



ND

EASTERN REGION

48D

(Northern Area)

**GENERAL INSTRUCTIONS
AND
NOTICES**

SATURDAY 1 DECEMBER 1979

TO

FRIDAY 1 FEBRUARY 1980

INCLUSIVE

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



WARNING



★ TYNE AND WEAR METRO ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE TRACTION EQUIPMENT

THE OVERHEAD LINE EQUIPMENT at the following locations will be energised at 1,500 volts D.C. with effect from 00 01 hours Monday 7 January 1980 and must be regarded as "ALIVE" at all times.

BETWEEN WEST MONKSEATON AND BENTON

1. FROM Overhead Line Structure numbered WB 09 818 on the IN line East of West Monkseaton Station, TO Overhead Line Structure numbered BG 03 399 East of E.C.M.L. Bridge at Benton.
2. FROM Overhead Line Structure numbered GB 03 399 on the OUT line East of E.C.M.L. Bridge at Benton, TO Overhead Line Structure numbered BW 09 818 East of West Monkseaton Station.



WARNING



THE OVERHEAD LINE EQUIPMENT at the following locations has been energised at 1,500 volts D.C. with effect from 00 01 hours Monday 15 October 1979 and must be regarded as "ALIVE" at all times.

BETWEEN BENTON AND JESMOND VIA SOUTH GOSFORTH

1. From Overhead Line Structure numbered BG 03 399 on the IN Line East of E.C.M.L. Bridge at Benton. To Overhead Line Structure numbered GM 03 996 South of Jesmond Metro Station (beyond BR. maintenance).
2. From Overhead Line Structure numbered MG 03 853 on the OUT Line South of Jesmond Metro Station. To Overhead Line Structure numbered GB 03 399 East of E.C.M.L. Bridge at Benton.
3. From Overhead Line Structure numbered GBX 03 390B at the North end of Benton Turnback OUT Siding (former Up N.W. Curve).
To the junction with Location No.2 above.
4. From Overhead Line Structure numbered GBX 03 390A at the North end of Benton Turnback IN Sidings (former Down NW Curve).
To the junction with Location No.1 above.

BETWEEN REGENT CENTRE AND SOUTH GOSFORTH

5. From Overhead Line Structure numbered KG 01 389 on the Kenton Branch IN line located West of Regent Centre Siding.
To the junction with Location No.1 above.
6. From Overhead Line Structure numbered GK 01 389 on the Kenton Branch OUT line located West of Regent Centre Siding.
To the junction with Location No.2 above.
7. From Overhead Line Structure numbered GKX 01 437 Regent Centre Siding.
To location No.5 above.

SOUTH GOSFORTH DEPOT

- ★ 8. From Overhead Line Structure numbered E28 at the West End of Depot Sidings Nos.3 and 4 and that part of No.6 Siding at the East End up to the limit signified by the notice board.
To the IN/OUT Loop Lines.
9. From Overhead Line Structure numbered E27 at the West End of Depot Sidings Nos.7 to 11 inclusive.
To the IN/OUT Loop Lines.

The Conditions of the Working Instructions for A.C. Electrified Lines BR.29987 dated 3/5/78 and Extracts therefrom BR.29988 will apply.

★ 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

★ INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION (EXCLUDING LONDON AREA) BR.30057

The above publication is to be re-issued with an operative date of 2.2.1980 and is compiled in the same format as the Eastern Region Sectional Appendices. Distribution is expected to commence early in January and any member of the staff who is entitled to receive a copy of this publication and has not done so by 25 January should advise his supervisor.

WORKING MANUAL FOR RAIL STAFF (B.R.30054)

*** ★ RE-ISSUE OF PART 2 (GREEN)

The whole of Part 2 (Green) of the Working Manual for Rail Staff has been prepared for re-issue (Dated September 1979). In the event of non-receipt Staff and Offices entitled to receive these pages should contact their normal distribution point.
(MS 42.094.6)

MISCELLANEOUS NOTICES – continued**BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK**

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:-

- 2 (a) Outer pane of double glazing scored three inches or more or broken) – The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100 m.p.h. to the next place where C & W staff are available.
-) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly.
- (b) inner pane or both panes, or) – Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use". If access through coach is required the Guard or other competent member of the staff must be in attendance.
- (c) single glazed pane scored three inches or more or broken)

★ **Note** : A number of perspex replacement windows for H.S.T. Trailer Cars are allocated to principal intermediate and terminal stations on the East Coast Main Line. When C and W staff have fitted one of these perspex windows to replace a broken double glazed window, the above restrictions no longer apply i.e. the H.S.T. Set can revert to running at line speed with full use of the coach seating bays restored.

- 6 (i) Door drop lights) – Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

If either the inner or outer pane of an HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced.

★ **WORKING OF ELECTRIC TRAINS ON TEST BETWEEN SOUTH GOSFORTH
EAST JUNCTION AND BENTON**

All electric trains running between South Gosforth East Jn. and Benton must be accompanied by a B.R./Seconded Inspector who will be in radio contact with the Metro Electrical Control Office. This Inspector will be responsible for any isolation arrangements which may be required and he must advise the Signaller of any isolation arrangements that are made. (UFN)

★ **SUPPLEMENT NO.4 – REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS – BR.29960/25**

The above mentioned Supplement is in the course of distribution, but will not operate until Saturday, 2 February, 1980.

Any member of the staff who is in possession of Booklet BR.29960 and who does not receive Supplement No.4 by 30 November must promptly advise his Supervisor.

46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

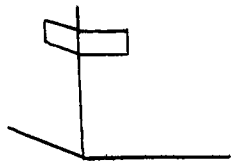
It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these vehicles are to be worked on the single pipe system (see General Appendix pages 5 and 6 paragraph 2.5).

(MO45/1420)

MISCELLANEOUS NOTICES – continued**IDENTIFICATION OF EQUIPMENT ON CONTINENTAL AND BRITISH TRAIN FERRY VEHICLES**

Referring to the instructions contained in Clause 13.5 of the Air Brake Instructions, three of the four indications shown will gradually be withdrawn from use and a new letter code introduced.

Under the new method of identification of Brake Equipment, Piped only vehicles will be indicated by a black framed white marking on the corners and abbreviations in capital letters will be used to show Goods, Passenger or Goods/Passenger braking rates as under :-



"Piped only" Vehicle.

G = Fixed "Goods" Braking Rate.

P = Fixed "Passenger" Braking Rate.

GP = "Goods" or "Passenger" Braking Rates with Changeover Lever.

The abbreviations will be painted near the middle of the solebar, on each side of the vehicle.

The alterations will be carried out during the next 18 months and during this period staff must expect to see both methods of identification in use on ferry wagons.

The work is scheduled to be completed by 30 December, 1980.

(MO45/1420)

★ **SUPPLEMENT NO.2 WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES BR 29987/12**

The above Supplement, has been distributed to all concerned.

Any member of the staff who has been issued with a copy of the Working Instructions for A.C. Electrified lines must advise his Supervisor if he has not received a copy of Supplement No.2.

