



ND

EASTERN REGION

38D

(NORTHERN AREA)

**GENERAL INSTRUCTIONS
AND
NOTICES**

SATURDAY 20 SEPTEMBER

TO

FRIDAY 17 OCTOBER 1975

INCLUSIVE

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

★ Denotes new or amended item.

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

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MISCELLANEOUS NOTICES

★ LOCOMOTIVE-HAULED AIR-BRAKED PASSENGER COACHING STOCK WORKING ON EAST COAST MAIN LINE SERVICES

The experimental single-pipe air-brake system which has been in general operation on E.C.M.L. air-braked passenger train services since 15 October, 1973, will cease as from 00 01 hours on **Monday, 6 October 1975**, from which time such trains will operate under the normal "two-pipe" air-brake system.

★ RULE BOOK – LOOSE-LEAF PAGES INCORPORATING AMENDMENTS – ISSUE No.1 BR. 87109/23

Issue No.1 of loose-leaf pages incorporating amendments to the Rules, which will operate on and from **Saturday, 18 October**, are now being distributed to all concerned.

Any person who has been issued with a Rule Book must advise his Supervisor if he does not receive the revised loose-leaf pages by 3 October.

MISCELLANEOUS NOTICES – continued**WORKING INSTRUCTIONS FOR RAIL MOUNTED POCLAIN EXCAVATORS, TYPE TP.30****1. WORKING TO AND FROM SITE OF WORK**

Before proceeding to or from the site of work, the C.M. & E.E. Supervisor must ensure that the machine is secured in the travelling position and the slew limiting buffer stops are in the stowed position.

2. WORKING ON SITE

2.1 This machine must work only on lines under Absolute Possession;

Alternately, if the machine is to work only on the cess side of the line and provided it is marshalled in a train, the provisions of the Rule Book, Section Q (Protection of Engineer's Trains Working on a Running line not in the Absolute Possession of the Engineer) may be applied.

2.2 A C.M. & E.E. Supervisor must always be in charge of operations and he must make the necessary arrangements for the provision of lookout protection.

2.3 When working on the cess side with the adjacent line open to traffic

2.3.1 Before work is commenced, the C.M. & E.E. Supervisor must:–

- (a) supervise the slewing of the eccentric to the working side of the vehicle,
- (b) personally ensure that both slew limiting buffer stops are secured in the correct position to prevent the adjacent line being fouled,
- (c) then set the system to the 180° slewing limitation position by means of the key switch, remove the key and retain it in his possession, and check that the indicator lights inside and outside the cab are illuminated.

2.3.2 When the excavator bucket/grab is, or is about to be, manipulated above the height of an adjacent vehicle on the same line and a warning of the approach of a train on the adjacent line is given by the lookoutman, work must cease immediately with the bucket/grab grounded on the track side or on the spoil vehicle. Work must not re-commence until the train has passed the site of work.

2.4 When working towards a line which is open for traffic or if all the provisions of Clause 2.3.1 cannot be complied with

The provisions of the Rule Book, Section T, Part IV must be complied with. Telephone/radio communication must be provided where necessary between the Operating Dept. Supervisor and the Signaller and Handsignaller.

2.5 If, when operating in the 180° slewing limitation, the indicator lights (referred to in Clause 2.3.1 above) cease to be illuminated, all work must stop until the C.M. & E.E. Supervisor has made a thorough check and either had the fault rectified or satisfied himself that the slew limiting device is fully operative and only the indicator lights are faulty.

2.6 Should a line open to traffic be accidentally fouled, the line concerned must be immediately protected in accordance with the Rule Book, Section T, Part I, Clause 2.1.

WAKEFIELD KIRKGATE STATION

UNTIL FURTHER NOTICE, a temporary foot crossing will be in use while repairs are carried out to the subway.

HARROGATE GOODS YARD

Coal cells Nos.22 to 30 are out of use and the siding shortened to a point 25 yards from the connection with the run-round siding to form a shunt neck.

★ ** SOUTH ELMSALL STATION

14, 12 and 10 coach length marker boards have been erected adjacent to the Down line at the North end of the Station.

