ND

British Rail

EASTERN REGION

(NORTHERN AREA)

No. 30D

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 27 JULY

TO

FRIDAY 23 AUGUST 1974

INCLUSIVE

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

★ *Denotes new or amended item.*

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

CONTENTS

MISCELLANEOUS NOTICES

★ SUPPLEMENT NO. 1 TO THE GENERAL APPENDIX

Supplement No. 1 to the General Appendix, which will operate on and from Saturday, 24 August, will be distributed to all concerned during August.

Any person who has been issued with a General Appendix must advise his Supervisor if he does not receive a copy of Supplement No. 1 by 17 August.

CARRYING CAPACITY OF BG's

The maximum load for BG's has been increased to **10 tons evenly distributed.**

The lettering on such vehicles will be amended in due course. (XPP1.401.2) (34D)

ALTERATIONS TO RULE BOOK

Section H, Clause 3.2 – **Delete** and **substitute** the following :–

3.2 Equipment
Each locomotive cab is equipped with a track circuit operating clip, 12 detonators and 2 red flags. Multiple-unit cabs are each provided with a track circuit operating clip, 12 detonators and 1 red flag.

Note: Two track circuit operating clips are provided in the cab of a locomotive which has only one cab.

The Driver must have with him a handlamp. When preparing the locomotive or multiple-unit train, he must satisfy himself that the driving cabs are properly equipped as shown above. Where the equipment is contained in a sealed case/cupboard the Driver must check that the seal is intact as confirmation that the contents are correct. If the case/cupboard is not sealed, he must make a visual check of the equipment.

ALTERATIONS TO GENERAL APPENDIX (BR29944)

Page V

INDEX
S

Add; –

Page 1 – WARNING DEVICE ON ELECTRIC AND DIESEL LOCOMOTIVES, AND MULTIPLE-UNIT TRAINS – RULE BOOK, SECTION H CLAUSE 3.7.

Amend first paragraph to read: –

Where two-tone warning horns are fitted to electric and diesel locomotives, and to multiple-unit trains, Drivers must always sound both tones when necessary to give a warning. (MP 24/4)

Page 3

Add: –

STAFF WORKING ON OUTSIDE OF TRAINS STOPPED ON RUNNING LINES

Should it be necessary for staff to work on the outside of a train in a position where they would be exposed to danger from trains passing on adjoining line(s), and a lookoutman is not available, the staff concerned should advise the Signalman of the circumstances and request him to stop and caution trains on adjoining lines.

On receipt of such advice, the Signalman must ascertain the precise location of the train and the line(s) on which trains require to be cautioned. He must then stop each train proceeding on the adjoining lines, advise the Driver of the circumstances and the location of the train and instruct him to proceed cautiously past it. If a train(s) is approaching which it is not possible for the Signalman to caution, he must so advise the person making the request and the latter must not allow the work to commence until such trains have passed.

If the Signalman receiving the request does not control the protecting signal for any of the adjoining lines involved, he must immediately consult the other Signalman and obtain his assurance that he will caution trains on the line(s) concerned. He must also ascertain from the other Signalman whether any train is approaching which cannot be cautioned and, if so, the person making the request must be so informed.

When work on the train has been completed, the staff concerned must advise the Signalman and normal working must then be resumed. Where necessary, the Signalman must advise the other Signalman concerned.

The Signalman must make appropriate entries in the Train Register.

Pages 4–13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS

Page 7 – Regulation 3.7

Amplify last paragraph to read: –

The automatic air brake must be fully operative on the last two vehicles of a fully fitted freight train without a brakevan in the rear: if, however, a Cartic 4 unit is marshalled at the rear, the train must not start if more than one of the three distributors on the Cartic unit is isolated.

Page 8 – Regulation 4 – Brake Continuity Test

Delete whole of Clause 4.3. and **substitute** the following: –

4.3 Procedure

4.3.1 The Driver must move the automatic brake valve to RUNNING in the leading driving compartment and check that approximately 70 p.s.i. is registered on the brake pipe pressure gauge. He must then move the automatic brake valve to SHUT DOWN/NEUTRAL without a pause and retain initially at least 60 p.s.i. on the brake pipe pressure gauge.

4.3.2 When the Guard gives the train particulars to the Driver as required in Clause 3.5.1. above, the Driver should inform the Guard he is ready to carry out the brake continuity test.

ALTERATIONS TO GENERAL APPENDIX (BR 29944) – continued

Pages 4–13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS – continued

Page 8 – Regulation – substitute – continued

4.3 Procedure – continued

4.3.3 The Guard must then without delay –

(a) If a brake van is the rear vehicle, open the brake van emergency air valve until all air is exhausted. The valve must then be closed.

(b) If a brake van is not the rear vehicle, open the brake pipe cock on the rear vehicle until all air is exhausted. The cock must then be closed.

NOTE : If a passenger-carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock and the exhaust of air must be noted as above.

(c) In the case of partly fitted trains, the cock must be opened on the rear of the rear vehicle in the fitted portion until all air is exhausted. Before carrying out this part of the test, the Guard must have a clear understanding with the Driver as to what is to be done to ensure the train is not moved during the test.

