



**ND**

**EASTERN REGION  
(Northern Area)**

**32D**

**PERIODICAL  
OPERATING NOTICE**

**CONTAINING  
GENERAL INSTRUCTIONS  
AND  
NOTICES**

**SATURDAY 4 AUGUST 1984**

**TO**

**FRIDAY 5 OCTOBER 1984**

**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.

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**GENERAL APPENDIX**

**PART 1—SECTION 3**

**WORKING OF PASSENGER AND PARCELS TRAINS**

**Page 3.13    LOCKING OF DOORS ON PASSENGER TRAINS**

**Add to clause 2.1 :—**

The exterior doors of parcels vans at the extreme ends of the train must be locked.

**Add new instructions :—**

**LOCKING OF DOORS ON PARCELS TRAINS: SECURITY OF TRAFFIC**

1. All bodyside doors (apart from the brake van in which the Guard is riding) on all parcel trains (including multiple unit trains) must be locked, whether loaded or empty. Additionally, on multiple unit trains the gangway doors must be locked.
2. Doors which have been opened for traffic purposes must be re-locked before departure from a station.
3. When loaded vans may stand waiting to be attached to a train, both the bodyside doors and the gangway doors must be locked.
4. Bodyside doors of any vehicle in which newspaper or Post Office staff are riding, or those adjacent to a brake compartment where the Guard is riding, must not be locked. The Guard must lock the bodyside doors adjacent to his compartment when leaving his van unattended at a station and the gangway doors at each end of his van during the journey.
5. All windows in unattended vehicles must be kept closed.

(Amended)

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

**WHITE PAGES—PART 6**

Following the recent complete re-issue of the White Pages (with the exception of Section "H" to be re-issued dated June 1984), the Index and certain pages referred to therein still refer to dates other than May 1984 in error. Please note all such pages should read May 1984.

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# EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) (DATED 5 FEBRUARY 1983)

List of lines in the sequence used throughout the book	Page in Table A
<b>Page 9</b>	
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES</b>	
<b>Delete:—</b>	
Stairfoot Jn. to Cudworth Station Jn.      ..    ..    ..    ..    ..    ..	81
Cudworth North Jn. to Monk Bretton      ..    ..    ..    ..    ..	81
 <b>Page 10</b>	
<b>HULL YARDS AND DOCKS</b>	
<b>Delete:—</b>	
Dairycoates West to Hessle Road North Branch    ..    ..    ..    ..    ..	120





TABLE A: DETAILS OF RUNNING LINES (NORTHERN AREA)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
<b>DONCASTER, BLACK CARR JN. TO BERWICK</b> <b>Page 15</b> <b>Delete:—</b> ALNMOUTH (NORTH OF) 35m. 70ch. AND BEAL (SOUTH OF) 56m. 40ch.  BEAL (SOUTH OF) 56m. 40ch. AND BERWICK  <b>Substitute:—</b> ALNMOUTH (NORTH OF) 35m. 50ch. AND BERWICK			125	125	MAXIMUM PERMISSIBLE SPEED	
			100	100	MAXIMUM PERMISSIBLE SPEED	
			125	125	MAXIMUM PERMISSIBLE SPEED	
<b>Page 24</b> Between No. 89 LC (R/G) and Longlands Jn. <b>Add:—</b>				20	Up Slow, 28m. 70ch. and 28½m.p.	
				40		
<b>Pages 35 and 36</b> <b>Delete</b> all details between Fenham Low Moor LC and Tweedmouth and <b>substitute:—</b>						
▲	Fenham Low Moor LC	55 31				
	Beal LC (CCTV)	58 52	110		57m. 76ch. and 58m. 73ch.	
				110	58m. 73ch. and 57m. 76ch.	
	Beal Crossovers	59 32	25	25	Through facing crossover	
	No 193 LC (R/G)	60 07	20	20	Through trailing crossover	
	Goswick LC (CCTV)	60 67				
	Scremerston LC (CCTV)	63 46		110	63m. 10ch. and 62m. 44ch.	
	Spittal LC	65 01	115		64m. 53ch. and 65m. 14ch.	
				100	65m. 14ch. and 63m. 10ch.	
			85	85	65m. 14ch. and 65m. 65ch.	
			75	75	65m. 65ch. and 66m. 36ch.	
●	Tweedmouth (T)	65 78				Tweedmouth (T) signal box area between Beal LC and Regional Boundary.

**FERRYHILL, TURSDALE JN. TO PELAW****Page 49**

Between Fencehouses and Signal UH 124

**Add:—**

20

20

13m. 75ch. and 14m. 25ch.

**EASTWOOD LMR TO NORMANTON, GOOSE HILL JN.****Page 65**

Between Mirfield Up Siding GF and Thornhill LNW Jn.

**Delete:—**

30

Fast line 39m. 63ch. and 40m. 07ch.

**Substitute:—**

30

Fast line 39m. 63ch. and 40m. 25ch.

**Page 66**

Between Horbury Jn. and Wakefield Kirkgate West Jn.

**Add:—**

40

Slow line 46m. 43ch. and 47m. 10ch.

**BARNSELY STATION JN. TO HUDDERSFIELD, SPRINGWOOD JN.****Page 72**

At Thurstonland Tunnel

**Amend** reference to Block Regulation 9 in "Catch, Spring and Unworked trailing points etc" column to read :—

Block Regulation 3.9

Between **Brockholes** and **Monley****Delete:—****Page 73**

At Robin Hood Tunnel

**Amend** reference to Block Regulation 9 in "Catch, Spring and Unworked trailing points etc" column to read :—

Block Regulation 3.9

Between Robin Hood Tunnel and **Lockwood****Delete:—****Page 77****BARNSELY STATION JN. TO HORBURY JN.**Between Barnsley Station Jn. and **Darton****Delete:—**

20

20

52m. 26ch. and 51m. 24ch.

40

40

51m. 24ch. and 50m. 49ch.

**Add:—**

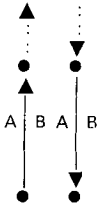
20

52m. 12ch. and 50m. 64ch.

C. Up at 3m. 68ch. 3m.  
107 yds. before reaching  
signal CW13.C. Up at 2m. 56ch. 4m.  
1434 yds. before reaching  
signal CW13.





Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b> <b>Page 78</b> Amend third MAXIMUM PERMISSIBLE SPEED item:— 174½m.p. and CUDWORTH STATION (175m.p.) Delete fifth MAXIMUM PERMISSIBLE SPEED item and substitute:— CUDWORTH STATION (175m.p.) AND ROYSTON JN. (178m. 30ch.)					
			70		MAXIMUM PERMISSIBLE SPEED ON MAIN LINE
			40	40	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES
<b>Page 79</b> Between Dearne Valley North Jn. and Cudworth Station Jn. Delete:— Add:—					
			50	50	Main lines 174m. 70ch. and 176m.p.
Delete all details between Cudworth Station Jn. (174m. 76ch.) and Royston Jn. and substitute:—					
	Cudworth Station	175 03	10	10	Main to Main
			20	20	175m. 38ch. and 176m. 02ch.
			20		176½m.p. and 177½m.p.
			20		178m. 15ch. and 178m. 36ch.
	Royston Jn.	178 28	20		
<b>Page 81</b> <b>STAIRFOOT JN. TO CUDWORTH STATION JN.</b> Delete line heading and table.					
<b>CUDWORTH NORTH JN. TO MONK BRETTON</b> Delete line heading and table.					
AWS not provided on Up Goods line between Cudworth Station and Dearne Valley North Jn.					
1L15 for Wakefield Kirkgate 1L25 for Crofton					



Page 120

**DAIRYCOATES WEST TO HESSLE ROAD NORTH BRANCH**

Delete line heading and table.

