

*E. Devine*



**British Rail**

**ND**

**EASTERN REGION**

**49D**

**(Northern Area)**

# **PERIODICAL OPERATING NOTICE**

**CONTAINING**

**GENERAL INSTRUCTIONS**

**AND**

**NOTICES**

**SATURDAY 5 DECEMBER 1981**

**TO**

**FRIDAY 5 FEBRUARY 1982**

**INCLUSIVE**

★ Denotes new or amended item.

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

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## RULE BOOK B.R. 87109

## SECTION "C" Clause 6.1. (v)

Amend reference to J.4.7. to read J.4.8.

## SECTION "H" Clause 5.5

Add as new clause :-

- 5.5.1 When a train is too long to be accommodated at a platform the Guard must, if practicable, and before the train arrives at such station, advise passengers wishing to alight there that they should move along the train if necessary, or wait until the train is drawn forward.

Existing paragraph to be numbered 5.5.2.

## SECTION "N" Clause 9.4.1.

Amend reference to T.C.B. Regulation 1B to T.C.B. Regulation 3.5.

## SECTION "O" Clause 15

Amend:- first line to read:-

When the Track Chargeman or Patrolman is walking his length, he must ..... (then as printed).

# **WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (BR.29987) DATED 3 MAY, 1975**

**Page 41** (Supplement No.1) – Instruction 16A –

★ **Add NOTE** at end of clause (1) (i) –

**NOTE :** The above arrangement is prohibited in respect of wagons on the up and down Moorgate lines between Kentish Town Station and Moorgate (London Midland Region).

★ **Add NOTE** at end of clause (2) –

**NOTE :** The above arrangement is prohibited in respect of vehicles on the up and down Moorgate lines between Kentish Town Station and Moorgate (London Midland Region). (w.e.f. 1.2.82)

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# **EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (B.R.29988) DATED 3 MAY 1975**

**Page 22** (Supplement No.1) – Instruction 16A –

★ **Add NOTE** at end of clause (1) (i) –

**NOTE :** The above arrangement is prohibited in respect of wagons on the up and down Moorgate lines between Kentish Town Station and Moorgate (London Midland Region). !

★ **Add NOTE** at end of clause (2) –

**NOTE :** The above arrangement is prohibited in respect of vehicles on the up and down Moorgate lines between Kentish Town Station and Moorgate (London Midland Region). (w.e.f. 1.2.82)

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# **REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS BR.29960**

**Pages 77–108**

## **REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM**

**Page 93** Regulation 14

**Clause (a)**

**Delete** the words "or Pilotman's ticket" from the 4th line of clause (i) and 5th and 6th lines of clause (ii).

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# **REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS - (BR.30062)**

**Signalmen's General Instructions**

★ **Page 36** – Level Crossings Monitored by CCTV. Clause 39.4 –  
**Delete** Item (v)

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**GENERAL APPENDIX (B.R.29944)****PART I****SECTION 1 – GENERAL OPERATING INSTRUCTIONS**

Page 1.42

**OFFICERS' SPECIALS****Amend NOTE** at end of instruction.

**NOTE** – A test car with Dynamometer equipment, and a light locomotive with the Civil Engineer's Track Recording Coach attached, must be signalled and dealt with as an Officers' Special.

**SECTION 4**

Pages 4.22 to 4.24

**SPENO RAIL GRINDING TRAIN (RR.555)**Page 4.23 – Clause 1.6 **Amend** to read:–

- 1.6 The train consists of a locomotive wagon and five 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 201 feet (10SWL) and the total weight is 187 tonnes.

Clause 2.3 – **Amend** first sentence to read:–

- 2.3 The train (as composed of six vehicles) may be relied upon to operate track circuits.

Pages 4.24 and 4.25

Page 4.24 – **Amend** heading –**CIVIL ENGINEER'S TRACK RECORDING COACH (DB.999550)**★ Page 4.25 – **Amend** Clause 2 –

2. The coach must only be attached to a light locomotive, a locomotive hauled train or a High Speed Train, and may be run at speeds up to 125m.p.h.

**WORKING MANUAL FOR RAIL STAFF (BR.30054)****PINK PAGES – PART III**

All concerned to note specially the following amendment to the above publication.

**Section F. Fires and Accidents involving Dangerous Goods, 3. Special Instructions C. Radio Active Substances, Clause F3/15, Post Office Telephone Numbers : Railway Control Office ER.**

**Amend NEWCASTLE** to read (0632) 322334\*

(MO.34.686D)

**WHITE PAGES – PART VI****Section F. Working of Freightliner trains**★ **Add :–**

'The present arrangements under which Freightliners Ltd., documents are conveyed in special document bags handed to the guard are to be discontinued. Outer wagons are in process of being equipped with lockable boxes for the conveyance of their documents. Where this arrangement is in force Form B.R.29973 and other B.R. documents will be handed to the guard prior to the departure of the train. Guards must hand over these documents to the guard who relieves them. When there is no immediate handover to the guard working the train forward, these documents must either be handed to yard staff on duty, or where this is not possible, placed in the label clip of the wagon which will be leading on departure. Terminal Overseers will advise guards prior to departure whether document bags or boxes are in use on trains'.

## WORKING MANUAL FOR RAIL STAFF (BR.30054) – continued

## WHITE PAGES – PART VI – continued

## Section H(H1/12). Procar 80 Car Carrying Vehicles

★ \*\* Delete entry. (MO.34/63)

## Section H(H1/13).

★ Amend : 1st para. – ‘A power brake’ to read ‘the automatic brake’ and insert additional paragraph :—  
Except as indicated above, vehicles on which the automatic brake is not operative when carrying Dangerous Goods may only be conveyed when authorised. When this authority has been given for an individual movement, this must be issued in writing and the vehicle must not proceed unless the Guard is in possession of such authority.

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

### CONTENTS

## Page 3

Delete:—

Table T Lineside fires

266

### GENERAL AND LOCAL INSTRUCTIONS – INDEX

## Page 8

Add:—

Berwick – Restriction on working unfitted trains to the Scottish region.

Page  
339

### LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page in  
Table A

## Page 15

Delete:—

Coxhoe Goods Branch

72

## Page 17

Delete:—

Hunslet Lane Goods Branch

115

## Page 19

★ Delete:—

South Pelaw to Washington

189

ND-6  
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 (Page 14 Supp. Optg. Insts.) <b>DONCASTER BLACK CARR JN. TO BERWICK</b> <b>Amend</b> 6th line speed:—					70	UP SLOW/DOWN LOCO/UP EAST SLOW BETWEEN MARSHGATE JN. NORTH OF (156m. 42ch.) AND LOVERSALL CAR (151m. 79ch.)		
Page 27 (Page 17 Supp. Optg. Insts.) Between Doncaster 155m. 65ch. and Doncaster 155m. 77ch. <b>Delete:—</b>		Doncaster		15	15	Up Slow 156m. 22ch. and 155m. 72ch.		
<b>Amend</b>								
Between Doncaster and Marshgate Jn. South <b>Add:—</b>					15	Slow line 156m. 8ch. and 155m. 65ch.		
					50	Slow line 156m. 20ch. and 156m. 8ch.		
Page 27 (Page 18 Supp. Optg. Insts.) <b>Delete:—</b>		Marshgate Jn. South	156.26	25		To Thorne line.		Permissive working authorised over the following platform lines – No.1 (Up direction only) Nos.3,4 and 8.