(d) If a locomotive (s) is the rear vehicle:-
The Guard must instruct the Driver of the rearmost locomotive to carry out the brake continuity test. This Driver must move the automatic valve to EMERGENCY until the brake pipe pressure falls to zero. He must then move the automatic brake valve to SHUT DOWN/NEUTRAL and observe that the brake pipe pressure does not immediately rise.

The Guard must obtain an assurance from the Driver of the rearmost locomotive that this has been done.

4.3.4 The Driver must observe that the brake pipe pressure has dropped to zero in the leading driving compartment and that it does not commence to rise again.

(a) If the brake pipe pressure does not fall, this can be due to a brake pipe cock being closed or the main reservoir and brake pipes are "crossed" between vehicles.

(b) If the brake pipe pressure does not fall to zero check if a locomotive automatic brake valve in another cab is not in the SHUT DOWN/NEUTRAL position.

4.3.5 After correction of any fault, a further brake continuity test commencing at Clause 4.3.1 must be carried out.

4.3.6 The Driver must move the automatic brake valve to RUNNING and check that 70 p.s.i. is registered on the brake pipe gauge. The Driver must then overcharge the brake pipe where this facility is provided. In accordance with the instruction in the Driver's Manual BR.33056 series.

4.3.7 The Guard must not give the signal to start the train until he has carried out his duties in the above test.

4.3.8 The Driver must not start the train unless he has observed the fall of the brake pressure to zero and that it has remained at zero until he has moved the automatic brake valve to RUNNING. He must observe the subsequent rise of pressure to approximately 70 p.s.i. on the locomotive brake pipe pressure gauge.

Page 11 – Regulation 11.4.3, clause (a)

Amplify to read:-

11.4.3 All trains:-

(a) If the brake is isolated on:-
the rear vehicle, which is not a brakevan, of a Class 1, 2, 3 or 5 train or Class 4 or 6 Parcels or Milk train.
or
either of the last two vehicles, not a brakevan, of a fully fitted freight train.
or
more than two vehicles formed in a set of vehicles permanently coupled with special bar couplings, formed at the rear of the train (e.g., Freightliner sets),
or
if more than one of the three disributors is isolated on a Cartic articulated unit formed at the rear of the train,
the train may proceed if ..... (then as printed).

ALTERATIONS TO GENERAL APPENDIX (BR29944) – continued

Pages 4–13 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS – continued

Page 12

12. General

Add:-

12.6 Before opening a brake pipe cock at the end of a vehicle or locomotive to allow the air to escape to atmosphere, the hosepipe must be removed from the bracket/dummy plug and then held firmly both while the cock is being opened and during the time the air is venting. The hosepipe must be replaced on the bracket/dummy plug.

Pages 14 – 22 – GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOMATIC VACUUM BRAKE

Page 15 – Regulation 3, Normal Routine Before Starting

Amplify the Note at the end of Regulation 3 (b) as under.

Add at end of first paragraph of the Note:-

When a test cock is not available the continuity of the brake must be proved by easing the rear hosepipe off the dummy coupling and ensuring there is an inrush of air and further that a test is made to ensure the Driver can operate the brake by the Guard observing the application of the brakes on the last two vehicles.

Pages 23–25–INSTRUCTIONS RELATING TO THE TESTING OF AUTOMATIC VACUUM BRAKES ON FREIGHT VEHICLES

Page 24–Brake Continuity Test

Instruction 11

Add at end of penultimate paragraph:–

When a test cock is not available the continuity of the brake must be proved by easing the hosepipe off the dummy coupling and ensuring that there is an inrush of air and further that a test is made to ensure the Driver can operate the brake by the Guard observing the application of the brake on the last two vehicles.

–Test with Partially Fitted Train

Delete clause 12 and substitute the following:–

12. To avoid the possibility of Drivers starting away before creating the necessary amount of vacuum with freight trains, of which only a portion of the vehicles are fitted with the vacuum brake and connected to the locomotive, the Guard must satisfy himself in all cases that vacuum has been created, and unless he can obtain an assurance from a member of the Carriage & Wagon Department staff that all the brakes have been applied and released and are fully operative, must perform a "brake continuity" test by seeing himself that the brakes are applied and released on the last vehicle of the fitted portion. In these circumstances it will not be necessary for the Guard to go between the wagons to ease off the rear hose pipe from the dummy coupling of the last vehicle of the fitted portion.

Page 26 – TABLE SHOWING AUTHORISED PROCEDURES FOR ASSISTING TRAINS ON WHICH THE LOCOMOTIVE HAS FAILED

Note 2 beneath the Table

Amend item (c) to read:–

(c) the failed locomotive is a Class 71 or Class 73/0, in which case . . . (then as printed)

Pages 33–35–SINGLE LINES WORKED BY ELECTRIC TOKEN – INSTRUCTIONS TO TRAINMEN

Page 35–Instruction 10–Working by Pilotman–Clause (a) second paragraph

Amend to read:–

The Pilotman, who will be distinguished by an armlet, or a red flag, on his left arm, . . .

ALTERATIONS TO GENERAL APPENDIX (BR29944) – continued

Pages 36–43–REGULATIONS FOR WORKING ON SINGLE LINES BY TRAIN STAFF AND TICKET

Page 39–Regulation 17–Clause (c)

Delete first paragraph (including the diagram) and **insert** the following:–

(c) A competent person must be appointed as Pilotman who must wear on his left arm an armlet with the word "Pilotman" shown thereon in white letters on a red background.