★ **SUPPLEMENT NO.2 – EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – BR 29988/6**

The above Supplement, has been distributed to all concerned.

Any member of the staff who has been issued with a copy of the Extracts from Working Instructions for A.C. Electrified lines must advise his Supervisor if he has not received a copy of Supplement No.2.

★ **ORMESBY STATION**

Both platforms at Ormesby Station have been shortened to 2 car lengths.

Drivers of trains to Middlesbrough must stop with the leading 2 cars next to the Up Platform. Drivers of trains from Middlesbrough must stop with the rear 2 cars next to the Down Platform.

★ **CHEVINGTON**

Until further notice, the Down Loop is blocked to allow work to be carried out in connection with high speed running.

MISCELLANEOUS NOTICES – continued**★ STOCKTON STATION**

Whilst platform resurfacing work is being carried out, drivers of stopping trains are required to stop their trains in the Down direction at the marker board provided and in the Up direction at Signal NS904.

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

In connection with the 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 Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
★ Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	
★ York Clifton Carriage Sidings	Building work	08 00 to 18 00 daily	

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

Page 5

WORKING OF AIR-BRAKED SERVICES

- ★ **Item 4 – Amend list of trains:—**
- 6S93 14 25 SX Parkeston Quay – Bathgate
 - 6S96 14 55 SX Parkeston Quay – Mossend
 - 6E86 21 35 SX Mossend – Parkeston Quay
 - 6E87 13 50 SX Glasgow Sighthill – Parkeston Quay
 - 6M62 20 53 SX Parkeston Quay – Edge Hill
 - 6E85 18 05 SX Trafford Park – Parkeston Quay
 - 6M86 20 15 SX Parkeston Quay – Garston
 - 6E83 15 30 SX Garston – Whitemoor
 - 6E88 21 00 SX Llandeilo Junction – Whitemoor
 - 6V85 19 58 SX March – Severn Tunnel Junction
 - 6E53 17 15 SX Dover – Haverton Hill
 - 6O56 19 52 SX Leeds Hunslet – Dover
 - 6M79 17 15 SX T.C.F.D. – Bescot
 - 6M37 19 58 SX York Dringhouses – Bescot
 - 6E51 14 10 SX Morris Cowley – T.C.F.D.
 - 6E64 17 40 SX Margam – Hull
 - 6M66 16 11 SX Hull – Willesden
 - 6C83 17 45 SX Haverton Hill – Parkeston Quay

GENERAL APPENDIX (B.R.29944)

Pages 4 to 13 (Pages 7 to 10 Supplement No.3)

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 7

Amend Clause 3.11 to :-

The Guard must ensure that any vehicle fitted with the vacuum brake has this brake fully released, and that the vacuum cord on such a vehicle is pulled. The vacuum hosepipe must be detached from the dummy bracket at one end of the vehicle during this process and subsequently replaced.

Pages 14 to 22

GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOTMATIC/VACUUM BRAKE

Page 15

Add new clause 3 (f).

- (f) The Guard must ensure that any vehicle fitted with the air brake has this brake fully released, and that the air brake cord on such vehicle is pulled. The air brake pipe cock must be opened at one end of the vehicle during this process and subsequently closed.

Page 16

Clause 4 (c)

Add additional sentence :-

If any of the vehicles which are attached is fitted with the air brake the guard must ensure that this brake is fully released and that the air brake cord on such vehicle is pulled. The air brake pipe cock must be opened at one end of the vehicle during this process and subsequently closed.

Pages 62 – 71

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

Page 65



Section "B" – Amend Clause 19. (c) to:-

- (c) Where there is a restricted clearance of less than 7 feet between the lines (measured to outside edges of rails), no train must be allowed to pass until it has first been brought to a stand at the site and then only after the Civil Engineering Site Supervisor has ascertained that no part of the machine is fouling the line on which the train requires to run, and the Operating Department Supervisor has been advised accordingly. The Civil Engineering Site Supervisor will be responsible for advising the Operating Department Supervisor when the clearance between lines is less than 7 feet.

Page 72 (pages 32/33 Supplement No.3) –

Amend:-

SPENO RAIL GRINDING TRAIN (RR.555)

General

1. The train will be driven by the Speno driver, who is not passed out in protection procedures.
2. A Conductor Driver and Guard must accompany the train and must ensure that, so far as they are concerned, the appropriate Rules and Regulations are complied with at all times.

The Guard must ride in the rear vehicle of the train when proceeding to and from site of work.
3. When it is necessary for the Conductor Driver or Guard to move from one end of the train to the other, they must proceed along the outside of the train.

GENERAL APPENDIX (B.R.29944) – continued**Page 72 – Amend – continued**

4. Before the train proceeds to the site of work, and also at any change of Conductor Driver/Guard:-
 - (a) the C.C.E. person in charge on the train must explain to the Train Captain, Conductor Driver and Guard, the location(s) at which grinding operations have to be carried out.
 - (b) the Train Captain will accompany the Conductor Driver into the driving cabs at both ends of the train –
 - (i) to identify and explain the operation of:-
 - brake – normal use
 - emergency use
 - warning horn
 - speedometer
 - telephone to the other cab.
 - (ii) to indicate the seat available for the Conductor Driver
 - (c) the Train Captain will indicate to the Guard the accommodation available for him and identify and explain the operation of the emergency brake.
5. The train consists of a locomotive wagon and four other vehicles (semi-permanently, coupled as a set), with the locomotive wagon at one end and a control wagon at the other end. The train may be driven from either the locomotive wagon or the control wagon, whichever is at the leading end. The total length of the train is 167 feet (8 SWL) and the total weight is 155 tonnes.

Movement to and from site of Work.

6. Maximum speed : 45 m.p.h.
7. The Conductor Driver must ride with the Speno train driver at the leading end of the train. The Speno train driver will act only upon instructions concerning the running of the train, observance of signals, etc., received from the Conductor Driver.
8. The train (as composed of 5 vehicles) may be relied upon to operate track circuits. If, for any reason, the Speno locomotive wagon has to be detached, the locomotive wagon must not be relied upon to operate track circuits and Instruction A.11 on page 63 (of the General Appendix) must be complied with.

Working within an Absolute Possession

9. Grinding must only be carried out within an Engineers' Absolute Possession, taken in accordance with the Rule Book, Section T, Part III.
10. (a) The Conductor Driver and Guard must accompany the train at all times and will be responsible for carrying out protection in the event of mishap.
- (b) The train must be driven from the leading end in all circumstances and the Conductor Driver must ride with the Speno train driver at the leading end of the train:-
 - (i) during the first pass over the grinding site, and thereafter at any time that the train is to travel at a higher speed than 4m.p.h.
 - (ii) during the grinding operation if the train will approach within ¼ mile of –
 - any level crossing.
 - the detonators placed on either side of the work area.
11. The stone and spark guards must be in effective position at all times whilst grinding is taking place.

GENERAL APPENDIX (B.R.29944) – continued**Page 72 – Amend – continued****Equipment**

12. Not less than ten detonators, 2 red flags and 2 sets of track circuit operating clips must be carried on both the locomotive and the control wagon.

