend:- — 550

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 141

★ Amend:— BILLINGHAM-ON-TEES (65 m.p.) AND HARTLEPOOL

★ Amend:— Hartlepool

Cliff House

Page 142 (Page 65 Supp. No. 1)

Stranton

Delete:—

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

★ Amend:— HARTLEPOOL (73 m.p.) AND SUNDERLAND

★ Amend:— Hartlepool

Cemetery North

(see page 188 for Hartlepool Cemetery North etc.)

Page 145

Boldon Colliery

Pontop

Crossing

Delete:—All details

Station

Amend:— 1 750

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 147

CORDIO LOOP

Delete:—heading and Table.

Page 150

AMBLE BRANCH (GOODS LINE)

Delete:—heading and table

Pages 153/154

Amend headings:—

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

BEDLINGTON AND ASHINGTON

North Seaton

Station

Delete:— All details

Ashington

Station

Amend:— 1 904

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 166

Prudhoe

Station

Add:—

URS 70

DRS 70

Page 167

Amend:—sub heading

GREENHEAD AND CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Carlisle

Durrant Hill

Amend to read:—

Carlisle

Petteril Bridge

Junction

(London Midland

Region)

3 1091

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A—continued

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

Pages 170/172

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.

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 Flatts

Delete:—All details

South Pelaw

Delete:—mileage and all additional lines between Stella Gill Flatts and South Pelaw, also "and page 174 for Pelton Colliery Branch" from note.

Amend:—

15 15 Over all connections between
South Pelaw to Washington
Chemical Works etc.

Washington

South

Amend:—

C.W. Up line clear of 7260
fouling point with
Main line, 75 yards
before reaching Up
starting signal to-
wards South Pelaw

Page 174

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

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

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 174/175 (Page 69 Supp. No. 1) — **Substitute** — continued

★	One train only	Boldon Colliery (N.C.B.)								C.W. Up direction clear of fouling point with Sunderland and Newcastle Main lines.	220 (falling)
		Green Lane		1	683					C.W. Down direction clear of fouling point with Sunderland and Newcastle Main lines.	220
		Harton		—	880						
		NB									

(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 GROUND FRAME

BOLDON COLLIERY STATION AND TYNE DOCK BOTTOM GROUND FRAME 30 30 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

Boldon Colliery

Arrival and Departure lines (See Local Instructions Page 390)	NB	Station								— 25 0 m. 4 chs to 0 m. 0 chs (Boldon Colliery to Green Lane mileage)	
		Tyne Dock									
		Bottom		1	1499					15 15 0 m. 58 chs to 1 m. 10 chs.	
		Ground Frame									

Page 175/176

GREEN LANE TO HARTON

Delete:— heading and table

Page 180

NORWOOD TO DUNSTON EAST

Delete:— heading and item

REDHEUGH BRANCH

Dunston-on-Tyne

East

Delete:— all details

West

Amend:— 1 262

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

Page 181

Amend heading:—

PELAW TO SOUTH SHIELDS

Page 182

TYNE DOCK BOTTOM BRANCH

Delete:— heading and table

Page 183

FERRYHILL (TURS DALE) TO PELAW VIA LEAMSIDE ETC.

Washington

South

Amend:—

(See page 173 for 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	Stand-age Wag- ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 183-continued

Washington
South-continued

Amend:-

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

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

Page 188

Amend:-HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY ETC.

Amend:-

HARTLEPOOL (CEMETERY NORTH) AND CASTLE EDEN.

35 35 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Amend:- Hartlepool

Cemetery
North

Page 191 (Page 72 Supp. No.1)

SILKSWORTH COLLIERY BRANCH (GOODS LINES)

Delete:-heading and table and Substitute:-

SILKSWORTH COLLIERY BRANCH (GOODS LINE)

SILKSWORTH COLLIERY BRANCH

15 MAXIMUM PERMISSIBLE SPEED
(Both ON SINGLE LINE
directions)

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

One train only	● Ryhope Station	—	—
	— Silksworth Colliery	2	490

Page 192

COXHOE GOODS BRANCH (GOODS LINE)

Ferryhill
Coxhoe

Amend to read:-

Tursdale

Coxhoe Ground
Frame

Delete:- Block post dot

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)	

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 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:-

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

Electric Token

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

Page 200 (Page 76 Supp. No. 1)

Amend heading:-

NORTHALLERTON (CASTLE HILLS JUNCTION) TO REDMIRE

Northallerton

Station

Delete:-

Delete:-

15 15 Northallerton to Redmire. All
connections Single to Double line.10 0m. 25chs. to 0m. 48chs.
(Both directions)- 15 Over Junction towards Castle
Hills Curve (Branch Speed limit)15 0m. 0chs. to 0m. 28chs. (Castle
(Both Hills Loop mileage)
directions)

Add:-

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 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

Page 204

Amend:—

HARTLEPOOL GOODS AND DOCK LINES

HARTLEPOOL GOODS AND DOCK LINES

Hartlepool

Newburn

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

DARLINGTON SOUTH TO SALTBURN ETC.

Redcar

Add:—

15 – Down Goods over connection to
Wilton Works Branch and Shell
Refinery 19m. 42chs. to 19m. 47chs.

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 trail-
ing points of connect-
ion from Up Platform
Line. Level

Redcar East

Upleatham

Delete:—

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

Add:—

50 – 22m. 72chs. to 23m. 18chs.

– 50 23m. 18chs. to 22m. 77chs.

20 20 Through trailing Crossover Down
Main to Up Main at 22m. 45chs.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A - continued

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

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

Marske

Longbeck

Delete:-

40 40 26m. 59chs. to 27m. 8chs.

Add:-

40 - 26m. 59chs. and 27m. 5chs.

20 - 27m. 5chs. to 27m. 9chs.

- 40 27m. 9chs. to 26m. 59chs.

Page 213

TEES, THORNABY EAST JUNCTION TO GUISBOROUGH JUNCTION (GOODS LINES)

Tees

Old Town

Junction

Delete:-

20 20 Over junction to and from Marsh Branch.

Amend:-WILTON WORKS BRANCH (GOODS LINE)

WILTON WORKS BRANCH

20 MAXIMUM PERMISSIBLE SPEED ON (Both SINGLE LINE directions)

Delete:-Trains from Grangetown to travel over Down line to Wilton and return over Up line.

Amend:-Double line between Up and Down in Additional running lines column to a Single line.

Page 217

MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY

Glaisdale

Amend:-

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

TABLE C - LINES WORKED UNDER "NO BLOCK" REGULATIONS

From	To	Line	Down	Up
Page 218 (Page 82 Supp. No.1)				
Amend:-				
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.				
Delete:-				
Normanton No.1 Sidings	Normanton North Junction	Reception	-	
Delete:- heading and item				
CARCROFT STATION TO LEEDS CITY ETC.				
Add:-				
SOWERBY BRIDGE, MILNER ROYD JUNCTION TO BRADFORD EXCHANGE ETC.				
Mill Lane Junction	Bowling Junction	Through Siding	-	

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA - continued

TABLE D2 - LINES WORKED UNDER THE ELECTRIC TRAIN TOKEN, TRAIN STAFF AND TICKET AND ONE ENGINE IN STEAM ARRANGEMENTS

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
Page 218		
Add:-		
DUDLEY HILL TO LAISTERDYKE YARD		
Dudley Hill and Laisterdyke Yard	Laisterdyke Yard	Person in charge of Ground Frame
LAISTERDYKE YARD TO ADOLPHUS STREET GOODS YARD		
Laisterdyke Yard and Adolphus Street Goods Yard	Laisterdyke Yard	Person in charge of Ground Frame.
Page 219		
STELLA GILL TO WASHINGTON CHEMICAL WORKS ETC.		
Delete:- heading and item		

TABLE E - LOCAL CODES OF ENGINE WHISTLES

Whistle to be given at	Movement required	Whistle
Page 222		
Amend heading:-		
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION, LAISTERDYKE YARD TO BOWLING JUNCTION AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD).		
Page 223		
Amend heading:-		
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.		
Amend heading:-		
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC)		
Page 225		
Amend heading:-		
BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.) (INCLUDING CAMBOIS BRANCH ETC)		
Page 226		
Amend line heading		
NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)		
Page 227		
STELLA GILL TO WASHINGTON CHEMICAL WORKS ETC.		
Delete:- heading and all items.		
Pages 227/228		
BOLDON COLLIERY (N.C.B.) TO TYNE DOCK BOTTOM ETC.		
Delete:- heading and items.		
Page 229		
PELAW TO SOUTH SHIELDS (INCLUDING TYNE DOCK BOTTOM BRANCH)		
:- Delete heading and all whistles.		
FERRYHILL (TURSDALE) TO PELAW VIA LEAMSIDE ETC.		
Washington South		
Amend:- Mineral trains from South Pelaw requiring to detach traffic at Washington Goods Yard etc.		1S 1C
Goods Yard to South Pelaw		3S 1L

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA — continued

TABLE E — continued

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

Page 231

★ Amend:—
HARTLEPOOL (CEMETERY NORTH) TO HAWTHORNE COLLIERY ETC.