Pages 134 and 135

**HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE**

Between Murton Lane LC and Seaton Bank Head LC

Delete:—

Amend:—

Seaton Bank Head  
LC (AOCL)

17 74

25

30

20

17½m.p. and 18m. 33ch.  
Approaching level crossing

Between Seaton Bank Head LC and Seaton LC

Delete:—

Amend:—

Seaton LC (AOCL)

18 34

20

25

40

18m. 33ch. and 17½m.p.  
Approaching level crossing

Page 139

**DARLINGTON SOUTH JN. TO SALTBURN**

Delete from "Catch, Spring and Unworked training points etc" column:—

AWS provided between  
Darlington South Jn. and  
Middlesbrough etc

**GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC.**

Pages 147/148

Delete all MAXIMUM PERMISSIBLE SPEED entries and substitute:—

HIGH LEVEL BRIDGE JN. AND K.E.B. SOUTH JN. 0m. 53ch.

15

15

MAXIMUM PERMISSIBLE SPEED

K.E.B. SOUTH JN. 0m. 53ch. AND SWALWELL

40

40

MAXIMUM PERMISSIBLE SPEED

JN. 4 m.p. (GN & B MILEAGE)

SWALWELL JN. 4m.p. (GN & B MILEAGE)

60

60

MAXIMUM PERMISSIBLE SPEED

AND BLAYDON 4m.p.

65

65

MAXIMUM PERMISSIBLE SPEED

BLAYDON 4m.p. AND BLENKINSOP 40m. 32ch.

50

50

MAXIMUM PERMISSIBLE SPEED

BLENKINSOP 40m. 32ch. AND PETTERIL BRIDGE JN.

(w.e.f. Monday 6 August)

Page 148 (as amended)

At High Level Bridge Jn.

Delete from "Catch, Spring and Unworked trailing points etc." column:— AWS not provided.





Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. RO CARLISLE, PETTERIL BRIDGE JN. EXC—continued</b> <b>Pages 149 and 150</b> <b>Delete all details between Blaydon (4m. 03ch.) and Haltwhistle and substitute:—</b>					
	<b>Blaydon</b>	4 03	55	55	4½m.p. and 4m. 73ch.
	Addison LC	5 04	60		7m. 07ch. and 7½m.p.
	Clara Vale LC (AOCR-X)	7 40	X30	X30	Approaching level crossing in wrong direction
			60		7m. 73ch. and 7½m.p.
	Wylam LC	8 35	55		7m. 58ch. and 8m. 48ch.
			45	40	8m. 48ch. and 8m. 78ch.
			55		9m. 77ch. and 10m. 35ch.
	Prudhoe LC	10 48			
			55		10m. 71ch. and 11½m.p.
	Mickley LC (R/G)	11 40		55	12m. 09ch. and 11½m.p.
	<b>Stocksfield</b>	13 11	45	45	13m. 24ch. and 13m. 42cg.
	<b>Riding Mill</b>	15 35	60	60	14m. 72ch. and 15m. 24ch.
DRS 70 URS 70—Entered by facing points					

DRS 70  
URS 70—Entered by facing  
points

**Corbridge**

	17 59			
Dilston LC	18 19			
Hexham	20 53	40	40	18m. 75ch. and 18m. 22ch.
<b>Hexham</b>	20 68			Through trailing crossover at 20m. 42ch.
		55	55	22m. 63ch. and 23m. 05ch.
		60		23m. 05ch. and 23½m.p.
Warden LC (AHB-X)	23 54	X30	X30	Approaching level crossing in wrong direction
			60	23½m.p. and 23m. 05ch.
		55	55	24m. 48ch. and 24m. 71ch.
		30		
		50		25½m.p. and 26m. 28ch.
		55		27m. 57ch. and 28m. 22ch.
Haydon Bridge LC	28 35			
		60		29m. 75ch. and 30m. 28ch.
		60		31m. 49ch. and 32m. 30ch.
			60	31m. 75ch. and 31m. 30ch.
Bardon Mill LC (R/G)	32 23			
<b>Bardon Mill</b>	32 29			
Bardon Mill	32 41			

DRS 87





Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks	
			Down m.p.h.	Up m.p.h.		
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC—continued</b>						
<b>Pages 149 150—continued</b>						
<div><div>A</div><div>B</div><div>A</div><div>B</div></div> <div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div></div>						
	Whitchester Tunnel (202 yards)	35 70 to 35 79	60	60	33½m.p. and 32m. 23ch.  35m. 65ch. and 36m.p.	Rule Book Section S. Clause 3.3 and Block Regulation 3.9 apply.  (w.e.f. Monday 6 August)   AWS not provided between Denton Village LC and Petteril Bridge Jn.
	Haltwhistle	37 13		40	37m.p. and 36¾m.p.	
<b>Page 151</b>						
At Denton Village LC						
Add in "Catch, Spring and Unworked trailing points etc." column:—						
Between Brampton Fell and How Mill						
Delete:—						
			45	45	51m. 17ch. and 51m. 49ch.	



**TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS**

From	To	Type of Train	Conditions	Remarks
<b>Page 171</b> <b>Add:—</b> <b>MIDDLESBROUGH.</b>	<b>GUISBOROUGH</b>	<b>JN. TO WHITBY</b>		
Middlesbrough	Battersby	F	—	Engineers trains only
Battersby	Glaidsdale	F	—	Engineers trains only

## **LOCAL INSTRUCTIONS**

### **DARLINGTON SOUTH JN. TO SALTBURN**

**Page 272**

**Add:— THORNABY**

**Empty DMUs from Middlesbrough to Thornaby M.P. Depot**

If it is not possible for the Driver to walk through the unit to change ends, the train should be stopped in Thornaby Up Platform for the Driver to change ends.

The Guard must be advised in order that he may ride in the leading cab during the shunting movement from the Up Platform to the point where the movement changes direction.

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## **M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS (COLLIERIES, POWER STATIONS ETC.) (B.R. 330059/5)**

**Page 16**

### **GASCOIGNE WOOD DRIFT**

**Paragraph 1.**

**Amend:—**

1. An arriving train on Bunker Line 1 must, when signal C.15 is cleared, be hauled through the bunker at a speed not exceeding 3 mph for tare weighing and be brought to a stand with the locomotive immediately on the approach side of the hand points giving access to Bunker Line 2.

**Paragraph 2.**

**Amend:—**

The locomotive must then be run round via the hand points and no. 2 line to the rear of signal C.16.





**Page 31**

### **BLYTH POWER STATION**

#### **1. Working of Trains, East Hopper Lines**

**1.2**

**Add** as final sentence:—

The locomotive cab doors must be kept closed whilst the locomotive passes through the Hopper House.

**1.3**

**Delete** the words:— "at the rate of six wagons at a time."

#### **1.6 Speed Limits**

**Amend:—**

Over gross and tare weighbridges .. .. .	5 m.p.h.
Through Hopper House, whilst discharging .. .. .	$\frac{1}{2}$ m.p.h.
Over remainder of lines .. .. .	15 m.p.h.

