

720

**ND**



**EASTERN REGION**

**No.  
46D**

**(NORTHERN AREA)**

# **GENERAL INSTRUCTIONS AND NOTICES**

**SATURDAY 16 NOVEMBER**

**TO**

**FRIDAY 13 DECEMBER 1974**

**INCLUSIVE**

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

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★ Denotes new or amended item.

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

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## MISCELLANEOUS NOTICES

### ★ CCT'S INTERIOR LIGHTING

The attention of all concerned who deal with N.P.C.C. stock is drawn to need to switch off all lighting when not required, to ensure that batteries are maintained at peak efficiency at all times.

XPP1.129 (2D)

### AMENDED WAGON PANELS

100 ton GLW Hopper (LS17601 – 17612) – the maximum speed has been reduced to 45 m.p.h. in the Heavy, Medium and Light conditions of loading.

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## 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 26

### TABLE SHOWING AUTHORISED PROCEDURES FOR ASSISTING TRAINS ON WHICH THE LOCOMOTIVE HAS FAILED

Add after Note 3 beneath the Table:—

4. Class 87 locomotives cannot be used for assisting vacuum braked trains from the rear unless the failed locomotive can create and maintain vacuum.

Page 87



Delete item headed "Maximum Permitted Speeds of Locomotives Running Light, or with One Two Vehicles Only" (as shown in Supplement No. 1) and substitute the following:—

### MAXIMUM SPEED OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO VEHICLES ONLY

Unless otherwise specially 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 below:—

Speeds (miles per hour) as shown in Table A of Sectional Appendices.	Maximum permitted speed (m.p.h.) when running Light or with one or two coaching stock or fitted freight vehicles only.
Up to 55	No reduction in speed required
60 – 70	55
75 – 90	65
95 – 100	75

Where lower speed limits are laid down in the weekly Notices of Engineering Works or for particular 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 the right hand column 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 Control Offices concerned.

Page 121

Delete item headed "LINESIDE FIRES" and substitute:—

### PREVENTION AND EXTINCTION OF LINESIDE FIRES

Under the Railway Fires Acts, 1905 and 1923, the British Railways Board is liable for damage to forests, plantations, woods, orchards, market and nursery gardens, agricultural land and fences or crops thereon resulting from sparks from locomotives, and it is essential for all persons employed on the Railway to exercise the greatest vigilance at all times to prevent fires, and, where they occur, to extinguish them.

Signs will be erected alongside the line marking entry to and exit from zones of specially high fire risk. The sign indicating entry to such a zone will be in the form of a black conifer on a yellow background and that denoting the exit will be a vertical black band on a yellow background. Both signs will be circular, approximately two feet in diameter.

Track Chargemen must observe the following instructions:—

Grass and undergrowth on British Railways land which if set on fire might endanger operational equipment must be cut down, burnt (if this can be done safely) and/or cleared away; likewise where there is a vermin problem or to meet legitimate complaints by local landowners.

Where forests, plantations, woods and orchards adjoin the line side, they must be inspected periodically and where undergrowth therein is a source of danger of fire, the Owner must be requested to clear it away. Should the Owner decline to remove the undergrowth, or the Owner or his Agent cannot be communicated with easily, full particulars must be reported to the Divisional Engineer. B.R. staff may remove such undergrowth without the Owner's consent, but will be liable for any damage caused by taking advantage of the right and this power must not be exercised without the authority of the Divisional Engineer.

**ALTERATIONS TO GENERAL APPENDIX (B.R.29944)—continued**

Page 125

**Add the following after item headed "WHISTLE BOARDS"****LINE SIDE SIGNS INDICATING CATCH, SPRING OR UNWORKED TRAINING POINTS.**

New catch, spring or unworked trailing points will be identified by a double-sided sign showing the letter "S" in black on a white triangular background.

(NOTE — the sign is also being provided for existing catch, spring or unworked trailing points not at present identified by a line side sign).

## **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.

Page 57—Instruction 49 (as amended by Supplement No.2)

★ **Amend to read:—**

49. The overhead line equipment must be tested with an approved testing device. When it has been proved not to be alive, the earthing connections required by the Electrical Control Operator under Instruction 47(d) must be applied and then local earths must be applied on each side of, and in proximity to, the Working Party and on each separate electrical section or part-section covered by the Permit(s) to Work.

Pages 86 and 87—Instruction 72 (as amended by Supplement No.2)

★ **Item (b)—Delete** second and third paragraphs and **substitute** the following:—

If the Driver has reason to think that the pantograph or overhead line equipment is damaged, he must lower the pantograph, if not already lowered due to the operation of the automatic dropping device, and bring his train to a stand as quickly as possible.

The Driver must immediately report the occurrence to the Electrical Control Operator giving details and advising as precisely as possible the location where the pantograph dropped to enable the Overhead Line Maintenance Staff to quickly locate and repair damaged overhead equipment.

If the Driver can give an assurance that the pantograph, although damaged, is clear of possible contact with the overhead line equipment, bearing in mind passage through low bridges, the train may be assisted forward at reduced speed to a point where Maintenance Staff can examine the pantograph and take any action necessary to allow the train to proceed to destination. If the pantograph is so badly damaged that clearance from the overhead line equipment cannot be guaranteed, then the train must not be moved until the necessary attention has been given by Maintenance Staff.

If a locomotive is inadvertently driven off the wire, the Driver must report the occurrence to the Electrical Control Operator, and arrangements must be made for the pantograph to be examined by Maintenance Staff and if necessary secured in a safe condition before the locomotive is moved back under the overhead line equipment.

**ALTERATIONS TO WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES—continued****Pages 108 to 110 – Instruction 108 (as amended by Supplement Nos. 2 and 3)**★ Item (b)—**Delete** third and fourth paragraphs and **substitute** the following:—

If the Driver has reason to think that the pantograph (s) or overhead line equipment is damaged, he must lower the pantograph(s), and bring his train to a stand as quickly as possible.

The Driver must immediately report the occurrence to the Electrical Control Operator giving details and advising, as precisely as possible, the location where the pantograph was lowered to enable the Overhead Line Maintenance Staff to quickly locate and repair damaged overhead equipment.

If the Driver can give an assurance that the pantograph(s), although damaged, in clear of possible contact with the overhead line equipment, bearing in mind passage through low bridges, the train may be assisted forward at reduced speed to a point where Maintenance Staff can examine the pantograph(s) and take any action necessary to allow the train to proceed to destination. If any pantograph(s) is so badly damaged that clearance from the overhead equipment cannot be guaranteed, then the train must not be moved until the necessary action has been given by Maintenance Staff.

If a multiple-unit is inadvertently driven off the wire, the Driver must report the occurrence to the Electrical Control Operator and arrangements must be made for the pantograph(s) to be examined by Maintenance Staff and if necessary to be secured in a safe condition before the multiple-unit is moved back under the overhead line equipment.

**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 60****MARCH TO PETERBOROUGH EAST****Amend** R.A. Group to '7'**Delete** reference to Group 8 locomotives under 'Remarks' column.

**ALTERATIONS TO ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, ETC. — continued**

Page 62

**ST. BOTOLPHS BRANCH**

Amend R.A. Group to '7'

Amend number of locomotives coupled to 5.

