



British Rail

ND

EASTERN REGION

40D

(Northern Area)

PERIODICAL OPERATING NOTICE

CONTAINING

GENERAL INSTRUCTIONS

AND

NOTICES

SATURDAY 2 OCTOBER

TO

FRIDAY 3 DECEMBER 1982

INCLUSIVE

ITEMS PUBLISHED FOR THE FIRST TIME IN THIS NOTICE

Note:— Items in this first section which have not been published in the Weekly Operating Notice are additionally noted by a vertical line in the margin.



WARNING



**** TYNE AND WEAR METRO ELECTRIFIED LINES**

THE OVERHEAD LINE EQUIPMENT on the Metro route between St. James and Hadrian Road Stations has been energised at 1500 volts DC. This energisation includes the sections of Metro line adjacent to B.R. lines in the Stoddart Street area and at Chillingham Road through Metro points 3016, 3014 and 3012 adjoining the BR Up Siding, the Heaton Depot entry/exit line, the Corporation Siding and its connections via Signals 100/CT.13 and 92. These lines must be regarded as **ALIVE** at all times.

The Working Instructions for A.C. Electrified Lines BR 29987 and Extracts BR.29988 dated 3 May, 1975 applies and the isolation and earthing procedure detailed therein is in operation, subject to the modifications shown on page 426 of the Northern Area Sectional Appendix .

GENERAL APPENDIX

PART I

Page 1.54

VEHICLES WITH LOCKED WHEELS

Delete instruction and **substitute** :—

1. If wheels on any vehicle are locked, they must be dealt with as follows :—
 - 1.1 If the wheels can be freed and the flats on them are only slight, the train may proceed normally.
 - 1.2 If the wheels can be freed, but the flats on them are more serious, then provided there is no other apparent damage the train may proceed at a speed not exceeding 20m.p.h. to the first place where :—
 - (a) M. & E.E. staff can examine the vehicle
or
 - (b) the defective vehicle can be detached
or
 - (c) the train can be taken out of service.
 - 1.3 If the wheels cannot be freed, or the damage is clearly serious, the vehicle must be detached in the nearest practicable loop or siding (irrespective of whether it is electrified or not in the case of electric traction). The speed of any movement must not exceed 10m.p.h. on plain line, and walking pace on points and crossings. The train must not run more than 10 miles without examination by M. & E.E. staff.
2. The signalman must be informed of the circumstances and he must inform the Traffic Control Office, who will in turn inform the Civil Engineer's and M. & E.E. staff.
3. In the circumstances described in Clause 1.3, until the Civil Engineer's staff have examined the line and declared it safe for normal working, 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 section of line concerned.

SECTION 6. — ACCIDENTS, FIRES AND BAD WEATHER

Pages 6.14 to 6.16

SNOW CLEARANCE ARRANGEMENTS

Page 6.15 — Clause 4. **Add** as final sentence:—

If ploughing over a line electrified by overhead line equipment is likely to be involved, the Electric Traction Engineer or equivalent officer must also be advised.

Page 6.16 — Clause 10.3. **Delete** and **substitute**:—

- 10.3 Before commencing ploughing with an independent snow plough on lines electrified by overhead line equipment the Electric Traction Engineer or equivalent officer must be consulted and he will arrange for either:
 - a) isolation of the overhead line equipment in accordance with the Electrified Lines Working Instructions. Confirmation that the isolation is effective over the section to be ploughed must be obtained before ploughing commences,
 - or,
 - b) a responsible member of his staff to accompany the plough. In such case an isolation of the overhead line equipment will not be required unless the Electrical Traction Engineer's representative considers that danger is likely to arise from the energised overhead line equipment.

GENERAL APPENDIX – continued

PART 2

Section 15 – Provision of Electric Power Supply to Locomotive – Hauled Trains for Heating, Air Conditioning, etc.

Page 15.19 Clause 25.4

Amend paragraph (d) to:–

(d) Mark 2d, 2e, 2f and 3a

31/4, 45/1, 47/4, 47/7, 50, 81, 82, 83, 85,
86, 87

WORKING MANUAL FOR RAIL STAFF BR.30054/3 – PINK PAGES

Section A : Definitions

2. List of Hazardous Substances.

(i) Classes 2–9.

Amend:– UN Number 1040 Etavlene Oxide, Dangerous Goods Class to read “2(a)”.
TOPS Commodity Code unaltered.

* * Section D. Loading and Unloading

1(i) Freight train Traffic – General

Add:–

Reinstate clause D1/15 (July 1982) deleted in error, but still applicable.

Section F. Fire and Accidents involving Dangerous Goods

3. Special Instructions

Clause F3/15 Post Office Telephone Numbers, Railway Control Offices.

Delete YORK (0904) 53357 (Office now merged with Leeds Control)

* * BR.30054/2 – GREEN PAGES

The Whole of Part II of BR.30054/2 (Green) dated November 1982, has been re-issued. In the event of non-receipt staff and offices entitled to receive these pages should contact their normal distribution point. (MO.34.420.6)

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

List of Lines in the sequence used throughout the book

Page 17

Delete :–

Milford to Gascoigne Wood

Page

123

Amend :–

Sherburn Jn. to Gascoigne Wood

123

Amend :–

ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD AND BRANCHES

Aldwarke North Jn. (Mid) to Gascoigne Wood

131 - 132

ND-6

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) (DATED 3 FEBRUARY, 1979) – continued

List of Lines in the sequence used throughout the book – continued

Page 20

Page

Amend second main heading and first two items under that heading.**GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE****PETTERIL BRIDGE JN. EXCLUSIVE AND BRANCHES**

Gateshead High Level Bridge Jn. to Carlisle Petteril Bridge Jn. Exclusive	202 - 207
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Newcastle West Jn. to Newburn	207
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Delete :-

Gateshead High Level Bridge Jn. to Blaydon	208 - 209
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Dunston Staithes	209
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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 33 DONCASTER BLACK	CARR JN. TO BERWICK York (Y)							
	Delete from 'Remarks' column	station yard working authorised etc.				and substitute:-		Platforms 8, 9, 14, 15 and 16 P
Page 38	Between Castle Hills Jn. and Darlington South Jn. Add:-			20	20	Down to Up at 38m. 68ch.		
				40	40	Down to Up at 38m. 72ch.		
Page 40	Between Parkgate Jn. and Ferryhill South Jn. Add:-			40	40	Through all Main to Main connections between 49m. 30ch. and 49m. 41ch.		
Page 43	Between Durham and Chester le Street Add:-			40	40	Down Fast to Up Fast at 66m. 40ch.		
Page 44	Between Tyne (TY) and Low Fell Jn. Amend:-			40	40	Slow lines 76m. 34ch. and 77m. 0ch.		
	Add:-			30	30	Slow lines 77m. 0ch. and 77m. 35ch.		
Page 46	Add:-	Newcastle West Jn			15	To Newburn line 0m. 11ch. to 0m. 23ch (Newcastle to Scotswood mileage)	(w e f Monday 4 October)	
	Delete:-	Newcastle (N)			15	To Carlisle line 0m. 0ch. and 0m. 23ch (Newcastle to Carlisle mileage)	(w e f Monday 4 October)	


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 47	DONCASTER BLACK	CARR JN. TO BERWICK – cont'd		30		Down Main to Down Goods at 1m. 77ch.		
	Between Heaton South Jn. and Heaton Add:–				30	Up Goods to Up Main at 2m. 3ch.		
Page 48					20	Up Main to Up Goods at 2m. 57ch.		
	Between Heaton North Jn. and Benton South Jn. Add:–			20	20	Down Main to Up Main at 2m. 64ch.		
				25		Down Goods to Down Main at 2m. 66ch.		
Page 49				20	20	Down Main to Up Main at 20m. 12ch.		
	Between Pegswood and Longhirst 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 50		DONCASTER BLACK CARR JN. TO BERWICK - cont'd		25	25	Down Main to Up Main at 25m. 46ch.		
				30		Down Main to D.P.L. at 25m. 55ch.		
					30	U.P.L. to Up Main at 25m. 58ch.		
				25		D.P.L. to Down Main at 26m. 34ch.		
					25	Up Main to U.P.L. at 26m. 37ch.		
				20	20	Down to Up at 30m. 55ch.		
				25		Down Main to D.P.L. at 33m. 72ch.		
					25	U.P.L. to Up Main at 33m. 75ch.		
				25	25	Down Main to Up Main at 33m. 77ch.		
				25		D.P.L. to Down Main at 34m. 25ch.		
					10	Up Main to U.P.L. at 34m. 51ch.		
				10	10	Down Main to Up Main at 34m. 58ch.		

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 51	DONCASTER BLACK CARR JN. TO BERWICK — cont'd							
	Between Fallodon L.C. and Chathill L.C. Add:—			25	25	Through Main to Main connections 45m. 68ch. and 45m. 75ch.		
Page 52	Between Belford and Crag Mill LC Add:—			25		Down Main to D.P.L. at 51m. 55ch.		
	Between Beal L.C. and No.193 LC Add:—			20	20	Down Main to Up Main at 59m. 34ch.		
Page 53	Between Tweedmouth and Berwick Add:—			25	25	Down to Up at 66m. 70ch.		
				25		Down Main to D.G.L. at 66m. 72ch.		
Page 54	Between Berwick and No.203 L.C. Add:—			25		D.G.L. to Down Main at 67m. 33ch.		
					10	Up Main to U.G.L. at 67m. 38ch.		
Page 57	SHAFTHOLME TO FERRYBRIDGE NORTH JN. Between Knottingley West Jn. and Ferrybridge North Jn. Delete:— Add:—			20		2m. 71ch. and 2m. 31ch.)	
				20		2m. 71ch. and 2m. 43ch.) w.e.f. 14 00 Monday 11 October.	
				40		2m. 43ch. and 2m. 27ch.)	
Page 59	YORK HOLGATE JN. TO SKELTON Add 'A' to all lines between Holgate Jn. and York Yard South. Add 'A' to the Up Goods and the Down Goods between York Yard North and Skelton.							

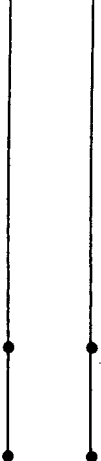
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 69		DARLINGTON NORTH JN. TO EASTGATE A.P.C.M. Between Whitton-le-Wear LC and Wolsingham Delete :—		20	20	7m. 0ch. and 13m. 0ch.	
		Between Wolsingham and Broadwood LC Add :—		20	20	8m. 40ch. and 9m. 40ch.	
Page 71		FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH Between Ferryhill South Jn. and Bishop Middleham Amend :—		$\frac{20}{40}$	$\frac{20}{40}$	10m. 35ch. and 9m. 60ch.	
Pages 103 and 104		THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN. Delete all catch point entries on these two pages.					
Page 111		ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. At Cudworth North Jn. Delete :—			20	To Monk Bretton line -	
		At Royston Jn. Amend :—		25	25	Main to Main 178m. 30ch. and 178m. 36ch.	(w.e.f. 09 00 Monday 4 October)
		Between Royston Jn. and Oakenshaw South Jn. Amend :—		$\frac{20}{40}$	$\frac{20}{40}$	179m. 25ch. and 179m. 40ch.	
Page 118		NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. Castleford Add in Remarks column :—					AB between Castleford Gates and Fryston when Castleford box is closed.

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 119	NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. — cont'd							
	Delete all details on this page and substitute —						w.e.f. 14 00 Monday 11 October	
		Fairburn Tunnel (65 yards)	17.52 to 17.49					
		Hillam Gates LC	15.57	25		Down Normanton to Up Normanton at 15m. 10ch.		
		Milford Jn. (See page 133)	15.07	25		Up Normanton to Down Pontefract/Milford at 15m. 6ch.		
					40	Up Normanton to Down Pontefract/Milford at 15m.p.		
					40	Up Normanton to Down Normanton at 14m. 74ch.		
	UPL72 DPL120	Milford (See page 123)	14.71					
		Sherburn Jn. (See page 123)	13.21		30	To Gascoigne Wood line.		
		Sherburn in Elmet LC (CCTV)	12.69	25	25	Down to Up Normanton at 10m. 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 m.p.h.		
Page 123							
SHERBURN-IN-ELMET SOUTH TO GASCOIGNE WOOD Delete heading and table and substitute:—							
SHERBURN JN. TO GASCOIGNE WOOD				30	30	MAXIMUM PERMISSIBLE SPEED	
		Sherburn Jn. (see page 119)	13.22				
		Gascoigne Wood (see pages 133 and 152).	14.30				
MILFORD JN. TO GASCOIGNE WOOD Delete heading and table.							

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 131 and 132 Amend line heading :- ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD JN.								
Page 131 Delete existing line speeds and substitute w.e.f. 14 00 Monday 11 October :- ALDWARKE NORTH JN. (MID) AND PONTEFRACT (NORTH OF) 3m.p.				75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY.		
				60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS.		
PONTEFRACT (NORTH OF) 3m.p. AND BURTON SALMON 0m. 0ch. 16m. 69ch.				70	70	MAXIMUM PERMISSIBLE SPEED.		
BURTON SALMON 0m. 0ch. AND 16m. 69ch.				60	60	MAXIMUM PERMISSIBLE SPEED.		
MILFORD 15m. 7ch. 7m. 65ch.								
MILFORD 15m. 7ch. AND GASCOIGNE WOOD JN. 7m. 65ch.				30	30	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		
Page 133 ALDWARKE NORTH	JN. (MID)	TO GASCOIGNE WOOD JN.	— cont'd					
Amend mileage:—		Ferrybridge South Jn.	2.38					
Amend :—		Ferrybridge North Jn.	2.27		40	To Knottingley line 2m. 27ch. and 2m. 43ch.)	
Add:—				40		Down to Up at 2m. 26ch.)	
Between Ferrybridge North Jn. and Ferrybridge)	
Add :—					40	Up to Down at 2m. 21ch.)	
Between Ferrybridge and Brotherton Tunnel)	
Add :—		Ferrybridge Power Station Jn.	2.09	25	25	To and from Ferrybridge Power Station)	w.e.f. 14 00 Monday 11 October
Between Brotherton Tunnel and Burton Salmon)	
Amend :—				40	40	0m. 15ch. and 0m. 0ch.)	
Delete:—				20		To Down Pontefract line.)	
Add :—				20	20	0m. 5ch. and 0m. 0ch.)	

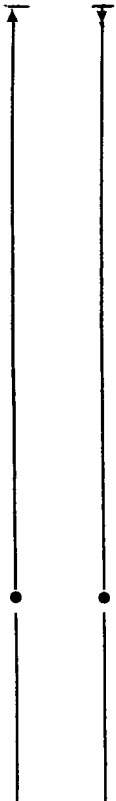
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 133 ALDWARKE NORTH JN. (MID) TO		GASCOIGNE WOOD – cont'd						
<p>Delete signal box dot, mileage and speed restriction and substitute, w.e.f. 14 00 Monday 11 October:—</p> 		Burton Salmon						
		Burton Salmon	<u>0.00</u> 16.69					
		Hillam Gates LC (C.C.T.V.)	15.67					
		Milford Jn. (See page 119)	<u>15.07</u> 7.65	40		Down Pontefract to Up Pontefract at 15m. 8ch.		
				25		Down Pontefract/Milford to Up Normanton at 7m. 64ch.		
		Milford	7.49	40		Down Pontefract/Milford to Up Normanton at 7m. 58ch.		
				25		6m. 37ch. and 6m. 27ch.		
		Gascoigne Wood (See pages 123 and 152)	6.27	25		Single to Double at 6m. 37ch.		
Page 150 LEEDS TO HULL PARAGON								
Delete:—							C. Down Main at 17m. 52ch. 655 yards before reaching Signal L.791.	
Page 151								
Delete all catch point entries on this page.								