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	At or Between		
<b>DONCASTER BLACK CARR JN. TO BERWICK – cont d</b> <b>Page 27</b> (page 18 Supp. Optg. Insts.) – cont'd Delete:–          Add:–          <b>Page 33</b> Delete:–  <b>Page 37</b> ★ Amend:–  Amend:–		Marshgate Jn. North (see page 82)	156.29	60		To Leeds line, 156m. 29ch. and 156m. 72ch.		
					40	To and over Up Slow, 156m. 42ch. and 156m. 22ch.		
					100	Main/Fast, 156m. 53ch. and 155m. 55ch.		
		Marshgate Jn. (see page 82 and Southern Area Appendix pages 54 and 191)	156.28	60		To Leeds line, 156m. 28ch. and 156m. 72ch.		
					25	Up Slow to Thorne line, 0m. 3ch. and 0m. 21ch.		
					100	Main/Fast line, 156m. 53ch. and 155m. 55ch.		
		Clifton			10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.		
		Longlands Jn.		50		Slow to Boroughbridge Road line.		
				50		Main to Boroughbridge Road line.		
							S. Up Slow from Up Longlands Loop at 29m. 33ch.	

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 41 <b>DONCASTER BLACK CARR JN. TO BERWICK — cont'd</b>		Coxhoe Jn. (See page 72)	58.02					
Delete location, note and mileage.								
Page 48 (Page 26 Supp. Oper. Insts.) Between Benton and Killingworth Delete:—				80		5m. 60ch. and 6m. 10ch.		
★ Amend:— second Catch Points entry:—							C. Down Main at 3m. 48ch. 727 yards before reaching signal B33.	
Page 48 Between Cramlington and Stannington Delete:—				75	75	12m. 0ch. and 12m. 20ch.		
Page 51 (Page 30 Supp. Optg. Insts.) Delete dagger from DPL134		Alnmouth						
Page 57 <b>SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.</b> ★ Delete:—								
Page 65 (Page 39 Supp. Optg. Insts.) <b>YORK SKELTON TO HARROGATE</b> Delete:— ‘North’ Delete:— ‘North’ from the last two Catch points entries		Harrogate North	20.30				CW. Up Main at 2m. 44ch. 519 yards before reaching signal 381	



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	At or Between		
Page 67	DARLINGTON NORTH JN TO EASTGATE APCM Delete existing line speeds and substitute:— DARLINGTON NORTH JN. AND BISHOP AUCKLAND EAST			45	45	MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES EXCEPT (see below)		
				35	35	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING EMPTY CEMENT WAGONS		
				25	25	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED CEMENT WAGONS		
	BISHOP AUCKLAND EAST AND EASTGATE APCM			35	35	MAXIMUM PERMISSIBLE SPEED EXCEPT (see below)		
				25	25	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED CEMENT WAGONS		
Page 68	Delete from Remarks column:—	Shildon Tunnel						Rule Book, Section S, clause 3.3 and Block Regulation 9 apply.
Page 69	Between Bishop Auckland East and Witton-le-Wear L.C. ★ Add:—	Kielder L.C. Open (Type B1)	11.58					
	Between Witton-le-Wear and Wolsingham Add:—			20	20	7m. 0ch. and 13m. 0ch.		
Page 72	COXHOE GOODS BRANCH Delete heading and table.							
Page 73	FERRYHILL TURSDALE JN. TO PELAW Between Tursdale Jn. and Whitwell L.C. Delete:—			20	20	5m. 60ch. and 6m. 10ch.		
	★ Add:—			40	40	5m. 0ch. and 5m. 30ch.		
	Between Fencehouses L.C. and Penshaw North Delete:—				30	13m. 45ch. and 12m. 40ch.		

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		
<b>Page 74</b>		<b>FERRYHILL TURSDALE JN. TO PELAW – cont'd</b>						
★ Delete note :–		Washington (See page 189)		5		To Reversing line.		
★ Delete :–								
<b>Page 74</b> (Page 42 Supp. Optg. Insts.) Between Wardley and Pelaw Delete:–				25	25	20m. 50ch. and 20m. 64ch.		
				15		20m. 64ch. and 20m. 68ch.		
Add :–				25		20m. 50ch. and 20m. 75ch.		
★ Add :–				25		Down Leamside to Up Leamside at 20m. 65ch.		
<b>Page 77</b>		<b>BLACKHILL STATION TO OUSTON JN.</b>						
		Annfield						
Delete :– Signal box dots, location and mileage.							C. Up line at 7m. 14ch., 4m. 55ch. before reaching Carr House Distant Signal.	
Amend :–							C. Up line at 5m. 78ch., 5m. 902 yards before reaching Carr House Distant Signal.	
							C. Up line at 4m. 10ch., 7m. 638 yards before reaching Carr House Distant Signal.	
							C. Up line at 3m. 39ch., 8m. 100 yards before reaching Carr House Distant Signal.	
							C. Up line at 2m. 5ch., 9m. 1508 yards before reaching Carr House Distant 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 (pages 47 and 48 Supp. Optg. Insts.)								
<b>BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON</b> Between Bedlington South LC and Bedlington North LC  Delete arrows from the Up Running line showing this line as being signalled in both directions this line is now signalled in the Up direction only.								
★ Delete :-		Holywell LC			30	7m. 40ch. and 7m. 8ch.		
Page 82 (page 49 Supp. Optg. Insts.)								
<b>DONCASTER MARSHGATE JN. TO LEEDS WEST JN.</b> Between Dock Hills LC and Bentley LC Amend :-					60	156m. 72ch. and 156m. 28ch.		
Page 86 <b>BRODSWORTH COLLIERY BRANCH</b> Amend Remarks column :-								Controlled by Doncaster signal box.
<b>CASTLEHILLS SOUTH JN. TO CASTLE HILLS WEST JN.</b> Amend Remarks column :-								Controlled by Doncaster signal box.
Page 87 <b>CARCROFT JN. TO SKELLOW JN.</b>  Delete signal box dots.  Add In Remarks column:-		Skellow Jn.						Controlled by Doncaster signal box.

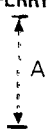
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
<b>Page 87</b> <b>CARCROFT JN. TO SKELLOW JN.</b> – cont'd (Page 50 Supp. Optg. Insts) Amend reference to Signal S742 and S108 in Catch points etc. column to DS742 and DS108							
<b>Page 88</b> <b>STAINFORTH JN. TO SKELLOW ADWICK JN.</b> Delete:– Signal box dots only. Skellow Jn.							
<b>Page 90</b> <b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN.</b> Delete the Down Slow line between Horwath Bridge and Mytholmroyd West also 'DF' and 'DM' from the Down line. Delete:–				20		Slow line 23m. 57ch. and 24m. 62ch.	
<b>Page 93</b> ★ Delete the Up Through line and UPL between Wakefield (K) East Jn. and Wakefield (K) West ★ Amend method of working on the Up Goods line between Wakefield (K) East Jn. and Wakefield (K) West from 'PB' to 'AB'.						CW. Down Slow at 24m. 61ch.	
<b>Page 94</b> (Page 53 Supp. Optg. Insts.) Between Turners Lane and Lockes Sidings Delete:– Add:–				20	40	48m. 67ch. and 49m. 6ch. 49m. 73ch. and 49m. 6ch.	

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		
Page 99		DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN. Huddersfield (HU)					Permissive working authorised on the Down and Up- then as printed.
Amend:--							
Page 102		PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN. Between Robin Hood Tunnel and Lockwood					
★ Add:--				40		2m. 20ch. and 2m. 60ch.	
				40		1m. 40ch. and 1m. 70ch.	
Page 104 (page 57 Supp. Optg. Insts.)		THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.					C. Up Main at 38m. 74ch. 560 yards before reaching Morley Signal No.20.  C. Up Main at 39m. 50ch. 675 yards before reaching Signal U.39
Delete:--							
Page 105							
Delete:--							
Page 103 (page 58 Supp. Optg. Insts.)		BARNESLEY STATION JN. TO HORBURY JN. Between Barnsley Station Jn. and Darton					
Delete:--				20	20	52m. 24ch. and 50m. 23ch.	
					20	49m. 78ch. and 50m. 10ch.	
Add:--				40	40	52m. 24ch. and 51m. 24ch.	
				20	20	51m. 24ch. and 50m. 23ch.	
Between Wooley New Tunnel and Crigglestone Jn.			<u>45.56</u> 1.53				
Amend:--				30	30	46m. 30ch. and 45m. 56ch.	
Delete:--					30	45m. 56ch. and 47m. 35ch.	