Delete entry under 'Remarks'.

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 &amp; 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 123

**PONTEFRACT BAGHILL**

Delete all remarks concerning Lines 35 &amp; 37.

Page 127 SELBY

Add New Entry:—

Selby Down Yard — RA.9 — Yes 5. 5. —

**ALTERATIONS TO SUPPLEMENTARY  
OPERATING INSTRUCTIONS (NORTHERN AREA)  
DATED 27 JULY 1974**

**MISCELLANEOUS NOTICES**

Page 2

**MAXIMUM SPEED OF FREIGHT ROLLING STOCK**

Amend following item in box :—

100 ton Bogie Rail Tanks 60 60†

Amend footnote:—

†100 ton B.R.T.E. Bogie Tanks — Loaded Light or Empty — maximum speed 45 m.p.h.  
Nos. 20000 — 20007 When propelled or assisted in rear in light or empty condition of load-maximum speed 5 m.p.h.

**ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) – continued**  
**MISCELLANEOUS NOTICES – continued**

Page 3

**CONVEYANCE OF LOADED HEAVY AXLE WEIGHT VEHICLES**

Item (1)

**Amend** reference to paragraph (6) in last line to paragraph (8).

Item (5)

**Amend: –**

Loaded 50 ton 2-axle vehicles must be confined to block train load movement except where specifically authorised to be conveyed on nominated wagon load services. Form BR29973/3 must be issued. When movement of 50 ton loaded tanks or 50 ton bulk cement vehicles takes place, they may be marshalled in accordance with paragraph (8) of these instructions.

**USE OF ELECTRIC LAMPS ON DIESEL LOCOMOTIVES**

Page 6



**Delete** item

**ALTERATIONS TO WORKING MANUAL  
FOR RAIL STAFF**

**PINK PAGES**

**Clause E2/17**

**Delete** details shown on pages 30–32 Suppl Oper Insts and **substitute:–**

**E2/17** The following instructions must be observed when placing or withdrawing vehicles at Oil and Chemical Depots and Exchange Sidings.

**(a) Oil Depots**

At places (other than B.R. Traction Depots, B.R. Workshops and fuelling points or goods yards) at which :

- (i) any oil or petroleum product (Commodity Codes 700 – 740 and 780) are dealt with, and
- (ii) placing or withdrawing vehicles at loading or discharging sidings (not exchange sidings) is performed by :

(A) B.R. locomotives, working to the directions of a B.R. Guard or Shunter.

(B) B.R. locomotives, working to the directions of terminal staff.

(C) Oil Companies locomotives working to the direction of B.R. staff.

1. Remove tail lamp before entry.
2. Remove brake van before entry.
3. B.R. handlamps must not be taken beyond the locomotive stop board.
4. B.R. personnel must not proceed beyond the locomotive stop board unless they are so authorised by the **DEPOT SUPERVISOR**.
5. Obtain authority of **DEPOT SUPERVISOR** that it is safe and in order to move vehicles into the loading/discharging sidings. Check points are correctly set for the siding into which the vehicles are to be placed and gate or other physical barrier, if provided, is open.
6. If a reach wagon is used for positioning purposes, the continuous air or vacuum brake must be in use, after the "reach" wagon has been marshalled between the locomotive and train.
7. Obtain **DEPOT SUPERVISOR'S** authority to pass the locomotive stop board to enter the loading/discharging sidings. Position vehicles as required by **DEPOT SUPERVISOR**. A locomotive must not pass the locomotive stop board unless so authorised by the **DEPOT SUPERVISOR**.
8. After positioning vehicles check that all buffers are uncompressed and apply handbrakes to at least the first three vehicles inside the siding gate; in the case of sidings with an outlet at each end handbrakes must be applied on at least three vehicles at each end of the train.

**ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF – continued****PINK PAGES – continued****(a) Oil Depots (cont.)**

9. Detach and withdraw locomotive clear of loading and discharging activities (outside gates or other physical barriers, where provided which will then be locked by Depot Staff) before loading/discharging commences. The locomotive must not re-enter the loading/discharging siding except under the conditions set out in instruction 11 below.
10. The **DEPOT SUPERVISOR** will arrange for a red flag, red disc or red light to be displayed on or over the vehicles whilst loading/discharging is taking place.
11. Before a locomotive enters the loading/discharging siding and is attached to the vehicles obtain from **DEPOT SUPERVISOR** a "Certificate of Readiness" confirming that vehicles are ready for collection. Check that points are correctly set and, if provided, gate or other physical barrier is open, and vehicles are no longer protected by red flag, red disc or red light.
12. After attaching locomotive the Guard must carry out the "Brake Continuity Test" and ensure that all handbrakes are released.
13. Do not move vehicles unless the permission of the **DEPOT SUPERVISOR** is first obtained.

(The term **DEPOT SUPERVISOR** includes a person acting on his behalf.)

**NOTE** Local instructions to meet specific operating circumstances must be observed in conjunction with the foregoing.

**(b) Chemical Depots**

The following applies at places at which hazardous chemicals, as indicated by Dangerous Goods wagon labels:

B.R. 21354  
 B.R. 21276/1/2/3/4/5/6/7/8  
 B.R. 21278  
 B.R. 21279  
 B.R. 21280  
 (and special prints thereof)

are handled:

1. Remove tail lamp before entry.
2. Remove brake van before entry.
3. B.R. personnel must not proceed beyond the locomotive stop board unless they are authorised by the **DEPOT SUPERVISOR**.
4. No vehicle must be moved within a terminal unless a movement has been authorised by the **DEPOT SUPERVISOR**.

**NOTE** Local Instructions to meet specific operating circumstances must be observed in conjunction with the foregoing.

**(c) Exchange Sidings**

- (i) At exchange sidings where tank wagons conveying inflammable liquids with a flash point of up to 141°F (61 °C) are placed by locomotives and shunters of concerns other than British Rail, for collection by British Rail locomotives, a "Certificate of Closure" must be obtained.
- (ii) Observe all Local Instructions.



## ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF – continued

## PINK PAGES – continued

Complete in duplicate

B.R. ....  
Serial No. ....

## CERTIFICATE OF READINESS

Terminal .....  
Date .....

Vehicles ready for collection by British Rail.

All connections removed, all valves closed.

\*All manlids closed/\*manlids not opened since receipt.

\*Gates unlocked and open.

Signed .....  
Company Representative

Vehicles accepted from Company.

Train Title:— .....

Siding No.:— .....

Signed:— .....

B.R. Grade  
.....

Time certificate accepted ..... Hrs.

Original to be forwarded by B.R. guard/shunter to Area Manager .....†

Copy retained by company

\* Delete if not applicable

† To be stamped by Area Manager in charge of terminal concerned prior to issue.

Complete in Duplicate

## "CERTIFICATE OF CLOSURE"

Exchange Point .....

Date .....

## TRAIN TITLE

It is hereby certified that each wagon in this train has been inspected and is satisfactorily sealed for rail transit, i.e. valves closed, and manlids closed.

Signed .....

Representing .....

Original to be forwarded by B.R. guard/shunter to area manager.

Copy retained by Company.