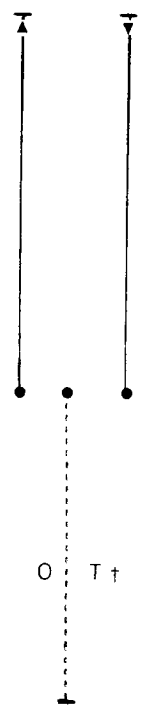
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 152		LEEDS TO HULL PARAGON – cont'd						
		Gascoigne Wood (See pages 123 and 152)						
Amend:–								
Between Gascoigne Wood and Hagg Lane LC								
Amend:–					25	To Milford Line 6m. 27ch. and 6m. 37ch.)	
Add:–					30	Down to Up at 6m. 24ch.)	
				25		Up to Down at 6m. 17ch.)	w.e.f. 14 00 Monday 11 October.
				25		To DGL at 6m. 15ch.)	
				25		DGL to Down at 5m. 22ch.)	
Page 156		Between St. Georges Road LC and Anlaby Road Jn.						
Amend:–				40	40	1m. 0ch. and 0m. 40ch.		
Between Anlaby Road Jn. and Hull Paragon								
Delete:–				20	20	0m. 40ch. and 0m. 48ch.		

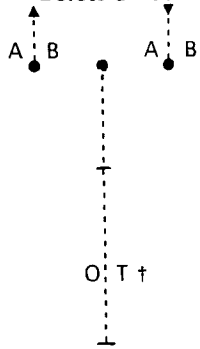
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 157 MICKLEFIELD STATION JN. TO		CHURCH FENTON NORTH JN. Church Fenton South Jn.						
Delete location, reference to page 119 and mileage								
Page 161 HULL PARAGON TO SEAMER WEST		Mingledale LC	23.40					
Delete:- location and mileage								
Page 176 (Page 90 Supp. Optg. Insts.)								
NORTHALLERTON BOROUGH		BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
Between Heworth and St James Bridge Jn.								
Delete:-					20	Over Down Pelaw in Up direction 99m. 45ch. and 98m. 35ch.		
Amend:-					30	Over Down Pelaw in Up direction 100m. 15ch. and 99m. 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 m.p.h.		
Pages 193 and 194 (Pages 101 and 102 Supp. Optg. Insts.)							
DARLINGTON SOUTH JN. TO SALTBURN							
Delete all details Whitehouse LC to Grangetown 18m. 41ch. and substitute:—							
		Whitehouse LC	15.76				
		Cargo Fleet	16.06		35	Main line 16m. 18ch. and 15m. 74ch.	
				40	40	Mains 16m. 29ch. and 16m. 53ch.	† No Staff.
		Cargo Fleet Old Station LC	16.34		40	Main line 17m. 0ch. and 17m. 16ch.	
		South Bank	17.06				
		B.S.C. Coke Works	17.14				
			17.40				
				30	30	Main lines 17m. 65ch. and 18m. 10ch.	
		Beam Mill Jn.	18.04	20	20	To and from Beam Mill line.	
				45		Main line 18m. 29ch. and 18m. 58ch.	
		Grangetown	18.41				

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 202 and 203							
NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXCL. Delete heading and all details up to Blaydon inclusive and substitute with effect from Monday 4 October — GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXCL.							
		HIGH LEVEL BRIDGE JN. AND K.E.B. SOUTH JN. 0m. 53ch.		20	20	MAXIMUM PERMISSIBLE SPEED	
		K.E.B. SOUTH JN. 0m. 53ch. AND DERWENTAUGH 4m.p.		40	40	MAXIMUM PERMISSIBLE SPEED	
		DERWENTAUGH 4m.p. and BLAYDON, 5m. 22ch. (GN & B.MILEAGE)		60	60	MAXIMUM PERMISSIBLE SPEED	
		BLAYDON, 5m. 22ch. (GN & B MILEAGE) AND HAYDON BRIDGE 28m. 34ch.		55	55	MAXIMUM PERMISSIBLE SPEED	
		HAYDON BRIDGE, 28m. 34ch, AND GREENHEAD 40m. 32ch.		60	60	MAXIMUM PERMISSIBLE SPEED	
		GREENHEAD 40m. 32ch. and PETTERIL BRIDGE JN.		50	50	MAXIMUM PERMISSIBLE SPEED	
↑ ↑		High Level Bridge Jn. (See page 177)	0.00				The direction of travel between HL Bridge Jn. and K.E.B South Jn. is Up.
		Greensfield Jn. (See page 188)	0.16	20		To Park Lane Jn. line	
				10		0m 16ch. and 0m. 0ch. Gateshead West lines	
		K.E.B. East Jn. (See page 78)	0.30		15	To Down K.E.B South East Curve line	
		K.E.B. South Jn.	0.48		20	To K.E.B. North Jn line	
				15	15	To and from Northallerton to Berwick lines at 0m. 50ch.	

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 202 and 203 – GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXCL. – substitute – cont'd								
		Askew Road Tunnel (53 yards)	0.62 to 0.64					
		Bensham Tunnel (125 yards)	1.01 to 1.06					
		Bensham Jn. (See page 210)	1.30	20		To Low Fell Sidings Jn. line		
				20	20	1m. 68ch. and 2m. 7ch.		
		Norwood Jn. (See page 210)	1.71		20	To Low Fell Sidings Jn. line		
				30	30	3m. 72ch. and 3m. 76ch.		
				25	25	3m. 76ch. and 4m. 0ch.		
		Derwenthaugh Jn. (See pages 209 and 211)	3.78		15	To Redheugh Bank Foot line		
				10		To Smalwell Opencast line		
		Blaydon LC	5.22	35		5m. 22ch. and 4m.p. (Newcastle to Carlisle mileage)		
Between Hexham and Warden LC Add :-					35	5m. 27ch. and 5m. 22ch.		
		Former Blaydon Jn.	<u>5.28</u> 3.78					
		Blaydon	4.03		20	4m.p. and 5m. 27ch. (GN & B mileage)		
					30	21m. 32ch. and 20m. 60ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up			
Page 207								
SCOTSWOOD TO NEWBURN								
Delete existing table and substitute:—								
NEWCASTLE WEST JN. TO NEWBURN								
NEWCASTLE WEST JN. AND SCOTSWOOD								
2m. 66ch./0m. 0ch.								
SCOTSWOOD 2m. 66ch./0m. 0ch. AND NEWBURN								
		Newcastle West Jn. (See page 46)	0.11					
		Forth Jn.	0.57					
		Scotswood Jn.	2.66					
		Scotswood	0.00					
		Scotswood Tunnel (269 yards)	0.02					
			0.22 to 0.34					
		Newburn LC	2.47					
		Newburn	2.58					
				45	45	MAXIMUM PERMISSIBLE SPEED		
				35	35	MAXIMUM PERMISSIBLE SPEED		
					15	0m. 23ch. and 0m. 11ch.		
				15	15	0m. 0ch. and 0m. 10ch.		
				30	30	1m. 31ch. and 1m. 63ch.		

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		
Pages 208 and 209 GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON Delete heading and table.							
Page 209 DUNSTON STAITHS Delete heading and table.							
Page 217 CAMBOIS BRANCH Delete all details on this page and substitute:—							
		Freemans LC	1.30	15	15	Over junction and C.E.G.B. Power Station lines.	
				15	15	1m. 30ch. and 1m. 40ch.	
		Signals F811/F816		15	15	Over junction and West Blyth Staiths.	
				25	25	1m. 79ch. and 2m. 27ch.	
		Cambois LC (T.M.O.)	2.10	15	15	2m. 75ch. and 3m. 21ch.	
		North Blyth GF	3.22				† No Staff

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA (DATED 3 FEBRUARY, 1979) – continued

TABLE F

Page 226

Amend heading :—

ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD

Page 230

NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXC

Delete heading and item.

Amend heading:—

NEWCASTLE WEST JN. TO NEWBURN

TABLE H1

Page 244

Amend heading :—

GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXCLUSIVE

TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS.

From	To	Type of train	Condi- tions	Remarks
Page 252				
NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXCLUSIVE				
Delete heading and item.				
GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON				
Delete heading and item.				
LOW FELL JN. TO NORWOOD JN.				
Amend heading to:—				
GATESHEAD HIGH LEVEL BRIDGE JN. TO NORWOOD JN.				
Add:—				
Low Fell Sidings Jn. or Norwood	King Edward Bridge Jn.	ECS, F	—	Trains to be stopped with the assisting locomotive immediately behind 147 ground signal and assisting locomotive uncoupled.

TABLE O

Page 260

Amend heading :—

GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. (EXCLUSIVE)

TABLE W

Page 268

Amend heading :—

NEWCASTLE WEST JN. TO NEWBURN

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) (DATED 3 FEBRUARY, 1979) – continued**TABLE Z – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM**

From	To	Line	Remarks
Page 270			
Amend heading and item:–			
SHERBURN JN. TO GASCOIGNE WOOD			
Sherburn Jn.	Gascoigne Wood	Down and Up	–
Page 271			
Amend heading:–			
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD			
Page 271 (Page 127 Supp. Optg. Insts.)			
LEEDS TO SKIPTON STATION SOUTH LMR			
Amend:–			
Leeds North Jn.	Skipton Station South	All passenger lines	–

LOCAL INSTRUCTIONS

Page 332 (Page 138 Supp. Optg. Insts.)

YORK**TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK**

Amend third line:–

by telephone to the Resources Controller at Leeds Divisional Control telephone number 033-2047.

Page 335 Add:–

KELLOE FOOT BRANCH**THRISLINGTON QUARRY : NOS. 2 AND 3 RAPID LOADING BUNKERS****NOTE:** The locomotives of trains for No.3 bunker must always leave Hartlepool with the No.1 end cab leading.

1. Trains entering either bunker line must be propelled.
2. Upon arrival of a train, the Guard must inform the Gantry Operator and it must not enter the selected bunker line until the entry signal displays the white aspect.
3. When the 'white' aspect is displayed the train must be propelled beneath the bunker and be brought to a stand, when authorised by the Gantry Operator.
4. (a) If the train is propelled beneath No.2 bunker, the Guard must, after the Gantry Operator has applied the special controlling equipment, release all wagon brakes and on being assured the train is securely held he must uncouple the locomotive which must be drawn to the bunker line exit signal.
- (b) If the train is propelled beneath No.3 bunker, the Guard must, after the Gantry Operator has assured him the train is securely held by the special controlling equipment uncouple the locomotive which must then be immediately drawn clear of the bunker. The Guard must then release all wagon brakes and on rejoining the locomotive, authorise the Driver to proceed to the bunker line exit signal.
5. On being informed by the Gantry Operator that loading is completed, the locomotive must be re-attached to the train.
6. When the train is ready to depart, the Guard must inform the Gantry Operator who will hand the train bill to the Guard. The train must depart only when the white aspect in the exit signal is displayed.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) (DATED 3 FEBRUARY, 1979) – continued

LOCAL INSTRUCTIONS – continued

THORNE JN. TO GILBERDYKE JN.

Page 391 (Page 149 Supp. Optg. Insts.)

Delete:– Thorne Junction Sidings – heading and instructions.

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

WORKING BETWEEN HEBBURN (SIGNAL 684) AND JARROW SHELL MEX JN.

Delete heading and item.

Page 402

WORKING BETWEEN SIMONSIDE SIDING AND JARROW

Delete heading and item.

DARLINGTON SOUTH JN. TO SALT BURN

Page 410 Add:–

LIMESTONE DISCHARGE

B.S.C. REDCAR TERMINAL

1. Trains for discharge must proceed from signal L2 to unloading signal L6 at a speed not exceeding ½m.p.h. under the control of the unloading signals.
2. Locomotive cab doors and windows must be kept closed from the time a locomotive passes signal L2 until it reaches unloading signal L3.
3. During discharge, the Guard must remain on the locomotive.
4. After discharge, trains must proceed to signal 210 for tare weighing to be completed.
5. **Crippled Wagons**
The Examiner must, if crippled wagons require to be detached, operate the switch illuminating the "C" indication. The Guard must then contact the Examiner and ascertain which wagons require detaching.

Upon arrival of the train on Outwards line 1, the Guard must make arrangements for the wagons to be stabled in the cripple siding.

6. Speed Limits

Over gross and tare weighbridges 10m.p.h.

Page 416

GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON

GATESHEAD

BRIDGE BETWEEN BENSHAM CURVE AND KING EDWARD BRIDGE JN.

Delete heading, sub heading and item.

Page 421

CAMBOIS BRANCH

Add:–

FREEMANS SIGNAL BOX

Failure of track circuits. During a failure of a track circuit which prevents the signals being cleared for movements to the Cambois Single line, Working by Pilotman will not be introduced provided the Signalman at Freemans is able to satisfy himself that the line is clear. The Driver will be advised of the circumstances when he is instructed to pass a signal controlling the entrance to the Cambois Single line at Danger. If the train subsequently stops on the Cambois Single line owing to accident or failure, detonator protection must be carried out.

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS
AND BUNKER/RAPID LOADING FACILITIES (B.R.30059/5)**

Pages 21 (1) and (2)

SOUTH KIRKBY COLLIERY

Delete and substitute:-

1. Trains for Discharge

- 1.1 Trains must be drawn through the hopper under the control of the unloading signals.
- 1.2 Discharge will take place whilst propelling at ½ m.p.h. under the control of the unloading signals.
- 1.3 The C. & W. Examiner will inform the Guard if any defective wagons require to be detached in the cripple siding. The C. & W. Examiner will also inform the Discharge Hopper Operator.
- 1.4 On completion of discharge the train must be propelled towards line 'A' under the authority of signal C.4.
- 1.5 If the train is to depart towards Leeds it must be propelled behind the appropriate signal.
- 1.6 If the train is to depart empty towards Moorthorpe the locomotive must be detached and run round.
- 1.7 The Guard must advise the Signaller when the train is ready to depart.

2. Trains for Loading

- 2.1 Trains must proceed at 3 m.p.h. for tare weighing to the furthestmost loading signal.
- 2.2 Trains must then be propelled at ½ m.p.h. for loading and gross weighing under the control of the Loading signals.
- 2.3 Throughout the weighing and loading operations, the Guard must be positioned at the emergency stop switch. In an emergency the train must be brought to a stand by operation of this switch. Train movements must not be allowed to re-commence until the Guard has advised the Bunker Operator that it is safe to do so. The Guard must also operate this switch to stop the train and enable the last wagon to be loaded whilst stationary.
- 2.4 If a defective wagon requires to be detached in the cripple sidings the Guard must inform the Loading Bunker Operator.
- 2.5 On completion of gross weighing the Guard will be handed the train documents and the train must then be propelled to line 'B'.
- 2.6 If the train is to depart towards Leeds it must be propelled behind signal 654.
- 2.7 If the train is to depart towards Moorthorpe the locomotive must be detached and run round.
- 2.8 The Guard must advise the Signaller when the train is ready to depart.

3. Cripple Siding

- 3.1 When it is necessary to detach a defective wagon into the cripple siding the Colliery Controller will provide staff with the padlock key for the points, to assist in the detaching operation.
- 3.2 After the locomotive has run round and Signal 1 and 3 are cleared the Guard must signal the Driver to set back to the rear of signal 650.
- 3.3 After detaching operations have been completed the train must depart via Moorthorpe.