When working on the Southern Region a short circuiting bar and a shoe paddle must also be carried on the locomotive and control wagon.

13. A red banner flag and suitable lamp must be carried for use when the train is stabled.
14. Two headlights, illuminated at all times, must be carried on the leading end of the train whilst it is on a running line.
15. The train is fitted with electric tail lamps, one of which must be illuminated at all times that the train is on a running line.

Derailment, mishap or breakdown

16. In the event of derailment or mishap the appropriate instructions on page 118 (of the General Appendix) must be strictly complied with.
17. (a) In the event of mechanical breakdown the train must be hauled by a B.R. air braked locomotive if possible. The air brake train pipe must be coupled when possible.
- (b) If an air braked locomotive is not available a vacuum braked locomotive may be used to haul the train. In these circumstances the train must be run as an unfitted train. Handbrakes are available at both ends of the train and a B.R. brakevan is not required.
- (c) The coupling of the Speno train must be used to attach the B.R. locomotive and this must be fully tightened in accordance with the General Appendix instructions.
- (d) The B.R. locomotive must not buffer up to the train until the permission of the person in charge of the train has been obtained.

Page 87**Add :-****VEHICLES WITH LOCKED WHEELS**

If a pair of wheels on a vehicle (whether powered or not) become locked due to any cause the Driver must report the matter immediately to the Signaller.

The vehicle must then be detached in the nearest practicable siding or loop (irrespective of whether or not it is electrified in the case of electric traction). The speed of the train when running to the detachment point must not exceed 20 m.p.h. (or less if directed by the C.M. & E.E. staff) and the train must not run for more than 10 miles without further examination by C.M. & E.E. staff.

In the case of a loaded passenger train, the passengers must be detrained at the nearest station.

The Signaller receiving advice of the locked wheels must immediately advise the Civil Engineer's staff who will then arrange for an examination of the track over which the train or locomotive has travelled with locked wheels. Until this examination has been carried out and the lines have been certified as safe for normal traffic all trains which have to pass over the affected line must be stopped, the drivers informed of the circumstances and instructed to proceed cautiously over the portion of line concerned.

WORKING MANUAL FOR RAIL STAFF (B.R.30054)

(Green Pages)

- A. Loading and Sheeting
- 3. Labelling and Marshalling

New Clause A3/7

- (a) The term "not to be loose shunted" means that shunting movements must only be carried out with the wagon/s concerned attached to a locomotive.
- (b) Wagons which are not permitted to pass over a shunting hump under any conditions because of restricted under-clearance are stencilled with the following symbol:-



- B. Long Loads
- 6. Load-Control Straps with Tensioners

Clause B6/1

Add new sentence to end of Clause:-

"The straps must not be used for loads with temperatures in excess of 150° C."

- C. Overhanging Loads
- 2. Bolster and Other Wagons

Clause C2/1

Delete whole Clause and amend to read:-

The most suitable size of wagon must be used for the load, so that overhanging loads are carried only if it is unavoidable. Bogie bolsters E, twin bolsters, tube and plate wagons must **not** be used for carrying overhanging loads, except that on bogie bolster E wagons **secured** loads may be conveyed up to a maximum of 300 mm beyond the headstocks. Overhanging loads may be conveyed on bogie bolster H wagons **only when secured**.

- D. Exceptional Loads
- 1. Acceptance and Conveyance
- (iv) Loads requiring to travel over routes normally restricted because of axle-loadings.

Clause D1/17

Amend first line to read:-

"Where a load coming within the province of D1/16 is required to travel over a route with a lower RA number than"

Clause D1/20

Insert new section:-

Scottish Region

Stranraer Goods

Auchmuty Branch - Markinch to Auchmuty

Souterhouse Branch - Whifflet South to Souterhouse

Aberdeen Waterloo Branch - Kittybrewster to Aberdeen Waterloo

Benhar Junction - Polkemmet

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

- E. Instructions relating to Particular Traffics
 - 1. Steel
 - (iii) Loading of rectangular ingots

Clause E1/12

Amend Clause to read:—

“End bolsters on 30.5t, 32.5t and 42.5t bogie wagons must be placed in the extreme end position, where possible, so that the ingots can be loaded over the bogies.”

- F. Instructions relating to Screw-Coupled Freight Vehicles.
 - 2. 100t GLW Steel-Carrying Wagons (Bogie Steel AB)

Clause F2/1

Add to the second paragraph:—

“Where specially authorised by Regional Chief Operating Managers, the wagons may also run in unfitted, or the unfitted portion of feeder services to Speedlink.”

Clause F2/3

Amend start of Clause to read:—

“Except as referred to in F2/5 below, no anchorages are provided.....”

Clauses F2/5 and F2/6

Renumber as Clauses F2/6 and F2/7.

New Clause F2/5

When these wagons are equipped with securing devices and polyester straps, they may run in Speedlink services which include instanter-coupled vehicles, provided the load being conveyed can be secured by the polyester straps. Where the load so permits the provisions of F2/4(c) may be waived.

- F. Instructions relating to Screw-Coupled Freight Vehicles.
 - 3. 45t GLW Steel AB and ABB Wagons
 - Existing** Clause F3/5 to be renumbered F3/4, and existing F3/4 renumbered F3/6.

New Clause F3/5

“When loads are being conveyed secured by polyester straps with spring tensioners the provision of F3/1 do not apply. Where the load so permits the restriction contained in F3/3(c) may be waived.

- F. Instructions relating to Air-Braked Screw-Coupled Freight Vehicles.
 - 4. 80t GLW Bogie Bolster Wagons (BDA)

Clause F4/6

Amend Clause to read:—

For distribution of loads, see Diagram F4 overleaf. When point loadings, e.g. ingots and coil, are involved, the maximum permitted loads and distribution must be in accordance with Diagram E4, Section E1(iii).

- J. Safety of the Line
 - 1. Mishaps – Reporting Procedure

Clause J1/3

(iii) **Amend** to read:—

“Type of vehicle concerned and its number. Where an ISO type container is involved, including instances of open doors and insecure sheets, the number of the container and the name of its owner must also be given”.

WORKING MANUAL FOR RAIL STAFF (B.R.30054) – continued

PART II (GREEN PAGES)

Add:—

New Section

B. Long Loads
7 Girder Wagons

- B7/1** Each girder wagon consists of two sets of bogies and the load, normally exceptionally long steel work, is secured to bearing plates on the bolsters and, effectively, becomes part of the wagon so being subject to buff and draw.
- B7/2** The girder wagon sets must always be dealt with under the Exceptional Loads procedure (Section D1(ii)) and the following conditions applied:—
- (a) **Loaded**
- (i) Not more than 2 wagon sets may be conveyed on any one train.
- (ii) No vehicles (other than the brake van), may be attached to the front or rear.
- (b) **Empty**
- (i) When in the unladen condition, the Conger Girder wagon set is not permitted to run on its own wheels and must be loaded onto the plate wagons specially equipped for this purpose.
- (ii) Other girder wagon sets, when running light, must be marshalled in the rear of a train with only one brake van behind.
- B7/3** Whether loaded or empty, girder wagon sets must not be loose or hump shunted.