(MO11/095)

**ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF – continued****WHITE PAGES****Section 6****Add to B6**

When a not fully fitted service is scheduled to reverse en route the Guard must hand to the driver two completed Driver's slips, 20896/138, one in respect of the journey to the point of reversal, and the second to indicate change of brake force, head code etc. from the point of reversal forward.

(MS12/85/6)

**Page 33 (Supp Opt Insts)****Section 6 – PREPARATION AND WORKING OF FREIGHT TRAINS****4. Marshalling of Fully Fitted Trains etc.****Amend sub heading and item:–**

**Marshalling of fully and not fully fitted trains composed of air or vacuum braked vehicles with a proportion of piped only vehicles**

C4/1. Provided brake force is available in accordance with the appropriate Table E of Section 6 of the Working Manual for Rail Staff, piped and fully fitted vehicles may be inter-mixed to suit marshalling requirements, subject to no more than 5 piped only vehicles being formed together. With full fitted trains in all cases the last two vehicles of the train must have the automatic brake fully operative, except in the case of an air brake service formed with a Cartic 4 unit marshalled at the rear, when the train must not start if more than one of the three distributors on the unit is isolated.

This instruction will be included in the revised white pages to be issued in May 1975. MS12/85/6

## **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

Emley Moor Colliery – Local Instructions

304

**Page 6****Add:–**

Skelmanthorpe, Emley Moor Colliery – Local Instructions

304

**Add:–**

Tyne yard – Battery Electric Tail Lamps.

283

Teesport (Shell U.K.) Battery Electric Tail Lamps

344

**LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK****Page 9****Amend:–**

Stainforth (Thorne Junction) to Gilberdyke Junction.

111

**Page 10****Amend:–**

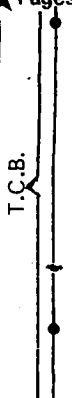
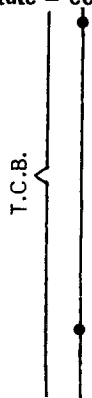
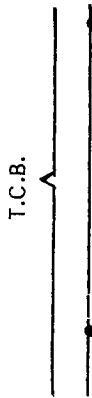
Baldon Colliery Station to Tyne Dock Bottom

140

TABLE 'A'

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.) <b>DONCASTER (BLACK CARR JUNCTION) TO BERWICK ( MARSHALL MEADOWS)</b> Add between Selby Canal Junction and Selby South Junction					DLG	52				
Page 19	Skelton Delete :—  Add:—							30	30	All connections Fast to Slow and Slow to Fast lines between Skelton Signal Box and Pilmoor 1m 50chs to 15m 24chs.	
								30	30	All connections Fast to Slow and Slow to Fast lines 3m 2chs to 3m 27chs.	
★ Pages 19 — 20 (Pages 51 — 52 Supp. Optg. Insts.)	Delete all details Tollerton to Longlands Junction inclusive and Substitute:— Tollerton	7	1633					60	—	Slow line 9m 20chs to 10m 60chs.	
								30	30	Over connections Down Fast to Down Slow and Up Slow to Up Fast 9m 49chs to 9m 54chs.	
								30	—	Over connection Down Slow to Down Fast 10m 15chs to 10m 21chs	
								—	50	Over connection Up Fast to Up Slow 10m 18chs to 10m 11chs.	

T.C.B.

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
<p>★ Pages 19</p> 	— 20 (Pages 51 — 52 Supp. Opng. Insts.) Substitute — continued.										
	Pilmoor	5	1373					50	50	Over connections Fast to Slow and Slow to Fast 15m 29chs to 15m 40chs.	
								—	50	Over connection Up Slow to Up Fast 21m 43chs to 21m 35chs.	
								40	—	Over connection Down Fast to Down Slow 21m 50chs to 21m 54chs.	
	Thirsk Green Lane Junction	6	150					65	—	Slow line 20m 40chs to 21m 3chs.	
	Thirsk Station	0	1150					60	—	Slow line 21m 3chs to 22m 30chs.	
								—	65	Slow line 22m 3chs to 9m 60chs.	
								—	40	Slow line 22m 18chs to 22m 3chs	
								—	60	Slow line 22m 30chs to 22m 18chs.	



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
★ Pages 19 – 20 (Pages 51 – 52 Supply. Optg. Insts.) – substitute – continued	Northallerton Station Delete:-							–	60	Slow line 28m. 38chs. to 22m.	18chs.
★ Page 27	Benton Add:-							–	60	4m. 40chs. to 4m. 20chs.	
Page 29 (Page 57 Supp. Oper. Insts.)	Alnmouth Station Delete:- FALLODON (44m.p.) AND MARSHALL MEADOWS Delete:- Chathill Station (L.C.) Add:-							70	–	37m. 42chs. to 38m. 34chs.	
								90	–	44m. 0chs. to 50m. 0chs.	
Page 31 (Page 59 Supp. Oper. Insts.)	Berwick Station Delete:- Ayton Station Delete:- Horn Code 3S1L. Work at Berwick							90	–	46m. 77chs. to 47m. 40chs.	
Page 34 (Page 60 Supp. Optg. Insts.)	YORK TO SCARBOROUGH York ★ Amend last two lines of note:- York to York Yard South							–	30	67m. 6chs. to 66m. 70chs.	

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
Page 37	FOSSILANDS BRANCH (GOODS LINE) Burton Lane ★ Amend note:- (See page 35 for York to Scarborough).										
	SCARBOROUGH (FALS GRAVE) TO GALLOW CLOSE SIDINGS Falsgrave ★ Amend note:- (See page 36 for York to Scarborough)										
Page 53	RIVERSIDE BRANCH (RIVERSIDE JUNCTION TO PERCY MAIN) St. Peters Station Add:-									C. Up line 1128 yards before reaching Up Distant signal.	
	★ Walker Station ★ Delete all details:- ★ Carville Station (L.C.) ★ Amend:-	3	467								
Page 55	DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION) Hare Park Junction Amend:-							20	—	Over junction towards Crofton West Junction 171m. 72chs. to 171m. 76chs. (Kings Cross to Crofton West mileage).	
Page 58	(Page 68 Supp. Oper. Insts.) STAINFORTH JUNCTION TO SKELLOW ADWICK JUNCTION Bramwith Station (L.C.) Delete:- Add:-							20 20 15 20	20 20 15 20	164m. 0chs. to 162m. 60chs. 164m. 0chs. to 163m. 40chs. 163m. 40chs. to 163m. 0chs. 163m. 0chs. to 162m. 60chs.	