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

Pages 21 (1) and (2) – SOUTH KIRKBY COLLIERY – substitute – continued

4. **Level Crossing**
 When a failure affecting the operation of the level crossing occurs, trainmen must be prepared to work to the instructions and hand signals of the attendant provided.
5. **Failure of N.C.B. Signals**
 Should a signal failure occur, the Colliery Controller will arrange for the points to be set in the proper position. The Guard must, after checking the position of the points, work to the Colliery Controller's instructions and hand signal the Driver as necessary.
6. **Maximum permissible speeds**
 Between main line connections and level crossing 15 m.p.h.
 Between level crossing and discharge/loading lines 5 m.p.h.

WORKING INSTRUCTIONS CLASS 253/254 TRAINS BR.33069/2 ISSUE 2

Page 5 Item 7.1.3 **Amend** last sentence of first paragraph to read:–
 'The brake pipes and main reservoir pipes between trailer vehicles must be coupled, and their cocks must be opened on both sides of the train'.

Page 10 Item 7.5.2 **Amend** first sentence to read:–
 'If a brake pipe hose becomes defective between two trailer vehicles the cock on both sides of the defect must be closed'.

Page 10 Item 7.6.1 **Amend** first sentence to read:–
 'If a main reservoir pipe hose becomes defective between two trailer vehicles the cocks on both sides of the defect must be closed'.

MISCELLANEOUS NOTICES

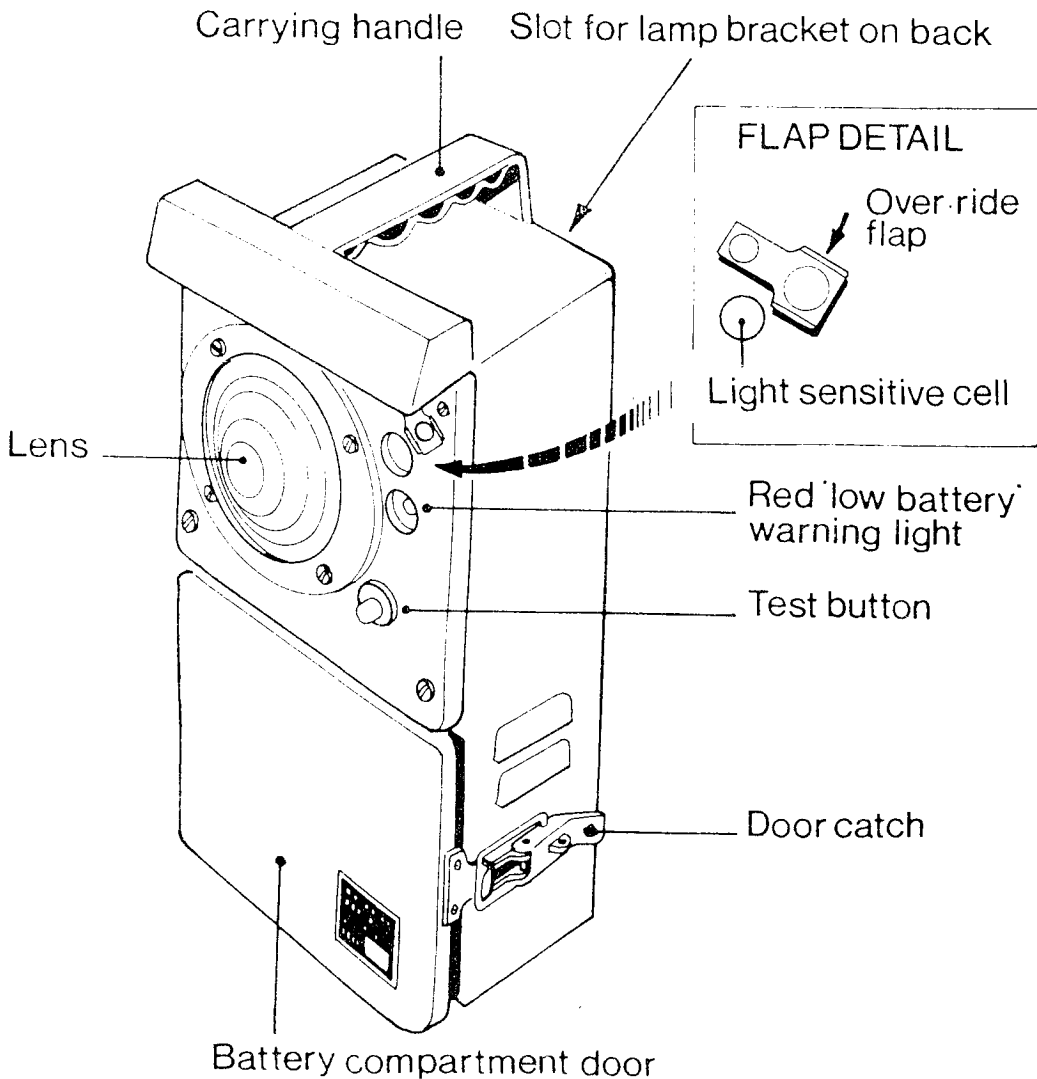
ADLAKE 1400 AND LYDD RL001 BATTERY ELECTRIC TAIL LAMPS

200 prototype Adlake 1400 and 200 prototype Lydd RL001 Battery Electric Tail Lamps (40 of each are to be allocated to the E.R.) will shortly be coming into service for extended trials.

1. Description

The lamp is powered by a non-rechargeable, long life battery and is activated automatically when placed on a lamp bracket. The lamp will then be illuminated, or remain off, depending on the amount of ambient light reaching the light cell. On the Adlake 1400 lamp, a flap is provided to over-ride the light sensitive cell and illuminate the lamp when required. On the Lydd RL001 lamp, a red push button switch provides a similar over-ride facility. The two types are illustrated below and can be easily identified by the different carrying handles.

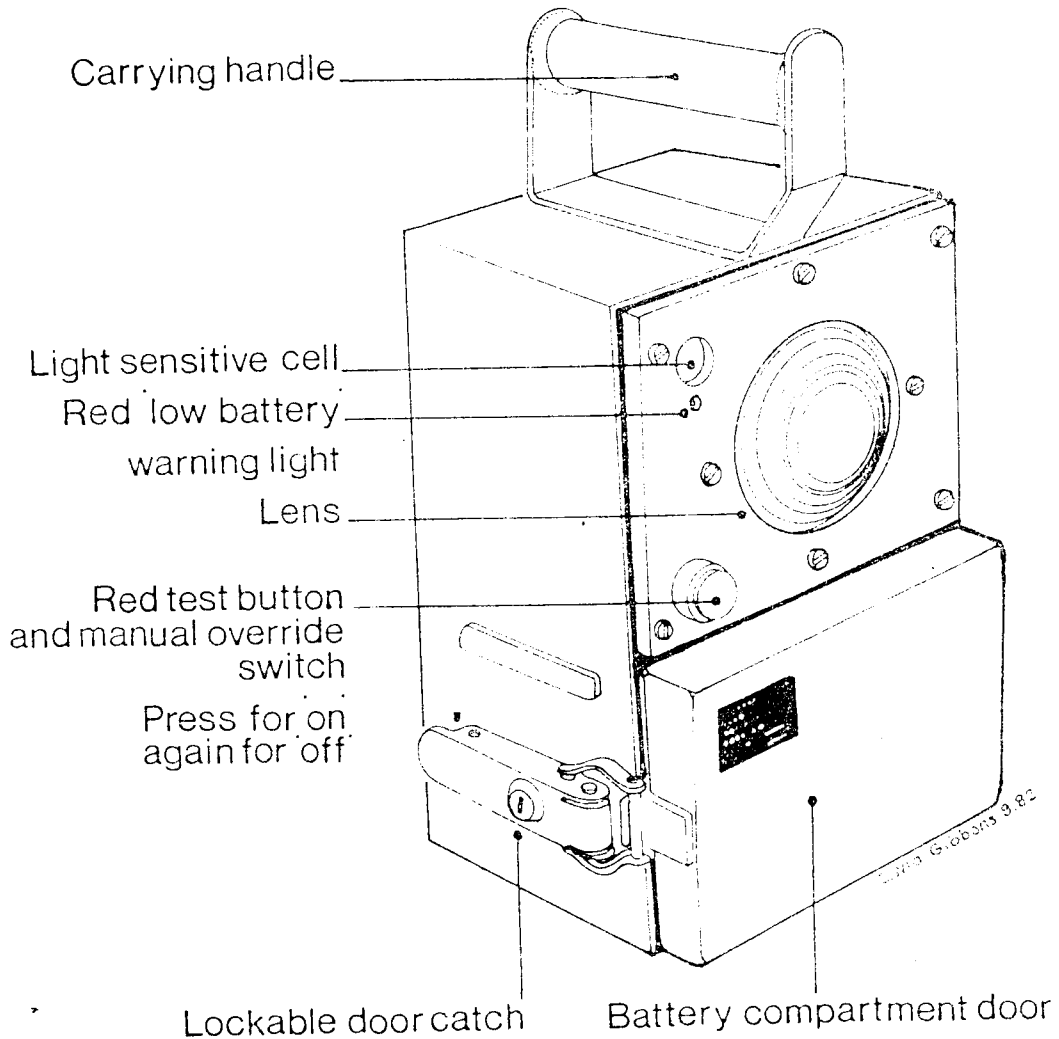
A) ADLAKE 1400 Battery Electric Tail Lamp



MISCELLANEOUS NOTICES—continued

ADLAKE 1400 AND LYDD RL001 BATTERY ELECTRIC TAIL LAMPS — continued

B) LYDD RL001 Battery Electric Tail Lamp



A red low-battery warning light will be illuminated when the battery is reaching the end of its life.

2. Bringing the lamp into service

The person who places the lamp on a bracket must satisfy himself that it is in proper working order by using the test button before placing the lamp on the bracket.

3. Low-battery warning light

A lamp must not be brought into service if the low-battery warning light is illuminated but, if the warning light becomes illuminated during a journey, the lamp may remain in service until the end of the journey.

4. Use of over-ride

During fog or falling snow the flap or switch must be used in order to comply with the Rule Book, Section H, Clause 7.3.2. In normal circumstances the light sensitive cell must be allowed to work automatically.

5. Use of lamp

The lamp may be used on tank vehicles designed for the conveyance of highly flammable liquids (low flash point) or flammable gases.

MISCELLANEOUS NOTICES – continued

ADLAKE 1400 AND LYDD RL001 BATTERY ELECTRIC TAIL LAMPS – continued

6. Lamps not in use

When not in use, lamps must be stood in the upright position in order to keep the battery in good condition.

7. Control of lamps

Each of the lamps bear a serial number prefixed "A" for Adlake and "L" for Lydd.

Strict supervision of the use of electric tail lamps is essential, to enable a "Home" depot to ascertain quickly when a lamp is "out of course". Each Depot **must** maintain a book record of each occasion when a lamp enters or leaves the Depot and the trains on which they are used. Also on each occasion that a lamp is conveyed on a train, an 18 comment line of entry must be made on the train consist showing "B.E.T.L." and prefix letter and serial number. (MO33/17/9)

"BARDIC HAND LAMPS – BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement." (48D)

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

CONTENTS

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RULE BOOK B.R. 87109

Section A – clause 2.1

Delete existing clause and **substitute** :—

2.1 The British Railways Board may at any time :—

- (i) Suspend an employee from duty whilst investigations are proceeding prior to the employee being given a hearing at which he can state his case.
- (ii) After giving the employee the opportunity to state his case, dismiss without notice, suspend from duty as a disciplinary measure, reduce in grade, transfer to another post or station which may or may not involve a reduction in grade, or suspend or curtail travel facilities for any of the following offences :—
 - (a) being found under the influence of drink or drugs,
 - (b) disobedience of orders,
 - (c) misconduct or negligence,
 - (d) serious insubordination,
 - (e) violent behaviour,

RULE BOOK B.R.87109 – continued

Section A – clause 2.1 – substitute – continued

- (f) absence from duty without leave,
- (g) arrest or summons on charge of theft whether at the instance of the British Transport Police or Civil Police,
- (h) conviction for criminal offence in a Court of Law which indicates unsuitability for further railway employment,
- (i) cash irregularities,
- (j) disregard of rules or instructions in particular those which involve safety of members of the public, other employees or themselves,
- (k) repeated committal of minor offences,
- (l) misuse of travel facilities,
- (m) failure to produce satisfactory references,
- (n) persistent failure to perform duties in a satisfactory manner.

2.2 Delete from second and third lines:—

“or suspension from duty prior to dismissal as the case may be”.

Delete clause 2.3 and re-number 2.4 to 2.3.

Section H, Clause 4.4.2.

Add as final sentence:—

If two single cab locomotives are in multiple and the rearmost cab is fitted with an emergency brake valve, the Guard must ride in that cab.

Section N

Page N8

Clause 3.1.1 (b) (iii) **Delete** the words “or station” from third line.

Page N12

Clause 4.4 **Amend** reference to clause “4.16” to “4.15”.

Page N32

Clause 10.4 **Amend** reference to “Section M, clause 3.2” to read “Section M, clause 3.3”.

**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).

**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).

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

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM

Pages 35 to 38 Regulation 25

Page 37 clause b (ii) amend reference to "Regulation 26" to Signalmen's General Instructions, clause 11.3

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).

SIGNALMENS GENERAL INSTRUCTIONS

Page 3 – Bell Signals

Clause 4.1

Add in table applicable to Class 1, Code 4 :–
Trains conveying motor cars associated with Motorail Services.

GENERAL APPENDIX (B.R.29944)

PART I

Section 1

Pages 1.5 and 1.6

STANDARD CLASSIFICATION OF TRAINS

Page 1.5

Add in table applicable to classification 1:–

Trains conveying motor cars associated with Motorail Services.

GENERAL APPENDIX – continued**PART I – Section 1 – continued**

Page 1.6

Note 3-

Amend the first sentence of the second paragraph to:–

If a parcels or fully-fitted freight train is hauled by a single cab locomotive, or by two single cab locomotives in multiple and the driving cab of the rear-most locomotive is not equipped with an emergency brake valve a brakevan must be provided.

Page 1.55

LINESIDE HOT AXLE BOX DETECTORS**Amend** the note at the end of the instruction to read:–

NOTE – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcels Units.

SECTION 3. WORKING OF PASSENGER AND PARCELS TRAINS**PART I**

Page 3.3

**CONVEYANCE OF FOUR–OR SIX-WHEELED VEHICLES IN PASSENGER,
EMPTY COACHING STOCK AND PARCELS TRAINS****Amend** Clause 2(c) to:–

Six-wheeled milk tanks – loaded or empty 45 m.p.h.

Section 3

Page 3.10

EQUIPMENTS FOR GUARD'S VANS

Clause 2.1 – Tool Box

Delete from the list of contents:–

Axe (long handled)

Saw (dual purpose)

Amend the three line entry relating to "2 coils of rope" to:–

1 coil of rope, stout flexible 12 yards No.6 size.

Pages 3.19 and 3.20

POST OFFICE LETTER MAILS; CONVEYANCE, HANDLING ETC.

Page 3.19 – re-number existing clause 5 to 5.1

Add as new clause 5.2:–

5.2 In the case of HST's bodyside doors should be left unlocked at all times.

Section 4

Pages 4.25 & 4.26

CIVIL ENGINEER'S TRACK RECORDING COACH (DB.999550)**Amend** second sentence of clause 8 to "It must not be entered nor"

Section 6

Page 6.16

MINIATURE SNOW PLOUGHS**Amend** second paragraph to:–

The centre blade must be removed from locomotives during the period 1 April to 30 November, unless the Regional Chief Operating Manager considers otherwise owing to exceptional weather.

Regions may also remove the two outer blades during the same period if they wish to do so.