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	At or Between		
Page 110 (page 61 Supp. Optg. Insts.)								
★ <b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>								
★ <b>Delete</b> Down and Up Goods lines between Dearne Valley Colliery Sidings and Dearne Valley North Jn.								
		Dearne Valley Colliery Sidings						
★ <b>Delete</b> :- Block post dots, location, mileage and speed restriction								
★ <b>Amend</b> :-				20		Goods line 172m. 68ch. and 173m. 60ch.		
Between Dearne Valley North Jn. and Cudworth Station Jn.								
<b>Delete</b> :-				50		Main line 173m. 64ch. and 175m. 45ch.		
<b>Add</b> :-				50	50	Main lines 174m. 70ch. and 175m. 45ch.		
Page 111 (page 61 Supp. Optg. Insts.)								
Between Cudworth South Jn. and Cudworth North Jn.								
<b>Delete</b> :-					50	Main line 175m. 45ch. and 174m. 70ch.		
<b>Amend</b> :-		Oakenshaw South Jn.		40	40	181m. 70ch. and 182m. 5ch.		

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.			
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN -- cont'd								
Pages 113 to 115 (page 63 Supp. Optg. Insts.)								
Delete all details Methley North Jn, inclusive to Leeds North Jn, inclusive and substitute:--								
		Methley Jn (See page 121)	187 37		10 60	To Whitwood line. 187m. 40ch. and 187m. 35ch.		
		Woodlesford	190.02					
				25			Trailing Crossover Down Main to Up Main at 192m. 40ch.	
		Stourton Jn.	192 42	60	60		192m. 40ch. and 193m. 33ch.	
				20	20		Arrival/Departure line 192m. 42ch. and 193m. 17ch.	
		Stourton	193 17					
				60	60		193m. 39ch. and 194m. 37ch.	
		Hunslet South Jn Signal L901	193 40					
		Hunslet Goods Jn	194.37	40	40		Main lines 194m. 37ch. and 195m. 18ch.	
		Engine Shed Jn. (See page 145)	195.20		20		Goods line 195m. 20ch. and 193m. 40ch.	
				20		To Whitehall Jn.		
				30	30		195m. 18ch. and 195m. 47ch.	
				15			195m. 47ch. and 195m. 52ch.	
		Leeds North Jn. (See page 139)	195 53					
† Permissive Working authorised between Signals L870 '871 and L892 and between signals L901 and S912								

† Permissive Working authorised between Signals L870 '871 and L892 and between signals L901 and S912

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	At or Between		
Page 115		HUNSLET LANE GOODS BRANCH Delete:— heading and table.						
Page 117		OAKENSHAW SOUTH JN. TO CROFTON EAST JN. ★ Add:— 'A' to the Down and Up lines between Oakenshaw	South Jn. and Oakenshaw					
Page 121		METHLEY JN. TO CASTLEFORD WHITWOOD Delete:— catch points entry.						
Page 125	(Page 69 Supp. Optg. Insts)	WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN Between Pontefract Monkhill and Pontefract Goods Jn. ★ Delete:—					C. Up Main at 57m. 32ch., 550 yards before reaching signal P.O.W 374	
Page 130		FERRYBRIDGE BRANCH ★ Delete existing table and substitute:—  FERRYBRIDGE BRANCH 	Pontefract Goods Jn. (See page 125)  Ferrybridge South Jn. (See page 133)	3.06  2.34	15  15	MAXIMUM PERMISSIBLE SPEED		



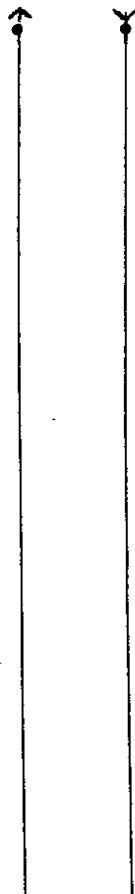

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>Page 132</b> (page 71 Supp. Optg. Insts.) <b>ALDWARKE NORTH JN. TO BURTON SALMON</b> Delete :--							C. Down Main at 15m. 60ch. 920 yards before reaching Hickleton Home Signal.	
<b>Pages 132 and 133</b> ★ Delete all catch point entries between Moorthorpe Station Jn. and Ferrybridge South Jn. and substitute :--							C. Down Main at 11m. 16ch., 907 yards before reaching signal F587.  C. Down Main at 10m. 44ch., 1237 yards before reaching signal F591.  C. Down Main at 7m. 11ch., 1090 yards before reaching signal F.601.  C. Up Main at 2m. 65ch., 694 yards before reaching signal F.608.	
<b>Page 134</b> <b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b> Amend second catch point entry :--							C. Up Main at 0m. 15ch., 800 yards before reaching Moorthorpe Station signal No.9.	

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	At or Between		
Page 139 LEEDS TO SKIPTON	STATION SOUTH LMR							
★ Amend :-		Leeds		10	10	All lines Station to 20m. 64ch.		
Between Leeds and Leeds West Jn.								
★ Add :-				15	15	Shipley lines to and from Platforms 1, 2 and 3, 20m. 64ch. and 0m. 7ch.		
				10	10	Main lines 20m. 64ch. and 0m. 7ch.		
★ Amend :-		Leeds West Jn. (See page 86)	20.70 0.00				w.e.f. 10 00 Monday 7 December	
		Leeds North Jn. (See page 115)	0.05					
Between Leeds North Jn. and Whitehall Jn.								
★ Add :-				25	25	Fast lines 0m. 7ch. and 0m. 25ch.		
★ Amend :-				20	20	Slow lines 0m. 7ch. and 0m. 25ch.		

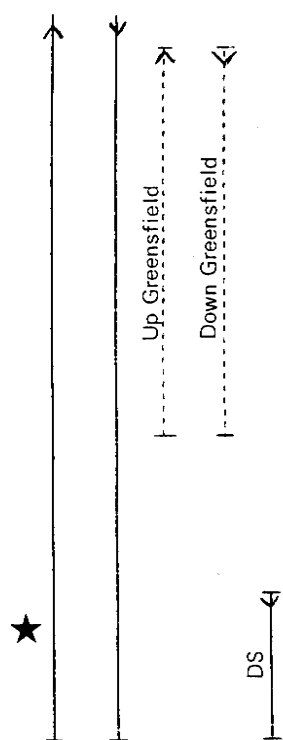
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
<b>Page 140</b> <b>LEEDS TO SKIPTON STATION SOUTH LMR - cont'd</b> ★ Amend:-		Whitehall Jn. (See pages 135 and 145)	0.25 195.54			(w.e.f. 10 00 Monday 7 December)	
<b>Page 144</b> <b>LEEDS WORTLEY JN. TO HARROGATE</b> (Page 76 Supp. Optg. Insts.) Between Bramhope Tunnel and Wescoe Tunnel Amend:-				40	40	9m. 56ch. and 9m. 60ch.	
★ Delete:- Between Weeton and Rigton LC				40		10m. 63ch. and 11m. 50ch.	(w.e.f. 09 00 Monday 7 December)
<b>Page 145</b> Delete Signal box dots and location Amend Remarks column:-		Harrogate South					Station Yard working authorised on Through line for Down Freight trains and on Platform lines for Passenger trains.
<b>Page 150</b> <b>LEEDS TO HULL PARAGON</b> Delete:- The dotted "NB" Depot Arrival line between N.Hill West Jn. and Stop Board N.Hill East Jn. Delete:-				10		Over Depot Arrival line.	
<b>Page 152</b> ★ Add:- Between Hagg Lane LC (R/G) and Thorpe Hall LC (R/G)		Philips Lane LC (R/G)	4.47				
		Harrymore Lane LC (R/G)	2.75				

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	At or Between		
<b>Page 157</b> NEVILLE HILL WEST JN. TO HUNSLET EAST Delete:— 'NB' from the Departure and Arrival lines between N. Hill West Jn. and Hunslet East Notice Board and Add 'A' to both lines.								
<b>Page 160</b> HULL PARAGON TO SEAMER WEST Between West Parade and Walton Street Amend:—				25	25	Through trailing crossover Down to Up at 1m. 21ch.		
<b>Page 167</b> NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Delete:— BOROUGHBRIDGE ROAD AND EAGLESCLIFFE  Add:— BOROUGHBRIDGE ROAD AND NORTHALLERTON EAST JN. (43 m.p.)  NORTHALLERTON EAST JN. (43 m.p.) AND EAGLESCLIFFE				70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
				50	50	MAXIMUM PERMISSIBLE SPEED		
				70	70	MAXIMUM PERMISSIBLE SPEED		
<b>Page 167</b> (Page 85 Supp. Optg. Insts.)  Delete:—		Boroughbridge Road		50		42m. 30ch. and 42m. 66ch.		
<b>Page 168</b> (Page 85 Supp. Optg. Insts.)  Delete:—		Romanby Road L.C.			50	42m. 66ch. and 42m. 38ch.		