(MT9/1.2(3))

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES : B.R.30059/5

Page D8

Delete items 6.10, 6.11 and 6.16

Page S8

Delete item 6.13

Page S9

Delete item 6.16

MS11/148

* * The following pages have been issued under separate cover. Staff concerned must advise their Supervisors if a copy is not received. :

1. Norden Colliery – Pages 33/34. Re-issued.
2. Nostell Colliery – Royston Drift Mine – Page 19. Re-issued.
3. Goldthorpe Colliery – **Delete** on Page 18. New instructions issued Page 18 (A).
4. Ollerton Colliery – Instructions issued Page 26 (1).
5. Thoresby Colliery – re-issued on Page 26 (1).
6. Bevercotes Colliery – Page 23 re-issued.

Delete Items 7 to 10 on Page 24.

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES :
B.R. 30059/5 – continued**

Page 2 Item 1 Paragraph 5 – **Add** – Empty HAA wagons to run Class 9 with B.V. in rear between Ryhope and Wearmouth.

Page 4 – Re-issued

Page 5 Amend South Kirkby. Col. 1 – 21 (1)

Amend Rossington Col.1 **Add** 16. Col.2 **Delete** 16.

Delete Rockingham

Delete Wentworth Silkstone.

Ollerton – Col.1 **Add** 26 (1) Col.4 **Add** YES. Col.5 **Delete** 3.

Bevercotes – Col.4 **Add** YES.

Kinsley – Col.4 **Add** YES.

Prince of Wales – Col.4 **Add** YES.

Thoresby – Col.4 **Add** YES.

Horden – Col.4 **Add** YES.

Page 18 (4)

Houghton Main

Item 1. **Delete** – temporary empty **Add** – Bunker

Item 2. **Delete** – temporary empty **Add** – Bunker

Item 5. **Delete** – bunker **Add** – temporary empty

Page 21 (1)

South Kirkby

Item 2 Trains for Discharge

2.1 **Delete** – drawn **Add** – moved

Delete – on a 'stop/start' basis unloading two wagons at a time

Add – whilst propelling

2.3 **Delete** – under the authority of the Special Loading Signals.

2.4 **Delete** – Signal L649 **Add** – the appropriate signal.

Item 3

3.5 **Delete** – Signal L649 **Add** – the appropriate signal.

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
B.R.30059/5 – continued

★ **Page S8**

6-10. Woolley to Fidlers Ferry. **Amend** Para. 1 to read:-

Trains of 30 loaded M.G.R. wagons from Woolley to Wath Yd. via Barnsley Station Jn. must be hauled by a class 56 loco or 2 locos of no less than Class 37.

★ **Amend** Para. 2 to read:-

Trains of 30 loaded M.G.R. wagons from Woolley to Wath Yard via Horbury Jn. and Oakenshaw must be hauled by 2 locos of no less than Class 37 and the loco must be attached to the train by the wagon coupling.

★ **Amend** Para. 3 : to 6-11 with heading **Wath Yard to Fidlers Ferry.**

★ **Amend** 6-11 to 6-12 and 6-12 to 6-13.

6-14

★ **Add** :- Bolsover to the heading.

★ **Amend** to read:-

M.G.R. trains from Bolsover, Markham Staveley and Seymour o/c to West Burton and Cottam will run loaded via Woodhouse Jn. and return via Elmton & Creswell.

Should it be necessary to re-route this traffic via Elmton & Creswell then the trains must be hauled by a Class 56 loco, otherwise an assisting loco must be provided between Seymour Jn. and Elmton & Creswell.

★ **Page L8.** 6-9 and 6-10 **Amend** to read the same as **Page S8.** 6-10 Para. 1 and 2.

★ **Page 5.** Maltby **Delete**:- Col. 5.

★ **Page D8.** 6-14 **Amend** to read the same as **Page S8.** 6-14

★ **Page D9.** 6-17. 3.1 **Add** "if hauled by a Class 47."

★ **Page 43** **Amend** Par. 1 "M.G.R. wagons without canopies" to read : H.A.A. (wagons without canopies) and H.B.A. wagons. ;

★ **Amend** Par. 2, Line 5 to read : The discharge of trains composed of H.A.A. wagons is performed on Line "A" and H.B.A. wagons on Line "B". ;

★ **Amend** Par. 6 to read : H.A.A. wagon door safety catches are released and re-set automatically and the doors opened manually but closed automatically. H.B.A. wagon doors are both opened and closed manually. ;

★ **Amend** Par. 7 Line 6 to read : A1 to A11 or B1 to B11 are cleared. ;
 Line 7 last word should read unloading. ;

★ **Amend** Par 9 : **Add** : The empty train will then proceed in the departure line and over the weighbridge not exceeding 8 m.p.h. ;

★ **Page 21(i)** South Kirkby. Item 2. 2.1 Line 3 **Add** at 0.3 m.p.h. Line 2 "Special Unloading Signals" should read special loading signals. ;

ROUTE AVAILABILITY OF DIESEL & ELECTRIC LOCOMOTIVES TRAVELLING CRANES AND PLANT BOOKLET DATED SEPTEMBER, 1977

Page 1 CONTENTS

★ Add:— Restrictions on Working over B.R. Rail Weighbridges — To follow P.88

Page 7 (Page 21 Northern Supplementary Operating Instructions)

BREAKDOWN CRANES

★ Amend list of Eastern Region Cranes to read:—

Crane Number	Former Number	Capacity Tons	Depot	R. A. Group	Max. Speed m.p.h.	Addl. R. A. in Emergency at 15m.p.h.	Maximum radius curve (Chains)
ADRR 95214	330102	45	Tinsley	5	45	4	5
ADRC 95217	331156	45	Thornaby	3	45	2	5
ADRC 95218	330110	45	Healey Mills	3	45	2	5
ADRC 95222	966103	45	Finsbury Park	4	45	3	5
ADRC 96700	967160	75	Gateshead	7	45	6	5
ADRC 96701	966111	75	Stratford	7	45	6	5
ADRC 96702	966112	75	March	7	45	6	5
ADRC 96709	967159	75	Doncaster	7	45	6	5

Page 28 Route 107 PYEWIPE JN. TO SHIREBROOK EAST JN.

★ Amend:— Section of line from Pyewipe Jn. to Warsop Stn. R.A.7 to R.A.8

★ Amend:— Section of line from Warsop Stn. to Shirebrook So. from R.A.7 to R.A.8

Page 61 GRIMSBY

★ Add:— EAST MARSH. Paul & Sanders Private Sdg.

R.A. Group — Addl Classes of Locomotive permitted:— 31

PYEWIPE INDUSTRIAL ESTATE, Ciba Ceigy Chemicals Pte. Sdg.
R.A.5* Remarks * Diesel Shunting Locomotives only

Page 73 SHEFFIELD

★ Add:— West Tinsley, Hadfields Private Sidings

R.A. 5* Remarks * Diesel Shunting locomotives only

★ Page 83 Add:— MONCKTON COKE WORKS — R.A.6

Page 87 (Page 25 Northern Supplementary Operating Instructions)

★ ELLAND POWER STATION Amend to R.A.8.