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 63	EASTWOOD (L.M.R.) TO NORMANTON, GOOSE HILL Goose Hill Amend:—							20	—	Over Junction to Slow line 50m. 26chs. to 50m. 31chs.	
Page 66	DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION) Diggle Junction Amend:—					(Note:—	18m. 7chs. is 23chs. on Marsden side of Down Main Outer Distant signal.				
Page 67 (Page 71 Suppl. Oper. Insts.)	DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION) Gledholt Junction Amend:—							50	—	Main and Slow lines 24m. 60chs. to 25m. 2chs.	
	Add:—							20	20	Fast lines 24m. 63chs. to 24m. 70chs.	
								20	—	Slow line 25m. 2chs. to 25m. 49chs.	
								—	50	Slow and Main line 25m. 15chs. to 24m. 60chs.	
Page 73	LOW MOOR TO THORNHILL JUNCTION Low Moor Add:—							30		0m. 37chs. to 4m. 74chs. (both directions)	
	Cleckheaton G.F. Delete:—							35		2m. 34chs. to 2m. 43chs. (both directions)	



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 73 ★	BARNLEY STATION JUNCTION TO HORBURY JUNCTION Barnley Station Junction Add:—							30	30	51m. 15chs. to 50m. 50chs. w.e.f. 25.11.74	
Page 77	WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION Goose Hill Amend:—							—	20	Slow line 50m. 31chs. to 50m. 26chs. (Manchester to Normanton mileage).	
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.	
Page 86 ★	WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) Crofton East Junction Add:—							15	15	49m. 35chs. to 49m. 50chs.	

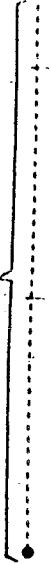
Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 87	WAKEFIELD (KIRKGATE) EAST TO GOOLE GOODS JUNCTION Featherstone (LC) Add:—					UGL	90	—	40	Over Up Goods Loop.	
Page 93	WATH ROAD JUNCTION TO BURTON SALMON Deame Junction Add:— Hickleton Main Colliery Sidings Add:—							20	20	16m. 0chs. to 15m. 45chs.	
								20	20	12m. 63chs. to 12m. 26chs.	
Page 102	LEEDS CITY TO SKIPTON (STATION SOUTH) Keighley Station Junction Delete horn code 2L1C Settle not stopping Skipton.										
Page 105	SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORESTER SQUARE STATION) Bradford Junction Add:—							30	30	206m. 33chs. to 207m. 40chs	
Page 106	LEEDS CITY TO HULL (PARAGON) LEEDS CITY AND HULL (PARAGON) Amend:—  Add:—LEEDS CITY AND CROSSGATES (LEEDS SIDE, 17m. 66chs.)							70	—	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
								—	70	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
Page 107	Crossgates Station Add:—CROSSGATES (LEEDS SIDE 17m. 66chs.) AND MICKLEFIELD (10m. 63chs.) Micklefield Station Add:—MICKLEFIELD (10m. 63chs.) AND HULL (PARAGON)							—	90	MAXIMUM PERMISSIBLE SPEED ON ON MAIN AND FAST LINES.	
								—	70	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Data 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 109	(Pages 84 and 85 Suppl. Oper Insts.) <b>Delete</b> table between Bennetland (LC) and Broomfleet Station (LC) and substitute:— Gilberdyke Junction (see page 112 for Thorne Jn. to Gilberdyke Jn.)  Gilberdyke Station  Oxmardyke (LC) Broomfleet Station (LC) Melton Lane (LC) <b>Amend:—</b>	2	356					20	20	All connection between Fast and Slow lines 17m. 11chs. to 3m. 18chs. Fast line over Junction towards Thorne North 0m. 0chs. to 0m. 10chs. (Gilberdyke Jn. to Thorne mileage). 17m. 6chs. to 17m. 14chs. Slow line 17m. 4chs. (Hull to Selby mileage) to 0m. 15chs. (Gilberdyke Jn. to Thorne mileage).	
Page 111	<b>STAINFORTH (THORNE JUNCTION) TO STADLETHORPE</b> <b>Amend:—</b> STADLETHORPE in heading and sub-heading to 'GILBERDYKE JUNCTION'										
Page 112	<b>Amend:—</b> Staddelethorpe Station to Gilberdyke Junction <b>Delete:—</b> Gilberdyke Station										
Page 114	<b>HULL (WEST PARADE) TO SEAMER WEST</b> Walton Street (LC) <b>Delete:—</b> <b>Add:—</b>							50	50	2m. 5chs. to 2m. 12chs.	
Page 127	<b>NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD ETC.</b> Easington Station <b>Add:—</b>							55	55	1m. 55chs. to 2m. 17chs.	
★								30	30	82m. 10chs. to 82m. 35chs.	

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 140	Amend heading and sub heading <b>BOLDON COLLIERY TO TYNE DOCK BOTTOM</b> <b>BOLDON COLLIERY AND TYNE DOCK BOTTOM</b> Amend :— Tyne Dock Bottom										
Page 141	★ <b>ALLHUSEN'S BRANCH (GOODS LINES)</b> Amend :— Albany Road (L.C.)(P.1.)										
Page 146	<b>DARLINGTON SOUTH JUNCTION TO SALTBURN</b> Church Lane Level Crossing G.F. Amend to read :— Church Lane (LC) Amend description of Block Signalling between Redcar Station and Longbeck to absolute Block										
Page 147	<b>TEES, THORNABY EAST JUNCTION TO GUISBOROUGH JUNCTION</b> Amend additional Down line column :—										

TCB (G)

Down Sidings

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
<b>Pages 154/155</b> (Page 99 Supp. Optg. Insts.) 	<b>GATESHEAD (GREENFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD</b> Amend :— GATESHEAD AND DERWENTHAUGH (4m. 10chs.)  Delete table between Norwood Junction and Blaydon Station and substitute :— <i>Norwood Junction</i> (controlled by Tyne signal box) (See below for Dunston Staiths and page 157 for Low Fell Junction to Norwood Junction)  <i>Derwenthough</i> (controlled by Tyne Signal box) (See page 156 for Swalwell Colliery Branch and page 157 for Redheugh Branch). DERWENTHAUGH (4m. 10chs.) and BLAYDON JUNCTION Delta (L.C.) (P4) Blaydon Station LC (See page 152 for Newcastle to Carlisle).										
		—	1072					20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	
								20	—	Over junction towards Low Fell (Branch Speed Limit)	
								—	15	Over Junction towards Dunston Staiths (Branch Speed Limit) C. Up Blaydon 770 yards before reaching TY.90 signal. C. Up Blaydon 614 yards before reaching TY.94 signal.	160
		2	55					—	15	Over junction towards Redheugh Bank Foot (Branch Speed Limit)	160
		1	446					35	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued**  
**TABLE F – PROPELLING OF TRAINS OR VEHICLES**

From	To	Line	Number of vehicles and special conditions
<b>Page 176</b>			
<b>YORK YARDS, (HOLGATE JUNCTION AND YORK, SKELTON)</b>			
<b>Amend :—</b>			
Skelton	York Yard North	Up Goods	Empty Coaching Stock. Freight wagons with or without brake van. Movements must not be authorised if section occupied.
<b>Page 177</b>			
<b>MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION</b>			
<b>Add —</b>			
South Kirkby No. 652 G.P.L.	Moorthorpe No. 9 Signal	Up Branch	Merry-Go-Round trains from Colliery.
<b>Page 180</b>			
<b>Amend heading :—</b>			
<b>STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION</b>			