Hartlepool
Cemetery North

Amend line heading:—

DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.

Pages 231/232

★ Amend:—
HARTLEPOOL GOODS AND DOCK LINES

Hartlepool
Greenland

TABLE F — PROPELLING OF TRAINS OR VEHICLES

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

Page 235

SHAFTHOLME TO BERWICK MARSHALL MEADOWS ETC.

★ Delete:—

† Ferryhill No.1

Coxhoe

Down Slow

Freight wagons

★ Add:—

Tursdale

Coxhoe Ground Frame

Up Slow

30 wagons in daylight and clear weather. 10 wagons during darkness, fog or falling snow.

Page 236 (Page 85 Supp. No.1)

CARCROFT STATION TO LEEDS CITY ETC.

Delete:— heading and all entries

★ LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)

Amend:—

Whitehall Junction
L.85 Signal

Cardigan Road
Down Ground Frame

Down Shipley
Slow/Down
Harrogate

14 freight wagons — see local instructions on page 346 or 378.

YORK (WATERWORKS) TO SCARBOROUGH ETC.

Delete:— heading and items

LEEDS CITY TO HULL PARAGON ETC.

Add:—

Hunslet Goods
Yard

Neville Hill Up
Sidings

Up

1x100 ton or 2x45 ton empty tank wagons. In clear weather only.

Page 240

HARE PARK TO CROFTON WEST

Delete:— heading and item

Page 241

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION, LAISTERDYKE YARD TO BOWLING JUNCTION AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD)

Add:—

Mill Lane
Junction

Bowling
Junction

Down
Through Siding

15 wagons in clear weather only.

HEBDEN BRIDGE TO NORMANTON GOOSE HILL

Delete:—

Mirfield No.2

No.3

Down Fast
and Slow

12 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 242			
KIRKBURTON GOODS BRANCH			
Delete:— heading and items			
Add:—			
HUDDERSFIELD (HILLHOUSE GROUND FRAME) TO DEIGHTON (I.C.I. SIDINGS)			
Hillhouse Ground Frame	Notice Board at I.C.I. Sidings	Single	10 Freight wagons.
Page 243			
Amend heading:—			
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.			
LEEDS CITY TO SKIPTON STATION SOUTH			
Add:—			
Whitehall Junction	Cardigan Road Down Ground Frame	Down Shipley Slow/Down Harrogate	14 freight wagons — see local instructions on page 346 or 378.
Page 244 (Page 87 Supp. No.1)			
Amend heading:—			
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC)			
Add:—			
Cliff House	Clarence Road	Down Goods	15 Freight Wagons with or without brake van. Daylight and clear weather only.
Clarence Road	Cliffe House	Up Goods	15 Freight Wagons with or without brake van. Daylight and clear weather only.
Church Street	Clarence Road	Down Main	Empty Coaching stock etc.
Delete:— dagger			
Clarence Road	Church Street	Up Main	Empty Coaching stock etc.
Delete:— dagger			
Page 245			
Amend heading:—			
BEDLINGTON TO LYNE MOUTH COLLIERY (N.C.B.) INCLUDING CAMBOIS BRANCH ETC.			
Page 246			
Amend heading:—			
SOUTH PELAW TO WASHINGTON CHEMICAL WORKS			
Delete:—			
Stella Gill Flatts	South Pelaw	All Down	Freight wagons with or without brake van.
South Pelaw	Stella Gill Flatts	All Up	Freight wagons with or without brake van.
Page 246 (Page 88 Supp. No.1)			
BOLDON COLLIERY (N.C.B.) TO HARTON INCLUDING BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM AND HARTON TO WHITBURN			
Delete:— heading and all items			
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON ETC.			
Delete from heading:— 'NORWOOD TO DUNSTON EAST'			
Delete:—			
Dunston East	Dunston Exchange Sidings	Up	Freight wagons
Dunston Exchange Sidings	Dunston East	Down	Freight wagons

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE F—continued

From	To	Line	Number of vehicles and special conditions
Page 247			
TYNE DOCK BOTTOM BRANCH			
Delete:— heading and item			
Amend			
DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.			
Page 247 (Page 88 Supp. No.1)			
DARLINGTON (HOPETOWN) TO NICKSTREAM			
Amend:—			
Hopetown	Shellstar Siding	Single	10 Bogie Palvans without brake van (See Page 400 for Special Instructions)
Page 248			
★ Amend:—			
HARTLEPOOL GOODS AND DOCK LINES.			
DARLINGTON SOUTH TO SALTBURN ETC.,			
Add:—			
Oak Tree	Rail Welding Depot Sidings	Arrival Line	Freight Wagons. Drivers to bring their train to a stand on the Arrival line when the locomotive clear of the trap points until instructed by Guard to propel train into the depot sidings.

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Down	Up	Remarks
Page 251 (Page 89 Supp. No.1)					
CARCROFT STATION TO LEEDS CITY ETC.					
Delete: —heading and item.					
LEEDS CITY TO HULL PARAGON					
Amend: —					
Leeds Neville Hill	Leeds Neville	—		Goods Loop	15 coaching stock vehicles, 15 fitted vehicles without brake-van, 30 freight wagons.
West Junction	Hill West Junction				
775 Signal	780 Signal				
Page 252					
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)					
Delete: —heading and item					
Page 253					
Amend heading: —					
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.					
Amend heading: —					
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)					
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON ETC.					
Delete: —heading and items.					

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

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

From	To	Line	Number of vehicles and special conditions
Page 255 (Page 90 Supp. No.1)			
SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.			
Amend:—			
Tyne Yard	Signal 105	Down Slow/ Goods	—
★ Delete:—			
Ferryhill No.1.	Coxhoe	Down Slow	—
Coxhoe	Ferryhill No.1.	Up Slow	—
Page 256			
YORK (WATERWORKS) TO SCARBOROUGH ETC			
Delete:— heading and items.			
Page 258			
HEBDEN BRIDGE TO NORMANTON GOOSE HILL			
Delete:—			
Mirfield No.2	No.3	Down Fast and Slow	20 wagons
Mirfield No. 3	No.2	Up Fast and Slow	20 wagons
Amend heading:—			
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.			
Page 259 (Page 92 Supp. No.1)			
Amend heading:—			
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC)			
Add:—			
Cliff House	Clarence Road	Down Main Down Goods	
Clarence Road	Cliff House	Up Main Up Goods	
Delete:—			
Stranton	Church Street	Down Main	
Church Street	Stranton	Up Main	
Church Street	Clarence Road	Down Main Down Goods	
Clarence Road	Church Street	Down Main	In Up direction. May be drawn only with or without brake van.
Clarence Road	Church Street	Up Main Up Goods	
Page 260			
Amend heading:—			
BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.) INCLUDING CAMBOIS BRANCH ETC.			
Amend heading:—			
SOUTH PELAW TO WASHINGTON CHEMICAL WORKS			
Delete:—			
South Pelaw	Stella Gill Flatts	All Up	—
Stella Gill Flatts	South Pelaw	All Down	—
Page 261			
BOLDON COLLIERY (N.C.B.) TO TYNE DOCK BOTTOM ETC.			
Delete:— heading and items			
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON ETC.			
Delete from heading:— 'NORWOOD TO DUNSTON EAST'			

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H1 – continued

From	To	Line	Number of vehicles and special conditions
Page 261—continued			
Delete:—			
Norwood	Dunston East	Down	—
TYNE DOCK BOTTOM BRANCH			
Delete:— heading and items			
Page 262			
Amend			
DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.			
CATTERICK CAMP RAILWAY			
Delete:— heading and items			
Page 263			
★ Amend heading:—			
HARTLEPOOL GOODS AND DOCK LINES			

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

From	To	Line	Number of vehicles and special conditions.
Page 265 (Page 94 Supp. No.1)			
Amend:—			
CARCROFT TO LEEDS CITY (WEST JUNCTION) ETC.			
Delete:—			
Wakefield (Westgate) South	Balne Lane	Down Through/Main	22 Carflat or Cartic
Balne Lane	Wakefield (Westgate) South	Up Main/Through	22 Carflat or Cartic
Amend:—			
Wakefield (Westgate) North	Wakefield (Kirkgate) West	Down Main/Down West Curve	22 Carflat/Cartic etc.
Wakefield (Kirkgate) West	Wakefield (Kirkgate) North	Up West Curve/Up Main	22 Carflat/Cartic etc.
YORK (WATERWORKS) TO SCARBOROUGH ETC.			
Delete:— heading and items			
Amend heading:—			
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION, LAISTERDYKE YARD TO BOWLING JUNCTION AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD)			
HEBDEN BRIDGE TO NORMANTON GOOSE HILL			
Delete:—			
Mirfield No.2	Huddersfield	Up Fast and Up Slow	3 coaching stock vehicles
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)			
Mirfield No.2	Huddersfield	Up Fast and Up Slow	3 coaching stock vehicles
Amend:— heading :—			
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.			