Pages 47–49–SINGLE LINES WORKED BY THE TOKENLESS BLOCK SYSTEM – INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED.

Page 48–Instruction 7 (A) clause (i)

Delete first paragraph (including the diagram) and **insert** the following:–

(i) A competent person must be appointed as Pilotman in accordance with laid down local arrangements. He must wear on his left arm an armlet with the word "Pilotman" shown thereon in white letters on a red background.

Page 51 – COUPLING TOGETHER OF LOCOMOTIVES

Delete instruction and **substitute** the following:–

COUPLING TOGETHER OF LOCOMOTIVES

Terminology:–

Multiple – locomotives coupled for through control by one Driver.

Tandem – locomotives coupled with through control of the brake only and separately manned.

Subject to route restrictions, locomotives of any class may be coupled together, either on a train or running light, subject to the following:–

1. Coupling of drawgear, brake pipes and jumpers must be checked by the Driver in accordance with the Drivers Manual (BR.33056 series).
2. Only locomotives having compatible control systems may be run in multiple. To assist identification, diesel locomotives which may be coupled in multiple have symbols painted over the buffers and on the jumper plugs and sockets.
3. Locomotives which may run in multiple are:–

Class	**Will couple in multiple to class**
20, 24, 25, 26, 27, 31/2, 33, 37, 40. (Blue star symbol)	20, 24, 25, 26, 27, 31/2, 33, 37, 40.
31/1 (Red circle symbol)	31/1
33/2	73/2, 74 under diesel or electric conditions.
50 (Orange square symbol)	50
73/1, 73/2 under diesel conditions only	20, 24, 25, 26, 27, 31/2, 33, 37, 40. **Dual braked locomotives only.**
73/1 under diesel or electric conditions	73/1 under diesel or electric conditions.
73/2 under diesel or electric conditions	73/2 under diesel or electric conditions.
73/2 under diesel conditions	74 under diesel or electric conditions.
74 under diesel conditions	74 under diesel or electric conditions.
76	76
87	87

Important: Coupling of Class 73/1 with Classes 73/2 or 74 locomotives is prohibited for multiple operation.

4. The speed of coupled locomotives must not exceed that specified for the locomotive with the lowest maximum speed. Class 81–87 locomotives in multiple or tandem (with pantograph raised on each locomotive) must not exceed 80 m.p.h.
5. Locomotives running light in multiple or tandem must be signalled in accordance with Block Regulation 3.

ALTERATIONS TO GENERAL APPENDIX (BR29944) – continued

Page 51 – COUPLING TOGETHER OF LOCOMOTIVES – Substitute – continued

6. When two or more locomotives coupled together are running light or working a train on or on to a single line, the Driver of the leading locomotive will be responsible for advising the Signalman concerned at the start of the journey whether the locomotives are working in tandem or multiple. This information must be passed on from box to box.

Pages 52–56 – WORKING OF DIESEL MULTIPLE-UNIT TRAINS WITH MECHANICAL AND HYDRAULIC TRANSMISSIONS

Page 55 – Instruction II. Fire Precautions.

Add as new third paragraph–

When the Guard hears the fire bells ring or otherwise be comes aware of a fire, he must switch off the train heaters as soon as practicable in order to avoid fumes and smoke being drawn into the train by the heating equipment.

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

Page 57 – Instruction 6 – Delete clause (b) and **substitute** the following:–

Normally the locomotive coupling must be used to attach the locomotive to the train. When, however, the locomotive is equipped with Buckeye couplings (or other incompatible couplings) or when the locomotive coupling is defective, the short screw coupling (painted yellow) on the Freightliner or Lowliner wagon must be used.

These short screw couplings have a coupling strength of 1,000 tons and when these are used for the purpose of coupling the locomotive to the train the total weight of the train, excluding the locomotive, must not exceed that figure.

The short screw coupling must be used when necessary to couple two sets of these wagons together. After use, the short screw coupling must be replaced on the bracket of the wagon to which it belongs.

Pages 57–59

Delete Instructions 7 and 8 and **substitute** the following :-

7. There are two equipments presently used for securing I.S.O. containers to Freightliner wagons.

(a) **Location and Securing Spigot–Old Type**

Non retractable removable spigot ; Container secured at diagonal corner castings. (Note – This arrangement is being superseded by retractable twistlocks referred to in item (b) below)

Operation–Loading

The locating and securing spigots must be fitted into the twistlock sockets provided on the underframe to suit the length of container being loaded, and placed in the release position for loading of the container. When the container is located on the wagon, the operating handle of the twistlock is raised to the horizontal position and rotated through 90 degrees, in a left hand direction then replaced in its vertical position. The assembly is then locked, the container is secured by two diagonally opposed corner castings to the wagon.

Operation–Unloading

The operating handle of the twistlock must be raised to a horizontal position, rotated through 90 degrees in a right hand direction and then replaced in a vertical position. The locating and securing spigot is now in the release position inside the container corner casting, and the container can be lifted off the vehicle. Unless another container of the same length is being loaded, the spigots must be withdrawn from the twistlocks and replaced in the tray provided on the vehicle underframe.

ALTERATIONS TO GENERAL APPENDIX (BR29944) – continued

Pages 57–59–substitute–continued

(b) **Retractable Twistlocks**

Whenever the equipment on the wagon makes four corner securing of containers possible then four corner security must be employed.