GENERAL APPENDIX – continued

PART II

Section 15 – Provision of Electric Power Supply to Locomotives – Hauled Trains for heating, air conditioning, etc.

Page 15.17 clause 25.1

Delete from Table:–

1st Portion

Locomotive class 27/2, E.T.H. Index 28.

2nd Portion

Locomotive classes 55 and 84

Page 15.18 clause 25.3

Amend that part of the table referring to E.T.H. index numbers 6 and 7 as follows:–

PKF.....)
) 6
Mark 3a SO, FO, SLE, SLEP (pantry tea boiler NOT in use))
Mark 3a SLEP (pantry tea boiler in use)	7

Page 15.19 clause 25.4

Amend paragraph (d) and **Add** new paragraph (e) :–

(d) Mark 2d, 2e, 2f and 3a	31/4, 45/1, 47/4, 47/7, 50, 81, 82, 83, 85, 86, 87.
----------------------------	--

(e) Mark 3 sleepers	31/4, 45/1, 47/4, 47/7, 50, 86, 87.
---------------------	--

Delete clauses 25.4.1 and 25.4.2

Page 15.19

Delete clause 26.1.2 and **substitute** :–

26.1.2 If the train has not been pre-conditioned, or has stood for more than one hour, the total ETH index must be reduced to the locomotive figure. (see clause 25.2 for Class 50 locomotives September 15 to May 15). This may be done by :–

- (a) Turning the air conditioning master control switch to AUXILIARIES ONLY in sufficient coaches (probably one or two) which effectively reduces the index of the coaches concerned to zero.
- or (b) By informing the catering staff that sufficient kitchen equipment must be switched off to enable the index to be adequately reduced. In the case of Mark 3a RSB and RUB vehicles, the low load switch may be operated. This reduces the heating load to index 9, but this emergency index is not painted on the vehicle end.
- or (c) In the case of Mark 3 sleeping cars by informing the Sleeping Car Attendants that sufficient pantry tea boilers must be switched off. This reduces the heating load of a SLEP vehicle (i.e. Index 7) to that of a SLE (i.e. Index 6).

The train power must then be switched on and after one hour, the switched out coaches may be switched on again. Alternatively, the catering equipment or sleeping car pantry tea boiler can be used again.

Delete clause 26.1.3 and **substitute** :–

26.1.3 The Guard if necessary must decide the method by which the index is reduced and advise the catering staff or Sleeping Car Attendants accordingly.

GENERAL APPENDIX – continued

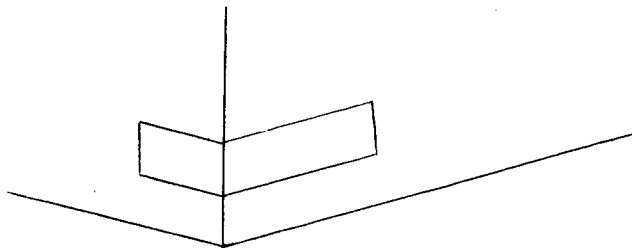
Part II – continued

Section 16. Regulations for Working the Automatic Air Brake on Locomotive Operated Trains

Page 16.21

13.5 Delete Clause 13.5 and substitute :-
 Identification of Equipment

Vehicles fitted with through pipe only are indicated by white markings on the corner of the vehicles as shown below.



Vehicles fitted with Automatic Air Brake equipment can be identified by abbreviations in capital letters painted near the middle of the sole bar on each side of the vehicle.

Type of braking system :-

WA – G Fixed Goods

Ch – P Fixed Passenger

O – GP Goods or Passenger with Changeover Lever

Note : The letters WA, Ch and O indicate the manufacturers of the equipment.

WORKING MANUAL FOR RAIL STAFF (BR.30054)

PINK PAGES – PART 3

Section D. Loading and Unloading

1. Freight train traffic

(iv) Radioactive substances

Delete clause D1/15 – whole paragraph (no longer applicable)

WHITE PAGES – PART 6

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'.

(MO.34/63)

BREAKDOWN TRAIN ARRANGEMENTS BOOKLET DATED FEBRUARY 1982**Page 4 Stratford (Continued)****Delete** :- Oulton Broad North Jn. to Brundall Jn. excl. and Breydon Jn. excl.**Substitute** :- Oulton Broad North Jn. to Brundall Jn. excl. and Yarmouth Yard excl.**Page 6 Finsbury Park****Delete** :- Hertford Spur (Welwyn Garden City)**Add** :- **Also covers when additional Re-railing equipment is required** :-

Welwyn Garden City	to	Holme excl.
Hitchin (Cambridge	to	Royston incl.
Branch Jn.)		

Hitchin**Delete** :- Welwyn Garden City (Goods Branch).**Page 7 March (Continued)****Amend** reference to Fakenham East to read Ryburgh.**Page 8 Norwich****Amend** reference to Fakenham to read Ryburgh**Delete** :- reference to Yarmouth Fish Quay.

MTM 2/4/6

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

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P2 Automatic half-barriers	262-263
P3 Level crossings equipped with miniature Red/Green Warning Lights	263
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T Lineside Fires	266
X Tail lamps - Lighting through Tunnels - The Rule Book Section H, Clause 7.3.5	268-269

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 8		Page
	Add:—	
Berwick	— Restriction on working unfitted trains to the Scottish region.	339
	Delete:—	
Castleford		367
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	Dairycoates West	
	Delete:— Page 392.	
Page 11		
	Delete:—	
Lockes Siding		358
Mineral Wagons fitted with hopped bottom doors and end brake levers		319
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	Delete:—	
Ryhope Grange		394
Nunthorpe		413
	Add:—	
	Operation of Buck-eye automatic couplers:—	
	Class 123 and 124 Diesel Multiple Units.	277
	Regulations for the protection of Brake Fitters etc.	281
Page 13		
	Delete:—	
	Trans-Pennine Diesel Multiple Unit Vehicles.	277
Page 14		
	Delete:—	
Wakefield C.E.G.B. Sidings		368

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

	Page in Table A
Page 15	
	Delete:—
Coxhoe Goods Branch	72
Page 16	
	Amend:—
Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn.	89

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK – continued

	Page in Table A
Page 17	
Delete:—	
Hunslet Lane Goods Branch	115
Castleford East Branch	122
Amend:—	
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. AND BRANCHES	
Wakefield Kirkgate West Jn. to Goole Potters Grange	123–129
Page 19	
Amend:—	
Boldon Colliery N.C.B. to Green Lane Jn.	187
Boldon Colliery to Green Lane Jn.	188
Delete:—	
Hartlepool Goods and Docks lines	181
South Pelaw to Washington	189

TABLE 'A' – DETAILS OF RUNNING LINES

Page 23**Amend:—**

The Permanent Speed Restrictions column shows all permanent speed restrictions other than the standard restrictions shown on page 21. An 'X' preceding the speed restriction e.g. 'X 30', shows the maximum permitted speed at which wrong direction movements may approach the level crossing concerned – for example 'X 30' in the Down line column means that a wrong direction movement on the Down line must not exceed 30 m.p.h. between the speed restriction sign and the level crossing.

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.) DONCASTER BLACK CARR JN. TO BERWICK Amend 6th. line speed:-					70	UP SLOW/DOWN LOCO/UP EAST SLOW BETWEEN MARSHGATE JN. NORTH OF (156m. 42ch.) AND LOVERSALL CARR (151m. 79ch.)		
Page 25 (Page 15 Supp. Optg. Insts.) Amend:-		Black Carr Jn. (See Southern Area Sectional Appendix pages 37 and 58)						
Page 27 (Page 17 Supp. Optg. Insts.) Between Doncaster 155m. 65ch. and Doncaster 155m. 77ch. Delete:-		Doncaster		15	15	Up Slow, 156m. 22ch. and 155m. 72ch.		
Amend:- Between Doncaster and Marshgate Jn. South Add:-					15	Slow line, 156m. 8ch. and 155m. 65ch.		
					50	Slow line, 156m. 20ch. and 156m. 8ch.		
Page 27 (Page 18 Supp. Optg. Insts.) Delete:-		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		
DONCASTER BLACK CARR JN. TO BERWICK – cont'd Page 27 (page 18 Supp. Optg. Insts.) – cont'd Delete:– Add:– Between Marshgate Jn. and Moat Hills LC Amend:– Between Moat Hills LC and Bentley Lane LC Delete:–		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 39 and 171)	156.28	70		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.	
				105	105	156m. 53ch. and 157m. 0ch.	
				100	100	157m. 0ch. and 160m. 60ch.	

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 28	DONCASTER BALCK CARR JN.	TO BERWICK – cont'd						
	Between Daw Lane LC and Shaffholme Jn. Add:–			100	100	160m. 0ch. and 160m. 30ch.		
Page 33		Clifton			10	Up Main to Down Main via 551B and 551A points at 0m. 31ch.		
	Delete:–							
Page 37		Longlands Jn.					S. Up Slow from Up Longlands Loop at 29m. 33ch.	
	Amend:–			50		Slow to Boroughbridge Road line.		
	Amend:–			50		Main to Boroughbridge Road 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		
Page 41 DONCASTER BLACK CARR JN. TO Delete location, note and mileage Delete :—		BERWICK – cont'd Coxhoe Jn. (See page 72)	58.02			C. Up Main at 59m. 60ch. 850 yards before reaching Signal F420.	
Page 44 Between Low Fell Jn. and Askew Road Tunnel Delete :—						C. Down Main at 78m. 37ch. 508 yards before reaching Signal D78B.	
Page 47 (Page 24 Supp. Optg. Insts.) Between Manors and Riverside Jn. Delete :—				40		North line 0m. 51ch. and 1m. 0ch.	
				30	30	North lines 1m. 0ch. and 1m. 20ch.	
				45		North/Main line 1m. 20ch. and 2m. 7ch.	
 Add :—				80		North line 0m. 51ch. and 1m. 43ch.	
Between Riverside Jn. and Heaton Amend :—		South Jn.			70	Up Main/North 1m. 76ch. and 0m. 51ch.	
Page 48 (Page 26 Supp. Optg. 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.	

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 48 DONCASTER BLACK CARR JN. TO		BERWICK – cont'd						
Between Cramlington and Stannington								
Delete :-				75	75	12m. 0ch. and 12m. 20ch.		
Page 51 (Page 30 Supp. Optg. Insts.)		Alnmouth						
Delete dagger from DPL134								
Page 52		Beal LC						
Add :- (C.C.T.V.)								
Delete :- signal box dots								
Between Beal LC and Goswick LC								
Add :-		No.193 LC (R/G)	60.07					
Page 53 (Page 33 Supp. Optg. Insts.)		Goswick LC (C.C.T.V.)						
Add :-								
Delete :- signal box dots								
Page 56		SHAFTHOLME TO FERRYBRIDGE NORTH JN.						
Amend :-		Thorpe LC (A.O.C.L.)	68.43					
Page 57								
Delete :-								
Page 65 (Page 39 Supp. Optg. Insts.)		YORK SKELTON TO HARROGATE						
Delete :- 'North'		Harrogate North	20.30					
Delete :- 'North' from the last two		Catch points entries						
Page 66		NORTHALLERTON CASTLE HILLS JN. TO REDMIRE						
Amend :-		Yafforth LC (A.O.C.L.)	1.49					
		Ham Hall LC (A.O.C.L.)	4.61					
							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		
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 Shildon North Jn. and Bishop Auckland Add:—			10		Over Bridge No.9, 11m. 0ch. and 11m. 2ch.	

	Loops and Refuge Stations	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
DARLINGTON NORTH JN. TO EASTGATE APCM — cont'd							
Page 69 (Page 40 Supp. Optg. Insts.)		Witton-le- Wear LC		20	20	1m. 15ch. and 1m. 30ch.	
Delete :—							
Amend :—		Broadwood LC (A.O.C.L.)					
Add :—				10	10	Over level crossing.	
Page 69		Between Wolsingham and Unthank LC (TMO)	11.58				
Add :—		Kielder LC (A.O.C.L.)					
Page 72		COXHOE GOODS BRANCH					
Delete heading and table.							
Page 73		FERRYHILL TURSDALE JN. TO PELAW					
Between Turstable Jn. and Whitwell LC				20	20	5m. 60ch. and 6m. 10ch.	
Delete :—							
Add :—				40	40	5m. 0ch. and 5m. 30ch.	
Between Whitwell LC and Fencehouses LC				30		9m. 76ch. and 10m. 40ch.	
Delete :—							
Between Fencehouses LC and Penshaw North					30	13m. 45ch. and 12m. 40ch.	
Delete :—							

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.			
Page 74 (Page 42 Supp. Optg. Insts.)								
FERRYHILL TURSDALE JN. TO PELAW — cont'd								
Delete all details on this page and substitute :—								
		Signal UH 124	14.26					
		Signal UH 125	14.75		30	Single to Double		
				30	30	14m. 75ch. and 15m. 24ch.		
				40	40	15m. 24ch. and 16m. 0ch.		
		Signals UH 133/136	16.05		40	Double to Single.		
		Usworth LC	17.45					
		Follingsby LC (A.H.B.)	19.09					
		Wardley	19.76	25		20m. 50ch. and 20m. 75ch.	S. Up line at 20m. 62ch. (584 yards before reaching signal W3).	
		Pelaw (See page 175)	20.68	25	Down Leamside to Up Leamside at 20m. 65ch.			

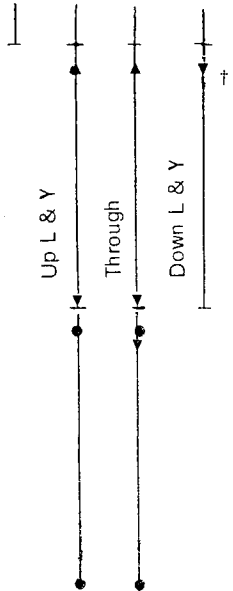
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Pages 75 and 76 (Page 43 Supp. Optg. Insts) Delete all details on these two pages and substitute :- BLACKHILL STATION TO OUSTON JN. BLACKHILL STATION AND CONSETT NORTH JN. CONSETT NORTH JN. AND OUSTON JN.								
		Blackhill Station	12.76					
		Blackhill No.2 Tunnel (52 yards)	12.72 to 12.70					
		Blackhill No.1 Tunnel (135 yards)	12.45 to 12.39					
		Consett North Jn.	12.00 to 13.57	15	15	13m. 57ch. and 13m. 32ch.		
				20	20	13m. 32ch. and 13m. 20ch.		
		Carr House	12.33					
				20	20	12m. 31ch. and 12m. 17ch.		
				35		11m. 53ch. and 11m. 41ch.	C. Up at 11m. 59ch. 1147 yards before reaching Home signal.	
				20		11m. 41ch. and 10m. 54ch.		
					35	10m. 54ch. and 11m. 53ch.		
				15	15	10m. 54ch. and 10m. 36ch.		
				35	35	10m. 36ch. and 9m. 24ch.	C. Up at 8m. 24ch. 3m. 327 yards before reaching Distant signal.	
				35	35	8m. 2ch. and 7m. 56ch.		