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued
TABLE H2—continued

From	To	Line	Number of vehicles and special conditions
Page 266			
Amend heading:— NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)			
Amend:—			
Stranton	Church Street	Down Main	—
Church Street	Stranton	Up Main	—

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

From	To	Class of train	Con- ditions	Remarks
Page 269				
WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.				
Amend:—				
Calder Bridge	Oakenshaw/South Junction	F	N	Trains of more than 42 wagons
CHARLESWORTH'S TO LOFTHOUSE JUNCTION				
Delete:— heading and items.				
ARDSLEY TO MORLEY TOP				
Delete:— heading and item				
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)				
Amend heading:—				
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)				
Page 270				
Amend line heading				
NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)				
Page 270/271				
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON ETC.				
Delete from heading:— 'NORWOOD TO DUNSTON EAST'				
Delete:—				
Dunston East	Norwood	F	M	—
Page 271				
★ Amend:—				
HARTLEPOOL (CEMETRY NORTH) TO HAWTHORNE COLLIERY ETC.				
Hartlepool Cemetry North	Wellfield	F	—	In daylight and clear weather.
Amend				
DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.				
CATTERICK CAMP RAILWAY				
Delete:— heading and item				

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)

		Line	
From	To	Down	Up
Page 272			
Amend heading:— BRAMWITH (EXCLUSIVE) TO SKELLOW (ADWICK JUNCTION) (INCLUDING CARCROFT TO SKELLOW JUNCTION AND APPLEHURST BRANCH)			
Amend:—			
Skellow Junction	Carcroft	Main	—
Carcroft	Skellow Junction	—	Main
Page 273			
Amend heading:— WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.			
Amend heading:— NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)			
BACKWORTH JUNCTION TO MORPETH VIA SEGhill (INCLUDING NEWSHAM TO BLYTH) ETC.			
Amend:—			
Backworth Junction	Choppington	Main	—
Choppington	Backworth Junction	—	Main
CONSETT NORTH TO OUSTON JUNCTION (INCLUDING CARR HOUSE) ETC.			
Delete:—heading and items			

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

Signal Box	Line	Remarks
Page 274 (Page 98 Supp. No.1)		
CARCROFT STATION TO LEEDS CITY ETC.		
Delete:-Heading and item		
YORK (SKELTON) TO HARROGATE (DRAGON)		
Delete:-		
Goldsborough	Down	Freight trains
Add:-		
THORNHILL (LNW JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)		
Leeds (Famley Junction)	Up Huddersfield (L36 Signal)	Trains not exceeding 10 fully fitted vehicles with the continuous brake connected up and in operation throughout.
Page 275		
Amend heading:- NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)		

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE N. TROLLEYS GOING INTO OR THROUGH TUNNELS

Tunnel	Between	Length	
		Miles	Yards

Page 276

Amend:— line headings

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

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

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.

TABLE P 1
LEVEL CROSSING GATES — OPENING AND CLOSING BY TRAINMEN

Name of crossing	Situated at or between	Remarks
------------------	------------------------	---------

Page 277

AMBLE BRANCH

Delete:— Heading and item.

SOUTH GOSFORTH TO CALLERTON (I.C.I. SIDINGS)

Delete:—

★ High Callerton

Callerton and Ponteland

Page 278

Add:—

GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON ETC.

Dunston East

Dunston West and Redheugh
Bank Foot

Shunter operates gates

★ WEST HARTLEPOOL GOODS AND DOCK LINES

Delete:— heading and item.

Page 278 (Page 100 Supp. No. 1)

TABLE P2 — LEVEL CROSSINGS — AUTOMATIC HALF-BARRIERS

Amend :— preamble to read

The following equipment is provided at automatic half-barrier level crossings:—

- (i) a half-barrier on each side of the crossing which closes the nearside of the road;
- (ii) road traffic signals, on both sides of the road on each road approach to the crossing, which will display a steady amber light for five seconds followed by twin red flashing lights;
- (iii) a single tone bell on each side of the crossing;
- (iv) whistle boards on each rail approach to the crossing.

The normal position of the half-barriers is raised, the road traffic signals unlit and the bells silent. The approach of a train will, by track circuit/treadle operation, set in motion the following sequence of events, provided the rail movement passes in the right direction:—

- (i) the road traffic signals operate and the bells sound;
- (ii) after an initial warning period, the barriers fall;
- (iii) when the barriers are lowered, the bells cease to sound;
- (iv) the barriers remain lowered and the twin red road lights continue to flash until the train passes over the crossing;

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**Page 278 (Page 100 Supp. No.1) – continued****TABLE P2 – Amend – continued**

- (v) the barriers then rise and the twin red road lights are extinguished, unless a second train is closely approaching the crossing in which case the barriers will remain lowered, the twin red flashing lights continue to flash and a sign reading "Another Train Coming" will be exhibited on each road approach.

(Note : The amber road traffic signals are not yet installed at all crossings but are being progressively introduced)

Telephones are provided on each side of the crossing, giving communication with the supervising signalbox.

The following instructions will apply at the level crossing(s) shown in the table below.

- (a) Drivers must sound a short warning on the horn at each of the two whistle boards on the approaches to the crossing. The horn must not, however, be sounded between 23 30 hours and 07 00 hours, except in emergency.
- (b) Wrong Line Order form "C" must not be issued for a movement which requires to pass over the crossing until permission has been obtained from the Signaller at the supervising signalbox.
- (c) A ballast train which has passed over the crossing is prohibited from returning to the signalbox in rear in accordance with Rule 175, clause (c).
- (d) A ballast train which has passed over the crossing must not be set back in accordance with Rule 216, clause (j) if it would approach nearer than $\frac{1}{4}$ mile from the crossing.
- (e) A trolley must not be allowed to occupy any of the controlling track circuits or treadles without permission of the Signaller at the supervising signalbox.
- (f) In any of the following circumstances, a Crossing Keeper must be appointed who will operate the barriers locally:—
 - (i) A failure of the apparatus affecting the normal working of the barriers.
 - (ii) A disabled train or portion of a train is occupying the controlling track circuits or has actuated the controlling treadles, resulting in the barriers being lowered.
 - (iii) Road works in the vicinity of the crossing which are likely to affect the normal flow of road traffic over the crossing.
 - (iv) A wrong direction movement is to be authorised to pass over the crossing on any line.
 - (v) Single line working is to be brought into operation.
 - (vi) A trolley is to be placed on the line and will occupy any of the controlling track circuits or actuate any of the controlling treadles.
 - (vii) The Engineer is to take Absolute Possession of one or more lines unless specific arrangements are made to prevent the controlling treadles or track circuits being actuated.
 - (viii) A train requiring to stop in section on any of the controlling track circuits or within the controlling treadles, is to be allowed to enter the section.
 - (ix) A Tamping machine, Track Recording machine, Ballast Cleaning machine, Engineer's Rail Motor or a Rail Bus requires to run through the section.

Note : Item (ix) will not apply at those crossings indicated by * in the table below.

Prior arrangements must be made for the Crossing Keeper to be in attendance in the case of items (vii), (viii) and (ix) and whenever possible in connection with items (iv), (v) and (vi).

- (g) During the time the Engineer has Absolute Possession of a running line(s), should it be necessary for a movement to be made over the crossing on the blocked line(s), the Person in charge of the Possession must arrange for the Driver to be reminded of the location of the crossing and instructed not to pass over it until he has received authority from the Crossing Keeper. Where practicable, the Crossing Keeper must be advised of the movement.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE P2 - Amend - continued

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

Name of Crossing	Situated at or between	Remarks
------------------	------------------------	---------

★ SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.

Amend:-

*Turnhead	Barlby North - York
*Riccall South	Barlby North - York
*York Road	Barlby North - York

Page 279

FERRYHILL (TURSDEALE) TO PELAW ETC.