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	At or Between		
Page 169		NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN – cont d						
Between Eaglescliffe North Jn. and Hartburn Jn. Delete: –				20		58m. 28ch. and 58m. 35ch.		
Add: –					30	58m. 55ch. and 58m. 0ch.		
Page 170 (Page 86 Supp. Optg. Insts.) Between North Shore Jn. and Norton-on-Tees South Delete: –					10	61m. 18ch. and 61m. 8ch.		
Page 171 (Page 86 Supp. Optg. Insts.) Between Greatham and Seaton Shook Jn. Delete: –				30	30	68m. 55ch. and 69m. 5ch.		
Page 173 (Page 87 Supp. Optg. Insts.) ★ Between Easington and Dawdon Jn. Delete: –				10		80m. 76ch. and 81m. 22ch.		
Page 174 (Page 88 Supp. Optg. Insts.) ★ Between Wearmouth Jn. and Seaburn Delete: –				30		91m. 30ch. and 91m. 40ch.		


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.		
NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN –cont'd							
Pages 175 to 177 (page 89 to 91 Supp. Optg. Insts.)							
Delete all details Boldon Colliery to Newcastle East Jn. and substitute							
		Boldon Colliery (See page 188)	95.18		25	To Tyne Dock Bottom line	
				30	30	95m. 20ch. and 95m. 45ch	
		Pelaw Jn. for Harton	98.07		20	To Tyne Dock Branch line	
				25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 11ch.	
		D/UGL 38 DGL36					
		Pelaw (See page 74 and 186)	98.13				
		Pelaw Jn. for Ferryhill	98.16		25	To Ferryhill line 20m 71ch and 20m 50ch	
				25		To Down Pelaw Goods at 98m. 15ch	
				25	25	Up Pelaw to Down Pelaw at 98m. 18ch	
					25	Up Pelaw Goods Loop to Up Pelaw at 98m 21ch	
			25	Down Pelaw Goods Loop to Down Pelaw at 98m 37ch			
				25	Up Pelaw to Up Pelaw Goods Loop at 98m 48ch		

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		
Pages 175 to 177 (Pages 89 to 91 Supp. Optg. Insts.) – cont'd NORTHALLERTON BOROUGH		BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN – substitute – cont'd	99.00	25	25	Through trailing connection Up Pelaw to Down Pelaw at 98m. 49ch.		
				30		Over Up Pelaw in Down direction 98m. 60ch. and 99m. 35ch.		
				20	20	99m. 35ch. and 99m. 45ch.		
				20		Over Up Pelaw in Down direction 99m. 35ch. and 99m. 45ch.		
				30		Over Up Pelaw in Down direction 99m. 45ch. and 100m. 15ch.		
					30	Over Down Pelaw in Up direction 99m. 35ch. and 98m. 55ch.		
					20	Over Down Pelaw in Up direction 99m. 45ch. and 99m. 35ch.		
					30	Over Down Pelaw in Up direction 100m. 15ch. and 99m. 45ch.		
				40	40	Pelaw lines 100m. 15ch. and 100m. 75ch.		

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 At or Between			
Pages 175 to 177 (Pages 89 to 91 Supp. Optg. Insts.) – NORTHALLERTON (BOROUGHBRIDGE RD.) TO NEWCASTLE EAST JN. VIA HORDEN – substitute – cont'd								
		St. James Bridge Jn.	100.23	25	Greensfield line 100m. 27ch. and 100m. 63ch.			
				25	Up Main to T.C.F.D. at 100m. 28ch.			
				20	Main line to T.C.F.D. at 100m. 60ch.			
				25	25	Main lines to Greensfield lines and Greensfield lines to Main lines, 100m. 61ch. and 100m. 75ch.		
				20		To Greensfield Jn. line at 100m. 63ch.		
				25		Greensfield line, 100m. 68ch. and 100m. 27ch.		
				15	15	100m. 75ch. and 101m. 59ch.		
		Park Lane Jn. (see page 188)	100.68					
		Gateshead East	101.27					
		High Level Bridge Jn. (see page 208)	101.33		10	To Gateshead West lines 0m. 0ch. and 0m. 47ch.		
		Newcastle East Jn. (see page 46)	101.59	15		Over Slow line.		
				50		MAXIMUM PERMISSIBLE SPEED		
				25		29m. 66ch. and 29m. 71ch.		
Page 177	LONGLANDS LOOP – DOWN Amend :—	Boroughbridge Rd. LC (CCTV)						
	Delete :—							



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	At or Between		
<b>Page 179 BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE</b> Between Billingham-on-Tees and Belasis Lane <b>Add:—</b>				15	15	1m. 0ch. and 1m. 10ch.		
At Belasis Lane Jn. <b>Add:—</b>				30	30	1m. 10ch. and 3m. 15ch.		
At Port Clarence G.F. <b>Amend:—</b>				15	15	3m. 15ch. and 3m. 25ch.		
Between Philips Siding Jn. G.F. and North Tees L.C. <b>Add:—</b>				15	15	3m. 50ch. and 5m. 1ch.		
<b>Page 183 HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. TO RYHOPE GRANGE</b> ★ <b>Amend</b> OT† on the Arrival and Departure lines to 'AB' ★ <b>Delete</b> from Remarks column:—								† See page 401.
<b>Page 186</b> (Page 96 Supp. Optg. Insts.) <b>TYNE DOCK BRANCH</b>  Delete signal box dot.		Pelaw						
<b>Page 189 SOUTH PELAW TO WASHINGTON</b> ★ <b>Delete</b> heading and table.								
<b>DARLINGTON SOUTH JN. TO SALTBURN</b> <b>Page 192</b> (Pages 98/99 Supp. Optg. Insts.) Between Bowesfield Jn. and Thornaby <b>Amend:—</b>				30	30	Main lines 11m. 24ch. and 11m. 77ch.		
<b>Delete:—</b>					30	Main line 11m. 56ch. and 11m. 24ch.		
<b>Delete:—</b>		at Thornaby			15	Main line 11m. 68ch. and 11m. 56ch.		