MISCELLANEOUS NOTICES – continued

SHELL MARKETING LTD. PRIVATE SIDINGS, HUNSLET – WORKING INSTRUCTIONS

With reference to the alterations to the above on page 329 of the Sectional Appendix (Northern area), permanent barriers have not yet been erected at the Spirit Sidings. A temporary barrier has been provided, which will in due course be replaced by a permanent barrier.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Location	Nature of Work	Duration	Commencing Date
Neville Hill MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Thornaby MPD	Painting depot buildings	Until further notice	
Thornaby MPD	Contractor providing roller shutter doors on Nos. 1 and 2 Straight Shed West Roads, No. 5 West Road repair shed, and erecting Screen between 4 and 5 Road Straight Shed.	Until further notice.	
Thornaby MPD	General work in association with conversion of Roads 5 and 6 Straight Shed to Wagon Repair Shop Building work in progress.	Until further notice.	

GENERAL APPENDIX

Page 3 – PROTECTION OF OBSTRUCTIONS – TRACK CIRCUIT OPERATING CLIPS

Delete complete instruction under this heading and **substitute**:-

Track circuit operating clips consist of two metal spring clips connected by a wire bond which, if correctly applied to the running rails, will operate track circuits, thus affording an immediate and additional means of protecting an obstruction in emergency on a track circuited portion of line.

Except as shown below, the clips must be used whenever it is necessary to carry out emergency protection in accordance with the Rule Book, Section M and Section T, Clause 2.1.1, and by station or other staff should an emergency occur necessitating the stopping of approaching trains.

THIS EQUIPMENT IS NOT TO BE REGARDED AS TAKING THE PLACE OF, OR REDUCING THE URGENCY OF, ANY OTHER PROTECTIVE MEASURES REQUIRED BY THE RULES.

There are two types of track circuit operating clips:-

- (a) "Stamp on" clips, which **MUST NOT BE USED ON ELECTRIFIED LINES EQUIPPED WITH CONDUCTOR RAILS.**
- (b) Clips with handles, which may be used on all British Railways lines. Clips must **NOT** be used on any London Transport line.

GENERAL APPENDIX – continued**Page 3 – substitute – continued**

When being placed in position:-

- (i) The "stamp on" clips must be stamped down firmly, one over the top of each running rail.
- (ii) The clips with handles must be applied firmly by hand, one clip to each running rail. On electrified lines equipped with conductor rails, **the clips must always be applied first to the running rail furthest from the conductor rail (furthest from the positive rail in the case of "fourth rail" track).**

When a track circuit operating clip has been used, it must not be removed from the line until the conditions are such that normal working can be resumed or protection has been afforded by alternative means.

The Signalman must be advised when each track circuit operating clip is removed from the line.

Two sets of equipment will be carried on every locomotive, or each Engineers' on-track machine, in brake vans and Guards' compartments, also one set in each driving cab on multiple-unit trains. Sets will be provided at each station or siding situated on lines where Track Circuit Block is in operation, and will also be provided for permanent way staff responsible for continuously track circuited sections of line.

Page 62 – INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEERS' SELF-PROPELLED "ON-TRACK" MACHINES

Instruction 4 (b) – **Delete** last sentence of first paragraph.

Page 72 – Add –

FISONS VACUUM BRAKED PUSH/PULL WEEDKILLING TRAIN

1. This train must be signalled as a Class 6 (b) freight train.
2. **Composition and working of train**
 - 2.1 Locomotive, tank wagons, mess coach, workshop coach, stores van, driving trailer .The workshop coach is provided with a Guard's compartment in which scotches are provided. Screw couplings are fitted on all vehicles.
 - 2.2 The driving trailer at the opposite end to the locomotive is equipped with the necessary controls for the driver to take charge of the train. Locomotives carrying "Blue Star" coupling symbols and equipped with the automatic vacuum, EQ, or dual brake must be used to operate this train – with the exception of Class 73/0 and 73/1.
 - 2.3 The driving trailer is equipped with fire bells, which give an indication of fire in the locomotive engine room.
 - 2.4 Additional vehicles must not be attached outside the driving trailer.
3. **Coupling and Uncoupling of Locomotive**
 - 3.1 Before coupling/uncoupling the locomotive to/from the train, the Guard or Shunter must first obtain the authority of the Driver, and ascertain that the controls are in the correct position and the parking brake has been applied.
 - 3.2 The Guard or Shunter must ensure that the Guard's handbrake has been applied.
Coupling
The Guard or Shunter must :-
 - 3.3 Remove the vacuum brake hose from the dummy coupling of the locomotive.
 - 3.4 Couple the screw coupling of the locomotive to the train.
 - 3.5 Connect main reservoir hoses on one side and open cocks.
 - 3.6 Connect both control jumper cables, ensure safety catches are secured, and chains are connected (where fitted).
 - 3.7 Connect the regulating air hoses on one side only and open cocks.
 - 3.8 Connect vacuum hoses.
 - Uncoupling**
 - 3.9 After carrying out 3.1 and 3.2, the Guard or Shunter must uncouple the hoses etc. referred to in clause 3,8 to 3.3, in that order.