**TABLE G – WORKING IN WRONG DIRECTION**

From	To	Down	Up	Line	Remarks
<b>Page 184</b>					
<b>PREAMBLE INSTRUCTIONS</b>					
Third paragraph on this page.					
<b>Delete</b> "(6)" from Rule Book reference.					
<b>Page 186</b> (Page 111 Supp Optg. Insts.)					
<b>HULL (WEST PARADE) TO SEAMER WEST</b>					
<b>Amend:—</b>					
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
<b>Page 187</b>			
<b>YORK YARDS (HOLGATE JUNCTION TO YORK SKELTON)</b>			
<b>Add :— to all entries</b>			50 SLU
<b>Page 188</b>			
<b>Add :—</b>			
<b>FERRYHILL (TURSDEALE JUNCTION) TO PELAW VIA LEAMSIDE</b>			
Penshaw North	Washington	Down	—
Washington	Penshaw North	Up	—
<b>Page 190</b>			
<b>Amend heading :—</b>			
<b>STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION</b>			

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

TABLE K1 — WORKING OF TRAINS CONVEYING  
PASSENGERS OVER GOODS LINES OR GOODS LOOPS

From	To	Line		Remarks
		Down	Up	
Page 199				
Add:-				
SELBY (WEST JUNCTION) TO SELBY (CANAL JUNCTION)				
Selby (West Junction)	Selby (Canal Junction)	Single	—	—
Selby (Canal Junction)	Selby (West Junction)	—	Single	—

TABLE L — ENGINEERS RAIL MOTORS

Signal Box	Signal Box
<b>Page 203</b>	
<b>Delete table and substitute:-</b>	
York (Burton Lane)	Malton
Gilberdyke	Hemingbrough
Church Fenton	Gascoigne Wood
Womersley	Shaftholme
Hull (West Parade)	Seamer West
Goole (Boothferry Road)	Thorne Moor
Goole (Potters Grange)	Engine Shed
Hensall Station	Goole
Marsden Junction	Diggie Junction
Charlesworth's	Lofthouse Junction
Halifax	Bowling Junction
York (Skelton)	Harrogate
Batley	Morley Low Station
Knottingley	Womersley (Up Main Line only)
Moorhouse and South Elmsall Station	Moorhouse Junction
Horsforth	Harrogate North
Apperley Junction	Ilkley Junction
Guiseley Junction	Esholt Junction
Shipley (Leeds Junction)	Bradford, Forster Square
Shipley (Bradford Junction)	Shipley
Prudhoe	Corby Gates (Main Line only)
Pelaw	Ferryhill (Tursdale)
Hylton Quarry Sidings	Pallion
Haltwhistle	Alston
Bishop Auckland East	Wolsingham
Darlington (Hoptown Junction)	Nickstream
Northallerton (Castle Hills Junction)	Redmire
Ferryhill	Kelloe Bank Foot

Between		Lines on which
Signal box	Signal box	Run-offs are
		Situated

**Page 205****Delete tables and substitute:-**

Skellow	Bramwith	Up and Down
Sleights	Whitby	Up and Down

Between	
Signal box	Signal box
Ledston	Castleford Station
Norton-on-Tees South	Ferryhill
Nunthorpe	Battersby
Battersby	Sleights
Northallerton	Ainderby

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

TABLE L—continued

Between	
Signal box	Signal box
<b>Page 206</b>	
<b>Delete:—</b>	
Brighouse	Greetland
Wortley Junction (Leeds City)	Kirkstall
Keighley Station Junction	Cononley
Northallerton Station	Eaglescliffe South
Milner Royd Junction	Halifax
Heaton Lodge Junction	Brighouse
<b>Add:—</b>	
Northallerton (High Junction)	Low Gates

TABLE P.1 – LEVEL CROSSING GATES – OPENING AND CLOSING BY TRAINMEN

Name of Crossing	Situated at or between	Remarks
<b>Page 216</b>		
★ <b>Add:—</b>		
<b>ALLHUSEN'S BRANCH (GOODS LINES)</b>		
Albany Road	Park Lane Junction and End of Branch	Chargeman operated gates

## OTHER GENERAL INSTRUCTIONS

Page 232

## WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Amend:— 'Clause 5(Tail Traffic)' to read 'Clause 4 (Tail Traffic)'

Page 255



Add:—

## USE OF OIL LAMPS ON LOCOMOTIVES

When a locomotive is required to work with a brake tender attached, two oil lamps, complete with red shades must be carried in order to enable the correct head code or a tail lamp to be displayed.

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.

Page 256

Add:—

## PROTOTYPE MARK 11 VEHICLE FKE. 13252 FITTED WITH CHEMICAL TOILET

"Eastern Region FK13252 working in the 07 58 Newcastle—Liverpool/15 10 Liverpool—Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel.

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the trains's return to Newcastle."



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

## OTHER GENERAL INSTRUCTIONS - continued

Page 257 (page 135 Suppl. Oper. Insts)

## AIR BRAKED NETWORK SERVICES

Delete existing instructions and Add:—

**6S72 14 55 PARKESTON QUAY - EDINBURGH - GLASGOW****6E87 14 16 GLASGOW - EDINBURGH - PARKESTON QUAY**

The above air-braked services are timed to a maximum speed of 60 m.p.h. and this speed must not be exceeded. They may convey Continental Ferry Wagons that comply with the following conditions:—

1. The vehicles concerned must be marked 'S' or 'SS' but must **not** be Italian Ferry Vans within the following number series:—

21 83 214 8 500 - 604  
 21 83 214 8 750 - 885  
 21 83 214 8 900 - 973  
 21 83 804 5 000 - 076  
 21 83 804 5 100 - 550  
 21 83 804 5 600 - 675  
 21 83 804 5 698 - 699  
 21 83 804 6 200 - 496  
 21 83 804 6 500 - 503  
 21 83 804 6 900 - 913

Vehicles in the above number series although marked 'S' are expressly prohibited from conveyance on these services.

2. Vehicles must bear labels with the load category indicated as 'M', 'L' or 'E'.

Before the trains commence their journey or leave any intermediate point at which Continental Ferry Wagons are attached, the guard must be in possession of a signed certificate or certificates from the CM&EE's staff confirming that all the Ferry Wagons on the train have been examined and are marked 'S' or 'SS'. In addition, the guard or train-preparer must confirm that the vehicles bear 'M', 'L' or 'E' load category labels. (Continental Ferry Wagons bearing 'H' category labels are expressly prohibited from conveyance on these trains.) Upon being relieved, the guard must hand on the CM&EE certificates to his relief and, on arrival at destination, must transfer such certificates to a member of the Yard staff. The Area Manager, Glasgow High Street, and the Shipping & Port Manager, Parkeston Quay, must retain such certificates for inspection when required.

To cater for Continental Ferry Wagons which, to conform with marshalling instructions, may be required to be formed in any part of the train the above trains must at all times run under single air-brake pipe operation. This will apply whether or not Continental Ferry Wagons are actually conveyed, and paras. 2.5 and 2.6 of the Regulations for Working the Automatic Air-Brake on Locomotive-Operated Trains are accordingly amended so far as these services are concerned.

The above instructions relate to the working of these two services only and, in all other cases, existing instructions on the maximum speed of Continental Ferry Wagons and the regulations for working the automatic air-brake on locomotive-operated trains must continue to be observed.

## SPECIMEN CERTIFICATE

LOCATION .....  
 Date .....

TRAIN .....

I certify that I have examined the Continental Ferry Wagons on\*/to be attached to\* the above train and that these vehicles are marked 'S' or 'SS' and are not wagons with single link suspension owned by the Italian Railways (FS Wagon numbers commencing with 2183).