#### **2. Working of Trains: West Hopper Lines**

**2.1**

**Delete** the words from third line:— "on a Stop/start basis."

#### **2.5 Speed Limits**

**Amend:—**

Over gross and tare weighbridges .. .. .	5 m.p.h.
Through Hopper House whilst discharging .. .. .	$\frac{1}{2}$ m.p.h.
Over remainder of lines .. .. .	15 m.p.h.

## **MISCELLANEOUS NOTICES**

### **WORKING INSTRUCTIONS FOR O.M.O. OPERATION OF FULLY FITTED TRAINS NOT CONVEYING PASSENGERS (BR. 33076/4)**

This publication has now been withdrawn. The Instructions previously contained in Party 'A' thereof are now incorporated in the Rule Book or other relevant publication whilst those in Part 'B' are to be transferred to the appropriate Regional Sectional Appendix, as necessary.

### **\* \* \* RELEASE OF HANDBRAKES**

Attention has been drawn by the Director of M. & E. Engineering to vehicles sustaining scaled or flat wheels as a result of handbrakes being left on. Staff are reminded that it is essential for all handbrakes to be fully released on all vehicles on departure.





\* \* 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

## Section B, clause 5.4.5

**Amend** first paragraph to :—

When a Signaller wishes to instruct a Driver to pass a signal at Danger he must speak to him directly, except that such instructions may be passed via a Hand-signalman or Pilotman, or, where expressly permitted in these rules and instructions, another person.

## Section C, clause 6.1

**Delete** "and/or bells" from second line of sub-clause (viii)

## Section E

**Add** new Clause 5.5 :—

### 5.5 Power Operated Points—Maintenance Work

- 5.5.1 Should it be necessary for the points to be moved to enable trains to pass over them during maintenance work involving disconnection of the point operating control or detection, this may only be done under the authority of a Handsignaller appointed to act in accordance with the Signaller's instructions.
- 5.5.2 If the S & T Technician requires to use a pump or crank handle to move points for testing purposes during or at completion of maintenance work, this must only be done after he has reached a clear understanding with the Signaller.

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

### Page 31

Clause 10 second paragraph 7th line

**Amend** reference to clause '3.2 and 3.3' to 'clause 3.3'.

### 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).

### Pages 117 and 118

Clause 76 Page 118 Section M Clause 3.2

**Amend** sub-heading to read :—

"Section M clause 3.3".

Last line of first paragraph

**Amend** reference to :—

Clause 3.2.1' to 'clause 3.3'.



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

**Pages 118/119**

**Delete** Instruction 78 and **substitute**:—

**78. Driving from the leading cab**

ELECTRIC MULTIPLE UNIT TRAINS MUST BE DRIVEN FROM THE LEADING CAB except as shown in Instruction 109 and during shunting operations when the train may be driven from the rear cab provided the following instructions are observed:—

- (a) Speed must not exceed 5 mph.
- (b) The guard or shunter must ride in the leading cab.
- (c) He must keep a good look-out, operate the warning horn as necessary and carefully observe all signals.
- (d) He must signal to the driver as necessary by means of the buzzer communication provided and be prepared to stop the movement by application of the emergency brake.
- (e) He must ensure that the door between the leading cab and the rest of the vehicle (where provided) is unlocked to provide a means of exit in emergency.

In the following circumstances, however, trains **MUST ALWAYS** be driven from the leading cab:—

- (a) When entering a carriage or repair shed.
- (b) When approaching buffer stops.
- (c) When proceeding onto another train.
- (d) When buzzer communication between guard/shunter and driver is not available.

**Page 128**

Instruction 100, Bell codes.

**Amend** 3rd entry to:—

Slow down . . . . . 4 rings.

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**EXTRACTS FROM WORKING INSTRUCTIONS FOR  
A.C. ELECTRIFIED LINES B.R. 29988**

**Page 13**

Clause 10 second paragraph 7th line

**Amend** reference to:—

‘Section M clauses 3.2 and 3.3’ to ‘Section M clause 3.3’.

**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).

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# **REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (BR 29960 AND 30062)**

**Page 1 :—**

**Delete** from 'Contents' the first five entries referring to Pages 2, 41, 44, 47 and 52 respectively.

**Pages 2 to 40 inclusive:—**

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

**Delete** all Regulations.

**Pages 41 to 43 inclusive:—**

**INSTRUCTIONS TO BE OBSERVED AT BOXES WHERE ROTARY INTER-  
LOCKING BLOCK INSTRUMENTS ARE IN USE**

**Delete** all Instructions.

**Pages 44 to 46 inclusive:—**

**INSTRUCTIONS IN RESPECT OF TRAINS CONVEYING OUT-OF-GAUGE  
AND EXCEPTIONAL LOADS**

**Delete** all Instructions.

**Pages 47 to 51 inclusive:—**

**SUPPLEMENTARY REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE  
LINES WHERE INTERMEDIATE BLOCK SIGNALS CONTROLLED FROM  
THE SIGNAL BOX IN REAR ARE PROVIDED**

**Delete** all Regulations.

**Pages 52 to 58 inclusive:—**

**REGULATIONS FOR TRAIN SIGNALLING BY THE PERMISSIVE BLOCK  
SYSTEM**

**Delete** all Regulations.

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

**Regulation 3**

**LOCOMOTIVES AND LOCOMOTIVES AND BRAKE VANS COUPLED  
TOGETHER**

**Delete and substitute:—**

**LOCOMOTIVES AND BRAKE VANS COUPLED TOGETHER**

Two or more light locomotives coupled together must be signalled as a light locomotive.

A light locomotive hauling one or more "dead" locomotives must be signalled in accordance with the General Appendix instructions.

A locomotive(s) with a brake van(s) attached must be signalled as a freight train. In each case the Signaller in advance must be advised the formation.

**REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (B.R. 29960 AND 30062)—continued**

**Regulation 10**

**LOCOMOTIVE ASSISTING IN REAR OF TRAIN**

**Delete** Clauses (a) to (d) inclusive and **substitute:—**

- (a) After the **Train entering section** signal has been sent and acknowledged for a train assisted by a locomotive in rear the **Locomotive assisting in rear of train** signal (2-2) must be sent to the Signaller in advance. The signal must at once be recorded in the train register.
- (b) If the train is assisted in rear by more than one locomotive the Signaller in advance must be advised of the formation. Both Signallers must record the formation in the train register.
- (c) The **Train out of section** signal must not be sent until the assisting locomotive(s) has arrived.
- (d) If the assisting locomotive(s) does not proceed into the section after the **Locomotive assisting in rear of train** signal has been acknowledged the Signaller must advise the Signaller in advance accordingly and each Signaller must make an appropriate entry in the train register.

**Regulation 14** (October 1972 book only)

Clause (a)

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

**Regulation 15(a)**

**Amend** first paragraph to read:—

- (a) When it is necessary, in accordance with Regulations 12 and 17, to ascertain if the line is clear, any train except a Class 9 may be allowed to enter the section for the purpose, provided:—

**Regulation 17** (Loose leaf edition only)

Clause (a), second paragraph

**Add** a comma between the words "off" and "a" at the end of the second line.

**Regulation 19(d)**

**Amend** 'Class 7, 8 or 9' to read 'Class 9'

**REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE TOKENLESS BLOCK SYSTEM**

**Regulation 15(a)**

**Amend** first paragraph to read:—

- (a) When it is necessary, in accordance with Regulations 12 and 17, to ascertain if the line is clear, any train except a Class 9 may be allowed to enter the section for the purpose, provided:—

**Regulation 19(d)**

**Amend** 'Class 7, 8 or 9' to read 'Class 9'

**ABSOLUTE BLOCK REGULATIONS—REGULATION 11 FAILURE OF BLOCK SIGNALLING EQUIPMENT**

Until such time as the Block Restoration Ticket is reprinted, the existing form, should be used and amended as follows:—

Regulation number in heading to read Regulation 11

Regulation 25(a)(iii) at the end of the first paragraph to read Regulation 11, clause 11.3.