GENERAL APPENDIX – continued**Page 72 – Add – continued****4. Speed of Train**

- 4.1 When the locomotive is leading, the maximum speed will be that of the vehicles forming the train.
- 4.2 When the locomotive is trailing, i.e. being driven from the driving trailer, the maximum speed is limited to 45 m.p.h.

5. Rules and Regulations

- 5.1 The Rules and Regulations are modified as under : –
- 5.2 **Rule Book, Section H, Clause 3.22**
A Driver is forbidden to leave charge of his train without : –
 - (a) Stopping the engine in the locomotive
 - (b) Removing the master key and making a full emergency brake application
 - (c) Applying the parking brakes or placing scotches

6. Vacuum Brake Regulations

- 6.1 A brake continuity test must be carried out in accordance with Regulation 3 (b) of the General Regulations for Working the Standard Automatic Vacuum Brake with the Driver on the locomotive and the Guard at the opposite end of the train, by easing the rear hosepipe off the dummy coupling. The required vacuum in the driving trailer cab is between 19 and 21 inches.
- 6.2 Following the brake continuity test, the Guard may, after returning to his compartment, authorise the Driver to proceed if less than 19 inches of vacuum is shown on the Guards brake gauge but he must observe that this rises to at least 19 inches after starting.

7. Assisting A Disabled Train

This may only be done when the locomotive is leading.

8. Tail Lamps

- 8.1 A tail lamp must be attached on the rear of the train on either the locomotive or driving trailer, according to the direction of travel.
- 8.2 The fixed electric lamps of the locomotive or driving trailer must not be used as a tail light.
- 8.3 (Applicable to the Southern Region only) When Class 33 locomotives are being used, and the train is being driven from the driving trailer, the red blind may be used as a tail lamp.

Page 90 (page 22 Supplement No.1) PROVISION OF ELECTRIC POWER SUPPLY TO LOCOMOTIVE-HAULED TRAINS FOR HEATING, AIR CONDITIONING ETC.**13. Precautions in Case of Fire**

Add as new fourth sentence :

If smoke is being drawn into the coach, the air conditioning system should also be switched off.

Page 102 LOCKING OF CORRIDOR AND GANGWAY DOORS

★ Add as new sentence to clause 3 (a) :

Where the security cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.

Page 128 POST OFFICE LETTER MAILS : CONVEYANCE, HANDLING, Etc.

★ Add as new sentence in fourth paragraph.

Where the security cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.

ALTERATIONS TO RULE BOOK

SECTION H 4.4.2.



Amend to read:—

When a brake van is not provided, the Guard must ride in the trailing cab of the locomotive or leading locomotive when the train is double-headed in multiple. If double-headed in tandem, the Guard must travel in the trailing cab of the rear locomotive.

Section H. Clause 5.1.



Delete complete clause and **substitute :-**

5.1 Equipment – additional

The Guard must have in his possession a carriage key, gangway door key, padlock and key and, where required, electric light key.

Section M, Clause 2.1.1



Amend the Note to :-

Note : Track circuit operating clips of the "stamp on" type must not be used on electrified lines equipped with conductor rails.

Section O, Clause 1.1:—



Amend the Note to:—

Note : On continuously track circuited sections of line, the Patrolman must also carry a track circuit operating clip.

ALTERATIONS TO WORKING MANUAL FOR RAIL STAFF

GREEN PAGES

E Instructions relating to particular traffic



E2/3 – cars, vans, lorries, four wheeled tractors etc. and chassis exceeding five feet six inches in height in all cases.

All concerned to note that the undermentioned dispensation has been granted for the loading of cars from Knowle and Dorridge to Parkeston Quay.