**ROUTE AVAILABILITY OF DIESEL & ELECTRIC LOCOMOTIVES TRAVELLING CRANES AND PLANT BOOKLET
DATED SEPTEMBER, 1977 – continued**



Add Following Page 88 :—

RESTRICTIONS ON WORKING OVER B.R. RAIL WEIGHBRIDGES – EASTERN REGION

Max. speed of all vehicles = 4 m.p.h. over all weighbridges

1. B.R. Weighbridges subject to a total prohibition of all locomotives over the 'Live' (weighing) rails

E.R. No.	Location
11370	Peterborough North Engineers Yard
11935	Poplar Dock
13241	Wakefield C & W
13619 ø	West Hartlepool
13763	Peterborough C & W
14061	Beighton P Way
14242 ø	York, Wagon Works
14445 ø	Simonside, Tyne Dock C & W
14576 ø	Crofton East P Way
15884	Dagenham Dock

2. B.R. Weighbridges subject to some restrictions on the classes of locomotives allowed to pass over the 'Live' (weighing) rails

E.R. No.	Location	Class of Locomotive PROHIBITED
11429	Ipswich, Upper Yard	08, 09, 13, 24/0, 31/0, 31/1, 31/4, 37, 40, 44, 45, 46, 47, 50, 55, 56.
11546	Sheffield, Attercliffe	13.
12427	Boston Dock	06, 08, 09, 13, 24/0, 31/0, 31/1, 31/4, 37, 40, 44, 45, 46, 47, 50, 55, 56.
14470 ø	Hull West	13, 56.
14507 ø	Goole	13, 56.
15138	Chesterton Jn. CMD	06, 08, 09, 13, 24/0, 31/0, 31/1, 31/4, 37, 40, 44, 45, 46, 47, 50, 55, 56.
15657	Doncaster Engrs Yard	13, 56.

Note :— ø These weighbridges are type 1044 with 'Live' (weighing) and 'dead' rails.

All classes of B.R. locomotives (as at date) can pass over the 'dead' rails.

WORKING INSTRUCTIONS FOR CLASS 253 AND 254 TRAINS



Add:—

18. Loading of Luggage Compartments

When loading mails, parcels and luggage, there is no need for the door of the cupboard containing the Emergency Drawgear and Lamp bracket to be kept clear.

WORKING INSTRUCTIONS FOR CLASS 313 TRAINS - B.R.33070

Page 12

15. Coach Suspension

★ Clause 15.3 – **Delete** the final sentence also the Note and **Add** the following two paragraphs:–

If the air suspension is deflated on one bogie of either a motor or a trailer coach, the unit may proceed at normal speed but must be taken out of service at the first opportunity.

If the air suspension is deflated on both bogies of either a motor or a trailer coach, then the unit may complete that journey only, subject to a maximum speed of 45m.p.h., and must be taken out of service at destination.

**EASTERN REGION SECTIONAL APPENDIX
(NORTHERN AREA) (DATED 3 FEBRUARY 1979)**

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 15

★ Amend:–Heaton South Jn. to Tynemouth Station

80 – 81

Page 16

★ Amend:–Wakefield Turners Lane to Calder Bridge Jn.

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EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued
TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 24		DONCASTER BLACK CARR JN. TO BERWICK						
★ Amend:—		MARSHGATE JN. AND SANDBANK JN. 155m. 34ch.			40	MAXIMUM PERMISSIBLE SPEED ON SLOW LINE.		
		SANDBANK JN. 155m. 34ch. AND LOVERSALL CARR JN. 151m. 79ch.			70	MAXIMUM PERMISSIBLE SPEED ON DOWN LOCO/UP EAST SLOW LINE.		(w.e.f 3.12.79)
Page 24	(Page 28 Supp. Optg. Insts.)							
★ Amend:—		NEWCASTLE AND MORPETH 16m. 50ch.		80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.		
		MORPETH 16m. 50ch. AND ALNMOUTH NORTH OF 37m. 0ch.		100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.		
		Decoy No.1						
		Delete all details and substitute:—						
		Decoy North Jn.	154.12					
		Black Carr Jn.			60	Down Loco/Up East Slow to Gainsborough line.		(w e f 3.12.79)
Page 25								
★ Add:—		South Yorkshire Jn.			25	Down Loco/Up East Slow to Up Fast at 155m. 59ch.		(w.e.f. 14 00 3.12.79)
Page 27		Doncaster C.						
		Delete all details including Shunt Lines Nos.1 and 2 to Doncaster North Jn. in first column.						
Page 27	(Pages 30/31 Supp. Optg. Insts.)							
★ Add		in running lines column Additional Down Goods (dotted line) between South Yorkshire Jn. and Doncaster North Jn. signalled for both directions.						

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 27		DONCASTER BLACK CARR JN. TO BERWICK – cont					
★ Add		in first column between Doncaster North Jn. and Marshgate Jn. South, i.e. continuing on from Platform No 1 UPL additional line signalled in both directions and label 'Thorne Slow'					
★ Add:–		Doncaster North Jn		25		2 way Thorne Slow 156m. 5ch. and 0m. 11ch. (Marshgate Jn. to Wrawby Jn. mileage).	(w e f. 14 00 3 12.79)
Page 38				100		32m. 20ch. and 33m. 0ch.	
★ Amend:–				105	105	49m. 30ch. and 54m. 35ch.	
Page 40		Between Parkgate Jn. and Ferryhill		95	95	54m. 35ch. and 56m. 15ch.	
★ Amend:–				110	110	72m. 26ch. and 75m. 0ch.	
★ Add:–				100		75m. 0ch. and 78m. 40ch.	
Page 43		Between Chester-le-Street and Ouston Jn.		105		78m. 0ch. and 78m. 40ch.	
★ Amend:–				105	105	78m. 62ch. and 78m. 0ch.	
★ Add:–				100	100	78m. 62ch. and 75m. 0ch.	
Page 44		Between Low Fell and Askew Road Tunnel					
★ Delete:–							
★ Add:–							