# GENERAL APPENDIX

## INDEX FOR PART I

- Page (iii)** Civil Engineer's Track Recording Coach (DB 999550)  
Amend page reference to 4.26.
- Page (iv)** **Delete:**—Electrically Operated Points—Maintenance Work.
- Page (v)** **Delete:**—Maintenance Work—Electrically Operated Points.
- Page (vi)** Officer's Specials.  
Amend page reference to 1.41.
- Page (vii)** **Add:**—  
Power Operated Points . . . . . Page 1.52

## PART 1—SECTION 1 GENERAL OPERATING INSTRUCTIONS

### INDEX

- Page 1.2** **Delete:**—Electrically Operated Points—Maintenance Work.  
**Delete:**—Maintenance Work—Electrically Operated Points.
- Page 1.3** **Add:**—  
Power Operated Points . . . . . Page 1.52

### Pages 1.52 and 1.53 ELECTRICALLY OPERATED POINTS—MAIN- TENANCE WORK

**Delete** heading and instructions and **substitute:**—

#### POWER OPERATED POINTS

1. Should the points fail, the Signaller must immediately send for the person appointed to operate the points by hand. This person may also act as Hand-signalman.
2. Persons appointed to operate power worked points by hand must have been passed as competent to do so.
3. The Points Operator must report to the Signaller either personally or by telephone and must act in accordance with the Signaller's Instructions. He must obtain the necessary point handle and in addition any key which is required.
4. The Signaller must enter full details in the train register including the name, grade and station of the person who is to act as Points Operator.
5. On arrival at the points, the Points Operator must inform the Signaller:—
  - (a) in which position the points lie and whether they are damaged. He must also confirm that there is no ballast or other material restricting the movement of the switch blades.
  - (b) if the point motor is running continuously, in which case the Signaller must operate the relevant lever/switch to restore the points to the original position. The crank handle must not be inserted whilst the point motor is running.
6. If clamp lock points are involved the switch must be turned to the manual position and the Signaller informed when this has been done.
7. He must then operate the points manually as instructed by the Signaller. In no circumstances must the position of the points be changed without the Signaller's permission.

## **GENERAL APPENDIX—continued**

### **Pages 1.52 and 1.53 etc.—continued**

8. When the points have to be moved, the Signalman must instruct the Points Operator to set the points in the required position. At the same time the Signalman must if possible operate the individual point lever/switch to the required position or operate it as far as possible to the position corresponding to the lie of the points.
9. The Points Operator must advise the Signalman when the points have been operated to the required position.
10. If the proper detection is exhibited in the Signalbox, the Signalman may clear the protecting signal for a train when it is close to it. If, however, the Signalman has reason to believe that the points may have been run through, trains must be stopped at the protecting signal and the Driver advised that when the signal is cleared he must proceed cautiously over the points concerned.
11. If the proper detection is not indicated in the Signalbox, the Signalman must instruct the Points Operator to clip the points if a facing movement has to be made over them, or scotch the points in all other circumstances.
12. The Points Operator must advise the Signalman when the points have been secured.
13. Having received advice that the points have been secured the Signalman may authorise the Driver to pass the protecting signal at Danger.
14. When informed by the S. & T. Technician that the failure has been rectified and the points are in working order, and any authorised train movement has passed clear of the points the Signalman must instruct the Points Operator to restore the local manual controls to their normal position and return the point handle and key, as applicable, to their designated location. The Points Operator must advise the Signalman when this has been done.
15. When the point handle and key are returned to their designated location the Signalman must make a suitable entry in the train register.
16. If, however, the failure has not been rectified but traffic working will permit the points to remain in one position, the Signalman must instruct the Points Operator to set the points in the required position. At the same time the Signalman must operate the individual point switch to the required position or operate the point lever as far as possible to the position corresponding with the lie of the points.
17. If detection is not obtained the Signalman must instruct the Points Operator to scotch, clip and padlock the points in the required position.
18. The Points Operator must advise the Signalman when this has been done.
19. The Signalman must then instruct the Points Operator to restore the controls to their normal position and to return the handle and any key to its designated place. The Points Operator must advise the Signalman when this has been done.
20. The Signalman must then deal with trains which require to pass over the points in accordance with paragraphs 10 or 13, as applicable, until he is advised by the S. & T. Technician that the failure has been rectified and the points are in proper working order.

### **Page 1.59**

**Add:—**

### **BROKEN RAIL IN CONTINUOUSLY WELDED TRACK (EXCLUDING RAILS IN TUNNELS)**

When Civil Engineering staff are not immediately available, a member of the Operating Department staff not below Supervisory grade, a Signalman or S & T

## **GENERAL APPENDIX—continued**

### **Page 1.59—continued**

Technician may authorise trains to pass at WALKING PACE over a broken rail in continuously welded track, provided the conditions shown below are met :—

1. No part of the rail is missing.
2. The broken rail is not in a tunnel.
3. There are no secondary cracks and the broken ends are not pulled apart more than one inch (25 mm). On electrified lines the gap must not be bridged in order to measure it.
4. Adjacent sleepers and fastenings are in good condition.
5. The break is approximately vertical and is in plain line track and not within 6 feet (2 m) of any fishplated joint or switch and crossing work.
6. The rail ends must be carefully examined during and after the passage of each train to ensure these conditions are maintained.
7. Any necessary precautions must be taken to ensure the safety of trains on an adjoining line while a train is passing over the break.
8. Civil Engineering staff must be called to the site as quickly as possible.

## **PART 1—SECTION 4**

### **WORKING OF DEPARTMENTAL TRAINS**

#### **Page 4.7**

##### **Clause 21.1**

Amend speed of GO4 running under own power over switches and crossings to read :—

‘5 mph’

## **PART 1—SECTION 5**

### **STATION AND DEPOT WORKING**

#### **Page 5.12**

##### **Load Inspection Duties**

Amend first sentence to :—

The responsibility for the inspection of loads rests with the Operating Department, and the Guard or other persons travelling in charge of a load are responsible for its safety during transit.

#### **Page 12.1**

##### **Index for Section 12**

Amend following entries :—

5. Isolation.....12.6
7. Wrong Direction Working .....12.6A
8. Failure of Apparatus.....12.6A

**PART II—SECTION 15**

**PROVISION OF ELECTRIC POWER SUPPLY TO LOCOMOTIVE—  
HAULED TRAINS FOR HEATING, AIR CONDITIONING ETC.**

**Page 15.17, Clause 25.2**

**Amend second portion of table to :—**

Locomotive Class	E.T.H. Index	Remarks
73, 81, 82, 83, 85	66	—
86	66	These locomotives may be considered as having an index of 75 if all the coaches of the train have suffix "X" after the index.
87	66	These locomotives may be considered as having an index of 95 if all the coaches of the train have a suffix "X" after the index.
489	66	—

**Pages 15.17/15.18, Clause 25.3**

**Add at end of table :—**

Type of coach	E.T.H. Index
Class 488/2 (2 car set)	10
Class 488/3 (3 car set)	15

**Page 15.19, clause 25.4**

**Add new item :—**

(e) Class 488                      73/1, 489

**PART II—SECTION 16**

**WORKING OF THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE—  
OPERATED TRAINS**

**Page 16.8**

(As amended in Supp. No. 4.)