(Signed) .....

Grade .....

\* Delete as necessary.

**ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA –continued****OTHER GENERAL INSTRUCTIONS – continued****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 member 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.

Page 280

**SHAFTHOLME TO SELBY BRAYTON**

The following vehicles are prohibited etc :-

★ **Amend :-**

Tamping Machines, except Tamping/Lining machines Types 07-16 and 07-275 (S & C).

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

Page 283

**BETWEEN BLACK CARR JUNCTION AND BERWICK**

Add :-

**TYNE YARD**

**Battery Electric Tail Lamps** – Tail lamps and chargers are located in the Motive Power storeroom in the Area Manager's Office, where there is continuous attendance. The storekeeper is responsible for the safe keeping and charging of the lamps and for the maintenance of a book record of the receipt and issue of lamps.

The guard of an incoming train is responsible for handing the lamp to the storekeeper.

The guard of an outward train must obtain a lamp from the storekeeper.

(MO.11.238.)

Page 293

**CONSETT NORTH TO OUSTON JUNCTION**

Add :-

**CONSETT BRANCH**

During Single Line Working over the Down line (Consett to Newcastle) all unfitted and partly fitted trains towards Consett travelling over the Single line in the wrong direction, must be assisted by a locomotive in rear.

Page 294

**CONSETT**

Add :-

**Battery Electric Tail Lamps** – Tail lamps off inward trains are retained by the chargeman until the departure of the return working. He must maintain a book record of the receipt and issue of lamps. On the arrival of a train, the guard is responsible for delivering the tail lamp to the chargeman and for collecting it from him before departing with the return working.

(MO.11.238.)

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 299 (Page 147 Supp. Optg. Insts).

**STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)****SKELLOW AMOCO OIL DEPOT**

Add :-

**Working Manual for Rail Staff (BR.30054), pink pages, clause E2/17 – Certificate of Readiness**

The guard must place the original completed Certificate in the box provided for the storage of tail lamps.

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

**Page 300**

**EASTWOOD TO NORMANTON (GOOSE HILL)**

**ELLAND**



Alter main heading to read "Elland C.E.G.B."



Add new paragraph (to follow present instruction headed "C.E.G.B. Sidings") :-

**Battery Electric Tail Lamps** – The Guard of an incoming train must remove the tail lamp from the rear before the train enters the discharge sidings.

When the same train crew work both the inward and outward trains the Guard is responsible for the safety of the lamp. In other cases the incoming guard is responsible for conveying the lamp to the Timekeeper's Office at Healey Mills for safe keeping and the guard working the outward train is responsible for collecting the lamp from Healey Mills and taking to Elland.

The guard of an outward train must place the lamp on the rear of the train after it has been drawn onto the shunt neck prior to departure.

The Timekeeper at Healey Mills must keep a book record of the receipt and issue of lamps for the safe keeping of which he is responsible.

MO.11.238

**Page 300** (Page 148 Supp. Optg. Insts)

**GREETLAND O.R.T.**

**Add : –**

**Working Manual for Rail Staff (BR.30054), pink pages, clause E2/17 is amended as follows : –**

**Paragraph 3 does not apply.**

**Paragraphs 4,5,7,11 and 13.** When the depot is manned, opening of the gates is authority to enter the depot.

When the depot is unmanned, a key for the gates' lock is left with the Signaller. Possession of this key is authority to enter the depot but before withdrawing vehicles a Certificate of Readiness must also be obtained from the box on the gates. The Guard must obtain the key from the Signaller and return it to him after re-locking the gates.

**See Certificate of Readiness**

The guard must hand the original completed Certificate to the Signaller.

**Page 304**

**Add : –**

**CLAYTON WEST BRANCH**

**EMLEY MOOR COLLIERY**

- (1) The gravitation of wagons into the Colliery Sidings is prohibited.

**BETWEEN THE HOURS OF 07 00 and 14 30**

- (2) The signaller at Clayton West Station signalbox must advise the Colliery Weighman of the approach of a train.
- (3) On arrival at the Skelmanthorpe Ground Frame, the train must be secured, the locomotive detached and run clear to enable the Ground Frame to be operated. The Colliery locomotive may then be allowed to proceed onto the train and draw the wagons into the Colliery Sidings.
- (4) In the event of the Colliery locomotive not being available the Signaller at Clayton West Junction must notify the Trainmen and the provisions of clause (5) of these instructions will apply.

**OUTSIDE THE HOURS OF 07 00 AND 14 30**

- (5) The train must proceed to Clayton West Station and after the locomotive has run-round, must return to Skelmanthorpe and place the wagons into the Colliery Sidings. The locomotive must remain attached until the movement is complete.

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

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 (Page 150 Supp. Optg. Insts.)

**HECKMONDWYKE CURVE****LIVERSEDGE O.R.T.**

Add:—

**Working Manual for Rail Staff (B.R.30054), pink pages clause E2/17 is amended as follows:—**

**Paragraph 3** does not apply.

**Paragraphs 4,5,7,11 and 13.** When the terminal is unmanned, written authority to comply with these paragraphs will be found in the Clip in the cabin adjacent to the siding buffer stops. The authority to enter the terminal to withdraw vehicles will be on the Certificate of Readiness in the same clip.

**Certificate of Readiness**

The guard must hand the original completed Certificate to the Timekeeper at Healey Mills.

Page 306 (Page 151 Supp. Optg. Onsts.)

**HEADFIELD BRANCH****DEWSBURY GAS**

Add:—

**Working Manual for Rail Staff (B.R.30054), pink pages, clause E2/17 – Certificate of Readiness.**

The guard must place the original completed Certificate in the box provided on the depot gates.

Page 306

**WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)**

Add:—

**OAKENSHAW**

All trains travelling over the Down Goods line between Royston Junction and Oakenshaw 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. A lineside telephone communicating with Oakenshaw signal box is provided 300 yards in rear of the Down Goods Home signal to facilitate compliance with this instruction.

Page 311

**OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION****OAKENSHAW**

Delete heading, sub-heading and item

Page 314

**WAKEFIELD (KIRKGATE) EAST TO GOOLE****EGGBOROUGH POWER STATION**

Add:—

**Working Manual for Rail Staff (B.R.30054), pink pages, clause E.2/17 is amended as follows:—**

**Paragraph 3** does not apply.

**Certificate of Readiness** – The guard must hand the original completed Certificate to the C.&W. Examiner.

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

Page 314 – continued

**DRAX POWER STATION BRANCH****DRAX POWER STATION**

Add new paragraph:—

**8. Working Manual for Rail Staff (B.R. 30054), pink pages, clause E2/17 is amended as follows:—****Paragraph 3 does not apply.****Certificate of Readiness** – The guard must hand the original completed Certificate to the C&W Examiner.