Where the wagon has not been modified to make this possible it is vital that containers are secured to the wagon by two twistlocks at diagonally opposite corners.

Operation–Loading

The centre assembly of the twistlock is raised from the retracted or stowed position. This operation is carried out by first lifting up the centre assembly as far as it will travel, then turning it through 90 degrees and allowing it to fall. The twistlock operating handles must be pointing outwards from the vehicle, thus ensuring the twistlock heads are in the loading position, and acting as locating points ready to accept the container. When the container has been loaded, the twistlock operating handles are turned through 90 degrees. (This places the handles in line with the vehicles), this operation locks the twistlock h ead in the corner casting of the container.

Operation–Unloading

The twistlock operating handles are turned through 90 degrees, the handles will now be pointing outwards from the vehicle and the twistlock heads will be unlocked inside the corner castings. The container can now be lifted off the vehicle. Unless another container of the same length is being loaded the twistlock centre assemblies must be retracted. To carry out this operation the centre assembly must be raised, turned through 90 degrees and allowed to fall. The twistlock head will now be below loading floor level and supported on the cross bolt and cross straps of the main housing.

Th e twistlock operating handle must be placed in the locked position (i.e. in line with the vehicle). The twistlock centre assembly is held captive in the main housing by means of the cross bolt secured between the two side plates.

8. (Instruction cancelled)

Page 62–COAL TRAINS FORMED OF 26–OR 32–TON CAPACITY WAGONS–WORKING INSTRUCTIONS (MERRY-GO-ROUND TRAINS)

Add new paragraph as under :-

4. If, after discharge, the bottom doors of these wagons connot be closed, the train may be allowed to proceed to maintenance depots/stabling points and the provisions of Rule Book, Section H, Clause 6.3.1.(a) and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "for repairs" labels affixed to them.

Page 72–PERMANENT SPEED RESTRICTIONS–INDICATOR SIGNS

Clause 9

Delete last paragraph and substitute the following :–

Should the warning indicator not be illuminated, the Driver must stop at the next signal box ahead, or at the first signal provided with a telephone at which he can conveniently stop, and report the circumstances to the Signalman. The Signalman must arrange for Drivers of subsequent trains to be stopped and advised of the circumstances. He must also arrange for the S. and T. Technician to be sent for.

An A.W.S. permanent magnet, which will give a warning in the cab, is located about 200 yards before reaching the warning indicator. Should the warning indicator, not be received in the cab when passing over the A.W.S. permanent magnet, the provisions of clause 8(b) of the instructions headed "B.R. Automatic Warning System of Train Control (A.W.S.)" must be applied – (see page 29.).

Page 80

Add:–

SIGNAL POST REPLACEMENT SWITCHES

In certain Track Circuit Block areas, switches are provided at automatic and semi-automatic signals, which cannot be controlled to Danger from the signal box, to enable the signal to be placed or maintained at Danger.

These switches have two postions "Auto" and "Red". When it is necessary to place or maintain the signal to Danger, the key must be inserted in the Switch and turned to "Red".

Keys are issued as necessary to Operating and Engineering Department's staff to enable the signals to be controlled to Danger as provided for in the Rules and Regulations and where otherwise specially authorised.

ALTERATIONS TO GENERAL APPENDIX (BR29944) – continued

Page 83 – EQUIPMENT FOR GUARDS AND BRAKE VANS

First Paragraph

Add the following at end of list of articles:–
A supply of blank wagon labels (BR.21200/2).

2–FREIGHT BRAKE VANS

Delete "1 half-gallon Oil Can" from list of equipment.

Page 85
STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Add new seventh paragraph:–
Indicator boxes are not provided on Class 87 A.C. electric locomotives which will display the Class 1 head code regardless of the classification of the train.

Page 85–86– STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS.

Table on page 86 – Class 6 trains

Amplify existing item in "Description of Train" column in respect of Class 6 trains to read:–

(a) Fully fitted Company or block train, Parcels train or milk train. Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60m.p.h.

(b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Table on page 86–Item regarding Class 7

Add the following in "Description of Train" column under existing item:–
Empty coaching stock train not fully fitted but with the automatic brake connected up and in use on not less than half the vehicles and conveying a freight brakevan as the last vehicle.

Class 7 and 8 trains

Amend reference in "Description of Train" column to "Section E" to read "Section 6".

Delete Note 2 under the table on page 86 and substitute the following:–

2. Trains in Class 6(b), 7 express freight, 8 and 9 will be timed to reflect a maximum speed of 45m.p.h. or such other lower maximum speed it may be necessary to impose on individual trains. Class 7 empty coaching stock trains will be timed to reflect a maximum speed of 60m.p.h.

Page 86
VEHICLES BEHIND REAR BRAKE VAN OF PASSENGER AND EMPTY COACHING STOCK TRAINS

Clause (b).

Delete "10" and insert "13".