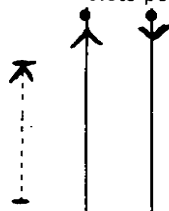
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 48 (Page 35 Supp Optg Insts) DONCASTER BLACK CARR JN. TO BERWICK – cont'd Delete:–				60		4m. 15ch. and 4m. 35ch.		
Page 48 Delete:– Delete:–		Plessey L.C. (CCTV)	11.38		60	4m. 40ch. and 4m. 20ch.		
Page 49 Delete:– Add:–		Morpeth		60	60	16m. 50ch. and 17m. 51ch.		
★ Add:–		Morpeth North L.C. (RC)	16.78	70	70	16m. 50ch. and 17m. 57ch.		
Delete:–				70	70	17m. 51ch. and 18m. 16ch.		
Add:–				90	90	18m. 16ch. and 18m. 70ch.		
				90	90	17m. 57ch. and 18m. 16ch.		
Page 50 Amend:– ★ Amend:–		Wooden Gate L.C. (RC)	33.71				CW, Up Main at 24m. 47ch., 1050 yards before reaching signal W.15.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M Cn	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 69		DARLINGTON NORTH JN. TO EASTGATE APCM					
	Delete:—	Broadway Quarry Sidings	9.64				
★	Add:—	Broadwood LC. Open (Type B.I.)	10.77				
Page 73		FERRYHILL TURSDALE JN. TO PELAW					
	Add:—	Tursdale Jn.				C. Down line at 3m. 50ch. 800 yards before reaching WL.417 signal.	
Page 74 (Page 34 Supp. Optg. Insts.)							
	Delete:—	'OT' from first column between Penshaw North and Washington (Line now worked by Regulations for Train Signalling on Single Lines by Track Circuit Block System').					
Page 76		BLACKHILL STATION TO OUSTON JN.					
	Delete:—					C. Down line at 12m. 8ch. 230 yards before reaching Carr House Home Signal.	
Page 77							
★	Amend:—					C. Up line at 7m. 63ch. (3m. 1232 yards before reaching Carr House Distant Signal).	
Page 77 (Page 44 Supp. Optg. Insts.)							
★	Amend:—	Beamish Station				C. Up line at 2m. 5ch. (1m. 1236 yards before reaching Beamish Home Signal).	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 81		HEATON SOUTH JN. TO WEST MONKSEATON Delete all details Tynemouth North to West Monkseaton inclusive Delete Up Slow line Tynemouth North to Tynemouth South.						
Page 84		DONCASTER MARSHGATE JN. TO LEEDS WEST JN. Amend:— UGL 106						
Page 94		EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Between Turners Lane and Lockes Siding:— Add:—		20	20	48m. 67ch. and 49m. 6ch.		
Page 96		SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN. Bowling Jn. (See page 138) Delete:— signal box dots Delete:—		20		To Laisterdyke line.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 102		PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN. Between Brockholes and Honley Add:—		20		3m. 50ch. and 3m. 46ch.		
Page 108		BARNSELY STATION JN. TO HORBURY JN. Between Darton and Wooley Coal Siding Add:—		30		49m. 20ch. and 48m. 52ch.		
		★ Add:—			30	48m. 55ch. and 49m. 20ch.		
Page 109		WAKEFIELD TURNERS LANE JN. TO CALDER BRIDGE Delete existing table and substitute:— WAKEFIELD TURNERS LANE JN. TO CALDER BRIDGE JN.		15	15	MAXIMUM PERMISSIBLE SPEED.		
		Turners Lane Jn. : (See page 94)	0.50					
		Calder Bridge Jn. : (See page 123)	0.00					
							C. Up Main at 0m. 16ch. 540 yards before reaching Signal WE 1246.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 110		WATH ROAD JN. TO LEEDS NORTH JN. Between Wath North and Dearne Valley Colliery Sidings Amend:—		10	20	Goods lines 171m. 42ch. and 172m. 14ch.		
		Between Dearne Valley North Jn. and Cudworth Station Jn. Add:—			20	Goods line 173m. 10ch. and 172m. 64ch.		
Page 113		WATH ROAD JN. TO LEEDS NORTH JN. ★ Delete:—		20	20	190m. 45ch. and 190m. 53ch.	(w.e.f. 09 00 Monday 3 December)	
				60	60	190m. 53ch. and 190m. 60ch.	(w.e.f. 09 00 Monday 3 December)	
Pages 113/114		★ Delete from running lines column Down Goods between Waterloo Colliery Sidings and Stourton Jn.						
Pages 114/5		Hunslet South Jn. ★ Amend:—			20	Goods line 194m. 6ch. and 195m. 18ch.		
Pages 123/4		WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. Delete portion of table Wakefield (K) East to Oakenshaw Jn. inclusive and substitute:—						
		Wakefield (K) East	47.74					
		Calder Bridge Jn. (See page 109)	48.32		15	To Turners Lane Curve line.		
				40	40	48m. 56ch. and 49m. 0ch.		
		Oakenshaw Jn. (See page 117)	48.76	15		To Oakenshaw South line.		

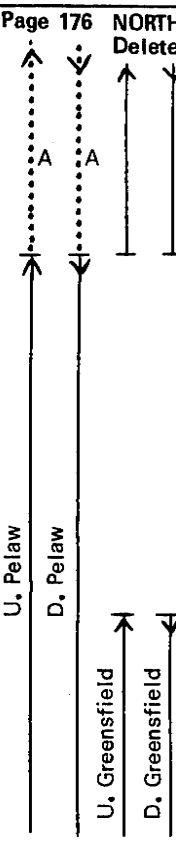


Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 125 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. – Between Featherstone LC and Pontefract West Jn. Add:–			– continued		30	54m. 0ch. and 53m. 30ch.		
Page 126 Amend:–		Knottingley West Jn.		25	20	To Ferrybridge line 2m. 71ch. and 2m. 31ch. To Up Shaftholme line 58m. 20ch. and 58m. 48ch.		
Page 136 LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE Delete:–		Laisterdyke G.F.						
Page 137 Delete all details		Hammerton Street						