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.		
<b>DARLINGTON SOUTH JN. TO SALT BURN</b> — cont'd <b>Page 192</b> (Pages 98/99 Supp. Optg. Insts.) — cont'd Between Thornaby East Jn. and Tees Delete:—					30	Main line 11m. 77ch. and 11m. 68ch.	
<b>Page 193</b> (Page 100 Supp. Optg. Insts.) Between Middlesbrough LC and Guisborough Jn. — Amend 'P' in the Up Main to 'AB' and 'P' in the Down Main to 'AB' * ★ Add in remarks column:—		Middlesbrough					*Permissive Working authorised on the Down Platform line when Guisborough Jn. signal box open.
<b>Page 194</b> (Page 101 Supp. Optg. Insts.) Between South Bank and Beam Mill Jn. ★ Delete:—				30		Main line 17m. 20ch. and 17m. 54ch.	
<b>Page 195</b> (Page 103 Supp. Optg. Insts.) Between Redcar Ore Terminal Jn. and Steelworks Halt Delete Amend Down Main between Redcar Central and Redcar LC 		Redcar Central	22.64	35	20	20m. 9ch. and 20m. 22ch. 20m. 20ch. and 20m. 13ch.	
		Redcar LC	22.71				

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	At or Between		
<b>Page 202</b>	<b>NEWCASTLE TO CARLISLE</b>	<b>PETTERIL BRIDGE JN. EXC.</b>						
	(page 107 Supp. Optg. Insts.)							
	<b>Amend :-</b>							
	HAYDON BRIDGE (28m. 34ch.) AND			60	60	MAXIMUM PERMISSIBLE SPEED		
	GREENHEAD (40m. 32ch.)							
	GREENHEAD (40m. 32ch.) AND			50	50	MAXIMUM PERMISSIBLE SPEED		
	PETTERIL BRIDGE JN.							
<b>Page 203</b>								
★	<b>Amend mileage :-</b>	Gas House LC	4 17					
★	<b>Add :-</b>	Mickley			25	11m. 40ch. and 10m. 55ch.		
<b>Page 204</b>								
★	<b>Add :-</b>	Dilston Crossing LC			30	18m. 20ch. and 17m. 65ch.		
<b>Page 207</b>								
	Add between Corby Gates LC and Petteril Bridge Jn. L.M.R. :-	Wetheral	55. 76					
<b>Page 214</b>	<b>BUTTERWELL COLLIERY SOUTH BRANCH NCB</b>							
	<b>Amend :-</b>							
	POTLAND LC AND SIGNAL B.6 (END OF BRANCH)			15	15	MAXIMUM PERMISSIBLE SPEED		
<b>Page 216</b>	<b>BEDLINGTON TO LYNEMOUTH COLLIERY NCB</b>							
	Woodhorn LC							
	<b>Delete :-</b> location and mileage							
★	Between Hirst Lane LC and Lynemouth Colliery NCB.							
	<b>Add :-</b>			10	10	4m. 10ch. and 6m. 12ch.		
	<b>CAMBOIS BRANCH</b>							
	<b>Amend 'PB' in Up line between</b>	West Sleekburn Jn. and Winning LC to 'AB'						

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE D – SINGLE LINES – DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMAN

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
Page 218		
COXHOE GOODS BRANCH		
Delete:– heading and item		
Page 219		
DUNSTON STAITHES		
★ Delete heading and item		

TABLE F – PROPELLING TRAINS OR VEHICLES

	Between	Line	Number of vehicles and special conditions
Page 222			
DONCASTER BLACK CARR JN. TO BERWICK			
★ Delete :–			
Ferryhill Yard	Coxhoe Goods Branch GF	Up Leamside	2 freight brake vans
★ Add:–			
SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.			
Knottingley West Jn.	Ferrybridge North Jn.	Down	1 freight brakevan
Page 223			
COXHOE GOODS BRANCH			
Delete:– heading and item			
Page 224 (Page 114 Supp. Optg. Insts.)			
STAINFORTH JN. TO SKELLOW ADWICK JN.			
★ Amend :–			
Thorpe Marsh Power Station	Limit of Shunt Board	Up Skellow	50 SLU fitted without brake van. Clear weather only.
Page 225			
★ Add :–			
HEADFIELD BRANCH			
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	12 SLU
Page 226			
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.			
★ Add:–			
Knottingley	Knottingley West Jn.	Up	1 Freight brakevan
★ Add :–			
ALDWARKE NORTH JN. (MID) TO BURTON SALMON			
Ferrybridge North Jn.	Ferrybridge	Down	1 freight brakevan

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – continued

	Between	Line	Number of vehicles and special conditions
Page 227	<b>LEEDS WORTLEY JN. TO HARROGATE</b> Delete heading and item		
★ Page 230	<b>SOUTH PELAW TO WASHINGTON</b> Delete heading and item		

TABLE G – WORKING IN WRONG DIRECTION

From	To	Down	Line	Up	Remarks
Page 235	<b>LEEDS WORTLEY JN. TO HARROGATE</b> Delete heading and item				

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

From	To	Line	Number of vehicles and Special Conditions
Page 239	(Page 119 Supp Optg Insts) <b>FERRYHILL TURSDALE JN TO PELAW</b> Delete:– heading and items		
Page 240	<b>ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN.</b> Add:–		
Leeds L901 Signal	Hunslet Up Sidings	Up Hunslet Goods	10
Hunslet Up Sidings	Stourton Jn.	Up Main	10
★ Add:–	<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.</b>		
Castleford Gates	Castleford Station	Down	15
Page 241	<b>NORTHALLERTON BOROUGHBRIDGE RD. TO NEWCASTLE EAST JN. (VIA HORDEN)</b> Amend:–		
Cliff House	Seaton Snook	Up Main	–
Page 242	Amend:–		
Seaton Snook	Cliff House	Down Main/ Goods	–

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "J" – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Class of train	Condi- tions	Remarks
<b>Page 249</b>				
<b>DONCASTER BLACK CARR JN. TO BERNICK</b>				
<b>Add:—</b>				
Heaton North Jn.	Earsdon	F, Engineers trains	—	Fitted/Piped vehs, only.
<b>Page 252</b>				
<b>LOW FELL JN. TO NORWOOD JN.</b>				
<b>★ Amend:—</b>				
Low Fell Sidings Jn. or Nerwood	King Edward Bridge	ECS, F	D	Trains to be stopped etc.

TABLE O – INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
<b>Page 255</b>			
<b>BLACKHILL STATION TO OUSTON JN.</b>			
<b>★ Delete:—</b>			
Consett	Stanley Level	9m.p. Greencroft	Anfield Down Home Signal
Anfield Sidings	Ouston Jn.	Anfield Sidings	Signal TY269 Ouston Jn.

Page 266

TABLE T – LINESIDE FIRES

Delete heading, preamble and table.

TABLE U – TOWING AND PROPPING OF VEHICLES – THE RULE BOOK, SECTION J, CLAUSE 3.6

Place	Line	Remarks
<b>Page 266 (Page 125 Supp. Optg. Insts.)</b>		
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>		
<b>Amend:—</b>		
Stourton B.S.C. Sidings	Loaded Siding to Empty Road	To move shunts of 2 vehicles only : from Loaded to Empty Sidings. Propping prohibited.

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

Page 267

## TABLE W – SET BACK MOVEMENTS – EXEMPTION FROM RULE BOOK, SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instruction on page
<b>STAINFORTH JN. TO SKELLOW ADWICK JN.</b>		
<b>Amend item:—</b>		
Doncaster (Skellow Jn.)	Down Skellow to A.M.O.C.O. Sidings	351

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

From	To	Line	Remarks
<b>Page 271</b>			
<b>LEEDS WORTLEY JN. TO HARROGATE</b>			
<b>Amend:—</b>			
Wortley Jn.	Harrogate	Down and Up	—
<b>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN.</b>			
<b>Add:—</b>			
Sunderland	Gateshead	Down and Up Passenger lines	—

## INSTRUCTIONS RELATING TO THE RULE BOOK

Page 275 (Page 128 Supp. Optg. Insts.)

## SECTION N – WORKING OF TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION



Add to first paragraph : Eryholme, Aycliffe.

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 276 (and page 129 Supp. Optg. Insts.)



Delete :— (dated 1st October 1972)

## LINESIDE HOT AXLEBOX DETECTORS



Delete heading and instructions.

**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued****INSTRUCTIONS RELATING TO THE GENERAL APPENDIX – continued**

Page 276 – continued



Add :-

**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 100m.p.h. to the next place where C & W staff are available.<br>)<br>) 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 100m.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  |
| (c) single glazed pane scored three inches or more or broken             | ) competent member of the staff must be in attendance. The speed of the train must not exceed 100m.p.h. and the Guard must advise the Driver accordingly.   |
| 6 (i) Door drop lights   | ) – Train must be stopped as soon as possible and all defective glass removed. The windows 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.