ALTERATIONS TO GENERAL APPENDIX (BR29944) – continued

Page 87 – Add :–

MAXIMUM PERMITTED SPEEDS OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO VEHICLES ONLY

Unless otherwise specifically authorised, locomotives running light or with trains composed of one or two coaching stock vehicles or one or two fitted freight vehicles only, are limited to the maximum speeds shown in the following table :–

Speed (Miles per Hour) as shown in Table 'A' of Sectional Appendices	Maximum Train Speed – Miles per Hour All brakes operative		
	Locomotives only or Locomotive and One or Two Fitted Freight Vehicles	Locomotive and 1 Coaching Vehicle	Locomotive and 2 Coaching Vehicle
(1)	(2)	(3)	(4)
100	75	80	90
95	70	75	85
90	65	70	80
85	65	65	75
80	60	60	70
75	60	60	65
70	55	55	60
65	50	50	55
60	45	45	50
55	45	45	50
50	45	45	45
45	40	40	45
When the speed shown in Table 'A' is 40 m.p.h. or less, no further reduction must be made.			

Where lower speed limits are laid down in the weekly Notices of Engineering Works or for particluar types of locomotives or vehicles, such speed restrictions must in all cases be complied with. Guards must remind Drivers working trains composed as shown above of the speed limits which will apply on the route over which the journey is to be made.

When for any reason a locomotive requiring to run light is incapable of attaining the appropriate maximum speed shown in column 2 above, the Person in charge of the Depot where the light journey is to originate must advise the Control Office for that locality, who will suitably advise Signalmen and other Control Offices concerned.

Page 90

STEAM HEATING OF PASSENGER TRAINS – PERIODS DURING WHICH STEAM HEATING MUST BE APPLIED OR DISCONTINUED

Second paragraph.

Amend item (a) to read:–

(a) Trains conveying sleeping cars and Post Office vehicles in which personnel are travelling throughout the year.

Page 111

Add new instruction :–

EMPTY COACHING STOCK TRAINS COMPOSED OF VEHICLES WITH DIFFERENT BRAKING SYSTEMS

Trains composed entirely of coaching stock some vehicles of which are fitted with automatic vacuum brake and some with the automatic air brake must be dealt with as shown below:–

1. All the vehicles with one type of brake must be marshalled together and those formed at the front of the train must have the automatic brake coupled up to the locomotive and in use.

ALTERATIONS TO GENERAL APPENDIX (BR29944) – continued

Page 111 – Add – continued

2. A freight brakevan must be attached at the rear of the train and side lights must be carried.

3. The automatic brake must be connected up and in use on not less that half the vehicles and the train must be signalled as a Class 7 train (see page 86).

4. The total weight of the vehicles, excluding the locomotive, must not exceed 400 tons.

5. The Guard must, before starting and at places where the locomotive is changed or any vehicle is attached or detached, advise the Driver the total number of vehicles on the train the weight of the train. which tvpe of automatic brake is in use and the number of vehicles braked.

6. Subject to the maximum speed of any of the vehicles conveyed, the speed of the train must not exceed 60 m.p.h.

7. The Rule Book, Section H, Clause 5 will apply together with Clauses 6.2,6.8 and 7.4.

8.(a) When the train is being operated with the automatic vacuum brake, the Guard must carry out the brake continuity test in accordance with Clause 12 of the Instructions relating to the Testing of Automatic Vacuum Brakes on Freight Vehicles. Clause 8(e) of the General Regulations for Working the Standard Automatic Vacuum Brake will apply.

(b) When the train is being operated with the automatic air brake, the brake continuity test must be carried out in accordance with Clause 4.3.3(c) of the Regulations for Working the Automatic Air Brake. The provisions of Clause 2.7 of these Regulations will not apply.

PAGES 111 – 113 – WAGONS STOPPED FOR REPAIRS OR LOADING DEFECTS, OR INVOLVED IN MISHAPS

Page 111 – Clause 1.2

Add the following as second paragraph:–

When the wagon is from a mineral train with only the first and last wagon labelled,the Guard must place a label (BR.21200/2) on each side of the wagon showing all relevant details,including the reporting number of the train from which detached. In addition he must appropriately endorse the copies of the Advice Note.

Page 112–Clause 2.3

Add the following as second paragraph:–

When the wagon is from a mineral train with only the first and last wagon labelled,the Guard must place a label (BR.21200/2) on each side of the wagon showing all the relevant details, including the reporting number of the train from which detached. In addition he must appropriately endorse the copies of the Advise Note.

Page 125–TRAVELLING OIL TANKS AND RESERVOIRS

Clause 5

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

5. Whilst inflammable liquid Class A (motor spirit etc.) is being discharged from rail tanks., no oil lamp,naked lights or fires must be allowed within 50 feet of the rail tank,except where this is unavoidable owing to running lines being within this distance; similarly,no diesel or electric locomotive,no electric tail lamp and no electric hand lamp must be allowed within 30 feet of the rail tank.

No brakevan with tail lamp (electric or oil) side lamp or stove alight,or vehicle with lamp attached must enter an Oil Company's Installation,neither must they be allowed within 50 feet (30 feet in the case of an electric lamp) of oil loading/discharging points in Railway sidings or depots.

PASSAGE OF LOCOMOTIVES OVER WEIGHBRIDGES

Add new paragraph:–

This instruction does not apply to movements over weighbridges in Merry-Go-Round Power Stations or other Merry-Go-Round served installations which will be covered by local instructions shown in the Sectional Appendix.

ALTERATIONS TO GENERAL APPENDIX (BR29944) – continued

Pages 127 and 128 – SECURITY OF POST OFFICE MAILS AND BANK OF ENGLAND TRAFFIC.