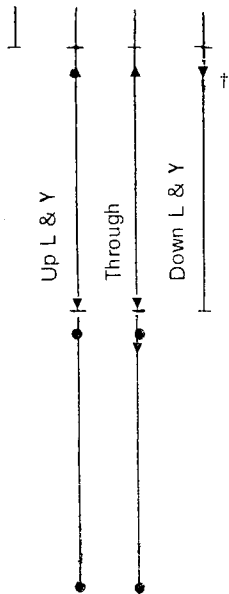
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 77 BLACKHILL STATION TO OUSTON JN. Delete:— Signal box dots, location and mileage. Amend:—		Annfield					C. Up line at 7m. 14ch., 4m. 55ch. before reaching Carr House Distant Signal. 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.	
Page 81 (Pages 47 and 48 Supp. Optg. Insts.) BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARS DON Delete:— Between Plessey Road LC and Bebside LC Delete:— 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.		Holywell LC		20	30	7m. 40ch. and 7m. 8ca. 13m. 18ch. and 14m. 60ch.		
Page 81 (Page 49 Supp. Optg. Insts.) EARS DON TO ESSO SIDINGS GF Amend:—		Bettys Lonnen LC (A.O.C.L.)	1.57					

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 82 DONCASTER MARSHGATE JN. TO LEEDS WEST JN. Amend:–		Marshgate Jn. (See page 27 and Southern Area Sectional Appendix pages 39 and 171)	156.28					
Page 82 (Page 49 Supp. Optg. Insts.) Delete:–		At Dock Hills LC			60	156m. 72ch. and 156m. 28ch.		
Page 82 Between Dock Hills and Bentley LC Add:–					70	156m. 72ch. and 156m. 28ch.		
Page 83 (Page 49 Supp. Optg. Insts.) Between Bentley LC and Castle Hills South Jn. Delete:–					70	157m. 20ch. and 156m. 72ch.		
Page 83 Amend:–		Carcroft Jn.	160.09					
		Adwick Jn.	160.65					
Page 84 Delete first two catch points entries on this page Between South Kirkby Jn. and Hare Park GF Add:–		Fitzwilliam	169.15					


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 85 DONCASTER MARSHGATE JN. TO LEEDS WEST JN. – cont'd Between Wakefield Westgate South Jn. and Wakefield Westgate Add:– Amend:– Page 86 BRODSWORTH COLLIERY BRANCH Amend Remarks column:– CASTLE HILLS SOUTH JN. TO CASTLE HILLS WEST JN. Amend Remarks column:–		Wakefield Westgate		20	20	To, over and from Platform lines 175m. 55ch. and 175m. 79ch.		Permissive working is authorised. Controlled by Doncaster signal box 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	At or Between		
Page 87 CARCROFT JN. TO SKELLOW JN. Amend:— Delete signal box dots. Add in Remarks column:—		Carcroft Jn. Skellow Jn.	160.09					Controlled by Doncaster signal box.
Page 87 (Page 50 Supp. Optg. Insts.) Amend reference to Signal S742 and S108 in Catch points etc. column to DS742 and DS108.								
Page 87 STAINFORTH JN. TO SKELLOW ADWICK JN. Amend :—		Stainforth Jn. (see Southern Area Sectional Appendix page 171)						
Page 88 Delete Signal box dots only.		Skellow Jn.						
Page 89 WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST Delete heading and table and substitute:— WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST JN.		Wakefield Westgate South Jn. (See page 85) Wakefield Kirkgate West Jn. (See page 93)	0.00 0.20	15	15	MAXIMUM PERMISSIBLE SPEED		
							C.W. at 0m. 3ch. 375 yards before reaching Signal L249.	
Page 90 EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Delete the Down Slow line between Hebden Bridge and Mytholmroyd West also 'DF' and 'DM' from the Down line. Delete:—				20		Slow line 23m. 57ch. and 24m. 62ch.	CW. Down Slow at 24m. 61ch.	

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
EASTWOOD LMR TO NORMANTON GOOSE HILL JN. — cont'd								
Page 93 (page 52 Supp. Optg. Insts.)		at Horbury Jn.		20	20	Slow lines 45m. 38ch. and 46m. 25ch.		
Delete :-								
Pages 93 and 94 (Page 53 Supp. Optg. Insts.)		Wakefield (K) West inclusive to Goose Hill Jn. inclusive and substitute:-						
Delete all details		Wakefield Kirkgate West Jn. (See page 123)	47.43	20	20	All lines 47m. 38ch. and 48m. 5ch. until 09 00 Monday 4 October		
		Wakefield Kirkgate	47.62	20		Up L and Y Slow to Down Goole line 47m. 52ch. and 48m. 5ch. until 09 00 Monday 4 October	+ Permissive working for passenger trains authorised.	
		Wakefield Kirkgate East	47.68					
		Wakefield Kirkgate	47.76					
		Turners Lane Jn. (See page 109)	48.33		15	To Calder Bridge line.		
					40	49m. 73ch. and 49m. 6ch. until 09 00 Monday 4 October		
	UGL 70 DGL 70			20		50m. 26ch. and 50m. 31ch.		
				20		To Slow line at 50m. 28ch.		
		Goose Hill Jn. (See page 112)	50.31					



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 99 DIGGLE JN. L.M.R. TO HEALEY MILLS HEATON LODGE JN. Between Huddersfield North and South Tunnels and Huddersfield (HU) Amend:— Amend:—		Huddersfield (HU)		15	15	All lines, 25m. 49ch. and 25m. 74ch.		Permissive working authorised on the Down and Up — then as printed.
Page 100 (Page 56 Supp. Optg. Insts.) Delete:— Add:— Delete from Catch points column:—		At Signals HU77/73		55	55	25m. 75ch. and 26m. 6ch.		
				40	40	25m. 74ch. and 26m. 3ch. including Main line connections.		
Page 100 Add:—		Deighton	27.60				C. Up Main at 27m. 60ch. 850 yards before reaching signal HU646.	
Page 101 PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN. Amend:—		Huddersfield Jn. (See Southern Area Sectional Appendix pages 167 and 181)						
Page 102 (Page 57 Supp. Optg. Insts.) Between Robin Hood Tunnel and Lockwood Amend:—					20	2m. 20ch. and 2m. 60ch.		C. Up Main at 38m. 74ch. 560 yards before reaching Morley Signal No.20.
Page 104 (Page 57 Supp. Optg. Insts.) THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN. Delete:—					20	1m. 40ch. and 1m. 70ch.		

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 105 THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN. – cont'd Delete:–							C. Up Main at 39m. 50ch. 675 yards before reaching Signal U.39	
Page 106 HEADFIELD BRANCH Add '+' to Down and Up lines between Notice Board and Dewsbury East Jn. Add in Remarks column:–								't' See page 362.
HORBURY STATION JN. TO CRIGGLESTONE JN. Delete existing table and substitute:– HORBURY STATION JN. TO CRIGGLESTONE JN.				40	40	MAXIMUM PERMISSIBLE SPEED		
		Horbury Station Jn. (See page 93)	44.13		20	44m. 11ch. and 44m. 16ch.	C.W. at 44m. 19ch.	
		Crigglestone Jn. (See page 108)	45.56	30		45m. 53ch. and 45m. 56ch.		
Page 103 BARNSLEY STATION JN. TO HORBURY JN. Amend:–		Barnsley Station Jn. (See Southern Area Sectional Appendix, page 181)						
Page 108 (page 58 Supp. Optg. Insts.) Between Barnsley Station Jn. and Darton Delete:–				20	20	52m. 24ch. and 50m. 23ch.		
					20	49m. 78ch. and 50m. 10ch.		
Delete:–				40	40	52m. 24ch. and 51m. 24ch.		
Amend:–				40	40	51m. 24ch. and 50m. 23ch.	until 09 00 Monday 4 October.	
Between Wooley New Tunnel and Crigglestone Jn.			$\frac{45.56}{1.53}$	30	30	46m. 30ch. and 45m. 56ch.		
Amend:–					30	45m. 56ch. and 47m. 35ch.		
Delete:–								
Amend:–		Crigglestone Jn.					C.Up at 45m. 57ch. 1170 yards before reaching Starting Signal.	

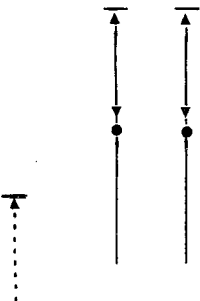
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 109 (Page 59 Supp. Optg. Insts.)								
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.								
Delete existing line speeds and substitute :-								
ALDWARKE NORTH JN. (MID) AND 171¼ m.p.				90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES		
171¼ m.p. AND 174¼ m.p.				80		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
174¼ m.p. AND ROYSTON JN. (178m. 30ch.)				70		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
175 m.p. AND 171¼ m.p.					80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
ROYSTON JN. (178m. 30ch.) AND 175 m.p.					70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
ROYSTON JN. (178m. 30ch.) AND OAKENSHAW SOUTH JN.				60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
OAKENSHAW SOUTH JN. AND GOOSEHILL JN. (184¼ m.p.)				70	70	MAXIMUM PERMISSIBLE SPEED		
GOOSEHILL JN. (184¼ m.p.) AND LEEDS NORTH JN.				75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES		
ALDWARKE NORTH JN. (MID) AND SWINTON JN.				75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES		
GOOSEHILL JN. (184¼ m.p.) AND ALTOFTS JN.				60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES		

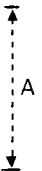
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 110 (page 61 Supp. Optg. Insts.)							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. -- cont'd							
Amend:--		Aldwarke North Jn. (See page 131 and Southern Area Sectional Appendix Pages 177 and 190)					
Delete	Down and Up Goods lines between Dearne Valley Colliery Sidings and Dearne Valley North Jn.						
		Dearne Valley Colliery Sidings					
Delete:--	Block post dots, location, mileage and speed restriction						
Amend:--				20		Goods line 172m. 68ch. and 173m. 60ch.	
	Between Dearne Valley North Jn. and Cudworth Station Jn.						
Delete:--				50		Main line 173m. 64ch. and 175m. 45ch.	
Add:--				50	50	Main lines 174m. 70ch. and 175m. 45ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	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								
Page 111 (Pages 61 and 62 Supp. Optg. Insts.)								
Delete all details on this page and Substitute:—								
		Cudworth Station	175.03					
		Cudworth South Jn.	175.38	20	20	Goods lines 175m. 38ch. and 176m. 2ch.		2L1S for Grimethorpe
		Cudworth North Jn. (See page 116)	175.75	20		Goods line 176m. 60ch. and 177m. 60ch.		
				20		Goods line 178m. 15ch. and 178m. 36ch.		
		Royston Jn.	178.28	25	25	Main to Main 178m. 30ch. and 178m. 36ch.		1L1S Wakefield (K) 1L2S Crofton
				<u>20</u> 40	<u>20</u> 40	179m. 25ch. and 179m. 40ch.		
				20	20	Main to Main 181m. 70ch. and 181m. 76ch.		
				30		To Crofton East at 181m. 70ch.		
		Oakenshaw South Jn. (See page 117)	181.77	15		Main to Oakenshaw Jn.		
		Oakenshaw	182.35	60		183m. 40ch. and 184m. 50ch.		
			50	50	184m. 50ch. and 184m. 61ch.			

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		
<div>Page 112</div> <div>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. – cont'd</div> <div>Between Goose Hill Jn. and Normanton</div> <div>Amend:–</div> <div>Pages 113 to 115 (page 63 Supp. Optg. Insts.)</div> <div>Delete all details Methley North Jn. inclusive to Leeds North Jn. inclusive and substitute:–</div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div><div><d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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 116		STAIRFOOT JN. TO CUDWORTH STATION JN. Amend:— Stairfoot Jn. (See Southern Area Sectional Appendix page 180)						
Page 117		OAKENSHAW SOUTH JN. TO CROFTON EAST JN. Add:— 'A' to the Down and Up lines between Oakenshaw South Jn. and Oakenshaw to the Down line between Oakenshaw and Crofton East Jn. and to the Up line between Crofton East and Oakenshaw.						
Page 121		METHLEY JN. TO CASTLEFORD WHITWOOD Delete:— catch points entry.						
Page 121 (Page 67 Supp. Optg. Insts.)		CASTLEFORD WEST JN. TO PONTEFRACT WEST JN. Amend:— CUTSYKE JN. (59m. 1ch.) AND PONTEFRACT WEST JN.		40	40	MAXIMUM PERMISSIBLE SPEED		
		Prince of Wales L.C. Add:—		30		56m. 66ch. and 56m. 42ch.		
Page 122		CASTLEFORD EAST BRANCH Delete:— heading and table.						

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 123 (Page 68 Supp. Optg. Insts.) WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. Delete heading and all details on this page and substitute:-							
		WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.					
		WAKEFIELD KIRKGATE WEST JN. AND ENGINE SHED JN.		50	50	MAXIMUM PERMISSIBLE SPEED	
		ENGINE SHED JN. AND POTTERS GRANGE JN.		30	30	MAXIMUM PERMISSIBLE SPEED	
		Wakefield Kirkgate West Jn. (See page 89)	47.43				
		Wakefield Kirkgate	47.62				
		Wakefield Kirkgate (K)	47.76				
		Calder Bridge Jn. (See page 109)	48.28				
				20	20	48m. 5ch. and 47m. 38ch. Until 09 00 Monday 4 October.	
				15	15	To Turners Lane Curve line	
				20	20	48m. 56ch. and 49m. 0ch.	
Page 125 Delete:- (Absolute Block now applies between signals 0.330 and 0.345 on the Down Goods line) Between Signal 0.345 and Pontefract Monkhill Delete:-							
		Signal 0.341					
		Pontefract West Jn.			30	To Castleford West line 56m. 36ch. and 56m. 66ch	C. Up Main at 55m. 13ch. 920 yards before reaching signal P.O.W. 350.
							CW. Up Main at 56m. 30ch. 890 yards before reaching signal O.354.