Amend:-

*Follingsby	Wardley - Usworth (Pelaw when Wardley is closed)
-------------	---

Amend headings :-

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

Amend:-

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

★ Amend:-

*Green Lane	Ashington Station - North Seaton Station
-------------	--

Amend headings:-

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.

Pages 279/280

TABLE P3 - LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Amend first paragraph to read:-

Attendance is not provided at crossing as listed below. These crossings have either gates opening away from the railway or lifting barriers which fully span the roadway when lowered. The normal position of the gates/barriers is across the roadway and they are operated by road users as required.

Name of Crossing	Located between	At	
		Miles	Chains
280			
1d:-			
EFIELD (KIRKGATE) EAST TO GOOLE ETC.			
	Snaith West and Rawcliffe Station	68	61
East Cowick	Snaith West and Rawcliffe Station	68	41

TABLE P4 - OPEN LEVEL CROSSINGS

Page 280 (Pages 102 to 104 Supp. No.1)

Item (a) CROSSINGS WHERE TRAINS MUST STOP BEFORE PROCEEDING OVER THE CROSSING

Add at end of first paragraph:-

An intermediate board, consisting of a horizontal black band on a circular white background indicating a crossing at which trains must stop is provided on the approach to the stop board at the crossings indicated by † below.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE P4 - continued

Add to clause a (ii)
CHARLESWORTH'S TO LOFTHOUSE JUNCTION

Name of Crossing	Between	Located	Miles	Chains	Remarks
†Methley South	Charlesworths and Lofthouse Junction		182	70	-
(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PROCEEDING OVER THE CROSSING					
(ii) at the undermentioned crossings red flashing road signals are not provided.					
Add:-					
GATESHEAD (GREENSFIELD JUNCTION DUNSTON LINES) TO BLAYDON VIA NORWOOD ETC.					
Delta	Derwenthaugh and Blaydon		4	05	No advance warning boards provided.

TABLE S1 - INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Name of Siding	Situation	Line connected with	Method of Control
Page 282 (Page 104 Supp. No.1)			
Add:-			
CARCROFT TO LEEDS CITY (WEST JUNCTION) ETC.			
Lofthouse Ground Frame	Between Gelderd Road and Wakefield (Westgate)	Up Main	Ground Frame electrically released from Wakefield (Westgate) signal box.
Nostell Ground Frame	Between Wakefield (Westgate) and South Kirkby Junction	Up Main	Ground frame electrically released from Wakefield (Westgate) signal box.
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL			
Amend:-			
Mirfield Up Sidings	Between Thornhill LNW Junction and Heaton Lodge Junction	Up Fast	Ground frame Electrically released from Healey Mills signal box.
Add:-			
Brighouse, ground frame	Between Elland and Bradley Wood Junction	Down L&Y	Ground frame Electrically released from Healey Mills signal box.

Amend:- heading
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.

Delete:- heading and item
LEEDS CITY TO SKIPTON STATION SOUTH

Page 283 (Page 105 Supplement No.1)

Amend heading :-

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

Amend:-

BISHOP AUCKLAND EAST TO EASTGATE (APCM SIDINGS)

Add:-

Etherley	Between Bishop Auckland East and Wolsingham	Single	Intermediate key token instrument
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ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE S1 – continued

Name of Siding	Situation	Line connected with	Method of Control
Page 283 (Page 105 Supplement No.1)–continued			
DARLINGTON SOUTH TO SALTBURN ETC.			
Add:–			
Church Lane Level Crossing Ground Frame	Between Redcar and Longbeck	Down Main	Ground Frame electrically controlled by Redcar – note – Guards must advise the Crossing Keeper when the whole of the train complete with Tail lamp attached, has arrived in the Siding.

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

Page 284

Amend:–

BISHOP AUCKLAND EAST TO EASTGATE (APCM SIDINGS)

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

Siding	Position	Remarks
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Page 284

Amend heading:–

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

TABLE T1–LINESIDE FIRES

County and Forest	Location of Zone	Periods when risks are greatest
-------------------	------------------	---------------------------------

Page 285

Amend heading:–

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

TABLE T2 – LINESIDE HOT AXLE BOX DETECTORS

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE U

Page 285

GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON ETC.
Delete from heading:— 'NORWOOD TO DUNSTON EAST'

TABLE W — SET BACK SIGNALS — RULE 108.

Signal box	Movement from
Page 287	
Amend heading:—	
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION) ETC.	
Delete:—	
Normanton No. 1	Up Goods to South Yard
Add:—	
LEEDS CITY TO SKIPTON (STATION SOUTH)	
Leeds City	Down Shipley line to Parcels Concentration Depot or Station
	378

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

Name of Tunnel	Between - Signal boxes	Length Miles Yards
Page 287		
Amend heading:—		
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION, LAISTERDYKE YARD TO BOWLING JUNCTION AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD)		
DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)		

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

Station	Platforms
Page 288	
Amend heading:—	
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING LONGLANDS LOOP ETC.)	

Page 292

BREAKDOWN TRAIN ARRANGEMENTS — GENERAL NOTES

4. Maximum Permissible Speed in Breakdown Cranes.

Amend:—

Crane No.	Location	Maximum Permissible Speed
331160	Botanic Gardens	45m.p.h.

BREAKDOWN TRAIN ARRANGEMENTS — NEWCASTLE DIVISION

Running & Maintenance Depot (Crane No. and capacity)	Covers lines between	Prohibitions	Restrictions
Page 293			
Gateshead			
Amend:—	Washington Chemical Works and South Pelaw	—	—
	South Gosforth and Callerton (I.C.I. Sidings)	—	—

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX -NORTHERN AREA-continued

BREAKDOWN TRAIN ARRANGEMENTS - NEWCASTLE DIVISION - continued

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

Page 293-continued.

Add To-Area Covered and

Delete From - also covers for serious breakdowns:-

Pelaw and Easington (inclusive)	-	-
Pelaw and South Shields	-	-
Tyne Dock and Boldon	-	-
Colliery (N.C.B.)	-	-
Tyne Dock (Green Lane) and Boldon	-	-
Colliery	-	-
Green Lane to Harton	-	-
Harton to Whitburn	-	-
Southwick Branch	-	Restricted to speed of 20m.p.h.
Monkwearmouth Area	-	-
Hylton (Ford Works) and	-	-
Hendon Junction	-	-
Pallion and Deptford	-	-
South Dock and Ryhope Grange	-	-
Ryhope Grange and South Hetton	-	-
Colliery	-	-

Page 294

Tyne Dock

Tool Vans

Delete entry.

Insert:-

Tyne Yard

Tool Vans

Tyne Yard area only.

Carlisle Kingmoor

(London Midland Region)

Amend:-

Petteril Bridge Junction and
Haydon Bridge (exclusive)

Delete:-

Gateshead

Toolvans

Amble Branch

Thornaby

Delete:-

Wellfield and Wingate South
Wingate South and Trimdon Grange

Also covers for serious breakdowns:-

Delete:-

Amble Branch
Eryholme and Catterick Bridge
Catterick Camp Railway

Page 295 (Page 110 Supp. No. 1)

Darlington

Tool Vans

Amend:-

Bishop Auckland East and
Goods Yard

Delete:-

Eryholme and Catterick Bridge
Catterick Camp Railway

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
CRANES FROM OTHER DIVISIONS AND REGIONS

Depot	No.	Capacity (Tons)
Amend:— Botanic Gardens	331160	30
RESTRICTIONS Delete:— Amble Branch	331156 permitted up to limit of B.R. maintenance etc.	
Catterick Camp Railway		

BREAKDOWN TRAIN ARRANGEMENTS – LEEDS DIVISION

Running & Maintenance Depot (Crane No. and capacity)	Covers lines between	Prohibitions	Restrictions
Page 296			
York			
Amend:—	Castleford (Old Station) to Allerton Main (Bowers Opencast)	—	—
Holbeck			
Amend:—	Leeds City and South Kirkby Junction (exclusive)	—	—
Delete:—	Ardsley and Morley Top		
Page 297			
Healey Mills			
Delete:—	Kirkburton Branch		
Add:—	Huddersfield Hillhouse Ground Frame and Deighton (I.C.I. Sidings) Heaton Lodge (South Jn.) and Heaton Lodge (East Junction)		
Amend:—	Wakefield Kirkgate and Westgate South Junction (exclusive)	—	—
Page 297 (Page 111 Supp. No.1)			
Doncaster			
No.967159 75 tons (steam)			
Delete existing entries and substitute:—			
	Shaftholme and Temple Hirst (inclusive)	—	—
	Shaftholme and Knottingley South Junction (exclusive)	—	—
	Applehurst Junction and Joan Croft Junction	—	—
	Carcroft and South Kirkby Junction (inclusive)	—	—
	Carcroft and Skellow Junction	—	—
	Carcroft and Brodsworth	—	—
	Moorhouse Junction and Frickley Colliery	—	—
	Adwick Junction and Applehurst Junction	—	—