1. Range Rovers up to and including 5ft. 9ins. in height and

2. Land Rovers up to and including 6ft. 4ins. in height, may be loaded and secured without their front ends being secured by ropes or straps.

No other exception to Instruction E2/3 is permitted.

3 Miscellaneous

(vii) Iron Ore Tipplers loaded with sand.

E.3/19 Item Withdrawn.

MT9/1.2.(3)

Part 7 BUFF PAGES

C 5/6 (a) (Page 59 Supp. Optg. Instns.)



Amend to read:

Those weighing 20 tons or less may be marshalled in any position of the train.

(MO11/002)

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES TRAVELLING CRANES AND PLANT BOOKLET BR29993

- ★ **Page 30 HEATON TO TYNEMOUTH VIA WALLSEND**
Delete Ref. to classes 44, 45, 46 & 47 in 'remarks' column
- Page 57 ELY DOCK JUNCTION TO HAUGHLEY JUNCTION**
Amend RA Group to "8"
Delete existing remarks and insert:-
RA6 locomotives and above restricted to 30 m.p.h. over Bridge 2235 at 11 miles 36 chains between Soham and Ely (River Ouse Viaduct).
- ★ **Page 84 FRICKLEY COLLIERY**
Insert in remarks column:-
B.R. locomotives not to pass notice prohibiting entry to empty bank siding.
- ★ **Page 86 PRINCE OF WALES COLLIERY**
Insert in remarks column:-
B.R. locomotives not to pass prohibition board in sidings 1 to 6 (incl.) and notice prohibiting entry into sidings 7 to 16 (incl.)
- Page 114 DRAX POWER STATION**
Amend RA Group to "8" MP150
- ★ **Page 122 BALM ROAD/UP SIDINGS**
Insert Class 40 as additional type permitted.
HUNSLET UP AND DOWN YARDS
Insert Classes 45 & 46 as additional types permitted.
- ★ **Page 129 CASE TRACTOR CO's SIDINGS & COHENS SIDINGS**
Delete entries (MP 150)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS

Front Cover

Delete:-
A.C. Electrified Lines BR.29987 dated 1967
(w.e.f. 15.9.75)

Page
70

Page 14

LOCOMOTIVE HAULED AIR-BRAKED PASSENGER COACHING STOCK WORKING ON EAST COAST MAIN LINE SERVICES

★ **Add:-** termination date : "Until 00 01 on Monday 6 October, 1975"

LEEDS O.R.T. - WORKING INSTRUCTIONS

★ **Delete** heading and item
(Permanent barriers have now been installed).

Pages 70, 71 and 72

ALTERATIONS TO WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (BR.29987) DATED 1967

Delete heading and all items

Page 72

ALTERATIONS TO EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (BR.29988) DATED 1967

Delete heading and item

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

Pages 46 and 47 – Instruction 32

Add at end:—

Should the electrical continuity of the running rails be interrupted as a result of a defect, this fact must immediately be reported to the representatives of the Chief Mechanical and Electrical Engineer and the Chief Signal and Telecommunications Engineer.

A temporary bond must be placed across the break as soon as possible to the satisfaction of the representatives of the Chief Mechanical and Electrical Engineer and the Chief Signal and Telecommunications Engineer.

In the case of a running rail which has broken and parted so as to form a complete gap, the bond must be applied with care, since current may flow as soon as it is applied and some arcing may occur. There is, however, no danger of electric shock.

Pages 127 and 128 – Instruction 100. Bell Code.

Add:—

Driver to stop at first available telephone to request Police assistance.....*9 rings.

*This code to be used by the Guard should he experience difficulty with unruly passengers on the train. On receipt, the Driver should stop the train at the first available telephone to request Police assistance at a convenient stopping point ahead.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA

GENERAL AND LOCAL INSTRUCTIONS – INDEX

	Page
Page 3	
Add :-	
Castleford-Hickson and Welch Ltd. Siding - Local Instructions	311
Page 4	
Add :-	
Hickson and Welch Ltd. Sidings-Castleford-Local Instructions	311
Page 5	
Add :-	
Leeds : Regulation of Freight trains	318
Page 6	
Add :-	
South Elmsall Station – Local Instructions	295
 Page 9	
LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK	
Delete :-	
Laisterdyke Ground Frame to Adolphus Street Goods Yard	98