Page 321 (Page 159 Supp Opt Insts)

**LEEDS CITY TO SKIPTON (STATION SOUTH)****KIRKSTALL C.E.G.B.**

Add:—

**Working Manual for Rail Staff (B.R. 30054), pink pages, clause E.2/17 is amended as follows:—****Paragraph 3 does not apply.****Paragraphs 4, 5, 7, 11 and 13** – When the oil depot is unmanned, written authority to comply with these paragraphs will be found in a box on the lamp standard to which the Klaxon horn plunger is affixed. The Authority to withdraw vehicles will be on the Certificate of Readiness in the same box.**Certificate of Readiness** – the guard must hand in the original completed Certificate at his home depot.**“SERVICING OF C.E.G.B. SIDINGS: IN CLEAR WEATHER ONLY”****Delete existing instructions and substitute:—**

Trains may be propelled into the discharge sidings in accordance with the following instructions:

- (a) When setting back from the Down Main line, Drivers must bring their train to a stand with the locomotive opposite the marker board worded “Propelled Trains Compulsory Locomotive Stop” situated 340 yards from the entrance to the discharge sidings.
- (b) The Guard, having ascertained that it is safe to position the train in accordance with the Instructions contained in Section E2/17 (pink pages) of the working Manual for Rail Staff, must then operate the plunger to actuate the Klaxon horn and flashing lights to warn C.E.G.B. staff, then signal the train into the appropriate siding. When the movement is completed the Guard must operate the plunger to cancel the Klaxon horn and flashing lights.

When a train is ready to depart from the discharge sidings, the Guard must advise the Signaller at Kirkstall box, by the telephone located on the outside wall of the pump house, of the required movement and obtain permission to proceed towards the signal controlling movements from the sidings.

Before authorising the train to start, the Guard must operate the plunger to warn C.E.G.B. staff and cancel when the train is clear of the discharge sidings.

**EXCEPT IN EMERGENCY, NOT MORE THAN ONE TRAIN MUST BE ALLOWED IN THE SIDINGS AT THE SAME TIME.**

Page 323

**SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE STATION)  
EAST CARRIAGE SIDINGS****Delete** – sub heading and item.

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

## LOCAL INSTRUCTIONS-continued

## LEEDS CITY TO HULL (PARAGON)

Pages 327, 328 and 329

## INSTRUCTIONS TO TERMINAL STAFF FOR WORKING TRAINS AND LOCOMOTIVES : HULL FREIGHTLINER TERMINAL

★ Delete heading and instructions and substitute :-

## INSTRUCTIONS FOR THE WORKING OF TRAINS AND LOCOMOTIVES INTO HULL FREIGHTLINER TERMINAL

1. The Terminal Overseer is responsible for all train and locomotive movements within the Terminal.
2. Freightliner trains will normally arrive at and leave from the Western end of the Terminal, where the main line connection is controlled by the Signaller at Hessle Road Signal box. The main line connection at the Eastern end of the Terminal is controlled by the Signaller at Dairycoates West Signal box and is used during an emergency or other exceptional cause when access is not possible at the Western end of the Terminal.
3. Arrivals
  - 3.1 Trains or light locomotive movements arriving from the **West** will proceed onto No.2 Reception Siding and must come to a stand at the stopboard. Trains or light locomotive movements arriving from the **East** will be signalled forward from Dairycoates West to the stopboard on the approach to the Terminal. On arrival at the stopboard the Driver must use the telephone provided to obtain instructions from the Terminal Overseer for the light locomotive movement or the berthing of the train and disposing of the locomotive.
  - 3.2 The Terminal Overseer will handsignal the Guard when the movement may proceed forward, and the Terminal Overseer (or Crane Operator nearest to the locomotive acting on his instructions) will handsignal the Driver to stop in the crane area. The brakes on the first three wagons must be applied before the locomotive is uncoupled.
  - 3.3 A train consisting of more than fifteen vehicles, must be split into the two roads in the crane area and handbrakes must be applied to the first three wagons of each portion.
4. Departures
  - 4.1 Before departure, the Terminal Overseer will ensure all containers on the train are secure and the tail lamp is in place (and alight when necessary). After the Guard has released the handbrakes he must carry out the brake continuity test in co-operation with the driver.
  - 4.2 The Terminal Overseer must prepare and hand to the Guard the relevant train documents. The handing over of these documents does not constitute an authority to move the train.
  - 4.3 The Terminal Overseer will give the Guard the authority for the train to depart.

MO11/036/D

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. shunter's 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 330

## GOOLE N.E. GOODS YARD. BOOTHFERRY ROAD SIGNAL BOX

Delete sub-heading and item

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

Page 331 (Pages 162/163 Suppl Oper Insts)

**HULL YARDS**

**HULL NEW YARD**

**Arrivals**

**Add** to end of first paragraph :- 'Stop a Moment' boards are situated at the East end of the Down Reception lines.

**Amend** second paragraph to read :-

Freight trains or Light locomotives arriving from the East via Dairycoates West will travel over the Up Reception line and come to a stand at the two aspect colour light signal, operated by the yard staff located at the West end of the Up Reception line. The colour light signal is capable of displaying a red or yellow aspect. The signal will normally show a red aspect and when displaying a yellow aspect will be an indication that the yard staff are in attendance and Drivers must proceed with caution and obey all Hand signals.

Pages 334-335

**INSTRUCTIONS TO TERMINAL STAFF FOR WORKING TRAINS AND LIGHT  
 LOCOMOTIVES : STOCKTON-ON-TEES FREIGHTLINER TERMINAL**



**Delete** heading and items and **substitute** :-

**"STOCKTON-ON-TEES FREIGHTLINER TERMINAL"**

1. The Terminal Overseer is responsible for all rail movements within the terminal. He will maintain liaison with Divisional Control, Newcastle, also with the Signalmen at North Shore and Haverton Hill Signal Boxes as appropriate.
2. Entry to and exit from the terminal are by means of a ground frame released by key token. Points inside the terminal are hand-operated. Direct telephone communication is provided between the ground frame and both North Shore and Haverton Hill South Signal Boxes.
3. **Train Arrival**
  - 3.1 **Preparation**  
 The Terminal Overseer, or his nominated representative, will proceed to the ground frame, setting hand points for the appropriate road on the way and arriving in time to accept the train without delay.
  - 3.2 **Arrival via North Shore**
    - 3.2.1. The Terminal Overseer will obtain the token from the driver, operate the ground frame and hand-signal the train over the ground frame points.
    - 3.2.2. The driver must then proceed into the terminal and stop on receipt of a hand signal from the appropriate Crane Operator or other nominated person.
    - 3.2.3. The Terminal Overseer will then set the ground frame to normal, replace the token in the token instrument and advise the signalmen that this has been done.
  - 3.3 **Arrival via Haverton Hill South**
    - 3.3.1. The Terminal Overseer will obtain the token from the driver, operate the ground frame and hand-signal the guard that the propelling of the train into the terminal may commence.
    - 3.3.2. The driver must proceed into the terminal and stop on receiving a hand-signal from the Crane Operator nearest to the locomotive.
    - 3.3.3. The Terminal Overseer will remain at the ground frame until the train has passed completely over the ground frame points, when he will set the points to normal, replace the token in the token instrument and advise the Signalsman that this has been done.
  - 3.4 **Handbrakes**  
 After the train has been berthed, the guard must apply the handbrakes on at least three wagons at the locomotive end of the train and report that he has done so to the Terminal Overseer. The locomotive may then be detached.