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
BREAKDOWN TRAIN ARRANGEMENTS—LEEDS DIVISION—continued

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

Page 298

CRANES FROM OTHER DIVISIONS AND REGIONS

Amend:—

Depot	No.	Capacity (Tons)
Botanic Gardens	331160	30

RESTRICTIONS

Delete:—

Ardsley and Morley Top

Amend:—

BREAKDOWN TRAIN ARRANGEMENTS—HULL DIVISION to read:—

BREAKDOWN TRAIN ARRANGEMENTS—DONCASTER DIVISION

Amend:—

Botanic Gardens	331160	30 (steam)
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Page 299

SNOW CLEARANCE ARRANGEMENTS

SNOW PLOUGHS

2. OTHER INDEPENDENT PLOUGHS

(a) Allocation

Add :—	No. of Ploughs	Located at
	4	Tyne Yard

OTHER EQUIPMENT

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

Page 301

Amend :—

Botanic Gardens	2	2	4
Gateshead	1	—	2
Heaton	—	—	1
Tyne Yard	7	—	2
Thornaby	2	—	3

Page 301

Delete:—

Hull (Dairycoates)	1	2	2
Mirfield No.3	—	—	1

Page 305 (Page 116 Supp. No.1)

ELECTRIC HEATING OF PASSENGER TRAINS

Coupling and Uncoupling coaches en route.

Add:—

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA - continued

ENGINEERS RAIL MOTORS

Signal Box	Between	Signal Box	Lines on which Run-Offs are situated
Page 308			
	Amend:-		
Halifax		Bowling Junction	
	Delete:-		
Carcroft Station		Skellow Junction	
Skellow Junction		Bullcroft Junction	
Page 309			
	Amend:-		
Redcar		Saltburn	
	Delete:-		
Heaton Lodge Junction		Brighthouse	
+ Scarborough (Washbeck)		Scarborough (Falsgrave)	
* Scarborough (Washbeck)		Scarborough (Station)	
Hare Park		Crofton West	
Carcroft Station		Ardsley Station (Up and Down Main only)	
Ardsley		Tingley	
Lofthouse North		Ardsley (Down and Up Through Siding line)	
South Pelaw		Stella Gill Flatts	
Scorton		Richmond	
Delete from foot of table:-			
* For rail cleaning purposes			
† Not on Main lines.			
Page 312			
	Add:-		
Hare Park		Crofton West	
Carcroft		Lofthouse Ground Frame	
Milner Royd Junction		Halifax	
Heaton Lodge Junction		Brighthouse	

RULE 39 (a)

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**Page 315** (Page 119 Supp. No.1)**TRACK CIRCUIT BLOCK REGULATIONS – DEFINITION OF STATION LIMITS (RULES 149 and 153)**

Signal Box	Line	Station Limits
Amend:—		
Oakenshaw	Up Goole, Down Goole, Up Crofton Branch, Down Crofton Branch, Up Oakenshaw Branch, Down Oakenshaw Branch	No station limits. Appropriate special authorities in Tables apply.
Add:—		
Skellow Junction	Up Main Down Main Up Branch Down Branch Up Doncaster Down Doncaster	Between signal S52 and signal S50. Between signal S41 and signal S107. No station limits No station limits No station limits No station limits
Wakefield	Up Main	Between signal WN 226 and signal WN 248
Westgate North	Down Main	Between signal WN 243 and signal WN 223
South Kirkby Junction	Up Main Down Main	No station limits No station limits
Huddersfield	Up Fast Up Slow Down Fast Down Slow	From HU 75 to HU 171 signal From HU 77 to HU 175 signal From HU 165 to HU 71 signal From HU 169 to HU 73 signal
Healey Mills	Up Fast Up Slow Down Fast Down Slow	From HM 246 to HM 58 signal From HM 245 to HM 57 signal From HM 34 to HM 232 signal From HM 33 to HM 233 signal

LIGHTS IN TUNNELS**Page 315****Thackley Tunnel****Delete:—**heading and item**GONGS IN TUNNELS**

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

Page 318

Add:—

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

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

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

1. When it has been established that there is a failure of a set of power worked points, the Signaller must advise the Station Master or person in charge, call out the Signal Technician, the man specially appointed to operate the points by crank handle, and any Handsignaller that may be necessary.
2. A list of the men who are competent to operate a crank handle must be kept in the Station Master's Office and a copy exhibited in the signal box.
3. The crank handle is located in a glass fronted case in the signal box. The case must be locked when the crank handle is not in use, and the key must be kept in a safe place by the Signaller. The Signaller is the only person authorised to withdraw the crank handle and hand it to the person authorised to use it.
4. The crank handle is not interlocked with the signals and before the crank handle is removed from the case in the signal box all signals, including subsidiary signals reading over the points must be placed at danger and then made inoperable by use of the lever collar or other reminder apparatus. The signals concerned must remain at danger until the crank handle has been returned to, and locked in, the case in the signal box.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued**Page 318 – Add – continued**

5. When the man appointed to manually operate the points is given the crank handle the Signalman must satisfy himself that the man concerned clearly understands the number and location of the points which require to be operated. The Signalman must then instruct the man to proceed to the site and:—
 - (a) Examine the points to determine whether or not the points themselves are damaged.
 - (b) Ascertain whether the points are correctly fitting in the position in which they are laid.
 - (c) Advise the Signalman the result of the investigation made in paragraphs (a) and (b) above.
 - (d) Provided the points themselves are not damaged.
 - (i) clip and scotch them in the position they are laid
 - or
 - (ii) change the position of the points by using the crank handle and clip and scotch them in the altered position, as directed by the signalman.

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

LOCOMOTIVES IN STEAM COUPLED TOGETHER

- (4) The following routes are **EXCLUDED** from this authority:—
 Amend:— Castleford (Old Station) to Allerton Main
 Scotswood to Newburn

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS

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

Clause 5 (Tail traffic)

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

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
Page 320			
Add:—			
York and Scarborough (both directions)	5 Cars	1320 B.H.P.	3–6 Vehicles 102 tons gross.
Huddersfield to Leeds via Dewsbury	3 Cars	720 B.H.P.	1 Vehicle 17 tons gross.
	4 Cars	1440 B.H.P.	1 or 2 Vehicles 34 tons gross.
Amend:—			
Leeds to Huddersfield via Dewsbury	3 Cars	720 B.H.P.	1 or 2 Vehicles 34 tons gross.
	4 Cars	1440 B.H.P.	
Page 321			
Add:—			
Huddersfield to Diggle Jn	3 Cars	720 B.H.P.	1 Vehicle 17 tons gross.
Diggle Jn to Huddersfield	3 Cars	720 B.H.P.	1 or 2 Vehicles 34 tons gross.
Hartlepool and Darlington	2 Cars	300 B.H.P.	1 vehicle 17 tons gross.
Eaglescliffe and Darlington (both directions)	2 Cars	300 B.H.P.	1 Vehicle 17 tons gross.
Darlington and Stockton	2 cars	300 B.H.P.	1 Vehicle 17 tons gross
	4 cars	600 B.H.P.	1 or 2 Vehicles 34 tons gross
	3 cars	600 B.H.P.	2–4 Vehicles 70 tons gross
Delete:—			
Leeds City to Diggle Jn via Dewsbury (both directions)	3 Cars	720 B.H.P.	1 or 2 Vehicles 34 tons gross.
Following Authorities apply to Parcels Trains only.			
Add:—			
Darlington and Stockton	4 cars	600 B.H.P.	55 tons gross
Page 322			
Clause 6 (Head and Tail Lights and Destination Indicators)			
Delete:— Sub heading and item.			