Heading

Amend to read **"SECURITY OF BANK OF ENGLAND TRAFFIC"**

First line		
Item 1	2nd line	**Delete** "Post Office Mails or"
Item 3	1st line	
Item 6	1st line	**Delete** "Post Office or"
Item 6	2nd line	**Delete** "mails or"

Page 129 – After instruction headed "Freezing Mixtures Conveyed by Passenger Trains".

Add:–

Use of Freezing Mixtures for Refrigerating Vans & Containers

Refrigerated vans (e.g. Interfrigo, Transfesa, etc.) and also refrigerated containers used on Freightliner and other services are kept at low internal temperatures by the use of dry ice and other freezing mixtures. Great care must be exercised at places where such vans and containers are loaded and unloaded and in the event of it being necessary to open the vans or containers en route, a period of 4 minutes must elapse after the doors are opened before any person attempts to enter the vehicles or containers to give the gases emitted by the freezing mixtures time to disperse.

ALTERATIONS TO WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (B.R.29987)

Pages 40 and 41 – Instruction 26

Add as new third paragraph:–

In the case of a fire on a train, the need to separate burning vehicles must be considered before requesting the electricity to be switched off.

★ **Pages 45 and 46 – Instruction 36**

Delete existing third and fourth paragraphs and substitute the following :–

If water is more than half way up either running rail, but not more than 4 inches above the top of either rail, electric trains must only be worked over the flooded portion at walking pace to avoid water being thrown by the wheel flanges into the electrical equipment.

If water is more than 4 inches above the top of either running rail, the working of electric trains must be stopped over the flooded section of the line and no electric train, whether under its own power or not, must be allowed to pass through the water, except in the most urgent circumstances, and then only under instructions given by the senior member of the Operating Department on the spot, not below the grade of Station or Yard Foreman, acting in consultation with the responsible representatives of the Chief Civil Engineer and Chief Mechanical & Electrical Engineer.

ALTERATIONS TO "NEW PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT (WHERE SPECIALLY AUTHORISED)" DATED JANUARY 1973

(Issued to Staff in certain specified areas only)

Page 6 – Instruction 47, Clause (a)

Add:–

If any of the work is to be done in proximity to the sealing ends of cables he shall arrange for these to be isolated and earthed in accordance with the approved procedure.

ALTERATIONS TO EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (B.R.29988)

Page 22 and 23 – Instruction 26

In the case of a fire on a train, the need to separate burning vehicles must be considered before requesting the electricity to be switched off.

ALTERATIONS TO ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES TRAVELLING CRANES AND PLANT BOOKLET DATED SEPTEMBER, 1969 (BR 29993)

Page 101

TILBURY DOCKS P.L.A.

Amend to read: –

TILBURY RAIL CONTAINER TERMINAL AND EXCHANGE SIDINGS (P.L.A. SIDINGS)

R.A. Group

Addl. types permitted : 20,31,37,47*

Remarks to read:–

*Class 47 permitted in Nos. 1 & 2 Crane Roads and No.1 Exchange Siding and up to clearance point only in No.2 Exchange Siding. Prohibited in Nos.3 and 4 Exchange Sidings.

Insert New Entry:–

TILBURY C.E.G.B. SIDINGS

R.A. Group	Addl. types permitted	Double Heading	Locos. Live	Coupled Dead	Remarks
*5	31 & 37	–	–	–	*Diesel Shunting Locomotives Only.

Page 120

KNAPTON : ASSOCIATED MALTSTERS SIDING.

★ Add asterisk to R.A. Group and insert in Remarks Col. : –

'' * Classes 47, 46, 45, 44 and 40 PROHIBITED from passing loading dock''.

Page 127

SELBY

Add New Entry:–

Selby Down Yard – RA.9	–	Yes	5.	5.	–	

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 3

Add:–

Coupling of Two and Three car Diesel Units as allocated to the Eastern Region	Page 256