**Amend last sentence of clause 3.6.3 to :—**

If, however, a Cartic 4 unit is marshalled as any of the last three vehicles, the train must not start if more than one of the three distributors on the Cartic unit is isolated.

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

## **GREEN PAGES—PART 2**

### **Section D1 Acceptance and Conveyance**

- (i) **“Load examined”** specimen label

**Delete** from bottom line:— “Shunt with care.”

**Add** to bottom line:—

“Not to be loose shunted nor must other vehicles be shunted against this vehicle.  
Movement Restriction Code/Special Handling Code to apply.”

- (ii) **“Exceptional load”** specimen label

**Delete** from bottom line:— “Shunt with care.”

**Add** to bottom line:—

“Not to be loose shunted nor must other vehicles be shunted against this vehicle.  
Movement Restriction Code/Special Handling Code to apply.”

## **PINK PAGES—PART 3**

### **Section E. Marshalling and Movement**

#### **2. Traffic subject to special instructions**

The telephone number appearing under instruction **E2/29** has been changed to read:—

- (i) C.E.G.B.

During office hours

01 634 5111 Ext. 5554 or 5381

### **Section F. Fires and Incidents involving Dangerous Goods**

#### **3. Special Instructions**

**Clause F3/15.** British Telecom Numbers—Railway Control Offices.

##### **Southern Region**

**Delete** Wimbledon entry.

##### **Western Region**

**Amend** entry as under:—

**Delete:**— Cardiff, London, Reading and Bristol, all numbers.

**Add** (new numbers):—

SWINDON (0793) 33524\*

SWINDON (0793) 33592\*

(MO.3H.686)

## **WHITE PAGES—PART 6**

### **Section H. Eastern Region Instructions for the Loading of Freight Trains**

#### **Clause H.1/9. Single Pipe Automatic Air Brake—Freight Trains**

**Amend** MGR trains to read:—

Freight Trains formed of HAA and HDA wagons.

**Add:**—

**Clause H1/11. Train Preparation Form/TOPS Train List—Exemption from Clause B1/3.**

A completed Train Preparation Form/TOPS Train list need not accompany Loaded or empty MGR trains between the Leeds Division Collieries and the Aire Valley Power Stations, in both directions.



**WHITE PAGES—PART 6—continued**

**Add:—**

**H1/12 Route Availability of HAA/HDA Wagons**

HAA Wagons without canopies and HDA Wagons appearing on T.O.P.S. as RA9, may be allowed to pass over any route previously cleared for fully laden HAA Wagons when such vehicles were classified RA 7. Also, at RA 9, they may be allowed to pass over routes classified RA 7 and RA 8, the clearance of which was automatically authorised when HAA's were originally classified RA 7.

In these circumstances, the issue of Form BR 29973 is not necessary.

**BUFF PAGES—PART 7**

**Section B—Mechanical and Electrical Plant**

**Insert Additional item:—**

**B12 POWER OPERATED JACKING EQUIPMENT**

The specific instructions under this heading shall be read in conjunction with B1(i) and where applicable B1(ii), B1(iii) and B1(iv).

**B12/1** When used outside a workshop environment powered jacks must be controlled only by an authorised operator working under the jurisdiction of an authorised supervisor.

Within a workshop environment powered jacks must be controlled only by nominated members of the workshop staff.

**B12/2** When used outside a workshop environment a firm base must be constructed for the jacks, preferably in advance of the operation.

If constructed of timber this shall be sound and interlaced where necessary to give additional strength and to spread the load.

**NB.** It is recognised that in an emergency a base cannot be prepared in advance but exceptional care must be taken to avoid jacking directly over culverts or voids.

Within a workshop environment power jacking operations must be restricted to areas approved by the Chief Civil Engineer for this purpose and such areas shall be specifically designated. When it is necessary to construct a temporary base for a jacking operation within a designated area this should be fabricated from steel in preference to timber.

**B12/3** When used within a workshop environment all jacks used in multiple must be synchronised to take an equal share of the load and any discrepancies shall be reported to the Maintenance Department.

**B12/4** When used outside a workshop environment the supervisor must not allow staff to enter the area below the load supported by the jacks until adequate protection in the form of packing, trestles or stands have been inserted.

When used within a workshop environment staff may only be permitted to work below a load supported by jacks without protection of packings, trestles or stands if the jacks are of the self-sustaining screw type. If the jacks have not been designed to support the load indefinitely, protection in the form of packings, trestles and stands shall be inserted before staff are allowed to work below the load.

The operator must not allow staff to enter the area below the load supported by the jacks whilst they are in motion. Where practicable the power supply shall be isolated by the operator after the jacks have been brought to rest in a desired position.

**B12/5** When "tilting" jacks are used in re-railing operations care must be taken to ensure that suitable safeguards are taken to prevent them falling after the completion of the tipping operation. "Tilting" jacks must not be used in a workshop environment.

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

### **BUFF PAGES—PART 7—continued**

- B12/6** When the load to be lifted is designed to accept lifting brackets these must be used as far as practical.
- B12/7** The control unit shall be sufficient to facilitate clear communication between the staff and the operator.
- B12/8** The control units and jacks must be suitably identified relative to each other.

### **Section C—Power-Driven Rail Cranes**

Amend clause C6/8 to read :—

- C6/8** When travelling in a train, cranes and associated match wagons equipped with roller bearing axle boxes and all bogie cranes need not be accompanied by a Caretaker except where directed by the Maintenance Department. Cranes and associated match wagons having plain bearings must be accompanied by a Caretaker when directed by the Maintenance Department. The Caretaker shall be appointed by the Manager of the Crane Owning Department.
- Before the journey starts and again at each stopping place, the Caretaker must, by examination of the crane and match wagon, satisfy himself that everything is in order and that they are fit to travel. The Caretaker must advise the Guard before commencing and again on completion of an examination on a Crane in any train in service. When the fire is alight on a steam crane, the Caretaker must travel in the crane cab. Details of any defects found at these examinations must be entered in the Crane Log Book.