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions			Catch. Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 138 DUDLEY HILL TO BOWLING JN.				20	20	MAXIMUM PERMISSIBLE SPEED		
Delete table and substitute:—								
T O:T †		Dudley Hill Yard	188.74					
		Laisterdyke Yard	190.24					
		Hall Lane L.C. (TMO)	191.57	15		191m. 57ch. and 191m. 59ch.		† No staff – See page 375.
		Bowling Jn. (See page 96)	192.25					
Page 140 LEEDS TO SKIPTON STATION SOUTH LMR								
★ Delete					35	Fast line 195m. 43ch. and 195m. 54ch.	(w.e.f. 09 00 Monday 3 Dec.)	
					55	200m. 24ch. and 199m. 27ch.	(w.e.f. 09 00 Monday 3 Dec.)	
Page 143 LEEDS WORTLEY JN. TO HARROGATE								
★ Delete:—		Wortley Jn.					C. Down Main at 1m. 25ch. 580 yards before reaching signal D.1.	
Page 147 GUISLEY JN. TO ESHOLT JN.								
Delete:—					30	1m. 4ch. and 1m. 69ch.		
Add:—		Esholt Tunnel			30	0m. 22ch. and 1m. 69ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 152 LEEDS TO HULL PARAGON		Hagg Lane L.C. (R/G)	5.36					
★ Amend mileage								
Page 156								
★ Delete from first column "G" Line between West Parade and Hull Paragon								
Page 158 THORNE JN. TO GILBERDYKE JN. Between Thorne Jn. and Thorne North								
★ Delete :-					30	9m. 29ch (14m. 14ch. Hull to Thorne North mileage) and 8m. 0ch.	(w.e.f. 14 00 Monday 3 December)	
★ Add :-					30	9m. 9ch. and 8m. 0ch.	(w.e.f. 14 00 Monday 3 December)	
Page 167 NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN		Boroughbridge Road L.C.						
★ Amend :-				50		42m. 30ch. and 42½m.p.		
★ Add :-				20		42½m.p. and 42m. 66ch.		
Page 168								
Between Romanby Gates and Northallerton East Jn.								
★ Add :-					50	42m. 66ch. and 42. 30ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Cns.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 169		NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. Hartburn Jn.						
★ Amend :—					15	To Bowesfield Jn. line. Passenger (loaded or empty) postal and newspaper trains not conveying four wheeled vehicles may exceed this speed by 10m.p.h.		
Page 173		NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
★ Delete :—				30	30	82m. 45ch. and 83m. 10ch.		
★ Between Dawdon and Seaham Add :—				35		84m. 65ch. and 86m. 16ch.		
★ Delete :—				35	35	85m. 20ch. and 86m. 16ch.		
★ Between Hall Dene and Ryhope Grange Add :—					35	86m. 16ch. and 85m. 20ch.		
Page 174		NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Add :—		Sunderland South Tunnels		30		89m. 5ch. and 89m. 45ch.		
Page 175		Between Boldon LC (AHB) and Boldon Colliery						
Add :—				30		94m. 30ch. and 94m. 43ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Cns.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 176 NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Delete all details on this page and substitute:—							
				20	20	To and from Goods lines at 98m. 19ch.	
				25		Main line 98m. 21ch. and 98m. 55ch.	
					25	Main lines 98m. 55ch. and 98m. 43ch.	
			98.55	60		98m. 55ch. and 100 m.p.	
		Heworth	99.00	45		Down Main 100 m.p. and 100m. 15ch.	
				60		100m. 15ch. and 98m. 55ch.	
				15	15	Mains to Greensfield lines and Greensfield lines to Mains 100m. 15ch. and 100m. 24ch.	
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.	
		St. James Bridge Jn.	100.18	10	10	Down Pelaw to Down Greensfield line and Up Greensfield line to Up Pelaw.	
				25		Greensfield line 100m. 75ch. and 101m. 13ch.	
			15	15	Pelaw lines 100m. 75ch. and 101m. 21ch.		
Page 177 Amend the two dotted lines terminating at High St. to continuous lines.							

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Cn.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 178								
HARTBURN CURVE								
Amend:—				25	25	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.		
				15	15	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES		
Delete:—				15	15	0m. 0ch. and 0m. 38ch.		
Page 182								
HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT								
Add between Wellfield and Pesspool Lane L.C.:—			13.30 (End of B.R.)					
Add:—		Pesspool Lane L.C.	14.00					
		Hawthorne Combined Mine and Coke Plant South Jn. (N.C.B. box)						
Delete:—			13.30 (End of B.R.)					
Page 190								
DARLINGTON SOUTH JN. TO SALT BURN								
Between Oaktree Jn. and Teesside Airport								
Add:—				40		5m. 20ch. and 5m. 66ch.		
Between Teesside Airport and Urrlay Nook L.C.								
Add:—					40	5m. 66ch. and 4m. 28ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Cn	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 192 ★ Amend:—		DARLINGTON SOUTH JN. TO SALT BURN – cont'd Bowesfield Jn.			15	To Hartburn Jn. line. Passenger (loaded or empty) postal and newspaper trains not conveying four wheeled vehicles may exceed this speed by 10m.p.h.	
Page 197 (Page 61 Supp. Optg. Insts.) ★ Amend:—	MIDDLESBOROUGH GUISBOROUGH JN. AND BATTERSBY	GUISBOROUGH JN. TO WHITBY		30	30	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER LOADED OR EMPTY, POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.	
				20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER LOADED OR EMPTY, POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.	
Page 206 ★ Amend:—		NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXC. How Mill LC.					C. Up Main at 53m. 23ch., 735 yards before reaching Home signal.
Page 207 Amend mileage:—		NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXC. Petteril Bridge Jn. L.M.R.	59.26				
Page 211 Amend:—		PERCY MAIN JN. TO MORPETH Betty's Lonnen LC. OPEN (Type B.1)	1.57				

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – PROPELLING TRAINS OR VEHICLES

	Between	Line	Number of vehicles and special conditions
Page 222	DONCASTER BLACK CARR JN. TO BERWICK		
	Add:—		
	Tursdale Jn.	Ferryhill Yard	Up Leamside (Up Slow) 10 SLU.
Page 224	HEATON SOUTH JN. TO WEST MONKSEATON		
	Delete heading and entry.		
Page 225	WAKEFIELD, TURNERS LANE JN. TO CALDER BRIDGE		
★	Delete heading and items		
Page 226	WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.		
	Delete		
	Calder Bridge	Wakefield Kirkgate East	Up Main 20 SLU or 54 fitted SLU without brakevan.
	Wakefield Kirkgate East	Calder Bridge	Down Main 10 SLU without brakevan.
	Amend		
	Wakefield C.E.G.B.	Wakefield Kirkgate East	Up Goole 2 Freight brakevans.
	DUDLEY HILL TO BOWLING JN.		
	Amend		
	Laisterdyke Yard	MacIntyres Sidings	Single 12 SLU.
Page 227	LEEDS TO HULL PARAGON		
★	Delete reference to 'G' line in third column of fourth entry		
Page 228	NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN		
★	Amend:—		
	Pelaw	High Street Jn.	Down Pelaw 2 freight brakevans.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE 'G' – WORKING IN WRONG DIRECTION

From	To	Line	Down	Up	Remarks
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Page 234

DONCASTER BLACK CARR JN. TO BERWICK

Delete:–

Decoy No.2 Up	Carr	–	Engine	60 SLU etc.
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Page 235 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

★ Delete:– heading and item.

TABLE H.1. – WORKING OF PARTIALLY FITTED TRAINS AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum number of vehicles (S.L.U's) and special conditions
------	----	------	---

Page 240 HEATON SOUTH JN. TO WEST MONKSEATON

Delete heading and entries

EASTWOOD LMR TO NORMANTON GOOSE HILL JN.

Delete :–

Horbury Jn.	Wakefield Kirkgate East	Down Fast and Slow	40
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WAKEFIELD TURNERS LANE JN. TO CALDER BRIDGE

★ Delete:– heading and items.

Page 241 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Delete:–

Wakefield Calder Bridge	Wakefield Kirkgate East	Up Main) 40 loaded or
Wakefield Kirkgate East	Calder Bridge	Down Main	

Page 242

NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST VIA HORDEN

★ Delete:–

Gateshead High Street Jn.	Pelaw	Up Pelaw Goods	–
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EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE J – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of train	Condi- tions	Remarks
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Page 249

BLACKHILL STATION TO OUSTON JN.

Consett North	Carr House	F	D	—
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Page 250

EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN.

Delete heading and item

SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD MILL LANE JN.

Delete:—

Greetland	Halifax	F	—	—
Bradford Exchange Stn.	Bowling Jn.	P, E.C.S.	N	—

CLAYTON WEST BRANCH

Delete heading and entry

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Wakefield (K) East (Calder Bridge Jn.)	Oakenshaw South Jn.	F	N	—
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LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE

Delete heading and item

TABLE O – INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Points at which train must stop for A.W.B.	Points at which train must stop for brakes to be released
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Page 256

SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN.