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 71	THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) Morley Station Amend :- Farnley Branch Junction Delete :-							50	50	38m 16chs to 39m 41chs.	
								-	50	39m 41chs to 38m 20chs.	
Page 78	WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION Woodlesford Station Amend :- Waterloo Colliery Sidings Add :- Hunslet South Junction Add :-							60	60	190m 40chs to 190m 60chs.	
								60	60	192m 40chs to 193m 33chs.	
								20	20	193m. 33chs. to 193m. 39chs.	
								60	60	193m. 39chs. to 194m. 37chs.	
Page 82	NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN) Burton Salmon Amend :-							-	40	Over junction towards Ferrybridge 0m. 0chs. to 0m. 15chs. (Burton Salmon to Dearne Junction mileage)	
Page 94	WATH ROAD JUNCTION TO BURTON SALMON Burton Salmon Amend :-							40	-	0m. 15chs. to 0m. 0chs.	

[illegible]

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE D2 – LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND TICKET, AND "ONE TRAIN ONLY" ARRANGEMENT (WHERE PERSONS OTHER THAN THE SIGNALMEN ARE AUTHORISED TO DELIVER OR RECEIVE THE TOKEN OR STAFF).

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
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Page 165

LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD**Delete :— heading and item****TABLE F – PROPELLING OF TRAINS OR VEHICLES**

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

Page 178 – Add :—

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)

Huddersfield GPL Signals 79/85	Huddersfield To rear of GPL Signals 164/168	Platform 1 Up Main Platform 4 Down Main Platform 8 Up Loop	Empty coaching stock, including empty diesel multiple units.
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Huddersfield GPL Signals 79/85	Huddersfield Station	Platform 1 Up Main Down Main Platform 4 Platform 8 Up Loop	12 four-wheeled parcel vans. 40 SLU freight vehicles with or without brake vans leading.
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Huddersfield GPL. Signals 164/168	Huddersfield Signals 641/643	Platform 8 Platform 4 Down Main Up Main Platform 1	Empty coaching stock, including empty diesel multiple units.
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Huddersfield GPL. Signals 164/168	Huddersfield Station	Platform 8 Platform 4 Down Main Up Main Platform 1	12 four-wheeled parcel vans. 40 SLU freight vehicles.
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Delete:—**BARNESLEY STATION JN. TO HORBURY JN.**

★ Horbury Junction	Flockton	Up Main	40 SLU's with or without brakevan.
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TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Remarks
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Page 185

Add:—**BARNESLEY STATION JN. TO HORBURY JN.**

★ Horbury Junction	Flockton	Down Main	43 SLU's with or without brakevan.
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ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

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 DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)			
Add:—			
Huddersfield Signals 169/170 GPL Signals 164/168	Huddersfield Signals 641/643	Platform 8 Platform 4 Down Main Up Main Platform 1 Down Loop	—
Page 192 DARLINGTON (SOUTH JUNCTION) TO SALT BURN			
Amend:—			
Bowesfield	Grangetown	All Down Goods lines including Middlesbrough Goods Yard Arrival line, Beam Mill Line, Wilton I.C.I. line and Tees Dock line.	—
Grangetown	Bowesfield	All Up Goods lines including Middlesbrough Goods Yard Departure line, Beam Mill line, Wilton I.C.I. line and Tees Dock line.	—
Add:—			
Grangetown	Teesport (Shell Refinery)	Shell Siding	10 S.L.U's. Clear weather only
Teesport (Shell Refinery)	Grangetown	Shell Siding	10 S.L.U's. Clear weather only.

TABLE H2 – WORKING OF COACHING STOCK VEHICLES WITHOUT
A BRAKEVAN BEYOND STATION LIMITS

From	To	Line	No. of vehicles and Special Conditions
Page 194 DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)			
Add:—			
Huddersfield Signals 169/170 GPL. Signals 164/168	Huddersfield Signals 641/643	Platform 4 Down Main Up Main Platform 1 Platform 8	—

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H2 – continued

From	To	Line	Number of vehicles and special conditions
Huddersfield Station	Huddersfield To rear of GPL. Signals 164/168	Platform 1 Up Main Down Main Platform 4 Platform 8 Up Loop	–

TABLE O – INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Point as which train must come to a stand for A.W.B.	Point at which train must come to a stand for wagon brakes to be released
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Page 213