Page 330

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

1. Liquefied petroleum gas is marketed under various trade names e.g. Bottogas, Butagas, Calor Gas, Propogas, Rural-gas.
2. It has a distinct smell thus enabling low concentrations to be detected, but this cannot be relied upon if other odours predominate. The gas is heavier than air and leakage will accumulate at low level in hollows etc. and will explode violently particularly in confined spaces if there is any source of ignition present.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA - continued

Page 330-Add-continued

3. Bulk storage areas and switch heater equipment is to be operated by **authorised personnel** only. No attempt should be made to adjust or remove **any** valves, regulators, pipes or other fittings and in the event of failure of these controls, the D.C.E. should be informed. In the case of AUTOMATIC heaters no attempt to adjust ANY controls should be made, and in the event of failure notify the D.C.E. and D.S. & T.A. Where electrically operated gas valves are in use, disconnection and connection of gas input and output lines will only be made by staff authorised by the D.C.E.
4. Where suspicion of gas leakage exists, arrangements should be made for the D.C.E. to be immediately advised.
5. The following precautions regarding fires in or near to propane storage vessels, cylinders, pipe lines etc. must be adhered to by all staff.
- 5.1 **SMOKING IS NOT PERMITTED** within 20 ft. of propane storage vessels or cylinders.
- 5.2 All inflammable material must be kept clear from the immediate area of propane storage vessels and cylinders.
- 5.3 Naked lights, Tilley lamps or Oil lamps must not be used within 20 feet of propane storage vessels or cylinders.
6. In cases where propane gas leaking from storage vessels or cylinders has become ignited or in the event of a fire in the vicinity of propane storage vessels or cylinders, the Local Authority and railway Fire Brigade must be notified immediately and the D.C.E. advised. Attempts should be made to keep the storage vessels or cylinders cool by copious application of water. Where fire extinguishers are provided attempt to extinguish fire following the instructions for the type of extinguisher provided. When the fire is in the vicinity of coaching stock or property, steps should be taken to notify persons of the danger of possible explosion. When the fire is in the vicinity of running lines the signalman must be advised so that the lines may be protected.

LOCAL INSTRUCTIONS

Page 339

Add:-

ACKLINGTON

SOUTHSIDE N.C.B. SIDINGS - BROTHERWICK LEVEL CROSSING

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

Page 340 (Page 124 Supp. No.1)

CARCROFT STATION TO LEEDS CITY ETC.

WORKING OF TRAINS INTO BRODSWORTH COLLIERY

Amend:- Second paragraph

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

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

Page 341 (Page 125 Supp. No.1)

SOUTH KIRKBY COLLIERY SIDINGS**Delete:—** paragraph 6 and **Substitute:—**

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the empties line and must be propelled from the empties line to the empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the empty sidings until the loud sounding bell situated adjacent to the Empties line commences to ring and the colour light signal protecting the colliery level crossing has been cleared. In emergency, this signal will be replaced to Danger by the N.C.B. staff.

Permission must be obtained from the N.C.B. shunter before the locomotive returns from the empties sidings to the loaded sidings. Locomotives returning from the empties sidings to the loaded sidings must travel via the empties line and facing connection direct to loaded sidings.

Pages 341/342

WAKEFIELD WESTGATE**WAKEFIELD WESTGATE STATION—Rule 127(XX)****Delete:—**Sub heading and item**SOUTH SIGNAL BOX—Rule 44B(b)****Delete:—**Sub heading and item**TELEPHONIC COMMUNICATION TO WESTGATE SOUTH BOX****Amend:—** reference to South box in heading and text to read 'North box'.**BALNE LANE****Delete:—**first paragraph and the word 'however' from first line of second paragraph.**LOFTHOUSE****WAGONS DETACHED FROM DOWN TRAINS****Delete:—**Sub heading and item**LOFTHOUSE COLLIERY SIDINGS****Delete:—**Sub heading and item.

Page 344 (Page 126. Supp. No.1).

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

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

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

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

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

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

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

MAXIMUM NUMBER OF VEHICLES ON TRAINS★ **Delete:—** Sub heading and item.

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

Page 346

LEEDS CITY TO HULL (PARAGON) ETC.**LEEDS CITY****LEEDS CITY STATION, LEEDS SIGNAL BOX**

Locomotives following train sets from platforms or through lines.

Amend:-

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

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

LEEDS MOTIVE POWER AREA★ **Add:-**

Drivers in charge of locomotives on the Motive Power area must communicate with the signalman at Leeds box 15 minutes before the booked departure time of the train they are to work, in order to obtain instructions.

In the absence of specific instructions from the signalman, drivers must contact the signalman at 15 minute intervals.

Drivers should be alert at all times to any "tannoy" announcements.

Page 351

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

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

Add:-

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

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

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

Page 353 (Page 129 Supp. No.1)

MOORTHORPE**FRICKLEY COLLIERY SIDINGS-WORKING OF BUNKER LOADED TRAINS**

Amend last sentence of the instruction:-Guards of trains leaving via Moorhouse Junction must inform the Bunker operator etc.

Pages 354/355

FERRYBRIDGE "C" POWER STATION

Delete:-existing instructions and **Substitute:**

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

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS – continued

Page 354/355—Substitute—continued

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

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

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

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

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

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

Trains for automatic discharge should be brought to a stand at Signal 4 or 5 where the Driver must engage the automatic slow speed control set for a speed of $\frac{1}{2}$ m.p.h. When the signal is cleared, the train must proceed forward whilst the special or ground position light signals show "Proceed", but must be brought to a stand immediately if they are restored to the "Stop" or "Stop Immediately" aspects or if the emergency red flashing signals are operated. On arrival of the locomotive cab at the appropriate marker board the train must be brought to a stand for the Driver to change back from slow speed to normal control. Drivers must control their trains at all times by use of the train brake and must not rely only on the locomotive brake. During discharge, under the normal automatic unloading procedure, the Guard will remain on the locomotive, until reaching signal F.40 or F.41 from where he will contact the C & W Examiner to ascertain, by means of the telephone, whether or not the train is in order to proceed. The Carriage and Wagon Examiner will inform the Guard whether the train is in order to proceed. The Carriage and Wagon Examiner must also advise the C.E.G.B. Controller, by telephone, when the train is ready to leave or if there are any defective wagons to detach. After discharge, and if the train is in order to proceed, the C.E.G.B. Controller will advise the Signaller at Ferrybridge Signal box accordingly. If there are no defective vehicles to be detached, the C & W Examiner will be responsible for carrying out the provisions of Rule 131(i). In the event of there being no Examiner on duty, the Guard will be responsible for carrying out Rule 131(i). If, however, there are defective vehicles to be detached, the C & W Examiner will advise the Guard the number and position of such defective vehicles. The Guard must then instruct the Driver and supervise the detaching of the defective vehicle(s) into the Cripple Siding, liaising as necessary with the Signaller at Ferrybridge box by telephone, in order to operate the Ground Frame leading to the Cripple Siding.

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

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA - continued**LOCAL INSTRUCTIONS - continued****Pages 354/355 - substitute - continued.**

If the automatic unloading procedure is not fully operational because of a fault in the equipment, or for any other reason, the driver and Guard will be advised of the method of working by the C.E.G.B. staff before leaving Signal 4 or 5. It will still be necessary for the Driver to engage slow speed control to maintain speed of $\frac{1}{2}$ m.p.h. from those signals until the arrival of the locomotive cab at the appropriate "30" or "36" marker board, to ensure that the rear vehicle clears the Empty Weighbridge before normal control is restored. If a train proceeding through the Hopper House has to be handsignalled, the Guard must take complete charge of the train and handsignal the Driver as necessary. From the time the train leaves Signal 4 or 5 until the locomotive has passed the latching unit at the exit end of the Hopper House, it is particularly important that the Driver be on the lookout for hand signals from the Guard. For this purpose the Guard must position himself to ensure that he can be seen by the Driver. C.E.G.B. staff will be responsible for ensuring that the Guard receives the correct signals from them to enable the train to be stopped in the correct position, or in an emergency. After the locomotive has passed the latching unit the Driver must work to the fixed signals.

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

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

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

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

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

Page 355 (Page 129 Supp. No.1)**WORKING OF WILMINGTON SINGLE LINE BRANCH****Delete:**— Second and third paragraphs.**Page 360 (Page 130 Supp. No1)****HEMSWORTH****Delete**† — heading and item**FRICKLEY COLLIERY BRANCH****Disabled Train**

Amend † to read:— should a failure occur on the branch the secondman must place three detonators on the line 20 yards apart, not less than 100 yards from the train on the Moorhouse Junction side or at the commencement of the single line if within that distance and advise the Signaller at South Kirkby Junction by telephone of the circumstances. The secondman must conduct the assisting train to the disabled train.

Page 363 (Page 132 Supp. No.1)**Amend** headings:—**OAKENSHAW (SOUTH JUNCTION) TO OAKENSHAW JUNCTION****OAKENSHAW****Delete:**—"North" in first line of instruction.