Low Moor	Bradford Exchange	Bowling Jn. No.2673 facing points.	On arrival at Bradford Exchange.
Low Moor	Springmill Street	Bowling Jn. No.2673 facing points.	On arrival at Springmill Street.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**TABLE O – continued**

From direction of	Proceeding towards	Points at which train must stop for A.W.B.	Points at which train must stop for brakes to be released
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Page 257**WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.**

Amend:—			
Oakenshaw South Jn.	Wakefield (K) East (Calder Bridge Jn.)	Viaduct No.205	Wakefield East Nos.1192/1194 Signals.
		Oakenshaw South Jn. No.398 Branch facing points.	Wakefield East Nos.1192/1194 Signals.

Page 258**LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE****Amend** first column for first entry to read "Leeds"**Amend** first column for remaining entries to read "Bradford"**DUDLEY HILL TO BOWLING JN.****Amend:—**

Dudley Hill	Laisterdyke	Underbridge No.25	Laisterdyke Yard
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**TABLE W – SET BACK MOVEMENTS – EXEMPTION FROM RULE BOOK,
SECTION J. CLAUSE 4.1**

Signal Box	Movement	See Special Instruction Page
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Page 267**Add:—****LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE**

Mill Lane Jn.	Arrival/Departure (Hammerton St.) Line to Loco Depot	375
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WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.**Add:—**

★ Wakefield (K) East	Down Goole (Signal 1190) to Cobra Siding (Calder Bridge Jn.)	—
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EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "Z" – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
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Page 271

- ★ Add:–
LEEDS TO SKIPTON STATION SOUTH L.M.R.

Leeds North Jn.	Apperley Jn. incl.	All passenger lines.
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LEEDS TO HULL PARAGON
Delete all entries and substitute:–

- | | | |
|------------------|----------------|----------------------|
| ★ Leeds East Jn. | Melton Lane | All passenger Lines |
| ★ Brough East | Leeds East Jn. | All passenger lines. |

- ★ Add:–
WATH ROAD JN. TO BURTON SALMON

Ferry Bridge	Burton Salmon (exclusive)	Down
Burton Salmon	Ferrybridge	Up

OTHER GENERAL INSTRUCTIONS

BREAKDOWN ARRANGEMENTS

Running and Maintenance Depot	Covers line		Prohibitions	Restrictions
	From	To		

- ★ Amend Numbering and max speeds of breakdown cranes as follows:–
- ★ Page 308– Gateshead ADB 967160 to read ADRC 96700 and max speed 45m.p.h.
- ★ Page 309– Thornaby ADE 331156 to read ADRC 95217.
- ★ Page 310– Healey Mills ADE 330110 to read ADRC 95218.
(P.76 Northern Supp. Ops.)

Page 311

Healey Mills

Amend :–

Wakefield Turners Lane Jn.	Wakefield (K) East (Calder Bridge Jn.)
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- ★ Page 313– Doncaster ADB 967159 to read ARDC 96709 and max speed 45m.p.h.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) -- continued

CRANES FROM OTHER DIVISIONS

Page 314

RESTRICTIONS

Amend third entry

Wortley West Jn. and Laisterdyke Yard

75 ton cranes restricted to 30m.p.h.

Delete:-

Selby and Hull

Knottingley and Goole

Thorne North and Gilberdyke

)

)

)

Crane 330107, Healey Mills etc.

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 329

DONCASTER DIESEL DEPOT

Paragraph 2

Delete reference to Carr signal box

Paragraph 4

Delete "Decoy No.1 box" and **substitute** "the signal box".

LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE

HAMMERTON STREET

Page 375

DIESEL DEPOT

Delete existing instruction and **substitute:-**

A movement in either direction between the Depot and the Arrival/Departure line must be driven from the leading cab.

DUDLEY HILL TO BOWLING JN.

HALL LANE

★ **Delete** sub-heading and instruction★ **Add :-**

When a train is worked by more than one locomotive, the additional locomotive must remain with the train until it leaves the branch.

Should a train stop on the branch, owing to failure and assistance is required the Guard or, in the case of a light locomotive, the Driver's Assistant, must place three detonators 20 yards apart not less than 300 yards on the Bowling Junction side of this train or at the facing trap points at termination of the Branch located at Bowling Junction. He must also inform the Signaller at Mill Lane Junction as soon as possible. The Driver's Assistant must conduct the assisting train to the disabled train.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued****LEEDS TO SKIPTON STATION SOUTH L.M.R.**

Page 378

SHIPLEY**Paragraph 3****Amend:—**

Up diesel multiple units booked to reverse direction at Shipley may be propelled from No.2 platform to the Down Main line at Bradford Jn. signal box. The tail lamp of such a train must not be transferred to the opposite end until the crossing movement has been made and the train has stopped at No.3 platform.

Add:—**GOODS YARD**

The Guard or person in charge must not authorise a train to pass the "STOP FOR ORDERS" board on the Through Siding line until an assurance has been received from Crossley's Shunter that the private locomotive has ceased work and is clear of the movement about to be made. Before leaving the Yard, the Guard or person in charge must advise Crossley's Shunter that B.R. shunting operations in the Yard have terminated.

Trains being propelled from the Up Main along the Through Siding at Shipley Goods Yard must not exceed 15 S.L.U.

Acceptance of trains for Bradford direction under the Warning Arrangement

When the Up Main Home signal at Bingley Jn. remains at Danger until a train has been quite or nearly stopped, this is an indication to the Driver that his train has been accepted by Bradford Jn. under the Warning Arrangement. The Rule Book, Section C clause 5.12 is hereby modified accordingly.

Page 379 SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE STATION**SHIPLEY****Delete** all instructions under this heading and **substitute:—**

For Working Instructions, see page 378.

Page 380 SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.**Delete** instruction and **substitute:—**

For Acceptance of trains for Bradford direction under the Warning Arrangements, see page 378.

LEEDS TO HULL PARAGON

Pages 382/383

SELBY**SELBY SIGNAL BOX****Delete** instructions**SELBY SWING BRIDGE – PASSING SIGNALS AT DANGER****Delete** first paragraph**Amend** second paragraph

During Single Line Working in accordance with the Rule Book, Section N, signals 1953, 1955, 1956 and 1958 must be obeyed by Drivers of trains approaching the bridge in the wrong direction.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 403 PELAW TO SOUTH SHIELDS

JARROW OIL TERMINAL

Paragraph 1

Delete and substitute:—

Trains must be stopped at the signal controlling the entrance to the terminal from the Down Main irrespective of the aspect to enable the Guard to change to the leading cab of the locomotive. Trains must again be stopped before passing over the first set of hand points immediately beyond the bridge in the terminal, to enable the Guard to alight and examine the points. |

**INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN
WORKING OVER THE LINES OF THE TYNE AND WEAR METRO**

★ **Delete** complete item shown on page ND27 of ND40D – see “Miscellaneous Notices” item.

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

YORK

15 NOVEMBER, 1979

MO45/ND/No.48

Chief Operating Manager

If the ND notice is not received by the normal time advise your Supervisor