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

Pages 334–335–substitute–continued

**4. Train Departure****4.1 Preparation**

- 4.1.1. The guard for a starting train must report to the Terminal Overseer immediately on arrival at the terminal.
- 4.1.2. The Terminal Overseer will ensure that the loading of the train is completed, with all containers secure and the tail lamp in place (and lit if necessary). He will prepare the train preparation certificate and the consist, but the handing over of these documents to the guard does not constitute authority to move the train.

**4.2 Arrival of Locomotive**

- 4.2.1. The driver must inform the Terminal Overseer by telephone at the ground frame of his arrival.
- 4.2.2. The Terminal Overseer or his nominee will then proceed to the ground frame, setting the appropriate hand points on the way, admit the locomotive and instruct the driver as to his route within the terminal. He will then set the ground frame to normal, insert the token in the token instrument and advise the signaller that this has been done.
- 4.2.3. After the locomotive has been attached, the driver and guard must carry out the brake continuity test.

**4.3 Procedure**

- 4.3.1. The Terminal Overseer will obtain the token from the intermediate token instrument in accordance with existing instructions and, on receiving acknowledgement from the terminal staff that work in the crane area has stopped, he will operate the ground frame and signal the guard to move the train. The crane operators will assist by passing on the Overseer's signal to the guard to start the train. The guard must then remain with the Terminal Overseer at the ground frame.
- 4.3.2. When the train has cleared the ground frame points, the Terminal Overseer will return the ground frame to normal and hand the token to the guard who must convey it to the driver before departure of the train.
- 4.3.3. Trains proceeding via North Shore must leave the terminal locomotive leading; those proceeding via Haverton Hill South must propel out of the terminal.
- 4.3.4. Trains must not exceed 10 m.p.h. until clear of the crane area, (5 m.p.h. during fog, falling snow or hours of darkness).

MO11/036/D

Page 336

**BILLINGHAM -ON-TEES TO PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME)****PORT CLARENCE : PHILLIPS IMPERIAL PETROLEUM LTD SIDINGS****Delete item and substitute**

The following instructions apply at this installation :-

1. The rail siding system at Phillips Terminal consists of four loading tracks and one repair track. The four loading tracks are equipped with trainload haulage equipment. Rail tanks are delivered and collected from the south end of the terminal in accordance with the directions of the Terminal Supervisor.
2. Matches, lighters, cigarettes and similar items must be deposited in the receptacle provided at the gates.
3. A notice board lettered :- "STOP. B.R. LOCOMOTIVES AND TRAINS MUST NOT PASS BEYOND THIS POINT UNLESS ACCOMPANIED BY A TERMINAL SUPERVISOR" is sited at the entrance gate to the terminal sidings. Trainmen must not pass this point until they are met by a Phillips Supervisor and are given permission to enter the sidings.
4. Telephone facilities are provided between Phillips Terminal Control Room, the rail terminal entrance and Port Clarence Sidings.
5. All movements within the terminal will be made under the direction of the Phillips Supervisor.
6. Notice Boards lettered :- "STOP. B.R. Locomotives must NOT pass beyond this point" are situated 70 yards south of the rail loading gantries. B.R. locomotives should not in any circumstances pass beyond these notice boards.

(MO.11/095)

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

Page 336 – continued

★ Add:—

**Battery Electric Tail Lamps**—Tail lamps and chargers are located in the chargeman's office and he is responsible for the safe keeping and charging of the lamps. The chargeman's office is manned when the depot is open.

The guard of an incoming train must remove the tail lamp before the train enters the depot and hand it to the chargeman.

The guard of an outward train must collect a tail lamp from the chargeman and place it on the rear of the train after it has been drawn out of the depot.

The chargeman is responsible for maintaining a book record of the receipt and issue of lamps. (M.O.11.238)

Page 339 (Page 165 Supp. Optg. Insts.)

**PELAW TO SOUTH SHIELDS****JARROW SHELL MEX INSTALLATION**

★ Add:—

**Battery Electric Tail Lamps**—The guard of an inward train must remove the tail lamps after the train has arrived in No.2 siding and before the train has been placed into the discharge roads.

When the same train crew work both the inward and outward trains, the guard is responsible for the safe keeping of the lamp.

In other cases, the guard is responsible for returning the lamp to his home depot. (M.O.11.238)

Page 340

**BOLDON COLLIERY STATION AND TYNE DOCK BOTTOM GROUND FRAME****Delete:**— heading and item and **substitute****BOLDON COLLIERY STATION AND TYNE DOCK BOTTOM**

All trains will be allowed on to the Branch under the authority of a subsidiary signal with route indicator at Boldon Colliery BY.22 signal and drivers 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 must be regarded as a Home Signal.

Between the hours of 08 00 and 16 00 each weekday authority to pass the "Stop for Orders" board will be given by the C & W shunting staff, who will also authorise the departure of trains.

Between the hours of 16 00 and 08 00 authority for passing the board will be given by the train guard after he has satisfied himself that the points are properly set for the Reception Line concerned. He will similarly authorise the departure of his train from the departure sidings after ensuring that the points are properly set for the Departure Line.

Page 341 (Page 167 Supp Optg Insts)

**SOUTH PELAW TO WASHINGTON****TEES YARD**

★ Add:—

**Battery Electric Tail Lamps** — Tail lamps and chargers are located in the Battery Room in the former Yardmaster's office building. The Railman (West End) is responsible for the safe keeping and charging of the lamps and for maintaining a book record of the receipt and issue of lamps.

The guard of an incoming train must hand the lamp to the Railman (West End).

The guard of an outgoing train must obtain a lamp from the Railman (West End). (MO.11.238.)

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

Page 344

**DARLINGTON (SOUTH JUNCTION) TO SALTBURN**★ **Add :— TEESPORT (SHELL U.K.)**

**Battery Electric Tail Lamps** — Tail lamps and chargers are located in the chargeman's office, which is always manned when the depot is open. The chargeman is responsible for the safe keeping and charging of the lamps.

The guard of an incoming train must remove the tail lamp before the train enters the depot and hand it to the chargeman.

The guard of an outward train must collect a tail lamp from the chargeman and place it on the rear of the train after the train has been drawn out of the depot.

The chargeman must keep a book record of the receipt and issue of the lamps for which he is responsible. (MO.11.238)

Page 348 (Page 172 Suppl Oper Insts)

**SWALWELL COLLIERY BRANCH****Amend:—**

Fourth paragraph:—

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

Page 349

**PERCY MAIN ENGINE SHED TO NORTHUMBERLAND DOCK**★ **Add:— PERCY MAIN ESSO OIL INSTALLATION**

**Battery Electric Tail Lamps** — The guard of an incoming train must remove the tail lamps before the train enters the depot and deliver it to the sidings supervisor.

The guard of an outward train must obtain a tail lamp from the sidings supervisor and place it on the train after the train has been drawn out of the depot.

The sidings supervisor is responsible for the safe keeping of lamps whilst in his possession until required for outward working or for return to Tyne Yard. He must maintain a book record of the receipt and issue of lamps. (MO.11.238)

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

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**YORK**  
**1 NOVEMBER 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. —*

LET'S MAKE **SAFETY TICK**

**T** HROUGH RULES KNOWLEDGE

**I** NJURY FREE CONDITIONS

**C**ONTROL OF UNSAFE PRACTICES

**K**EEPING ALERT