Page 4

Add:–

Hatfield Colliery Sidings – Local Instructions	329

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 9

Amend :–

★ Stainforth (Thorne Junction) to Gilberdyke Junction. 111

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 17	(Page 49 Supp. Optg. Insts)										
	DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS)										
★	**Add** between Selby Canal Junction and Selby South Junction					DLG	52				
Page 19											
	Thirsk Green Lane Junction										
★	**Amend:–**										
								–	50	Over connection Up Slow to Up Fast 21m. 43chs. to 21m. 35chs.	
Page 20	(Page 52 Supp. Optg. Insts.)										
	Longlands Junction										
★	**Delete**										
								30	30	All connections between Fast and Slow lines Longlands Junction to South end of Northallerton Up Platform 28m. 71chs. to 29m. 64chs.	
★	**Add:–**										
								30	–	Down Slow over Junction towards Boroughbridge Road (Branch Speed limit).	
								30	–	Over connection Down Slow to Down Main 28m. 65chs. to 28m. 70chs.	
								30	–	Down Main over Junction towards Boroughbridge Road (Branch Speed limit)	
								–	70	Over connection Up Main to Up Slow at 29m. 50chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 29 (Page 57 Supp. Optg. Insts.)	**FALLODON (44M.P.) AND MARSHALL MEADOWS**										
★	**Delete:–**							90	–	44m. 0chs. to 50m. 0chs.	
	Chathill Station (L.C.)										
★	**Add:–**							90	–	46m. 77chs. to 47m. 40chs.	
Page 55	**DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION)**										
	Hare Park Junction										
	Amend:–							20	–	Over junction towards Crofton West Jn. 171m. 72chs. to 171m. 76chs. (Kings Cross to Crofton West mileage).	
Page 67 (Page 71 Supp. Optg. Insts.)	**DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)**										
	Gledholt Junction										
	Amend:–							20	20	Fast lines 24m. 63chs. to 24m. 70chs.	
Page 83	**NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN)**										
	Sherburn-in-Elmet North										
★	**Add:–**							25	–	Over connection Down Main to Down Goods 12m. 60chs. to 12m. 55chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 106											
	LEEDS CITY TO HULL (PARAGON)										
	LEEDS CITY AND HULL (PARAGON)										
★	**Amend :** –							**70**	–	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
★	**Add :** – LEEDS CITY AND CROSSGATES (LEEDS SIDE, 17 m. 66 chs.)							–	**70**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
Page 107											
	Crossgates Station										
★	**Add :** – CROSSGATES (LEEDS SIDE 17 m. 66 chs.) AND MICKLEFIELD (10 m. 63 chs.)							–	**90**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
	Micklefield Station										
★	**Add :** – MICKLEFIELD (10 m. 63 chs.) AND HULL (PARAGON)							–	**70**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
Page 111											
	STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE										
★	**Amend :** – STADDLETHORPE in heading and sub-heading to 'GILBERDYKE JUNCTION'										
Page 112											
★	**Amend :** – Staddlethorpe Station to Gilberdyke Junction.										
★	**Add :** – below Gilberdyke Junction – Gilberdyke Station.										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 147	**TEES, THORNABY EAST JUNCTION TO GUISBOROUGH JUNCTION** **Amend** additional Down line column:–			TCB(G) { ---- Down Sidings							
Pages 154/155 (Page 99 Supp. Optg. Insts.)	**GATESHEAD (GREENFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD** **Amend:–**										
	GATESHEAD AND DERWENTHAUGH (4m. 10chs.)							**20**	**20**	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	
	Delete table between Norwood Junction and Blaydon Station and **substitute:–**										
	Norwood Junction (controlled by Tyne signal box) (See below for Dunston Staiths and page 157 for Low Fell Junction to Norwood Junction)	–	1072					**20**	–	**Over junction towards LowFell (Branch Speed Limit)**	
								–	**15**	**Over junction towards Dunston Staiths (Branch Speed Limit)**	
										C. Up Blaydon 770 yards before reaching TY.90 signal.	160
										C. Up Blaydon 614 yards before reaching TY.94 signal.	160
	Derwenthaugh (controlled by Tyne signal box) (See page 156 for Swalwell Colliery Branch and page 157 for Redheugh Branch).	2	55					–	**15**	**Over junction towards Redheugh Bank Foot (Branch Speed Limit)**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) ? in
	DERWENTHAUGH (4m. 10chs.) AND BLAYDON JUNCTION Delta (L.C.) (P4)							35	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
	Blaydon Station LC (See page 152 for Newcastle to Carlisle)	1	446								

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 180			
★ **Amend** heading :– **STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION**			

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
Page 186 (Page 111 Supp Optg. Insts.)				
HULL (WEST PARADE) TO SEAMER WEST				
Amend :–				
Bridlington South	Bridlington Quay	–	No. 5 Platform line.	20 wagons in clear weather or 10 wagons during fog or falling snow. Empty Diesel Multiple Units.

TABLE H1–WORKING OF FREIGHT VEHICLES WITHOUT BRAKE VAN IN REAR – THE RULE BOOK, SECTION H, CLAUSES 6.1 AND 14.1

From	To	Line	Number of vehicles and special conditions
Page 188			
★ **Add :– FERRYHILL (TURSDALE JUNCTION) TO PELAW VIA LEAMSIDE**			
PenshawNorth	Washington	Down	–
Washington	PenshawNorth	Up	–
Page 190			
★ **Amend** heading :– **STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION**			

TABLE L – ENGINEERS RAIL MOTORS

Signal Box	Signal Box
Page 203	
★ **Delete :–**	
Staddlethorpe	Selby (Barlby North)
★ **Add :–**	
Gilberdyke Junction	Hemingbrough

OTHER GENERAL INSTRUCTIONS

Page 255 (page 130 Supp Optg Insts) **WORKING OF TRAFFIC ON A RECEPTION LINE SIDING**

★ **Add:–** The lamp must show a red light after sunset and during fog or falling snow.

BREAKDOWN TRAIN ARRANGEMENTS – DONCASTER DIVISION

Page 262

Doncaster

Also covers for Serious Breakdowns

★ **Amend:–**

Thorne Junction	Gilberdyke Junction

Hull Area

Botanic Gardens

Tool Vans

★ **Amend:–**

Thorne Junction (Excl)	Gilberdyke Jn.

LOCAL INSTRUCTIONS

YORK, DRINGHOUSES YARD: YARD SAFETY

Page 278

Add:–

1. **Train Preparation and Examination**

(a) Before a Guard, Shunter, or any other member of the staff enters a siding to prepare or examine a train he must advise the Person-in-Charge at the end at which he enters the siding, and must not commence work on the train until advised by the Person-in-Charge that it is safe to do so.