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

Pages 363/364

CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO GRIMETHORPE COLLIERY**GRIMETHORPE : NEW COALITE PLANT : WORKING INSTRUCTIONS GROUND FRAMES.**

Delete heading and whole of Instructions and substitute:—

GRIMETHORPE COALITE PLANT – WORKING INSTRUCTIONS

A 5 lever ground frame is provided at a point opposite the entrance to Coalite Despatch Sidings. The lever functions are as under:—

Lever No.	Controls
1.	Points to and from Despatch Sidings.
2.	Points to and from Storage Sidings or Coalite Running Road. Also illuminates Flashing Red signal located at converging point of Coalite Running Road with Storage Sidings, provided No.5 lever is normal.
3.	2 aspect colour light signal reading from B.R. Running Line to Despatch Sidings or Storage Sidings.
4.	2 aspect colour light signal reading from Storage Sidings or Coalite Running Road to B.R. Running Line or Despatch Sidings Shunt Neck.
5.	When reversed, cancels flashing red indication as referred to in 2 above.

Note:— The flashing red indication initiated by the operation of No.2 lever and cancelled by the reversal of No.5 lever, is only applicable to movements by Coalite locomotives.

Entering Coalite Sidings.

1. Prior to any movement being allowed to enter the Coalite Sidings, the B.R. Person-in-Charge must first advise the Person-in-Charge of the Coalite Sidings of the movement required to be made.
2. The Guard or Shunter must then operate the Ground Frame as necessary. When a movement is being made from the B.R. Running Line to the Storage Sidings, after No.2 lever has been operated, the signal controlling the entrance to the Storage Sidings has a time delay of 2 minutes to allow for the flashing red indication to be observed by the Coalite Staff. All B.R. movements from B.R. Running line to the Storage Sidings must be made with No.1 lever normal and No.2 lever reversed.

Working inside Coalite Sidings

1. B.R. locomotives will attach traffic from the four Coalite Loaded Sidings, the line leading to the Coalite Storage Sidings, or the Despatch Sidings.
2. The four Coalite Loaded Sidings are fitted with hydraulic wagon retarding equipment for a distance of 215 feet from the wagon traverser. At the south end of this equipment there is a hydraulic wheel stop on each siding, these are normally raised. They are controlled from a panel by the lineside which will be operated by Coalite staff. Loaded wagons will, however, stand south of the wheel stops but they will, in this event, be coupled to the wagons north of the wheel stops and so be controlled by it.
3. B.R. locomotives must not under any circumstances, pass the wheel stops.
4. The indicator lights situated adjacent to each of the Despatch Sidings do not apply to B.R. movements on to the Sidings, such movements being controlled by handsignal from the Guard or Shunter.
5. When attaching loaded wagons, Drivers must take great care not to set the wagons back. Any setting back movement would damage the wheel stops and could push the end wagon into the traverser pit.
6. Before moving out of the loaded sidings, B.R. Guard or Shunter must request Coalite Company's staff to lower the wheel stops on the relevant sidings and obtain an assurance that this has been done. The Driver must be so informed.
7. When moving out of the loaded sidings a speed of 4 m.p.h. must not be exceeded until the last wagon has passed clear of the retarding equipment. Higher speeds will damage the equipment and may derail wagons.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Coalite Movements when B.R. Staff are not on Duty**

During these periods, B.R. Staff must, prior to leaving duty, ensure that ground frame lever No.1 is padlocked in the Reverse position. The key for the padlock must be retained by the B.R. Person-in-Charge.

When resuming duty, B.R. Staff must, before unlocking the padlock and replacing No.1 lever to the Normal position, ensure that no conflicting movements are taking place and that it is safe to do so. The Person-in-Charge of Coalite must be advised by the B.R. Person-in-Charge, as expeditiously as possible, on each occasion when B.R. Staff take up or leave duty.

Departing from Coalite Sidings

If an outward train is to be formed partly of Coalite traffic and partly of coal from the colliery sidings, the Coalite traffic must be attached first.

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

CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY**GOLDTHORPE COLLIERY**

Amend first two sentences to read:—

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

Delete last two paragraphs and Substitute:—

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

Add:—

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

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

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

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

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

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

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

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

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS – continued

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

Add-continued

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

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

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

Page 365

Add:–

CHARLESWORTH'S TO LOFTHOUSE JUNCTION

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

The Staff and Tickets are in the charge of–

Lofthouse Junction signal box. Signaller

Charlesworth. Staff Attendant (person in charge)

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

Amend line heading to read:–

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

Add:–

THORPE MARSH POWER STATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Speed Limits

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

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

SKELLOW**BULLCROFT COLLIERY SIDINGS**

Delete:--heading, sub-heading and item

Page 365 (Page 133 Supp. No.1)

ARDSLEY TO TINGLEY GROUND FRAME

Delete:--heading and item

Page 366

LAISTERDYKE

Delete:-- heading and item

LAISTERDYKE EAST

Amend to read:--

HAMMERTON STREET

Delete:--

**HAMMERTON STREET
(heading only)**

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS – continued

Page 367

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION, LAISTERDYKE YARD TO BOWLING JUNCTION AND LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD)

BOWLING**Delete:**— Sub heading and item.**Add:**—**HALL LANE**

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

Disabled Train

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

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

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

HEBDEN BRIDGE TO NORMANTON GOOSE HILL**BRIGHOUSE****Delete:**—Sub heading and item.**Add:**—**BRADLEY BRANCH**

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

Wrong line order forms will not be used.

SECTION OBSTRUCTED

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

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

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

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

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

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

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

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

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

FAILURE OF TRACK CIRCUITS AND SIGNALS

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

TRAIN OR PORTION OF A TRAIN LEFT ON SINGLE LINE

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

Page 370

MIRFIELD

Delete:– heading sub headings and all items.

Page 371

Add:–

HEALEY MILLS : YARD SAFETY

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

(1) Reception Sidings

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

(2) Primary Sorting Sidings

2.1 Train Preparation and Examination

2.1.1. General

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

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

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

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

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS – continued

Page 371 – continued

2 1.2 – continued

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

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

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

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

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

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

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

Page 372

Amend heading:–

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Add:–

HUDDERSFIELD (HILLHOUSE JUNCTION TO DEIGHTON (I.C.I. SIDINGS))**RULE 147**

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

HEADFIELD BRANCH

Add:–

Trains entering or leaving A.P.C.M. Sidings.

The Guard must not allow trains to enter or leave A.P.C.M. Sidings unless the level crossing barriers have been placed across the roadway by A.P.C.M. staff for the rail movement concerned.

In addition, when it is necessary for a train, other than a light locomotive, to leave the A.P.C.M. siding and occupy the Arrival line, the guard must give details of the required movement, by telephone to the signalman at Healey Mills and obtain the signalman's permission for such movement to be made. The signalman must be informed when the train standing on the Arrival line is ready for departure complete with tail lamp attached.

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

Page 373

FARNLEY BRANCH

Add as third paragraph:—

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

Add:—

PENISTONE HUDDERSFIELD JUNCTION TO HUDDERSFIELD ETC.

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

Page 374

Amend:—heading

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

Page 375 (Page 135 Supp. No.1)

NORMANTON

SOUTH YARD

Amend:—

When it is necessary for movements to be made to the South Yard Sidings, the train concerned will be brought to a stand at Goosehill Junction box and the trainmen will be advised accordingly.

A second movement will not be allowed to enter the sidings until a proper understanding has been reached with all concerned.

Page 377 (Page 135 Supp. No.1)

HOLBECK M.P.D.

Add:—

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

HOLBECK M.P.D.

Add:—

DIESEL LOCOMOTIVE WASHING PLANT

Drivers must ensure that all windows are closed before entering the washing machine and proceed through the machine at 2m.p.h. ensuring that the flails of the Exmover section (1st pair of brushes) of the plant and the flails of the water section (2nd pair of brushes) are rotating before passing between them.

When two or more locomotives are waiting to go through the plant at one time, the driver of the second or following locomotive must wait at the notice board at the entrance to the plant and before proceeding ensure that the preceding locomotive has passed completely through the plant and the water section has shut down.

All concerned must note that there is restricted clearance through the washing machine.

LEEDS CITY TO SKIPTON STATION SOUTH

LEEDS CITY

LEEDS CITY STATION, LEEDS SIGNAL BOX

Locomotives following train sets from platforms or through lines

Amend:—

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

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

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

Page 377 (Page 135 Supp. No.1) – continued



Add:–

LEEDS MOTIVE POWER AREA

Drivers in charge of locomotives on the Motive Power area must communicate with the signalman at Leeds box 15 minutes before the booked departure time of the train they are to work, in order to obtain instructions.

In the absence of specific instructions from the signalman, drivers must contact the signalman at 15 minute intervals.