LAISTERDYKE G.F. TO ADOLPHUS STREET GOODS YARD

Delete:– heading and item

TABLE P4 – OPEN LEVEL CROSSINGS

Name of Crossing	Located			Remarks
	Between	Miles	Chains	
Page 220				
(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING.				
★ Add:—				
BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS)				
Kielder Water, Stanhope	Wolsingham 11 and Eastgate A.P.C.M.	54	—	

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

Name of Siding	Situation	Line connected with	Method of control
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Page 223

LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE NORTH

Delete:– heading and items

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE Z – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 229			
Add:-			
Leeds, Whitehall Junction	Bradford, Mill Lane Junction	Up and Down Main	—

INSTRUCTIONS RELATING TO THE RULE BOOK

SECTION H – WORKING OF TRAINS

Signal Box	Line	Station Limits
Page 231		
Delete:-		
★ Huddersfield	Up Fast Up Slow Down Fast Down Slow	From HU 75 to HU 171 signal From HU 77 to HU 175 signal From HU 165 to HU 71 signal From HU 169 to HU 73 signal

Page 242

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

★ Add:-

CONVEYANCE OF DEAD DIESEL MULTIPLE UNIT STOCK

Referring to the instructions contained in the General Appendix:-

1. The service for conveyance of "Dead" D.M.U. stock must be pre-arranged.
2. Where a "Dead" lightweight D.M.U. vehicle is at the rear and the trailing end is not fitted with a tail lamp bracket, it may be marshalled inside a vehicle not exceeding 17 tonnes gross weight on which the tail lamp can be correctly displayed. In such circumstances a second "Dead" lightweight D.M.U. vehicle must not be conveyed.
3. When a D.M.U. vehicle is conveyed on a locomotive hauled train, the vacuum train pipe only must be used. This pipe is painted white and when viewed by a person facing the end of the vehicle, is on the right-hand side of the draw gear.

LOCAL INSTRUCTIONS

Page 290 (and Page 73 Supp. Oper. Inst)

MERRY-GO-ROUND WORKING WITHIN WARDLEY COLLIERY

Delete heading and item

(MS12/85/25)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS—continued

Pages 290/293 (Pages 94 and 96 Supp. Optg. Insts.)

FERRYHILL (TURSDALE JUNCTION) TO PELAW VIA LEAMSIDE

Newcastle (Follingsby) Freightliner Terminal

★ Amend clauses 3.2.2. and 3.2.3.

- 3.2.2. The Terminal Overseer will handsignal the train over the ground frame points, and the driver must proceed into the terminal, or run-round loop, and stop the train upon receipt of a handsignal from the person nominated for this duty.
- 3.2.3. If the train is routed into the run-round loop, the Terminal Overseer will supervise the locomotive run-round movement, and the hauling of the train out of the loop to enable the points to be re-set for the terminal. The propelling movement into the terminal will then be authorised.

★ Add:—

- 4.4.4. If the locomotive cannot run to the South end of the train, for it to be propelled to the Up Main the train must be hauled out of the terminal.
- 4.4.5. The Terminal Overseer after operating the ground frame will advise the Guard when the train may depart from the terminal.
- 4.4.6. When the train has cleared the points leading to the run-round loop, authority for the propelling movement into the run-round loop will be given by illumination of the Shunt-back notice board provided.
- 4.4.7. After the run-round movement has been completed, the movements will then be as detailed in 4.4.1., 4.4.2. and 4.4.3.

Page 295

DONCASTER MARSHGATE JUNCTION TO LEEDS CITY (WEST JUNCTION)

★ Add:—

SOUTH ELMSALL STATION

Train Arrivals, Down Platform. Drivers of locomotive hauled trains must bring their train to a stand with the first vehicle at the appropriate "coach length" notice board.

NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN)

Page 311

Add – HICKSON AND WELCH LIMITED SIDING, CASTLEFORD

Working Manual for Rail Staff (BR.30064), pink pages, clause E.2/17 (c) is amended as follows:—

Paragraph 2 does not apply. A brake van may enter the sidings. The fire in the brake van must be damped down before proceeding to the siding and will be inspected by the firm's representative before the brake van is allowed into the Depot.

Paragraph 6 does not apply. The reach wagons are unfitted.