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## **EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) (DATED 5 FEBRUARY 1983)**

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<b>List of Lines in the sequence used throughout the book</b>	<b>Page in Table A</b>
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### **Page 8**

#### **DONCASTER BLACK CARR JN. TO BERWICK AND BRANCHES**

**Delete:—**

Blackhill to Ouston Jn.	50
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**Add:—**

Temple Hirst Jn. to Selby South Jn.	39
Hambleton South Jn. to Hambleton West Jn.	40
Hambleton East Jn. to Hambleton North Jn.	40
Newcastle West Jn. to Newburn	52

**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA). DATED  
5 FEBRUARY 1983—continued**

**Page 9**

**EASTWOOD LMR TO NORMANTON, GOOSE HILL JN. AND BRANCHES**

**Delete:—**

Penistone, Huddersfield Jn. to Huddersfield, Springwood Jn.	..	..	72
Clayton West Branch	..	..	73

**Add:—**

Barnsley Station Jn. to Huddersfield, Springwood Jn.	..	..	72
Skelmanthorpe Branch	..	..	73

**ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN. AND BRANCHES**

**Delete:—**

Hambleton East Jn. to Colton Jn.	..	..	87
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**Amend:—**

Normanton, Altofts Jn. to Colton North Jn.	..	..	83
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**ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD AND BRANCHES**

**Amend:—**

Moorthorpe Jn. to South Kirkby Jn.	..	..	96
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**Page 10**

**Amend:—**

**LEEDS, WHITEHALL JN. TO BRADFORD INTERCHANGE AND BRANCHES**

Leeds, Whitehall Jn. to Bradford Interchange	..	..	96
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**LEEDS TO SKIPTON AND BRANCHES**

**Delete:—**

Guiselay Jn. to Esholt Jn.	..	..	106
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**Add:—**

Shipley, Guiseley Jn. to Guiseley	..	..	106
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**HULL YARDS AND DOCKS**

**Delete:—**

Dairycoates West to Hessle Road, South Branch	..	..	120
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**Page 11**

**NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST  
JN. AND BRANCHES**

**Delete:—**

Tyne Dock Goods Branch	..	..	137
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**Add:—**

Pelaw to Simonside Wagon Works	..	..	137
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**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA), DATED  
5TH FEBRUARY 1983—continued**

**DARLINGTON SOUTH JN. TO SALTBURN AND BRANCHES**

**Delete:—**

Wilton/Lackenby (West Coatham Sidings) Branch	146
---	-----

**Add:—**

Beam Mill Jn. to Slag Road (Lackenby)	146
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I.C.I. Wilton Works Branch	146
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**GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE  
JN AND BRANCHES**

**Delete:—**

Newcastle West Jn. to Newburn	152
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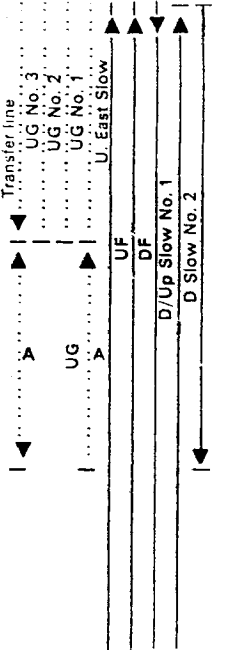
Redheugh Branch	153
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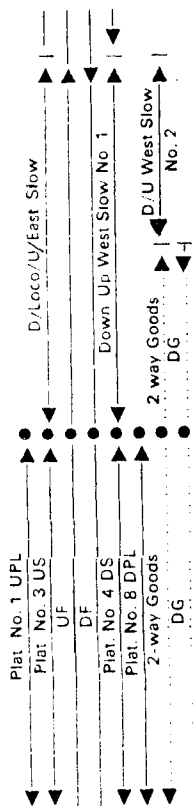
**Add:—**

Dunston Branch	153
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**TABLE A: DETAILS OF RUNNING LINES (NORTHERN AREA)**

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>					
<b>Page 15</b>					
<b>Amend</b> second and third maximum permissible speeds. NEWCASTLE AND ALNMOUTH (NORTH OF) 35m. 70ch.			<b>100</b>	<b>100</b>	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
ALNMOUTH (NORTH OF) 35m. 70ch. AND BEAL (SOUTH OF) 56m. 40ch.			<b>125</b>	<b>125</b>	MAXIMUM PERMISSIBLE SPEED
<b>Delete:—</b>					
BLACK CARR JN. AND MARSHGATE JN. AND FOUR ASSOCIATED MAXIMUM PERMISSIBLE SPEED ITEMS					
<b>Add:—</b>					
POTTERIC CARR JN. AND DONCASTER NORTH JN. (156m. 06ch.)			<b>70</b>	<b>70</b>	MAXIMUM PERMISSIBLE SPEED ON DOWN-UP SLOW No 1/ DOWN-UP WEST SLOW No. 1/DOWN SLOW LINE
MARSHGATE JN. AND LOVERSALL CARR JN.				<b>70</b>	MAXIMUM PERMISSIBLE SPEED ON UP SLOW/UP EAST SLOW-DOWN LOCOMOTIVE LINE
<b>Pages 16, 17 and 18</b>					
<b>Delete</b> all details between Black Carr Jn. and Moathills L.C. exclusive and <b>substitute:—</b>					
	Black Carr Jn. (See pages 37 and 58 of Southern Area Sectional Appendix)	153 18		<b>60</b>	Up East Slow/Down Loco to Bessacarr Jn. line
	Potteric Carr Jn.	154 02	<b>70</b>  <b>25</b>	<b>15</b>  <b>25</b>	Down Fast to Down/Up Slow No. 1 Up Decoy Sidings to Low Ellers Curve line. To and over Transfer line 154m. 03ch. and 154m. 50ch. Up Goods Nos. 1, 2, 3 and Transfer line to Up East Slow/Down Loco

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>DONCASTER, BLACK CARR JN. TO BERWICK—continued</b> <b>Pages 16, 17 and 18—continued</b>					
	Decoy North Jn.	154 13	25	25	Down/Up Slow No. 1 to Down Slow No. 2
			50		Down Slow No. 2 to Down/Up Slow No. 1 or Down Fast
			50		Down Slow No. 2 154m. 13ch. and 155m. 28ch.
			110		Fast line 154m. 36ch. and 155m. 23ch.
		Carr (Up Goods lines and Transfer line only)	154 50	25	
			15	15	Transfer line 154m. 50ch. and 155m. 25ch.
			100		Fast/Main 155m. 23ch. and 156m. 53ch.
	Sand Bank Jn.	155 28	50	25	Down Slow No. 2 to Down/Up Slow No. 1 Up East Slow to Up Goods and over Up Goods to 154m. 50ch.
	Balby Bridge Tunnel (95 yards)	155 34 to 155 39			



Bridge Jn.	155 38	10		Down/Up Slow No. 1 to Hexthorpe Goods line
			110	Fast line 155m. 55ch. and 154m. 36ch.
South Yorkshire Jn.	155 58	35		Down Fast to Down Slow
Doncaster (D)	155 65	25	25	To, over and from Down/Up West Slow No. 2, Down Goods, Two Way Goods, Down Platform Loop, Up Platform Loop, and Thorne Slow and through all running connections between Bridge Jn. and Marshgate Jn., unless otherwise shown (Cut out signs not provided.)
Doncaster	155 77	15	15	Through crossovers Up Slow to Up Fast, Up Fast to Down Fast, Down Fast to Down Slow and to Sheffield line
				Permissive working is authorised over Platform Lines—No. 1 (Up direction only) Nos. 3, 4 and 8.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
<b>DONCASTER, BLACK CARR JN. TO BERWICK—continued</b>					
<b>Pages 16, 17 and 18—continued</b>					
	Doncaster North Jn.	156 09	40	40	Down Slow/Down Leeds Slow 156m. 06ch. and 156m. 37ch. including through connection to Down Leeds to Marshgate Jn.
			40	40	Down Slow to Down Fast at 156m. 06ch.
				40	Up Fast to Up Slow at 156m. 17ch.
				50	Slow line 156½m.p. and 156m. 08ch.
			40		Down Leeds Goods 156½m.p. and 156m. 43ch. including through connection to Down Leeds at Marshgate Jn.
	Marshgate Jn. (See page 58 and pages 39 and 171 Southern Area Sectional Appendix)	156 26	30	30	Through trailing crossover between Down and Up Fast lines
			70		Down Fast to Down Leeds 156m. 29ch. and 156m. 72ch.
				70	Up Main to Up Slow at 156m. 42ch.
			100	100	Main/Fast 156m. 53ch. and 155m. 55ch.
			105	105	156m. 53ch. and 157m.p.
<b>Page 18</b>					
Between Daw Lane LC and Shaftholme Jn					
Add:—				40	Down to Up at 159m. 78ch.
Delete:—			100	100	160m.p. and 160m. 30ch.
Substitute:—			100		160m.p. and 160m. 30ch.