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		
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. Page 125 (Page 69 Supp. Optg. Insts.) Between Pontefract Monkhill and Pontefract Goods Jn. Delete :—				Delete — cont'd				
Pages 125 and 126 Between Pontefract Goods Jn. and Knottingley West Jn. Delete :—				20	20	57m. 42ch. and 57m. 60ch. 57m. 43ch. and 57m. 29ch.		
Page 127 Between West Cowick LC and East Cowick LC Add :—				10		69m. 0ch. and 70m. 17ch.		
Page 130 FERRYBRIDGE BRANCH Delete existing table and substitute :— FERRYBRIDGE BRANCH				15	15	MAXIMUM PERMISSIBLE SPEED		
		Pontefract Goods Jn. (See page 125)	3.06					
		Ferrybridge South Jn. (See page 133)	2.38					
Page 131 KNOTTINGLEY SOUTH JN. TO EAST JN. Add :— 'A' to Down and Up 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 131 (Page 71 Supp. Optg. Insts.)								
		ALDWARKE NORTH JN. (MID) TO BURTON SALMON — Note line headings amended — See front of Book.						
		Delete existing line speeds and substitute :—						
		ALDWARKE NORTH JN. (MID) AND PONTEFRAC (NORTH OF) 3 m.p.		75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY.		
				60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS.		
		PONTEFRAC (NORTH OF) 3 m.p. AND BURTON SALMON		60	60	MAXIMUM PERMISSIBLE SPEED. Until 14 00 Monday 11 October.		
		Amend :— Aldwarke North Jn. (See page 110 and Southern Area Sectional Appendix pages 177 and 190)						
		Amend :— Dearne Jn. (See Southern Area Sectional Appendix page 182)						
		Between Bolton-on-Deerne and Goldthorpe Colliery Branch Jn.						
		Add :—		60		16m. 31ch. and 15m. 10ch.		
Page 132 (page 71 Supp. Optg. Insts.)								
		Delete :—						
							C. Down Main at 15m. 60ch. 920 yards before reaching Hickleton 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 132	ALDWARKE NORTH	JN. (MID) TO BURTON SALMON – cont'd						
	Between Goldthorpe Colliery Branch Jn. and Hickleton			70		15m. 10ch. and 12m. 8ch.		
	Add:–							
	Between Hickleton and Moorthorpe South				60	14m. 20ch. and 14m. 40ch.		
	Add:–				60	11m. 20ch. and 11m. 40ch.		
	Between Moorthorpe Station Jn. and Pontefract Baghill			60		10m. 60ch. and 6m. 71ch.		
	Add:–				60	7m. 6ch. and 8m. 4ch.		
					60	4m. 50ch. and 5m. 50ch.		
Pages 132 and 133								
	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 7m. 11ch. 1090 yards before reaching signal F601.	
							C. Up Main at 2m. 65ch. 694 yards before reaching signal F608.	
Page 133								
	Between Pontefract Baghill and Ferrybridge South Jn.			20	20	2m. 45ch. and 2m. 5ch.		
	Delete:–							

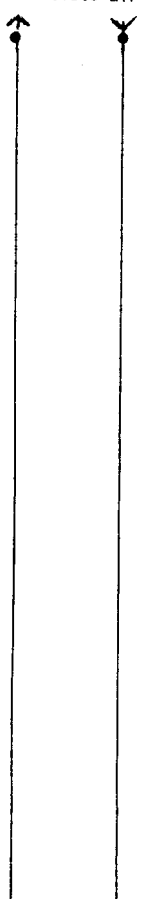
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 134 MOORTHORPE STATION JN. TO SOUTH KIRKBY JN. Amend second catch point entry:—							C. Up Main at 0m. 15ch. 800 yards before reaching Moorthorpe Station signal No.9.	
Page 139 LEEDS TO SKIPTON STATION SOUTH LMR Amend:—		Leeds						Permissive working is authorised on Platforms 5,6, 8, 9 and 12.
Amend:—				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					
		Leeds North Jn. (See page 115)	0.05					
Between Leeds North Jn. and Whitehall Jn. Add:—				25	25	Shipley lines 0m. 7ch. and 0m. 25ch.		
Amend:—				20	20	Main lines 0m. 7ch. and 0m. 25ch.		
Page 140 Amend:—		Whitehall Jn. (See pages 135 and 145)	0.25 195.54					

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 142		LEEDS TO SKIPTON STATION SOUTH LMR – cont'd						
		Between Bingley Station and Keighley						
		Add :-	209.45					
		Cross Flatts						
Page 144		LEEDS WORTLEY JN. TO HARROGATE						
		(Page 76 Supp. Optg. Insts).						
		Between Bramhope Tunnel and Wescoehill Tunnel						
		Delete :-		40	40	9m. 56ch. and 9m. 60ch.		
		Between Weeton and Rigton LC						
		Delete :-		40		10m. 63ch. and 11m. 50ch.		
Page 145		Harrogate South						
		Delete signal box dpts and location						
		Amend Remarks column :-						Station Yard working authorised on Through line for Down Freight trains and on Platform lines for Passenger trains.
Page 150		LEEDS TO HULL PARAGON						
		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.		
Pages 151 and 152		Delete :- 'AB' from Down and Up lines between Peckfield and Gascoigne Wood.						
		Amend :-						
		South Milford	7.57					
		Footpath LC (R/G)						
		Amend :-						
		Gascoigne Wood						
		Add :-						
	DGL54						C. Up Main at 6m. 36ch. 630 yards before reaching Signal GW1818.	

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		
LEEDS TO HULL PARAGON -- cont'd								
Page 152								
	Between Hagg Lane LC (R/G) and Thorpe Hall LC (R/G)							
	Add:—	Philip Lane LC (R/G)	4.47					
		Harrymore Lane LC (R/G)	2.75					
Page 157	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.							
Page 158	THORNE JN. TO GILBERDYKE JN.							
	Amend:—	Thorne Jn. (See Southern Area Sectional Appendix page 171)						
Page 160	HULL PARAGON TO SEAMER WEST							
	Between West Parade and Walton Street							
	Amend:—			25	25	Through trailing crossover Down to Up at 1m. 21ch.		
Page 161	(Page 84 Supp. Optg. Insts.)							
	Between Lowthorpe LC and Burton Agnes LC							
	Delete:—				30	25m. 10ch. and 24m. 40ch.		
Page 163	(Page 84 Supp. Optg. Insts.)							
	Between Muston LC and Gristhorpe LC							
	Amend:—			50		45m. 35ch. and 45m. 50ch.		
	Add:—				50	45m. 40ch. and 45m. 35ch.		
	Between Gristhorpe LC and Lebburston Road LC							
	Add:—				20	46m. 40ch. and 45m. 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		
Page 167 NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN Delete:– BOROUGHBRIDGE ROAD AND EAGLESCLIFFE Add:– BOROUGHBRIDGE ROAD AND NORTHALLERTON EAST JN. (43m.p.) NORTHALLERTON EAST JN. (43m.p.) AND EAGLESCLIFFE				70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
				50	50	MAXIMUM PERMISSIBLE SPEED		
				70	70	MAXIMUM PERMISSIBLE SPEED		
Page 167 (Page 85 Supp. Optg. Insts.) Delete:–		Boroughbridge Road		50		42m. 30ch. and 42m. 66ch.		
Page 168 (Page 85 Supp. Optg. Insts.) Delete:–		Romanby Road L.C.			50	42m. 66ch. and 42m. 38ch.		
Page 169 Delete:– Down and Up goods lines between Eaglescliffe South Jn. and Eaglescliffe North Jn. Add:– Eaglescliffe South Jn. Between Eaglescliffe North Jn. and Hartburn Jn. Delete:–							CW Up at 56m. 75ch. 1,000 yds. before reaching signal 824.	
				20	30	58m. 55ch. and 58m. 0ch. 58m. 28ch. and 58m. 35ch.		
Page 170 (Page 86 Supp. Optg. Insts.) Between North Shore Jn. and Norton-on-Tees South Delete:–					10	61m. 18ch. and 61m. 08ch.		
Page 170 Between Norton-on-Tees East and Norton-on-Tees LC Add:–					20	62m. 22ch. and 61m. 75ch.		
Page 171 (Page 86 Supp. Optg. Insts.) Between Greatham and Seaton Snook Jn. Delete:–				30	30	68m. 55ch. and 69m. 05ch.		

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 172		NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDON – cont'd						
		Cliff House						
		Delete:— reference to page 181						
		Delete:—		15		To Cliff House Branch.		
Page 173 (Page 87 Supp. Optg. Insts.)		Between Easington and Dawdon Jn.						
		Delete:—		10		80m. 76ch. and 81m. 22ch.		
		At Ryhope Grange			25	Down to Hawthorne Mine line 21m. 31ch. and 21m. 10ch.		
		Amend:—						
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	At or Between		
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 :-								
	D/UGL 60 DGL50	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.		
		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.		

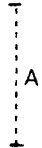
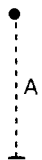
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Pages 175 to 177 (Pages 89 to 91 Supp. Optg. Insts.) -- cont'd NORTHALLERTON BOROUGH		BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN	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	99m. 45ch. and 99m. 35ch.		
				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.		
					30	Over Down Pelaw in Up direction 100m. 15ch. and 99m. 35ch.		
		Heworth						

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		
Pages 175 to 177 (Pages 89 to 91 Supp. Optg. Insts.) – NORTHALLERTON (BOROUGHBRIDGE RD.) TO NEWCASTLE EAST 							
		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.	
		Park Lane Jn. (see page 188)	100.68	25		Greensfield line, 100m. 68ch. and 100m. 27ch.	
				15	15	100m. 75ch. and 101m. 59ch.	
		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	
		Boroughbridge Rd. LC (CCTV)		25		29m. 66ch. and 29m. 71ch.	

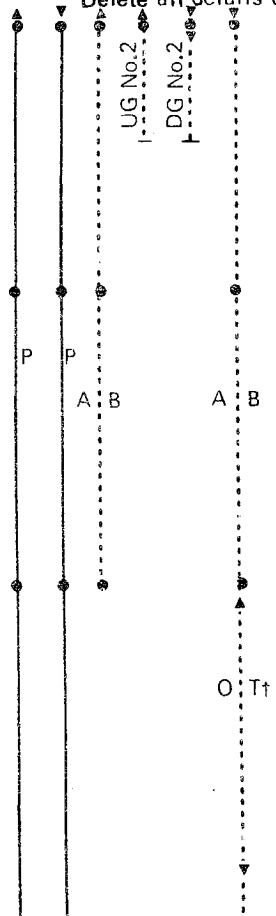
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Pages 179/180 BILLINGHAM-ON-TEES TO SEAL Amend: —		SANDS STORAGE						
		North Tees LC (A.O.C.L.)	4.19					
		Seal Sands LC (A.O.C.L.)	4.71					
		I.C.I. Brinefield LC (Open)	0.12					
		T.H.P.A. LC (Open)	0.28					
		N.E.E.B. LC (Open)	0.39					
		Philips LC (Open)	0.62					
		Rohm Hass LC (A.O.C.L.)	1.42					
		Monsanto LC (A.O.C.L.)	1.46					
		Rohm Hass No.2 LC (Open)	1.49					
		Rohm Hass No.3 LC (Open)	1.70					
		S.S. Chemicals (A.O.C.L.)	2.11					
		Philips No.2 LC (A.O.C.L.)	2.16					
		Philips No.3 LC (A.O.C.L.)	2.22					
		Seal Sands Road LC (A.O.C.L.)	0.05					


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 179 BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE – cont'd		Between Billingham-on-Tees and Belasis Lane Add :—		15	15	1m. 0ch. and 1m. 10ch.		
				30	30	1m. 10ch. and 3m. 15ch.		
				15	15	3m. 15ch. and 3m. 25ch.		
				15	15	3m. 50ch. and 5m. 1ch.		
Page 180 SEATON-ON-TEES BRANCH								
Add between Seaton Snook Jn. and Seaton-on-Tees Graythorpe LC (A.O.C.L.)			0.25					
Between Graythorpe LC and Seaton-on-Tees West LC (Open)			1.38					
Page 181 (Page 95 Supp. Optg. Insts.) HARTLEPOOL GOODS AND DOCK LINES Delete heading and table.								

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 182 SEABANKS BRANCH Amend :-		Bone Mill LC (Open)					
Page 183 HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. TO RYHOPE GRANGE Amend OT † on the Arrival and Departure lines to 'AB' Delete from Remarks column :-							† See page 401
Page 183 (Page 95 Supp. Optg. Insts.) Between Seaton LC and Ryhope Grange Amend :- Add :-				15 25		19m. 0ch. and 20m. 60ch. 21m. 10ch. and 21m. 31ch.	

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 186 (Page 96 Supp. Optg. Insts.) TYNE DOCK BRANCH Delete signal box dot Delete all details after Shell Mex Jn.		Pelaw						
Page 187 BOLDON COLLIERY NCB TO HARTON Delete existing table and substitute :- BOLDON COLLIERY NCB TO GREEN LANE JN.								
		Boldon Colliery NCB	3.64	25	25	MAXIMUM PERMISSIBLE SPEED	CW. Up direction at 2m. 60ch. CW. Down direction at 2m. 45ch.	Controlled by Boldon Colliery Box.
		Green Lane Jn. (See below)	2.20					
Page 188 BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM Delete existing table and substitute :- BOLDON COLLIERY TO GREEN LANE JN.								
		Boldon Colliery	0.00	25	25	MAXIMUM PERMISSIBLE SPEED		
		Green Lane Jn. (See above)	2.20					
Page 189 SOUTH PELAW TO WASHINGTON Delete heading and table.								

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 192 DARLINGTON SOUTH JN. TO SALT BURN (Page 98/99 Supp. Optg. Insts.) Between Stockton Cut Jn. and Bowesfield Delete:— Add:— Between Bowesfield and Thornaby Delete:— Amend:— Delete:— Delete:— Between Thornaby East Jn. and Tees Delete:—								
				45		Main line 10m. 72ch. and 10m. 76ch.		
				45	45	Main lines 10m. 72ch. and 11m. 4ch.		
				20		Main line 10m. 76ch. and 11m. 20ch.		
					45	Main line 11m. 4ch. and 10m. 72ch.		
				30	30	Main lines 11m. 24ch. and 11m. 77ch.		
					30	Main line 11m. 56ch. and 11m. 24ch.		
					15	Main line 11m. 68ch. and 11m. 56ch.		
					30	Main line 11m. 77ch. and 11m. 68ch.		
		at Thornaby						

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 193 (Page 100 Supp Optg Insts) DARLINGTON SOUTH JN. TO SALTBURN — cont'd Delete all details on this page and substitute :—								
		Tees	13.59	20	20	To and from Goods lines at 13m. 78ch.		
		Newport East Jn.	14.03	45	45	Main lines 14m. 17ch. and 14m. 59ch.		
				25	25	Main lines 14m. 64ch. and 15m. 20ch.		
		Middlesbrough LC (Sussex Street)	14.71					
		Middlesbrough	15.00					
		Guisborough Jn. (See page 197)	15.23	20		To Nunthorpe line.		
				35	35	Main lines 15m. 25ch. and 15m. 48ch.		
				35		Main line 15m. 74ch. and 16m. 4ch.		
		Whitehouse LC	15.76					
		Cargo Fleet	16.06		35	Main line 16m. 18ch. and 15m. 74ch.		† No Staff.
				40	40	Main line 16m. 29ch. and 16m. 53ch.		
		Cargo Fleet Old Station LC	16.34	40		Main line 17m. 0ch. and 17m. 16ch.		

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 194 DARLINGTON SOUTH JN. TO SALT BURN — cont'd (Page 191 Supp. Optg. Insts.) Between South Bank and Beam Mill Jn. Delete:—				15	15	To and from Clay line at 17m. 17ch.		
				30		Main line 17m. 20ch. and 17m. 54ch.		
Page 195 (Page 103 Supp. Optg. Insts.) Between Redcar Ore Terminal Jn. and Steelworks Halt Delete:—				35		20m. 09ch. and 20m. 22ch.		
					20	20m. 20ch. and 20m. 13ch.		
Amend Down Main between Redcar Central and Redcar LC 		Redcar Central	22.64					
		Redcar LC	22.71					
Page 197 MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY Delete:— Signal box dots, location and mileage.		Guisborough Jn.	0.07					

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 188		MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY - cont'd						
	Amend:-	Morton Carr LC (A.O.C.L.)	4.70					
Page 199								
	Amend:-	Battersby Road LC (A.O.C.L.)	12.46					
		Guisborough Road LC (A.O.C.L.)	14.56					
		Castleton Moor	19.36					
	Delete signal box dot and CL32							
Page 200 (Page 106 Supp. Optg. Insts.)								
		WILTON/LACKENBY (WEST COATHAM SIDINGS) BRANCH						
	Add between Signals G747/G734/G736 and Wilton/Lackenby West Coatham Sidings -	Eastgate Mount Access LC (Open) (I.C.L. Wilton Branch)						

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 203 GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC.								
Amend mileage:—		Gas House LC	4 17					
Add:—		Mickley			25	11m. 40ch. and 10m. 55ch.		
Page 204								
Add:—		Dilston Crossing LC			30	18m. 20ch. and 17m. 65ch.		
Page 204 (Page 108 Supp. Optg. Insts.)								
Between Dilston Crossing LC and Hexham								
Amend:—				30		20m. 48ch. and 21m. 0ch.		
Between Warden LC and Haydon Bridge LC								
Add:—					30	27m. 25ch. and 26m. 65ch.		
Between Haydon Bridge LC and Bardon Mill LC								
Delete:—				20		28m. 70ch. and 29m. 30ch.		
Page 205								
Between Haltwhistle and Blenkinsop LC								
Amend:—				55		40m. 0ch. and 40m. 20ch.		
Between Blenkinsop LC and Long Byre LC								
Add:—				30		40m. 20ch. and 40m. 35ch.		
					55	40m. 32ch. and 40m. 0ch.		
Delete Location and mileage		Denton Hall LC	46 60					
Page 207								
Add between Corby Gates LC and Petteril Bridge Jn. L M R.								
		Wetheral	55 76					

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 214 BUTTERWELL COLLIERY SOUTH BRANCH NCB Amend :— POTLAND LC AND SIGNAL B.6 (END OF BRANCH) Amend :—		N.C.B. LC (A.O.C.L.)	0.66	15	15	MAXIMUM PERMISSIBLE SPEED	
		New Moor LC (A.O.C.L.)	0.68				
		Potland LC (A.O.C.L.)	1.47				
		Linton Lane LC (A.O.C.L.)	2.47				
Page 216 BEDLINGTON TO LYNEMOUTH COLLIERY NCB Delete :— location and mileage. Between Hirst Lane LC and Lynemouth Colliery NCB Add :— CAMBOIS BRANCH Amend 'PB' in Up line between West Sleekburn Jn. and Winning LC to 'AB'		Woodhorn LC				4m. 10ch. and 6m. 12ch.	
				10	10		

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**MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS SHIPYARD****Amend:**—

Austin and Pickersgills Shipyards	Monkwearmouth Shunters Cabin	Shunter
--------------------------------------	---------------------------------	---------

Page 219

DUNSTON STAITHES**Delete** heading and item

TABLE F – PROPELLING TRAINS OR VEHICLES

Page 219

Item 2 – General

Add as first sentence to clause 2.1:— The Signaller must be advised before a propelling movement is made.