Drivers should be alert at all times to any "tannoy" announcements.

Page 378

SHIPLEY

THACKLEY TUNNEL

Delete:–heading and item

Page 380

Amend heading :–

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



Amend sub heading:–

HARTLEPOOL



Delete:– "West" from first line of second paragraph.

Page 381

ALLHUSEN'S BRANCH

Add as third paragraph:–

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

Page 382

AMBLE BRANCH

Delete:–heading and item

Page 383

BACKWORTH JUNCTION TO MORPETH

BEBSIDE

Delete:–Sub heading and item.

Page 387

Amend line heading:–

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Page 389

Amend heading:–

BETWEEN SOUTH PELAW AND CONSETT (FELL. C.I.C.)

BETWEEN OUSTON JUNCTION AND ANNFIELD PLAIN

Delete:– heading and item

Amend heading and sub heading:–

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

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

Page 390

PELTON COLLIERY

Delete:— heading and entry

Add:—

**BOLDON COLLIERY (N.C.B.) TO HARTON, INCLUDING BOLDON COLLIERY STATION TO TYNE DOCK
 BOTTOM GROUND FRAME AND HARTON TO WHITBURN**

BOLDON COLLIERY STATION AND TYNE DOCK BOTTOM

Trains for Tyne Dock Bottom will receive a yellow aspect with route indicator at Boldon Colliery Station B.Y. 22 signal if the line is clear to the "Stop for Orders" board at Tyne Dock Bottom.

If a train is allowed on to the branch under the authority of a Subsidiary Signal, a Driver must understand that the line towards the "Stop for Orders" board may be occupied and proceed cautiously. For the purpose of protection during Fog or falling snow the "Stop for Orders" board at Tyne Dock Bottom on the Arrival line to the regarded as a Home Signal.

GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON ETC.

Delete from heading:— 'NORWOOD TO DUNSTON EAST'

Page 391

BETWEEN EAST SIGNAL BOX AND REDHEUGH BANK FOOT

Delete:— sub heading and item

Page 397

★ **Amend** heading and sub heading:—

HARTLEPOOL (CEMETERY NORTH) TO HAWTHORNE COLLIERY ETC.

HARTLEPOOL

RYHCP

Delete:—heading and instruction

Page 398

Amend line heading

DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST ETC.

Pages 400/401 (Page 140 Supp. No.1)

COWTON (ERYHOLME) TO RICHMOND

Delete:— heading, sub headings and items.

Page 402

★ **Amend** heading and sub heading:—

HARTLEPOOL GOODS AND DOCK LINES

HARTLEPOOL

Page 409

GRANGETOWN

Wilton Works Branch

Delete:— sub heading and item.

**ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES
AND PLANT BOOKLET B.R.29993 DATED SEPTEMBER, 1969.**

Page 4— Amend:— R.A. Group of Class 06 locomotives to read R.A.5.

Page 6— Delete:— all reference to Class 14 locomotives.

Page 7— Amend:— R.A. Group of Class 50 locomotives to read R.A.6.
R.A. Group of HS4000 'Kestrel' Locomotive to R.A.7.

Page 8— Amend:—

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

Page 9— Amend:—

- | | |
|----|------------------------|
| 7 | Add HS 4000 Kestrel* |
| 10 | Delete HS 4000 Kestrel |

Add Footnote:—

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

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

Page 10— BREAKDOWN CRANES

Amend Maximum Speed of crane 103, Immingham to read 60 m.p.h.
Crane No.1075 now re-numbered 330115.

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

Insert under "Remarks"

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

Page 17 — ARDSLEY — TINGLEY GAS — Delete entry

Page 37— LEEDS CITY, HOLBECK JN. TO BRADFORD MILL LANE JN.

Delete entry under 'Remarks'

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

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

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

Amend 'Remarks' to read:—

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

Page 49 — STARBECK NORTH TO RIGTON — Delete entry

★ **Page 63 — WYMONDHAM TO FAKENHAM**

Amend R.A. group to read R.A.5.

Page 66 — BROAD ST. TO CAMDEN JC. (L.M.R.)

Amend entry to read:—

R.A.7 — Yes 5 5 —

ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued

Page 70 — FINSBURY PARK : EAST GOODS YARD

Amend entry to read:—

RA5* Addl. Types permitted:—

15,31 33/1,33/3,40

44,45,46,55.

Yes 2 2

*Diesel Shunting Locomotives only. Speed not to exceed 10 m.p.h. Main Line Locomotives not to pass over No.2 long road and No.4 old road except in cases of emergency.

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

Delete entry under 'Remarks'

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

Delete entry under 'Remarks'

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

Amend to read R.A.10

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

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

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

Amend entry to read:—

R.A.7 — Yes 5 5

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

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

MORTIMER STREET JN. TO CARLTON ROAD JN. (L.M.R.)

Amend R.A. group to read R.A.8

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

Amend 'Remarks' to read

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

Page 83 — BULLCROFT EMPTY SIDINGS

Delete entries

Page 89— DEAN ROAD SIDINGS

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

Page 100—Insert New Entry:—

Darlington Forge

R.A.5* — — — —

*Diesel Shunting Locomotives Only.

Page 101 Insert New Entry:—

Carlin How,
Skinningrove Iron Works

R.A.8 — Yes 5 5

Brake Tenders not permitted.

Page 102— GAINSBOROUGH LEA ROAD (HIGH & LOW YARDS)

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

ROUTE AVAILABILITY OF LOCOMOTIVES ETC. - continued**Page 110 HULL : SWEET DEWS**

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

Page 112 BRADFORD EXCHANGE CARRIAGE SIDINGS

Amend 'Remarks' to read: -

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

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

Page 114 Insert New Entry : DEWSBURY GAS WORKS

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

Page 115 -DUDLEY HILL, BARRET'S SIDINGS

Delete existing entry and remarks

Insert new entry:-

R.A.5*	-	Yes	5	5	*Diesel Shunting Locomotives only.
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Page 119 KEIGHLEY UP SIDINGS

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

Page 121 -LAISTERDYKE EAST TO ENGLISH ELECTRIC COY. SIDINGS

Amend to read:-

R.A.5*	-	Yes	5	5	*Diesel shunting locomotives only. Locomotives not to pass beyond boundary gate leading to private sidings.
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Page 121 HUNSLET EAST

Delete Existing entry and Insert:

HUNSLET EAST :

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

Page 126 RIPON GOODS -

Delete entry.

Page 132 AYCLIFFE : ORD & MADDISON'S QUARRY (UP SIDE ONLY)

Additional Types of locomotive permitted
Add 24 and 25

Amend 'Remarks' to read:-

Classes 24 and 25 not to exceed 5 m.p.h. and locomotives prohibited from passing over River Skerne Bridge

Page 137 DARLINGTON

Insert New Entry:-
Diesel Depot

R.A.9	-	Yes	5	5	Main Line Locomotives and more than two shunting locomotives coupled prohibited from passing over the carriage washing plant line.
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ROUTE AVAILABILITY OF LOCOMOTIVES ETC. — continued

Page 141 GRANGETOWN

Insert New Entry:—

Shell Mex B.P. Ltd.

Teesport Refinery R.A.8. — Yes 5 5 —

Page 143 HEBBURN STATION SIDINGS

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

★ Page 144 HEIGHINGTON

Insert Sub Entry:—

Old Town Quarry

R.A.5* Additional types permitted 24,25,37.

*Dsl.Shunting Locomotives Only.

Page 145 JARROW STATION SIDINGS

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

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

Insert:—

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

Remarks to read † Diesel Shunting Locomotives Only.

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

Amend items:—

4 — Add Normanton — Leeds

5 — Add Rotherham (Masborough)

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

Add New Item:—

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

8 Leeds, Apperley Jn., Shipley, Keighley.

WORKING MANUAL FOR RAIL STAFF B.R. 30054

SECTION 3.

TABLE E

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

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

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

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

WORKING MANUAL FOR RAIL STAFF B.R.30054—continued**SECTION 3—continued**

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

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

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

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

SECTION 6**Table C. Notes on Special Circumstances.****C1/8 (page 1) Amend as follows:—**

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

C1/8 (page 2)

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

Insert new table and notes

4-axled (Two axled bogies) vehicles

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

Note:

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

Section 3. Basic Wagon Panels.

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

WORKING MANUAL FOR RAIL STAFF B.R.30054—continued

SECTION 6—continued

Table E. Loads permitted with specific brake forces.

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

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

Insert further sentence:— “This Table applies only to trains confined to Eastern and London Midland Regions.”

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

YORK

1 FEBRUARY 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. —