**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.

The perspex windows are each supplied within individual hardboard sheets for transportation purposes, together with a special spanner. Each hardboard sheet bears the name of the allocated station and when a perspex window has been fitted, the hardboard sheet and special spanner must be placed in one of the power car brake compartments to enable the Depot, replacing the window, to return it to the owing station suitably protected, together with the spanner.

**OTHER GENERAL INSTRUCTIONS**

Page 306

**WORKING OF WEED-KILLING TRAIN****2. Formation of train**

**Amend** in a, b and c all references to Brake Van being Vacuum braked or Piped to 'Vacuum braked'. (Viz delete all five or 'Piped').



**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued****OTHER GENERAL INSTRUCTIONS – continued**

Page 325

**FAILURES OF TAIL OR SIDE LAMPS****Delete:**— heading and item and **substitute:**—**FAILURE OF OIL TAIL OR SIDE LAMPS**

Should a train be stopped owing to a tail or side lamp being out the lamp must be re-lit and used for the completion of the journey unless there is an apparent defect which requires the lamp to be substituted.

On completion of journey or at the point where he is relieved, the Guard must report the circumstances together with details of any apparent cause for the failure and, at the terminating point of the train the lamp must be withdrawn and not restored to service until it has been established that there is no defect.

The Area Manager at the terminating point must report details of the failure promptly to the Area Manager at the starting point of the train so that suitable action to prevent recurrences can be taken where necessary.

---

**LOCAL INSTRUCTIONS****DONCASTER BLACK CARR JUNCTION TO BERWICK**

Page 329 (page 137 Supp. Optg. Insts.)

**DONCASTER DIESEL DEPOT****Delete** sub heading and item

Page 335

**DARLINGTON SOUTH AND NORTH****Amend** heading to read :— **MULTIPLE UNIT SIDINGS**

Page 339

**ACKLINGTON****Delete** heading only and

**Transfer** heading "ALNMOUTH" to above the item headed **SOUTHSIDE N.C.B. SIDINGS – BROTHERWICK LEVEL CROSSING.**

**YORK SKELTON TO HARROGATE**

Page 343

**HARROGATE STATION****Add****STABLING OF TRAINS OR VEHICLES ON THE THROUGH ROAD**

1. Trains may be stabled on the Through Road between signals 59 and 25.

2. The following conditions must be observed :—

(a) When a movement is required, to enter the line towards the stabled vehicles for any purpose, the person in charge of stabling must advise the driver of the presence of the stabled vehicles and, if any vehicles are to remain stabled on the line, the person in charge must arrange for the detonators to be replaced as soon as the operation is completed.

(b) Tail lamps must be placed on the outer ends of the stabled vehicles.

3. The person in charge of the stabling arrangements is responsible for seeing these arrangements are carried out.

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

**LOCAL INSTRUCTIONS – continued**

**BLACKHILL STATION TO OUSTON JUNCTION**

**CONSETT**

Page 350

**CONSETT ORE TERMINAL**

Delete item

Page 351 (Page 141 Supp. Optg. Insts.)

**HEATON SOUTH JUNCTION TO WEST MONKSEATON**

**RESTRICTED CLEARANCES – NORTH TYNESIDE LINES**

Delete item

Page 351/2/3 (Page 141 Supp. Optg. Insts.)

**SKELLOW A.M.O.C.O. OIL DEPOT**

Amend reference to:

“Signalman at Skellow Jn.” to read “Signalman at Doncaster”.

“Branch Lines” to read “Carcroft Lines”.

“Main Lines” to read “Skellow Lines”.

**2. Procedure : Removal of Discharged Train via Up Branch Line**

item (e)

Amend “No.33 shunting signal” to read “No.1157 shunting signal”.

item (f)

Amend “Signal box” to read “Skellow – relay room”.

**DIGGLE JUNCTION (LMR) TO HEALEY MILLS HEATON LODGE JUNCTION**

Page 359

**HUDDERSFIELD STATION**

Add:—

**STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES**

1.. Diesel multiple units may be stabled as follows:—

Down Main line	Between Signals 147 and 93.
Up Main line	Between Signals 145 and 110.

2. The following conditions must be observed.

- (a) Three detonators 20 yards apart must be placed on the line in such a position that no movement can proceed towards the stabled units from either direction without exploding them.
- (b) When a movement is required to enter the line towards the stabled units for any purpose, the Driver must be instructed to proceed cautiously towards the stabled units. If any units are to remain stabled, the detonators must be replaced as soon as the operation is completed.
- (c) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled units.

3. The person in charge of stabling the units is responsible for ensuring the above arrangements are implemented.

**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued****LOCAL INSTRUCTIONS – continued****ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.**

Page 364 (Page 143 Supp. Oper. Insts.)

**STOURTON TRADING ESTATE****Delete** existing instructions and **substitute** :—

Trains to enter the Trading Estate must not exceed 24 SLU and must be propelled.

**STOURTON TRADING ESTATE LEVEL CROSSING****Delete** existing instructions and **substitute** :—

1. This crossing equipped with road flashing lights is of the automatic open type at which trains must stop and is locally controlled.
2. The Key to the plunger cabinets is kept by the Supervisor, Hunslet Freight Centre and must be collected by the Guard and returned after use.
3. The Guard, when ready to allow the train to proceed from the propelled trains locomotive stop board must after obtaining the white light indication give an audible signal to the Driver by means of the bell push.
4. When the audible signal is received, the Driver must sound the locomotive horn and commence propelling at a speed not exceeding 5 m.p.h.
5. After a shunting movement has been completed and the level crossing is clear, the Guard must extinguish the road traffic lights by means of the "Stop" button.
6. If, after operating the plunger, there is no light in the lamp unit, the Guard must not authorise the Driver to proceed over the crossing until he is satisfied it is safe to do so. The Guard must obtain the assistance of two B.S.C. employees to control road traffic. The circumstances must be reported to the Signaller at Stourton signal box.

**D AND F STEELS LEVEL CROSSING****Note** – These instructions remain as printed.

Page 365

**STOURTON FREIGHTLINER TERMINAL****Delete** existing instructions and **substitute** :—

1. The Terminal Supervisor is responsible for all rail movements within the terminal.
2. **Arriving Trains**
  - 2.1. Thirty minutes before a train is due to arrive, the Terminal Overseer must ascertain its whereabouts from Divisional Control and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult Divisional Control about the trains approach and confirm his estimate.
  - 2.2. After a train has entered the terminal and been stabled, the Guard must report to the Terminal Overseer.
3. **Departing Trains**
  - 3.1. Train crews must report to the Terminal Overseer immediately on arrival within the terminal.
  - 3.2. The Guard must advise the Terminal Overseer when the train is ready to depart.
  - 3.3. Authority for departure will be given by the Terminal Overseer.

Page 368

**WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.****KELLINGLEY COLLIERY****Delete** second paragraph.

## EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

## LOCAL INSTRUCTIONS – continued

## LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 376

## LEEDS

## WORKING IN TO PARCELS AREA

Delete heading and item.

## ADMITTING TRAINS TO LINES ALREADY OCCUPIED

Delete heading and item.

Page 378

Add:—

## BINGLEY JUNCTION

**Tail lamp advice.** When a train stops at Guiseley Jn. 'Down and Up' Main signal 42 or at Up Main signal 43, and the last vehicle has not passed Bingley Jn. signal box, the Guard must use one of the telephones situated at the Skipton side of Bridge 49 to advise the Signaller at Bingley Jn. whether or not the train is complete with tail lamp attached.

Page 378 (page 146 Supp. Optg. Insts.)

## LEEDS WORTLEY JUNCTION TO HARROGATE

## HORSFORTH AND ARTHINGTON

Delete heading and first paragraph of instruction and substitute:—

## HORSFORTH AND RIGTON

## BRAMHOPE TUNNEL. General Instructions

When the block bells have failed and no telephone communication is available between Rigton and Horsforth signal boxes, the Area Manager Leeds must appoint a Pilotman who must accompany every train, working Up trains on the Up line and Down trains on the Down line.