Between	Line	Number of vehicles and special conditions
---------	------	---

Page 221

DONCASTER BLACK CARR JN. TO BERWICK**Delete:**—

Holgate Jn.	Chalonsers Whin Jn.	Down Doncaster Down Leeds etc.	3 freight brakevans
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Page 222

DONCASTER BLACK CARR JN. TO BERWICK**Delete :**—

Ferryhill Yard	Coxhoe Goods Branch GF	Up Leamside	2 freight brakevans
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Add:—**SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.**

Knottingley West Jn.	Ferrybridge North Jn.	Down	1 freight brakevan
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Page 223

COXHOE GOODS BRANCH**Delete:**— heading and item**FERRYHILL TURSDALE JN. TO PELAW****Delete** heading and item**BLACKHILL STATION TO OUSTON JN.****Delete** heading and item

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – continued

Between		Line	Number of vehicles and special conditions
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 224			
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.			
Delete:—			
Wakefield West	Wakefield East	Down Platform	6 ECS Clear weather only.
Wakefield East	Wakefield West	Up Platform	E.C.S.
Add:—			
Turners Lane Jn. Signal 1254	Wakefield Kirkgate Signal 1236	Up L & Y	12 S.L.U. Clear weather only.
Turners Lane Jn. Signal 1254	Wakefield Kirkgate Signal 1238	Up Kirkgate Goods Loop	12 S.L.U. Clear weather only.
Wakefield Kirkgate Signal 1236 or Signal 1238	Wakefield Kirkgate West Jn. rear of Signal 1217 or Signal 1219	No.2 Platform/ Up L & Y Slow/Up L & Y Fast	12 S.L.U. Clear weather only.
Wakefield Kirkgate West Jn. Signal 1217 or Signal 1219	Turners Lane Jn. rear of Signal 1254 via Signals 1229 or 1231	Down L & Y/ Through	12 S.L.U. Clear weather only.
Page 225			
Add :—			
HEADFIELD BRANCH			
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/ Single	12 SLU
CUDWORTH NORTH JN. TO MONK BRETTON			
Amend:—			
Cudworth North Jn.	Monk Bretton	Single	35 S.L.U. fully fitted without brakevan.
Page 226			
CASTLEFORD EAST BRANCH			
Delete heading and item			
Add :—			
ALDWARKE NORTH JN. (MID) TO BURTON SALMON			
Ferrybridge North Jn.	Ferrybridge	Down	1 freight brakevan
Amend heading			
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.			
Add:—			
Knottingley	Knottingley West Jn.	Up	1 Freight brakevan
Delete:—			
Wakefield C.E.G.B.	Wakefield Kirkgate East	Up Goole	2 freight brakevans.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – continued

	Between	Line	Number of vehicles and special conditions
Page 227	LEEDS WORTLEY JN. TO HARROGATE		
	Delete heading and item		
Page 230	SOUTH PELAW TO WASHINGTON		
	Delete heading and item		
	DARLINGTON SOUTH JN. TO SALTBURN		
	Delete:—		
	Guisborough Jn.	Middlesbrough	Down/Up E.C.S. Freight vehicles without brakevan.
Page 231	—BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON		
	Delete:—		
	Bedlington South	Bedlington North	Down/Up 10 SLU

TABLE G – WORKING IN WRONG DIRECTION

	From	To	Down	Line	Up	Remarks
Page 235	LEEDS WORTLEY JN. TO HARROGATE					
	Delete heading and item					
Page 236	DARLINGTON SOUTH JN. TO SALTBURN					
	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)			
	FERRYHILL TURSDALE JN TO PELAW			
	Delete:— heading and items			
Page 240	ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN.			
	Add:—			
	Leeds L901 Signal	Hunslet Up Sidings	Up Hunslet Goods	10
	Hunslet Up Sidings	Stourton Jn.	Up Main	10
	Add:—			
	NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.			
	Castleford Gates	Castleford Station	Down	15

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) — continued

TABLE H1 — continued

From	To	Line	Number of Vehicles and Special Conditions
Page 241 (Page 120 Supp. Optg. Insts.)			
Amend heading :— WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.			
Page 241 NORTHALLERTON BOROUGHBRIDGE RD. TO NEWCASTLE EAST JN. (VIA HORDEN)			
Amend :—			
Cliff House	Seaton Snook	Up Main	—
Page 242			
Amend :—			
Seaton Snook	Cliff House	Down Main/ Goods	—

TABLE H2 — WORKING OF PASSENGER VEHICLES WITHOUT A BRAKEVAN

From	To	Line	Maximum number of vehicles and special conditions
Page 246 DONCASTER MARSHGATE JN. TO LEEDS WEST JN.			
Delete heading and items.			
Page 247 DARLINGTON SOUTH JN. TO SALTBURN			
Delete heading and items.			

TABLE J — LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Class of Train	Con- ditions	Remarks
Page 249 DONCASTER BLACK CARR JN. TO BERWICK				
Add:—				
Heaton North Jn.	Earsdon	F, Engineers trains	—	Fitted/Piped vehs, only.
BLACKHILL STATION TO OUSTON JN.				
Delete :—				
Consett North	Carr House	F	D	—
Amend :—				
Ouston Jn.	Blackhill	F	—	—
Page 250				
Amend heading and item :— WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.				
Calder Bridge Jn.	Oakenshaw South Jn.	F	N	—

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE J – continued

From	To	Class of train	Conditions	Remarks
------	----	----------------	------------	---------

Page 251 MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY
Delete heading and items.

Page 252

GATESHEAD HIGH LEVEL BRIDGE JN. TO NORWOOD JN.

Amend:—

Low Fell Sidings Jn. or Norwood	King Edward Bridge	ECS, F	D	Trains to be stopped etc.
------------------------------------	--------------------	--------	---	---------------------------

Page 254

TABLE N – PROTECTION OF ENGINEERS TRAINS WORKING ON A RUNNING LINE
NOT IN ABSOLUTE POSSESSION OF THE ENGINEER

Delete heading, preamble and all entries.

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
-------------------	--------------------	---	--

Page 255

BLACKHILL STATION TO OUSTON JN.

Delete:—

Consett North Low Yard	Blackhill	At Consett North Low Yard	At Blackhill Yard.
Carr House	Consett North Low Yard	Underbridge No.42	Consett North Shunting Spur
Consett	Stanley Level	9m.p. Greencroft	Anfield Down Home Signal
Annfield Sidings	Ouston Jn.	Annfield Sidings	Signal TY269 Ouston Jn.

Page 256

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:—

Leeds	Wakefield Kirkgate	Signal L.214 (Ardsley)	Wakefield Kirkgate Signal 1255, Wakefield Kirkgate Signal 1257 or Down Goole Branch Starting Signal.
-------	--------------------	------------------------	--

Page 257

CASTLEFORD EAST BRANCH

Delete heading and table.

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
Page 257 (Page 124 Supp. Optg. Insts.) Amend heading and items:– WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.			
Oakenshaw Sth.Jn.	Calder Bridge Jn.	Viaduct No.205	Kirkgate Signals 1192/1194
		Oakenshaw Sth. Jn. Branch facing points	Kirkgate Signals 1192/1194
Page 259 BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM Delete heading and item.			
Page 261 CAMBOIS BRANCH Delete heading and entry.			

Page 261
TABLE P.1 – LEVEL CROSSINGS OPENING AND CLOSING OF GATES BY TRAINMEN

Delete heading and instructions

Pages 262 and 263

TABLE P.2 – LEVEL CROSSINGS EQUIPPED WITH AUTOMATIC HALF BARRIERS

Delete heading and instructions

Page 263

TABLE P.3 – LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Delete heading and instructions

Pages 264 and 265

TABLE P4 – OPEN LEVEL CROSSINGS

Delete heading and instructions

NOTE – The above instructions are now contained in the General Appendix.

Page 266

TABLE T – LINESIDE FIRES

Delete heading, preamble and table.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

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

Place	Line	Remarks
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Page 266 (Page 125 Supp. Optg. Insts.)**ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.****Amend:–**

Stourton B.S.C. Sidings	Loaded Siding to Empty Road	To move shunts of 2 vehicles only : from Loaded to Empty Sidings. Propping prohibited.
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TABLE W – SET BACK MOVEMENTS – EXEMPTION FROM RULE BOOK, SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special Instruction on page
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Page 267**STAINFORTH JN. TO SKELLOW ADWICK JN.****Amend item:–**

Doncaster (Skellow Jn.)	Down Skellow to A.M.O.C.O. Sidings	351
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Page 267 (Page 126 Supp. Optg. Insts.)**Amend heading :–****WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.****Amend first item Wakefield (K) East to Wakefield Kirkgate.****Pages 268 and 269****TABLE X – TAIL LAMPS – LIGHTING WHEN PASSING THROUGH TUNNELS –
THE RULE BOOK, SECTION H, CLAUSE 7.3.5****Delete heading, preamble and all items.****TABLE "Z" – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM**

From	To	Line	Remarks
------	----	------	---------

Page 270**Amend heading and item****WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.**

Wakefield Kirkgate West Jn.	Goole Engine Shed Jn.	All Passenger lines
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EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE Z – continued

From	To	Line	Remarks
Page 270			
KNOTTINGLEY SOUTH JN. TO KNOTTINGLEY EAST JN.			
Knottingley South Jn.	Knottingley East Jn.	Down and Up	—
Page 271			
LEEDS WORTLEY JN. TO HARROGATE			
Amend:—			
Wortley Jn.	Harrogate	Down and Up	—
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN.			
Add:—			
Sunderland	Gateshead	Down and Up Passenger lines	—

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 272**Clearing of stop signals – The Rule Book, Section C, Clause 5.9**

Signal box	Signal	Remarks
Delete Urlay Nook item		
Add:—		
Castleford Station	Down Main Home	Applies to DMU trains which require to reverse at Castleford Station.

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****Delete** heading and item

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.)
) 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) competent member of the staff must be in attendance.)
 scored three inches) The speed of the train must not exceed 100m.p.h. and the Guard)
 or more or broken) 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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX – continued

Pages 277 and 278

'TRANS-PENNINE' DIESEL MULTIPLEUNIT VEHICLES

Delete heading and item and substitute:—

OPERATION OF BUCK-EYE AUTOMATIC COUPLERS—CLASS 123 AND 124 DIESEL MULTIPLE UNITS

Referring to the instructions contained in the General Appendix, the coupler heads on Class 123 and 124 D.M.U.'s must be in the down position when not in use.

Page 281

Add:—

**REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS
WORKING ON CARRIAGE OR WAGON STOCK – GENERAL APPENDIX SECTION 5**

During the hours of darkness or during fog or falling snow, the red light prescribed in item 6 of the above mentioned regulations to indicate that Carriage and Wagon Staff are working on the train or vehicle may be a red flashing light.

**HAULING OF 'DEAD' DIESEL AND ELECTRIC LOCOMOTIVES AND MULTIPLE UNIT STOCK OWNED BY
BRITISH RAILWAYS EXCLUDING SMALL DEPARTMENTAL 'SERVICES' LOCOMOTIVES**

Delete heading and item.

Pages 281–286

HEATING AND LIGHTING OF TRAINS

Delete heading and all items.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX – continued

Page 291

Add:—

ROAD/RAIL RECOVERY VEHICLE REGISTRATION NO. KYH 862X
OPERATING INSTRUCTIONS FOR USE ON RAIL**1. GENERAL**

- 1.1 The vehicle is equipped with breakdown equipment and can travel either by road or rail.
- 1.2 The vehicle can be transferred to and from rail at any place where the ground level is at or above sleeper level.
- 1.3 The vehicle must not be used on lines electrified on the conductor rail system.

2. RULES AND REGULATIONS

- 2.1 The vehicle may only be placed, stand or travel on a running line which is under Engineers' Absolute Possession and all relevant Rules and Regulations must be applied.
- 2.2 The vehicle must only be used by the staff authorised by the CM&E Engineer and then only in accordance with these instructions.
- 2.3 The road lights must be switched off when the vehicle is on rail. Separate electric marker and tail lights are provided for use on rail and two white lights at the front and a red tail light at the rear must be illuminated at all times.
- 2.4 Two red handsignal flags, not less than 10 detonators, a handsignal lamp, two wheelchocks and 2 sets of track circuit operating clips must be carried on the vehicle. In addition, 2 red banner flags and 2 lamps capable of showing a red light along the line in both directions must be carried, for use should it be necessary for the CM&E Engineer's man-in-charge of the vehicle to take an Absolute Possession (Rule Book, Section TIII).
- 2.5.1 The CM&E Engineer's man-in-charge of the vehicle must have been passed as competent to carry out any protection arrangements necessary on site or during the transfer of the vehicle to and from rail, including the arrangements required by the Rule Book, Sections TI, TII, TIII and TIV.
- 2.5.2 The vehicle must be driven by a member of the CM&EE's staff. A person passed as competent to carry out the necessary arrangements for protection should an incident occur resulting in the fouling of a running line open to traffic, must accompany the vehicle.

3. WORKING INSTRUCTIONS

- 3.1 Before the vehicle is placed on or allowed to travel over any running line, the Engineer must first have taken Absolute Possession of the line concerned, in accordance with the Rule Book, Section TIII. In addition, the permission of the Person-in-charge of the Possession must be obtained before the vehicle is placed on the line.
- 3.2 During the process of transferring to and from rail, or turning the vehicle to face in the opposite direction, if the adjacent track is a running line open to traffic, the provisions of the Rule Book, Section TII or TIV must be applied.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**INSTRUCTIONS RELATING TO THE GENERAL APPENDIX – continued****Page 291 – Add – continued****3. WORKING INSTRUCTIONS – continued**

- 3.3 Before transferring from road to rail, the driver must :-
- (a) Check that the vehicle is equipped as shown in Instruction 2.4.
 - (b) Check that the tail light and the 2 front marker lights are illuminated.
 - (c) Test the hand brake and also the main power brake.
 - (d) Test the warning horn.
 - (e) Test the buzzer from the staff riding compartment.
 - (f) Check that the steering wheel is locked in the straight-ahead position.
- 3.4 The maximum permissible design speed of the vehicle on rail in the forward direction is 35m.p.h., and 15m.p.h. over points and crossings. Speeds must, however, be regulated in accordance with the Rule Book, Section TIII, Clause 15.2.
- 3.5 Movements in reverse must only be made for short distances and at a speed not exceeding 10m.p.h. When travelling in reverse, a competent man must ride in the staff riding compartment, keep a sharp lookout, and signal to the driver by buzzer code as follows:-
- 1 – Stop
 - 3 – Ready to move in reverse direction
- When necessary he must sound the horn to warn persons on or about the track.
- 3.6 When left unattended the vehicle must be left in gear and secured by the handbrake; wheelchocks must also be used under all conditions.
- 3.7 Should the vehicle fail and be unable to run under its own power, it may be moved by a locomotive using the emergency tow bar carried on the vehicle. The speed must not exceed 10m.p.h. on plain line and 5m.p.h. over points and crossings. The driver must ride on the vehicle.
- 3.8 When the vehicle is transferred clear of the line under possession, the Person-in-Charge of the Possession must be advised accordingly.