Page 312 (Page 123 Supp. No.1)

WAKEFIELD (KIRKGATE) EAST TO GOOLE GOODS JUNCTION

SHARLSTON

SHARLSTON COLLIERY RAPID LOADING FACILITIES

★ **Delete** the following sentence:— The Guard will ascertain that the points are in the correct position for the loading operation and advise the Bunker operator.

Page 315

WATH ROAD JUNCTION TO BURTON SALMON

FRICKLEY COLLIERY SIDINGS – WORKING OF BUNKER LOADED TRAINS

★ **Delete** the following sentence from the first paragraph:— The Guard will alight at the Bunker installation and ascertain that the points are in the correct position for the loading operation and advise the Bunker operator.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA

LOCAL INSTRUCTIONS—continued

Pages 315/6

FERRYBRIDGE 'C' POWER STATION

★ Amend second paragraph

A hand worked trailing connection in the Incoming line gives access to the oil discharge sidings, which is on the left of that line.

★ Amend fourth paragraph

All coal trains for the Power Station must enter via the Incoming line, and return to Ferrybridge via one of the hopper lines and the Outgoing line.

★ Amend reference in fifth paragraph to the Contractors' Sidings to read 'oil discharge sidings'

Page 316

★ Amend reference in second and third paragraphs to signals F 40 and F 41 to read "FB 40 and FB 41".

★ Delete reference in ninth paragraph to "Ferrybridge Signal 40 or 41" and substitute "Signal FB 40 or FB 41".

★ Add:—

WORKING OF OIL TRAINS (Temporary Instructions)

An oil train will arrive on the Incoming line at No.1 signal, and on this signal being cleared, the train must be drawn forward and brought to a stand with the locomotive opposite the marker board worded "OIL TRAINS", located in advance of the points leading to the oil discharge sidings.

The C.E.G.B. Pointsman will then advise the guard when the train may enter the sidings and the guard must signal to the Driver by means of the bell plunger.

When the appropriate bell signal is received, the Driver must propel the train cautiously and bring it to a stand immediately the locomotive reaches a point to the rear of No. 2 signal.

The train will then be placed in the oil sidings. The hand points giving access to the two sidings are to be regarded as the entrance to the oil depot.

Upon completion of discharge, the train will be withdrawn from the oil sidings, and proceed as far as No. 2 signal.

If the train includes a 100 ton G.L.W. tank which has not been discharged, the guard will be so advised by the C.E.G.B. staff.

Provided there are no loaded 100 ton G.L.W. tanks formed in the train, the route to the outgoing line will be via one of the hopper lines over which the speed of the train must not exceed 3m.p.h.

In the event of a loaded 100 ton G.L.W. tank being formed in the train, the route to the Outgoing line will be via the By-pass line, In these circumstances, and upon arrival of the train at No. 3 signal, the Guard must telephone the C.E.G.B. Controller and obtain an assurance that the points in the East hopper line leading to the By-pass line have been set and secured for the train, Upon No. 3 signal being cleared with route indication "E" displayed, the train must proceed at a maximum speed of 5m.p.h. and the Driver must bring it to a stand at the ground frame giving access to the Outgoing line.

Upon arrival of the train at the ground frame, the guard must telephone the signalman, and ask for a release, and permission for the train to proceed to signal FB 10.

Page 318

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE)

★ Add:.

LEEDS

Regulation of Freight Trains. All Class 8 and 9 trains travelling on the Up main line must be brought to a stand at Signal L.1608 and, in the case of a train proceeding beyond Whitehall Junction, at Signal L.71. Trainmen must advise the Signalman at Leeds by means of the Signal post telephone when the train is ready to proceed.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****★ Page 329 –LEEDS NEVILLE HILL WEST JUNCTION TO HUNSLET****Add****Hunslet East Sidings Complex**

No train must be allowed to leave Neville Hill West Junction until the arrival line is clear to the illuminated "Stop and Await Instructions" board near to the Traffic Chargeman's Cabin.

Delete**Hunslet East Shell-Mex Siding**

Heading and Instructions.