Page 379

Add:—

## HARROGATE STATION

## Trains from Leeds direction terminating, or delayed at Harrogate Station

When a train arrives from the Leeds direction on the Through Road or on No.1 Platform line at Harrogate Station and the train terminates, or has to wait, the Guard must use the telephone on No.1 Platform to inform the Signaller whether or not the train is complete with tail lamp attached.

Page 401

## HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE

WORKING OF TRAINS BETWEEN MURTON AND  
HAWTHORN COMBINED MINE AND COKE PLANT NORTH JUNCTION

Delete heading and item and substitute:—

## HAWTHORN COMBINED MINE AND COKE PLANT

1. No movements must be made within the plant without the authority of N.C.B. staff.
2. All speed limits within the plant as indicated by the boards provided, must be observed.

Pages 401 and 402

## PALLION YARD TO HENDON JN.

Delete Centre heading, side heading and items.

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

**LOCAL INSTRUCTIONS – continued**

**Page 402** (Page 152 Supp. Optg. Insts)

**PELAW TO SOUTH SHIELDS**

**Amend** route heading “TYNE DOCK GOODS BRANCH”

**Add**

**WORKING BETWEEN SIMONSIDE SIDING AND JARROW**

1. The line between signals 725/720/729 and the “Stop Await Instructions” board at Simonside is worked as a siding under the control of the signalman at Pelaw.
2. The Guard of an Up train along the sidings must, on arrival at signal P716/717/719 confirm to the signalman at Pelaw that his train has arrived complete with tail lamp

**Pages 402/3** (Page 152 Supp. Optg. Insts.)

**TYNE DOCK GOODS BRANCH**

**JARROW**

**JARROW EAST END LIGHT RAILWAY AND MERCANTILE DRY DOCK COMPANY**



**Delete** item

**Page 405** (Page 152 Supp. Optg. Inst)

**WORKING BETWEEN JARROW AND HARTON**

Paragraph 3.

**Amend** reference to signal numbers to read p.716 719 or 717.....

**SOUTH SHIELDS**

**TYNE DOCK BOTTOM**

**Delete** both headings and item.

**Page 408** (Page 153 Supp. Optg. Insts.)

**DARLINGTON SOUTH JN. TO SALT BURN**

**MIDDLESBROUGH**

**STARTING OF UP H.S.T. SERVICES FROM DOWN PLATFORM**



**Delete:**— sub heading and item

**Page 414**

**LONGBECK SALT BURN WEST JN. TO BOULBY CLEVELAND**

**POTASH SIDINGS**

**SKINNINGROVE IRON WORKS**

**Delete** instruction and **substitute:**—

**SKINNINGROVE B.S.C. SIDINGS**

1. When a locomotive requires to work in the Departure Sidings, the Chargeman must obtain an assurance from the B.S.C. Weighman that no movement of any B.S.C. locomotives in the Departure Sidings will take place until he is advised that normal working may be resumed.
  2. Before a locomotive enters the sidings, the Chargeman must set all hand points giving access to the works, towards the sand drag.
  3. Upon completion of work, the Chargeman must advise the B.S.C. Weighman accordingly.
  4. The speed of locomotives must not exceed 5 m.p.h. when propelling into the sidings.
-

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

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 424 Amend heading:- BENTON QUARRY JN. TO CALLERTON RUN-ROUND LOOP  Amend fifth line speed:- BANK FOOT L.C. (4m. 70ch.) AND CALLERTON RUN ROUND LOOP				30	30	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE		
Page 425 Amend:-		Callerton Run Round Loop	7 00					

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

Page 4 (Page 158 Supp. Optg. Insts.)

Add:—

## MAINTENANCE OF M.G.R. SETS AT THE MAXIMUM AUTHORISED LOADS

The authorised loads for M.G.R. services are as follows:—

1. Coal trains to Cottam, Drax, Eggborough, Ferrybridge, Fiddler's Ferry, High Marnham and West Burton.
  - (a) 34 wagons, if hauled by a Class 56 locomotive (except where less loads are quoted in the M.G.R. weekly circular).
  - (b) 30 wagons except Fiddler's Ferry, if hauled by a Class 47 locomotive.
2. Coal trains to Thorpe Marsh — 30 wagons.
3. Coal trains to Ratcliffe.
  - (a) 34 wagons from E.R. Collieries if hauled by a Class 56 locomotive.
  - (b) 36 wagons from Sherwood (LM) if hauled by a Class 56 locomotive.
  - (c) 30 wagons if hauled by a Class 47 locomotive.
4. Coal trains to Didcot or Northfleet APCM.
  - (a) 45 wagons from Barrow Hill if hauled by a Class 56 locomotive.
  - (b) 43 wagons from the Shirebrook Area if hauled by two Class 37 locomotives.
  - (c) 34 wagons from the Shirebrook Area if hauled by a Class 56 locomotive.
  - (d) 30 wagons from the Shirebrook or Barrow Hill Areas if hauled by a Class 47 locomotive.
5. Coal trains to BSC Scunthorpe and Redcar 30 wagons (except trains from South Wales collieries 28 wagons).
6. Coal and Coke to N.C.B. Immingham.
 

Coal : 34 wagons when hauled by a Class 56 locomotive.  
32 wagons when hauled by a Class 47 locomotive.

Coke : 36 wagons when hauled by a Class 56 or 47 locomotive.
7. Coal to C.E.G.B. Ironbridge or Bowaters, Sittingbourne, 30 wagons.
8. Limestone in P.G.A. wagons to B.S.C. Redcar.
 

30 wagons from Thrislington.  
23 wagons from Redmire.

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

Page 18

**GRIMETHORPE COLLIERY**

**Delete instructions and substitute:—**

1. Upon arrival of a train at signal 1, the Guard must alight and proceed to the emergency switch at the bunker.
2. The loading signals will then be switched on to the "Move at low speed in opposite direction to that required for loading" aspect. When signal 1 is cleared the train must proceed at a maximum speed of 3 m.p.h. for tare weighing.
3. The train will be stopped by the loading signals with the four rear wagons beneath the bunker, for loading whilst stationary.
4. The train will then be authorised to propel and must not exceed a speed of ½ m.p.h. to complete loading and it must be stopped when clear of the weighbridge, after which the loading signals will be switched out and the train documents handed to the Guard.
5. During tare weighing and loading, the Guard must remain at the emergency switch to restore the special loading signals to the "Stop Immediately" aspect in case of emergency and he must not allow loading to re-commence until he is satisfied it is safe to do so.
6. When the train is ready to depart, it must be propelled clear of signal 3 to enable the locomotive to run round.

Page 18A

**Add :—**

**KELLINGLEY COLLIERY**

1. All trains entering the bunker arrival line must be hauled.
2. When signal 1 is cleared the train must proceed at ½ m.p.h. under the control of the loading signals for tare weighing and loading.
3. During this operation, the Guard must position himself at the emergency stop button and restore the loading signals to the "Stop Immediately" aspect in the event of emergency and must not allow loading to recommence until it is safe to do so.
4. On completion of loading, the loading signals will be switched out and the Guard handed the train documents.

**Cripples**

5. The points leading to the cripple siding are set and padlocked for the bunker line and the key for the padlock must be obtained from the Signaller to whom it must be returned after use.