Pages 19 to 22

Delete Balne LC to Clifton all particulars and substitute:—

<div> <div>U Main</div> <div>D Main</div> <div>U Leeds</div> <div>D Leeds</div> </div>	Balne LC	165	70			
	Temple Hirst Jn. (see page 39)	169	16	70		To Selby line 169m. 07ch. and 169m. 55ch.
	Hambleton South Jn. (see page 40)	174	10	70		To Hambleton West Jn. line
	Hambleton North Jn. (see page 40)	174	75	40		To Hambleton East Jn. line
	Colton Jn. (see page 85)	182	79			
	Colton North Jn. (see page 85)	183	65	70	70	Down Main to Down Leeds Up Leeds to Up Main
	Earfit Lane LC (R/G)	184	05	100		Leeds line Colton North Jn. and 186m. 43ch.
	Copmanthorpe No. 2 LC (R/G)	185	22	100	100 100	Main lines 186½m.p. and 186m. 43ch. Leeds line 186m. 43ch. and Colton North Jn.
				90		Main and Leeds lines 186m. 43ch. and 187m. 79ch.
	Dringhouses Jn.	186	67	50	50	Down Leeds to Down Main Up Main to Up Leeds
				25 25	25	Down Main to Up Leeds at 187m. 38ch. Up Leeds to Down Leeds and Down Leeds to Down Holgate Loop at 187m. 44ch.
				10		Up Holgate Loop to all Reception lines in Dringhouses Up Yard

Temple Hirst Jn. to Clifton  
controlled by York box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
DONCASTER, BLACK CARR JN. TO BERWICK—continued Pages 19 to 22—continued					
  <					

Add:— At Castle Hills Jn. Delete:—			25		To and from Down Passenger Loop	
Page 25 At Darlington Delete:—			20	20	No. 4 Platform line 44m. 4ch. and 44m. 25ch.	C. UPL at 32m. 13ch. 734 yards before reaching signal U31S.
			10		No. 4 Platform line 44m. 25ch. and 44m. 30ch.	
			20		No. 4 Platform line and to Down Main 44m. 30ch. and 44m. 37ch.	
Substitute:—			20		No. 4 Platform line and to Bishop Auckland Single line or Down Main 44m. 04ch. and 44m. 37ch.	
Page 26 Between Darlington and Darlington North Jn. Add:—				20	To and over No. 4 Platform line 44m. 37ch. and 44m. 04ch.	DPL 130
Amend:—			30		Bishop Auckland Single line 44m. 33ch. and 44m. 64ch. (0m. 00ch. Darlington to Shildon mileage)	
Between Ferryhill (F) and Kelloe Bank Foot Jn. Delete:—			30		Fast to DPL	
			25		DPL to Fast	
Page 27 Amend mileage:— Tursdale Jn. At Tursdale Jn. Amend:—		58 73		30	Slow to Main at 58m. 73ch.	C. Up at 61½m.p. 800 yards before reaching Signal F408.
Amend:— Hett Mill LC (CCTV) Between Hett Mill LC and Durham Delete:—		60 21		30	Main to Slow at 58m. 76ch.	
Delete:—			70	70	62½m.p. and 63m. 03ch.	
Add:—			85 70	80	62½m.p. and 62m. 45ch. 62m. 45ch. and 63m. 03ch. 63m. 03ch. and 62½m.p.	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b> —continued					
<b>Page 27</b> —continued <b>Delete:—</b>					C. Up at 62m. 33ch. 1100 yds. before reaching signal F406.  C. Down at 63m. 58ch. 911 yards before reaching Signal TY401.  C. Down at 64m. 47ch. 914 yards before reaching signal TY 399.  C. Up at 65½m.p. 1180 yards before reaching Signal F.398.  C. Up Slow at 66m. 26ch. 530 yards before reaching signal TY 370.
Between <b>Durham</b> and Durham Emergency Crossover <b>Delete:—</b>					
<b>Page 28</b> Between <b>Chester-le-Street</b> and Ouston Jn. <b>Amend:—</b> At Ouston Jn. <b>Amend:—</b> Between Ouston Jn. and Tyne <b>Amend:—</b>			110	72m. 26ch. and 75m.p.	
			20	Slow to Consett line.	
<b>Delete:—</b>			20	Fast to Down Slow at 74m. 63ch.	
<b>Amend:—</b>			25	UGL to Up Slow, Up Slow to Down Fast, Down Fast to Up Fast at 75m. 29ch.	C. Up Slow at 74m. 47ch. 560 yards before reaching signal TY.262.
<b>Page 29</b> Between Tyne and Low Fell Jn. <b>Add:—</b> Between Low Fell Jn. and Askew Road Tunnel <b>Amend:—</b>			110	77m.p. and 72m. 26ch.	
			100	78m. 62ch. and 77m.p.	

**Pages 29/30**

**Delete** all details between Askew Road Tunnel and **Newcastle (N)** and **substitute**:-

	Askew Road Tunnel (53 yards)	79 26 to 79 29	50	50	79m. 26ch. and 79m. 34ch.
			25		Main line 79m. 34ch. and 79m. 70ch.
	King Edward Bridge South Jn. (See page 148)	79 42	15		To and over Down KEB West/Down East lines to 79m. 70ch. or to Down Gateshead West line
	King Edward Bridge North Jn. (See page 52)	79 57		15	Up East/Up KEB West 79m. 70ch. and KEB South Jn.
			25		Main line 79m. 70ch. and 79m. 34ch.
			15		All lines 79m. 70ch. and 0m. 25ch. (Newcastle to Berwick mileage)
	Newcastle West Jn. (See page 152)	80 05			
	Newcastle (N)	80 16 0 00			
<p><b>Page 30</b> Between Newcastle East Jn. and <b>Manors</b> <b>Add</b>:-</p>					
			15		All lines 0m. 25ch. and 79m. 70ch. (York to Newcastle mileage).