(b) If the member of the staff is entering the sidings from the South End the Person-in-Charge must advise the Person-in-Charge at the North End and the Panel Operator in the Control Tower. If the memeber of the staff is entering the sidings from the North End the Person-in-Charge must advise the Person-in-Charge at the South End and the Panel Operator. The Panel Operator must turn the appropriate point switch away from the siding in which staff are working and take measures to ensure that the switch is not again turned towards the siding until he is advised by the Person-in-Charge at the North or South End as appropriate that the work has been completed or the train has departed or the following precautions have been taken. Should it be necessary for any vehicles to be shunted from the North End into sidings where staff are working the Person-in-Charge must arrange for a man to accompany and control any such vehicles into the siding and make them secure before reaching the vehicles already in the siding. After these arrangements have been made the Person-in-Charge must advise the Panel Operator, who will in turn operate the appropriate point switch.

Before wagons are shunted from the South and into a siding in which staff are working, the Person-in-Charge must arrange for them to be accompanied and controlled into the siding and secured before reaching the wagons already in the siding. If they are to be attached to wagons already standing in the siding, movement towards such wagons must be made at such a speed as will ensure the movement coming to a stand without causing any movement of the standing wagons.

(c) When a guard arrives at his Brake Van, after carrying out Clause (a) and receiving permission to proceed, he must ensure that the brake is fully screwed on before starting his preparation or examination. Should there be any vehicles to the rear of his Brake Van he must satisfy himself that these are secured by having at least two wagon brakes firmly applied.

(d) Immediately work of preparation or examination is completed the staff concerned must advise the Person in Charge at whichever end he returns to.

2. **General Remarks**

Where Staff find it necessary to go underneath wagons for any purpose they must advise the Person-in-Charge concerned.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA –continued

LOCAL INSTRUCTIONS – continued

Page 295

DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION)
SOUTH KIRKBY COLLIERY SIDINGS

Paragraph 1

★ **Amend:**– 'Empties line' in third line to ''Run Round Line''.

Add after 6th paragraph:–
Merry-go-Round trains from South Kirkby Colliery requiring to depart via the Down Doncaster line may propel from the Bunker Arrival and Departure line along the Marshalling Loop to the rear of No.649 ground position light signal.

The Signalman at Leeds box must first be advised of the intended propelling movement.

Paragraph 7

★ **Delete** and **insert:**– 'Trains entering the Colliery which are not to be bunker loaded, must be placed in the Loaded Sidings'.

Paragraph 8

★ **Delete**

Paragraph 10

Amend to read:– 'Movements through the crossover road between the Bunker Arrival/Departure line and the Run-Round line, and in the Vicinity of this crossover, must only be made when it has been ascertained that no conflicting movement is in progress'.

Paragraph 12

★ **Amend** to read:– 'The Run-Round road may be used in both directions'.

Page 305

LOW MOOR TO THORNHILL JUNCTION

★ **Add:–**

LOW MOOR

Running Round. Trains for the Halifax direction must run round via the Up Sidings line at Low Moor. When the movement is complete and a tail lamp has been fixed to the rearmost vehicle or brake van, the Guard or person-in-charge must operate the Ground Frame to enable the train to draw forward on to the Up Main line.

The Driver must stop at the appropriate marker board provided, having due regard for the length of the train. The Guards ''Ready to Start'' signal must be given by means of bell communication. The Rule book Section H, clause 3.4.4 (b) is modified accordingly.

Page 306

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

Add:–

OAKENSHAW

All trains travelling over the Down Goods line between Royston Junction and Oakenshw South Junction for the direction of Calder Bridge must be brought to a stand at the Down Home signal (No.16) and the Guard or Secondman in the case of a light locomotive, must immediately advise the Signalman at Oakenshaw box that the train, complete with tail lamp has arrived at the Home signal; by means of the lineside telephone situated 300 yards in rear of the Down Goods Home signal.

Page 311

OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION

OAKENSHAW

Delete heading, sub-heading and item

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS – continued

Page 329

★ **Amend** heading :–

STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION

Add :–

WORKING INTO HATFIELD COLLIERY. Train movements into Hatfield Colliery Sidings must be propelled from the Down Hull line under the authority of G.P.L. signals 108 and 109. A telephone is provided at signal 108 connected to the B.R. shunters cabin in the Sidings. The Guard of a train arriving on the Down Hull line for Hatfield Colliery must immediately contact the B.R. shunter by telephone.

A loud sounding bell is situated adjacent to the Down Hull line, 35 S.L.U's east of signal 108 and is operated by the B.R. shunter in accordance with the Rule book section J.3.2.2.

Train movements out of the Colliery Sidings must not pass the notice boards worded 'Stop for Orders' situated at the east end of the Colliery Sidings without the authority of the B.R. shunter.

No movement must be made into the Colliery Sidings when the B.R. shunter is not on duty.

Page 348 (Page 172 Supp Optg Insts)

SWALWELL COLLIERY BRANCH

★ **Amend:–**

Fourth paragraph:–

"No further movement must take place until the person in charge has nominated the Siding etc".

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

YORK
12 JULY 1974

MO45/ND/ No.

F.J. BURGE
Chief Operating Manager

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