**Speed Limits**

6. Over weighbridges when not loading ..... 3 m.p.h.
- Other movements, except as shown ..... 10 m.p.h.



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

Pages 20/21

**SHARLSTON COLLIERY RAPID LOADING FACILITIES**



**Delete and Substitute:—**

**SHARLSTON COLLIERY**

1. The loading signals will be switched to the "Move at low speed in opposite direction to that required for loading" aspect and when the shunt signal is cleared, the train must proceed through the bunker at a speed not exceeding **5m.p.h.** and stop immediately before passing over the hold-up hand points for the Guard to alight and examine the points. The train must then draw forward and it will be stopped by the loading signals with the rearmost wagon positioned for loading.
2. The train must be propelled during loading at a speed not exceeding  $\frac{1}{2}$ m.p.h.
3. The Guard must position himself at the Bunker throughout loading and be prepared to stop the train by pressing the lineside plunger to restore the loading signals to the "Stop Immediately" aspect in the event of emergency and he must not allow loading to recommence until he is satisfied it is safe to do so.
4. When the wagon next to the locomotive has entered the bunker for loading, the train will be stopped to enable the wagon to be loaded whilst stationary.
5. The Guard must ensure he is in possession of the train documents before departure.
6. Movements over the bunker arrival/departure line and run-round line, except as shown above, must not exceed **10m.p.h.**

**Cripple Siding**

7. The facing hand points to the cripple siding must be secured in the required position by clip before any movement is made to the siding. The key to the padlock is kept by the Bunker Operator.
8. When work is completed at the siding, the hand points must be left clipped and padlocked in the normal position and the key returned to the Bunker Operator.

**THORPE MARSH POWER STATION**

Page 44

Working during fog or falling snow

10.



**Add as second paragraph:—**

Running round arrangements are subject to traffic requirements prevailing at the time but will normally be undertaken at Skellow Jn. In such circumstances the train must stop short of Signal D735 (Down Skellow line) by 150 yards, where the locomotive must be detached for running round via shunt signal D1164 (Adwick Jn.) and the Up Skellow line.

**WORKING INSTRUCTIONS – CLASS 253/254 TRAINS BR.33069/2 DATED OCTOBER 1980**

Page 2, Section 2, Modifications to the Rule Book

**Insert new item 2.1.**

2.1. Section H, clause 3.7.2.

**Add:—** (c) If the loud note control becomes defective, the train may continue in service but the maximum speed must be reduced to 100 m.p.h. The defect must be remedied before a subsequent turn is worked.

Existing items 2.1. to 2.5. to be renumbered 2.2. to 2.6.

**WORKING INSTRUCTIONS – CLASS 253/ 254 TRAINS BR. 33069/2 DATED OCTOBER 1980 – continued**

Page 8

★ Amend numbering of existing items 7.4.5 – 7.4.10 to read 7.4.6 – 7.4.11

★ Add new item 7.4.5 :--

If in the course of a journey it is necessary to isolate the brake pipe pressure control unit on the rear power car the Driver must be informed and he must then limit the speed of the train to 10m.p.h. below the maximum speed of the line, or 10m.p.h. below such other lower speed restriction shown in Table 'A' of the Sectional Appendix. On completion of that journey the train must be taken out of service since, on reversal, it will not be possible to charge the brake pipe from the now-leading power car with the brake pressure control unit isolated.

MTM 56.1.4 (2)

**TRAIN CREW MANUAL BR.33056/**

Class 302 to 212 Trains. Duties on Static Train BR.33056/30 Issue 5.

Page 1

★ Amend Clause 1.4 to read :

'..... press the Panto UP/reset button for ten seconds and release.

MTM 2/10/3/13

**ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES  
AND PLANT – EASTERN REGION BOOKLET BR.29993 DATED SEPTEMBER 1977**

Page No.24 Route No.67 Bethnal Green (Country End) to Kings Lynn (via Copper Mill N. Jn., Cheshunt, Cambridge and Ely N. Jn.).

Add the following note in the remarks column :-- 'Class 37 Locomotives with roof mounted warning horns are prohibited from travelling through Clapton Tunnel in both the Down and Up directions'.

Page No.51

Add the following entry :--

Barton on Humber (Associated Chemical Co. Sidings) – Class 31, 37, 40, 45, 46 & 56  
Locomotives Permitted.  
Class 47 Locomotives PROHIBITED.

# SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

Page 170

## INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF ROYAL TRAINS – B.R.86153/3



Delete :- heading and item.

### WORKING OF AIR BRAKED SERVICES



★ Page 175 – Amend – item 4

6M88	20 15	SX	Parkeston Quay – Garston
6E83	14 14	SX	Edgehill – Whitemoor
6N90	18 39	SX	Parkeston Quay – Tyne
6M86	16 20	SUN	Parkeston Quay – Bescot
6E88	21 00	SX	Llandeilo Jn. – Whitemoor
6V85	19 57	SX	Whitemoor – Severn Tunnel Jn.
6E53	16 17	SX	Dover – Tees
6M86	16 50	SX	Healey Mills – Toton
6E92	02 10	MX	Willesden Brent Sdgs. – Peterborough
6E75	22 18	SX	Willesden – Leeds Hunslet
6M79	16 10	SX	T.C.F.D. – Willesden
6O49	17 50	SX	Tees – Eastleigh (FX), Basingstoke (FO)
6E51	20 15	SX	Bescot – Tyne
6M66	21 00	SX	Doncaster Belmont – Willesden
6C83	16 05	SX	Haverton Hill – Parkeston Quay
6C30	13 55	SX	T.C.F.D. – Dagenham Dock
6D63	20 05	SX	Dagenham Dock – Doncaster
6S92	15 20	SX	Hull – Aberdeen
6E89	14 22	SX	Aberdeen – Doncaster
6E96	12 02	SX	Stranraer – Tyne
6E30	16 30		Eastleigh – Tyne (between York and Tyne only)
6Z64	23 00	SX	Whitemoor – Birkenhead
6Z63	15 40	SX	Birkenhead – Whitemoor

Page 176

## BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK



Delete heading and item (now in Sectional Appendix – Instructions Relating to the General Appendix).

## MISCELLANEOUS NOTICES

### INDICATORS WORKING IN CONNECTION WITH, OR IN PLACE OF DISTANT SIGNALS

At signal boxes where an indicator working in connection with, or in place of, the distant signal for the signal box or level crossing in advance is provided, the Signaller must not clear his distant signal whilst the indicator worked from the box or level crossing in advance for the line concerned is in the "On" position.

Where the box or level crossing from which the indicator is worked will be open for a period when the rear box is closed, the distant signal worked from the rear box for the line to which the indicator applies must be left at Caution when the rear box closes. Where, however, the distant signal can be also worked from the signal box or level crossing in advance the distant signal lever in the rear box must be left so that the advance box Signaller or Level Crossing Keeper will be able to work the signal as necessary.

Where indicators are provided in connection with directing distant signals worked from the box in advance, the Signaller must, before clearing his distant signal, satisfy himself that the Signaller at the box in advance has cleared his distant signal for the line upon which the train is required to proceed beyond the junction.

(MO/44)

**MISCELLANEOUS NOTICES – continued****★ CHANGE OVER TO SINGLE PIPE AUTOMATIC AIR BRAKE SYSTEM – CERTAIN CLASSES OF FREIGHT TRAINS**

Commencing 1 January 1982, only Freightliner and MGR trains will continue to operate on the two pipe system. Under Clause 2.5 (e) of the Regulations for working the Automatic Air Brake etc., all other block trains, all Speedlink trains and all trains with an air-braked fitted head are permitted to operate on the single-pipe system.

**★ \*\* WORKING MANUAL FOR RAIL STAFF B.R.30054 – PART 6, WHITE PAGES**

Content pages : the following pages shown as October, 1980, should read June, 1981 :—  
A1, D17/18, C5/6, C11/12, C13/14, C23, E3/4, F1/2, H1/2, H3/4, M1, M5 and M9.

**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
Darlington Diesel Depot	Trackwork Departure Line No.2	08 00 to 16 00	
Thornaby MPD	Pit Improvements	07 30 to 17 00	
In connection with the under-mentioned work, the "Daily Shed" has been taken out of use.			
Gateshead TMD	Repairs to Shed Doors		

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

**YORK**  
**12 NOVEMBER, 1981**

**MO45/ND/31**

**G. GRAHAM**  
**Chief Operating Manager**

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