Pages 292-301**SUPPLY OF ELECTRIC POWER TO COACHING STOCK TRAINS****Delete heading and all items.****OTHER GENERAL INSTRUCTIONS****Page 303****PASSENGERS FALLING FROM TRAINS****Delete heading and item.****Page 305****INSTRUCTIONS IN RESPECT OF TRAINS CONVEYING OUT-OF-GAUGE
AND EXCEPTIONAL LOADS****Delete heading and item.**

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS – continued

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').

Pages 307 – 314

BREAKDOWN ARRANGEMENTS

Delete heading and all details. (See separate publication).

Page 314

RE-RAILING OF LOCOMOTIVES

Delete heading and item.

Page 315

CONDUCTORS ON CCE MECHANISED MAINTENANCE MACHINES

Delete heading and item

Page 316

OCCUPATION CROSSINGS – TRAINS STANDING OVER

Delete heading and item

Page 319

MINERAL WAGONS FITTED WITH HOPPERED END DOORS AND END BRAKE LEVERS

Delete heading and item

Page 324

VARIATION IN SIGNAL BOX HOURS : WORKING OF LEVEL CROSSINGS

Delete heading and item.

COLLARS FOR TOKEN INSTRUMENTS ON SINGLE LINES AND WHERE DIRECTION LEVER AND TRACK CIRCUITING IS INSTALLED

Delete heading and item.

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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 325 – continued

TRAIN OIL LAMPS – REPAIRS

Delete heading and item.

ELECTRIC (BARDIC) HAND LAMPS

Delete heading and item.

Page 326

SIGNAL LAMPS

LAMPS OTHER THAN TRAIN, ELECTRIC HAND AND SIGNAL LAMPS

GENERAL NOTES

Delete above headings and all details on this page.

Page 327

CLOCKS AND WATCHES-REGULATION AND MAINTENANCE

CLOCKS

Delete second paragraph and substitute:—

Request for provision of clocks and watches and return of timepieces no longer required should be sent with a covering letter to the Stores Controller, Clocks and watches Workshop, Doncaster.

Except where instructions are issued to the contrary, clocks requiring repair must be forwarded to the Traffic Stores Superintendent, Clock and Watch Workshop, Doncaster to whom an advice should be sent giving the initial and number of the clock. Clocks should be forwarded by Passenger train and must not be packed but be left uncovered, the pendulum being detached and securely fastened to the side of the clock. Winding keys unless requiring replacement should not be sent. Guards and Stop watches must be sent 'Value'.

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 336

Add :—

BETWEEN BIRTLEY AND KING EDWARD BRIDGE SOUTH JN.

Only fully fitted trains and locomotives with not more than two brake vans are permitted to run on the Down Fast/Main line between the Down Fast/Down Slow connections at Birtley and King Edward Bridge.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

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:–

Trains from Leeds direction terminating or delayed at Harrogate Station.
See Instruction on page 379.

STABLING OF TRAINS OR VEHICLES ON THE THROUGH ROAD

Delete the instructions and **substitute:–**
See Instructions on page 379.

Page 348

BLACKHILL STATION TO OUSTON JN.

Delete the heading **CONSETT BRANCH** and item.

Page 349

CONSETT NORTH SIGNAL BOX

Delete heading and instructions.

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

CONSETT NORTH LOW YARD

Delete heading and instruction.

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

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

Delete instructions and **substitute:–**

Trains for Discharge

1. The Guard must advise the Signaller when his train is ready to be propelled into the sidings.
2. The Guard must stop the train clearing the cripple siding connection.
3. Movements in the Sidings must not exceed a speed of 5m.p.h.

Trains for Departure

4. When the train is ready to leave the siding, the Guard must authorise the Driver forward to signal 1157 and advise the Signaller it is ready to depart.
5. When signal 1157 is cleared, the Driver must draw forward and stop opposite Skellow Relay Room where the Guard must attach the tail lamp.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 358

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

LOCKES SIDINGS

Delete heading and item.

DIGGLE JUNCTION (LMR) TO HEALEY MILLS HEATON LODGE JUNCTION

Page 359

HUDDERSFIELD STATION

STABLING OF DIESEL MULTIPLE UNITS ON DOWN AND UP MAIN LINES

Delete Sub heading and instructions

Page 363

Add: – **BARNSELY STATION JN. TO HORBURY JN.**

WOOLLEY COAL SIDING

Light Locomotives. The Guard must not authorise the movement of a light locomotive into the sidings beyond the "Stop and Examine Points" board without first obtaining permission and instructions from the N.C.B. staff.

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 5m.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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

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 366

CUDWORTH NORTH JUNCTION TO MONK BRETTON

Add:-

MONK BRETTON

Redfearn's Sidings : Rapid Unloading Facilities

1. When authority is received for an arriving train to proceed from the "Locomotive Stop Await Instruction" board, it must be propelled into the siding for the leading ten wagons to be detached.
2. The ten wagons next to the locomotive and subsequently, the remaining ten must be propelled into the hopper line for unloading on the "Stop/Start" basis under the control of the unloading signals.

Page 367

CASTLEFORD EAST BRANCH

Delete heading and item.

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

Delete heading, sub headings and items

Page 368

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

WAKEFIELD C.E.G.B. SIDINGS

Delete sub heading and item.

KELLINGLEY COLLIERY

Amend first paragraph:- Trains for Nos.1 or 2 Group Sidings must be propelled.

Delete second paragraph.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 370 (Page 143 – Supp. Optg. Insts.)

DRAX POWER STATION BRANCH

Drax Power Station Level Crossing

First Paragraph

Delete and Substitute:–

The instructions in the General Appendix Section 7 headed "Automatic Open Crossings Locally monitored (A.O.C.L.) – At Crossings where trains are not required to stop" apply, except that a failure of the white flashing light must be reported to the C.E.G.B. Controller.

LEEDS TO SKIPTON STATION SOUTH L.M.R.

Page 376

LEEDS

WORKING IN TO PARCELS AREA

Delete heading and item.

LEEDS STATION – REGULATIONS FOR WORKING THE AUTOMATIC BRAKE

Delete Sub 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 (Page 146 Supp. Optg. Insts.)

second paragraph

First line.

Delete the words "Gas proof", sentence to start "Telephones are provided", etc.

Fifth line-

Delete the word "Standard"

Delete Third paragraph on this page.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

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.

LEEDS WORTLEY JUNCTION TO HARROGATE

Add:–

HARROGATE STATION

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) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented.

LEEDS TO HULL PARAGON

Page 382

GASCOIGNE WOOD

Gascoigne Wood Yard

Delete item.

Page 385/6

FREIGHTLINER TERMINAL

Delete instructions and Add:–

The Terminal Regulator is responsible for all movements in the Freightliner Terminal between the "Stop Telephone" boards at each end of the Terminal.

Page 392

DAIRYCOATES WEST AND NEPTUNE STREET

Delete heading and instructions.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 393 (Page 149 – Supp. Optg. Insts.)

HULL DOCKS

KING GEORGE DOCK, EASTERN ACCESS L.C.

Delete and substitute:—

The instructions in the General Appendix Section 7 headed "Automatic Open Crossings Locally monitored (A.O.C.L.) – At Crossings where trains are not required to stop" apply. No advance warning boards, however, are provided.

Speed over the crossing must not exceed 5 m.p.h.

Page 394

NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

RYHOPE GRANGE

Delete heading and instruction.

Page 399

SEATON ON TEES BRANCH

SEATON CAREW NEW POWER STATION

Delete and substitute:—

Stabling of vehicles on the Loop between the West end connection and West level crossing is prohibited.

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.

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 405

SOUTH SHIELDS

TYNE DOCK BOTTOM

Delete both headings and item.

WORKING BETWEEN JARROW AND HARTON

Delete:— heading and instruction.

BOLDON COLLIERY JN. TO DEAN ROAD SIDINGS

Delete:— heading and instructions.

DARLINGTON SOUTH JUNCTION TO SALTBURN

Page 406

THORNABY

Add:—

THORNABY DEPOT : STEAM PLANT SIDINGS

1. The Rolling Stock Inspector is responsible for operating the hand points for operation of the barriers (protecting the overhead equipment) and for authorising all movements into and out of the sidings.
2. The hand points giving access from the West end must be clipped and padlocked for the shed road when not in use.
3. Inwards wagons must be propelled into the sidings from the West end only.
4. Outward wagons must be hauled from the sidings via the Round Shed end only, except during breakdowns or mishaps when provision to shunt from the West end may be arranged.
5. When wagons are placed or removed from either siding, the locomotive must be brought to a stand clear of the gantries.

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

MIDDLESBROUGH

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

Delete:— sub heading and item

Page 413

MIDDLESBROUGH, GUISBOROUGH JN. TO WHITBY

NUNTHORPE STATION GROUND FRAME

Delete heading and item.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 414

LONGBECK SALTBURN 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.

GATESHEAD HIGH LEVEL BRIDGE JUNCTION TO BLAYDON

Page 417

DUNSTON STAITHS

Delete item.

Page 419

BEDLINGTON TO LYNEMOUTH COLLIERY N.C.B.

Add heading **"LYNEMOUTH COLLIERY"** between route heading and the sub-heading **"PROPELLING MOVEMENTS FROM RECEPTION SIDINGS etc."**

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	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 :—		Fawdon Station L.C. (A.O.C.L.)						
		Brunton Lane L.C. (A.O.C.L.)						
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.)

Delete existing instructions and **substitute** :-

LOADING OF M.G.R. TRAINS

The loading of M.G.R. trains must be in accordance with the Weekly M.G.R. Circular. If the programmed locomotive is not provided, the following loads are authorised :-

- a) Class 47 hauled to all CEGB Power Stations - 30 wagons except trains to Fiddlers Ferry and from Harworth/Maltby Colliery to Worksop.
- b) Class 47 hauled Doncaster to Scunthorpe (CHP) - 30 wagons provided an assisting locomotive of no less than Class 31 is provided in front from Gunhouse to Scunthorpe; if an assisting locomotive is not provided - 28 wagons.

Clause (c)

Class 47 hauled Doncaster to Immingham via Gainsborough - 32 wagons.

Class 47 hauled Doncaster to Immingham via Scunthorpe - 32 wagons, provided an assisting locomotive of no less than Class 31 is provided in front from Gunhouse to Barnetby, if an assisting locomotive is not provided - 28 wagons.

- d) Class 47 hauled Worksop to Immingham via South Yorkshire Joint - 32 wagons, provided the train is assisted by a Class 47 between Worksop and Dinnington Colliery Junction and no less than a Class 31 in front from Gunhouse to Barnetby.
- e) Class 47 hauled Worksop to Immingham via Woodhouse, Attercliffe Junction and Doncaster, as authorised in clause (c).

INDEX

Page 5

Peckfield

Amend column 5 entry to read "1"

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.

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

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 4 m.p.h.
- Other movements, except as shown 10 m.p.h.

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-on 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 1½m.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.

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

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and substitute:-

1. All trains must be propelled into the siding from the Down Main line.
2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.

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 FOR CLASS 253 AND
CLASS 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.

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)

Page 14 - Section 13

Clause 13.1. The first paragraph of this instruction does not apply in the Sc.R. on the E.C.M.L. between the Regional boundary and Aberdeen (both main and diversionary routes).

MTN56/31

Page 21 - Clause 19.2

Add:- "except in emergency" after the word "must" in the second line

MTN54/16

TRAIN CREW MANUAL (BR.330056)

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

BR.33056/50 Issue 3 Class 253 and 254 Trains : Drivers Static Duties

Page 17

Delete Item 9

Amend number of Item 10 to Item 9 and amend to read :
Test the D.S.D. as per Clause 8.7 in the Full Preperation Duties.

Amend numbers of Items 11 and 12 to Items 10 and 11.

(This amendment eliminates the need to perform the Brake continuity test when changing ends with the engines running)

MTM56.1.4 (2)

SUPPLEMENTARY OPERATING INSTRUCTIONS (NORTHERN AREA) DATED 1 AUGUST 1981

Page 1

RULE BOOK BR87109

Delete heading and all items (Supplement issued).

Page 2

**REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMENS
GENERAL INSTRUCTIONS – BR30062**

Delete heading and item (Supplement issued).

Pages 2 – 7

GENERAL APPENDIX (BR29944)

Delete heading and all items (Supplement issued).

Pages 160 to 167

**ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES TRAVELLING CRANES AND
PLANT – EASTERN REGION BOOKLET BR29993 DATED SEPTEMBER**

Delete heading and all details (book re-issued)

Page 170

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

Delete :- heading and item.

SUPPLEMENTARY OPERATING INSTRUCTIONS – continued

MISCELLANEOUS NOTICES

Page 171

STABLING OF CLASS 20 AND CLASS 40 LOCOMOTIVES

Note : (11) Amend to read:—

Until modifications are completed, those Class 20 locomotives which require to be scotched on stabling are identified by a Notice adjacent to the parking brake handwheel, and such locomotives must be subject to the conditions set out as Note 3 to the table on page 1.59 of the General Appendix.

Page 175

WORKING OF AIR BRAKED SERVICES

Delete item 4 and list of trains thereunder

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)

46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

Delete heading and item.

Page 178

IDENTIFICATION OF AIR BRAKE EQUIPMENT ON CONTINENTAL AND BRITISH TRAIN FERRY VEHICLES

Delete:— heading and item.

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits, etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000 – 980073 and DB 980157 – 980250 the maximum weight of train behind the leading Seacow wagon shall not exceed 576t, and over steeply graded routes shall be further restricted in accordance with the following table:—

Gradient	Maximum Trailing Weight – Tons
Steeper than 1 in 40 rising	384
1 in 40 to 1 in 46 rising	448
1 in 47 to 1 in 56 rising	512
Less than 1 in 56 rising	576

WORKING MANUAL FOR RAIL STAFF BR30054 – WHITE PAGES – PART 6

C. Working of Freight Trains.

Additional Item

Stabling of Wagons with Buffers Compressed

Whenever wagons are stabled in sidings or terminals for any significant period of time, all staff must ensure that none of the wagons are left with the buffers compressed as this will lead to deterioration of the buffer and a shortening of its effective life, particularly in the case of pneumatic/hydraulic buffers.

MISCELLANEOUS NOTICES – continued**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)

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

Only Freightliner and MGR trains now 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.

REPAIRS IN MOTIVE POWER DEPOT : 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
Gateshead Motive Power Depot All lines affected	Earthworks in connection with new lighting towers.	Until further notice	

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfoots between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely. :

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

YORK
14 SEPTEMBER, 1982

MO45/ND/40

G. GRAHAM
Chief Operating Manager

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