Add**Shell Marketing Ltd. Private Sidings, Hunslet – Working Instructions.****1. Train Arrivals**

- 1.1 The Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Supervisor or Shift Manager.
- 1.2 The Shunter will give permission to Drivers of trains to pass the Stop Board on the arrival line when it is safe to do so.
- 1.3 B.R. handlamps must not be taken beyond the Depot boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. Stop Boards and can be obtained from the Shunter.
- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. He must remove the tail lamp and leave it outside the Depot boundary gates. If a brakevan is formed on the train, it must be detached to the reach wagon siding. When he is satisfied that all is in order he will walk to the gates and inform the firm's representative.
- 1.5 Tank wagons convey differing products. Those containing petrol and kerosene are handled in the two shorter sidings to the North of the complex (the spirit sidings). Oil products are dealt with through the two longer sidings to the South of the complex (the black oil sidings). The firm's representative will advise the Shunter upon which siding or sidings the wagons are to be positioned and, when satisfied that all is in order, the representative will unlock and open the appropriate gates and barriers.
- 1.6 When a reach wagon has to be used, the Shunter will attach this vehicle, using the train locomotive. The continuous air or vacuum brake must be operative until the locomotive is uncoupled from the train after positioning.
- 1.7 Before setting a train into the sidings, the Shunter must ensure that the gates and barriers, as necessary, are open, that the points are set correctly and then adopt a position, where he can control the train movements. The train must be moved into the Siding at a slow speed to enable it to be stopped immediately on receipt of a Stop signal.
- 1.8 When propelling into these sidings, the Driver must be handsignalled to bring the train to a stand with the locomotive at the compulsory Stop Board, situated 15 yards outside the Depot boundary gates for the heavy oil sidings, and 5 yards before reaching the handpoints leading to the spirit sidings. When handsignalled forward, Drivers must propel the wagons to the required position for discharge at extreme caution.
- 1.9 All persons involved must watch the train during this movement and any B.R. employee must give the recognised "STOP" signal if necessary. Under no circumstances must the locomotive pass the appropriate locomotive Stop Board.
- 1.10 The Shunter must check with the firm's representative that the train, or portions, are set to his satisfaction and that all buffers are decompressed. He must then apply handbrakes on the first three tank wagons at the barrier end of the train or portion thereof. The Guard must then uncouple, so that the locomotive can be removed from the siding.
- 1.11 When the locomotive has been removed, the firm's representative will close and lock the barriers or gate and place a red flag across the buffers on the end tank wagon. (Discharging must not commence until this has been done).
- 1.12 Any cripple tank wagons must be sorted by using either the cripple siding or the reach wagon siding. The discharge siding must not be used for this purpose.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX NORTHERN AREA – continued

LOCAL INSTRUCTIONS – continued

★ Page 329 – Add – continued

2. Train Departures

- 2.1 Before arrangements are made for the train to be drawn from the siding, the firm's representative will check that:-
 - 2.1.1 All hoses have been disconnected and manlids closed.
 - 2.1.2 All foot valves have been closed, including any faulty which have been opened by Shell Marketing Ltd. staff.
 - 2.1.3 No person is working on the train.
 - 2.2 When all is in order, the firm's representative will remove the red flag, lift the barriers or open the gate, complete the Certificate of Readiness, in duplicate, and hand it to the Shunter for his signature of acceptance. Each man will retain a copy.
 - 2.3 The locomotive (with barrier or reach wagon if applicable) must be brought to the train at a slow speed. The Guard must then couple up to the tank wagons, release all handbrakes and carry out the brake continuity test. No vehicle must be moved without the permission of the firm's representative.
 - 2.4 When the firm's representative has given his permission the Guard will signal the Driver to draw the train clear of the barriers or gate.
 - 2.5 B.R. employees and Shell Marketing Ltd. staff must watch the train being drawn out of the sidings and give the recognised "STOP" signal if necessary.
 - 2.6 As soon as the train has cleared the sidings, the barriers or gate will be closed and locked by Shell Marketing Ltd. staff.
3. When positioning wagons in these sidings, the Driver must ensure that he can see the Ground Staff responsible for handsignalling the train into the siding concerned, if necessary, changing to the driving cab at the opposite end of the locomotive.

Pages 339/340 (Page 138 Supplement No.1. Page Supp. Oper. Insts.)

JARROW OIL TERMINAL

Add as additional paragraph:-

"Certificate of Readiness (Working Manual for Rail Staff, Pink Pages, Clause G.2.17 (a), Para.11) – Before allowing the locomotive to enter the discharge sidings, the Guard must obtain a Certificate of Readiness from the person in charge of the terminal, certifying that the outward train is ready for collection."
(MO.11.095)

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

YORK
5 SEPTEMBER, 1975

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. –*