Loco Water. Permissive Working  
authorised on Platforms 8, 9 and  
10.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
<b>DONCASTER BLACK CARR JN. TO BERWICK</b> —continued					
<b>Page 31</b> Between Riverside Jn. and Heaton South Jn. <b>Add:—</b>			<b>45</b>		<b>Down North/Main 1m. 43ch. and 2m. 07ch.</b>
<b>Page 32</b> At Morpeth <b>Amend:—</b>			<b>70</b>		<b>16m. 50ch. and 17m. 28ch.</b>
<b>Page 33</b> Between Morpeth North Jn. and <b>Pegswood</b> <b>Delete:—</b>			<b>90</b>		<b>17m. 57ch. and 18m. 16ch.</b>
				<b>80</b>	<b>17m. 61ch. and 17m. 28ch.</b>
<b>Add:—</b>			<b>80</b>	<b>80</b>	<b>17m. 28ch. and 17m. 61ch.</b>
<b>Amend:—</b>	<b>Acklington</b>			<b>25</b>	<b>Up Main to UPL at 26m. 37ch.</b>
<b>Page 34</b> Between Warkworth L.C. and Wooden Gate L.C. <b>Delete:—</b>				<b>80</b>	<b>31m. 67ch. and 30½m.p.</b>
				<b>60</b>	<b>32m. 67ch. and 31m. 67ch.</b>
<b>Amend:—</b>				<b>80</b>	<b>33m.p. and 30½m.p.</b>
Between Wooden Gate Emergency Crossover and <b>Alnmouth</b>					
<b>Amend:—</b>			<b>80</b>		<b>34m. 62ch. and 35½m.p.</b>
<b>Add:—</b>			<b>25</b>		<b>DPL to Down Main at 34m. 25ch.</b>
Between Alnmouth and Little Mill Emergency Crossover					
<b>Delete:—</b>				<b>80</b>	<b>36m. 70ch. and 34m. 70ch.</b>
			<b>110</b>		<b>37m.p. and 38m. 34ch.</b>
				<b>90</b>	<b>37½m.p. and 36m. 70ch.</b>
				<b>100</b>	<b>38m. 34ch. and 37½m.p.</b>
				<b>80</b>	<b>35½m.p. and 34m. 70ch.</b>
<b>Add:—</b>			<b>90</b>	<b>90</b>	<b>35½m.p. and 35m. 70ch.</b>
			<b>110</b>	<b>110</b>	<b>35m. 70ch. and 38m. 34ch.</b>

**Page 35**

At Belford LC

Add Signal box dots in Running Lines and Signalling System column.

**SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.**

**Page 37**

Between Thorpe LC and Haywood LC

Delete:—

30

68m. 02ch. and 67m. 58ch.

**Page 38**

At Knottingley West Jn.

Add:—

20

30

To Pontefract line  
To Goole line

Between Knottingley West Jn. and Ferrybridge North Jn.

Amend:—

Add:—

Delete:—

20

30

40

20

40

2m. 71ch. and 2m. 65ch.  
2m. 65ch. and 2m. 43ch.  
2m. 43ch. and 2m. 27ch.

**Page 39**

Add:—

**TEMPLE HIRST JN. TO SELBY SOUTH JN.**

100

100

MAXIMUM PERMISSIBLE SPEED



Temple Hirst Jn.  
(see page 19)

169 16

70

169m. 46ch. and 169m. 16ch.

Controlled by York box.

Burn Lane LC

170 70

Henwick Hall LC  
Brayton Jn.  
(see below)

172 20

172 76

20

To Barlow line

Brayton Jn. to Selby South Jn.  
controlled by Selby box.

Brayton LC

173 02

Selby Canal Jn.  
(see page 40)

173 59

20

20

Down to Up at 173m. 51ch.  
To Selby West Jn. line

Selby South Jn.  
(see page 111)

174 11

25

Through junction

DGL 52  
UGL 72

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
<b>Page 39—continued</b>					
<b>SELBY, BRAYTON JN. TO BARLOW</b>					
Delete table and substitute:—					
<b>SELBY, BRAYTON JN. TO BARLOW</b>					
	Brayton Jn. (see above)	8 51	30	30	MAXIMUM PERMISSIBLE SPEED
	Barlow	6 33		20	Through junction
<b>Page 40</b>					
<b>SELBY WEST JN. TO SELBY CANAL JN.</b>					
Amend:—					
Canal Jn. (see page 39)					
Add:—					
<b>HAMBLETON SOUTH JN. TO HAMBLETON WEST JN.</b>					
	Hambleton South Jn. (see page 20)	174 10	70	70	MAXIMUM PERMISSIBLE SPEED
	Scalm Lane LC (R/G)	174 56			
	Hambleton West Jn. (see page 110)	175 33			
<b>HAMBLETON EAST JN. TO HAMBLETON NORTH JN.</b>					
	Hambleton East Jn. (see page 110)	3 34	40	40	MAXIMUM PERMISSIBLE SPEED
	Hambleton North Jn. (see page 20)	4 00			
<b>YORK, HOLGATE JN. TO SKELTON</b>					
Between York Yard South, York Yard North and Skelton					
Amend:— PB to AB.					



# **YORK TO SCARBOROUGH**

Page 41

Amend third and fourth maximum permissible speeds to:—  
MALTON AND SEAMER WEST (38m. 66ch.)

70

70

MAXIMUM PERMISSIBLE SPEED

SEAMER WEST (38m. 66ch.) AND SCARBOROUGH

60

60

MAXIMUM PERMISSIBLE SPEED

Page 42

At Knapton LC

Delete signal box dots

Amend entry:—

Knapton LC (AHB-X)

27 41

X35

X35

Approaching level crossing in wrong  
direction

Page 43

Delete:—

Metes Lane LC

38 20

Page 43

## **FOSS ISLANDS BRANCH**

Amend Remarks column

†—See page 237.

Pages 43 and 44

## **NORTHALLERTON, CASTLE HILLS JN. TO REDMIRE**

Delete all details and substitute:—

NORTHALLERTON AND LEYBURN (17m. 28ch.)

45

45

MAXIMUM PERMISSIBLE SPEED

LEYBURN (17m. 28ch.) AND REDMIRE

25

25

MAXIMUM PERMISSIBLE SPEED

—

Castle Hills Jn.  
(See page 24)

0 00

15

15

0m. 00ch. and 0m. 28ch.

AWS not provided.

0 28

0 48

Yafforth LC (AOCL)

1 49

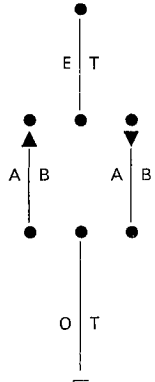
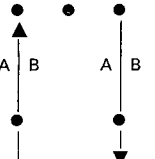
10

10

Approaching level crossing.

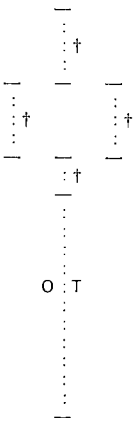
Ainderby Gates LC (TMO)

2 44

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
<b>NORTHALLERTON, CASTLE HILLS JN. TO REDMIRE</b> —continued <b>Pages 43 and 44</b> —continued					
	Ainderby LC	2 71			
	Scruton LC (TMO)	4 26			
	Ham Hall LC (AOCL)	4 61	10	10	Approaching level crossing.
	Leeming Bar LC	5 62			
	Aiskew LC	6 34	30 15	30 15	7m. 15ch. and 7m. 30ch. 7m. 30ch. and 7m. 49ch.
	Bedale LC	7 43			
	Crakehall LC (TMO)	9 55			
	Finghall Lane LC (TMO)	13 17			
	Wensley LC (TMO)	19 65			
	Redmire	22 34			
<b>DARLINGTON NORTH JN. TO EASTGATE APCM</b> <b>Pages 45 and 46</b> <b>Delete all details between Heighington and Eastgate APCM and substitute:—</b>					
	Heighington LC	5 08		25	Up line to Single line
	Newton Aycliffe	6 30	30		8m. 18ch. and 9m. 49ch.
	Shildon (S) (See page 47)	8 28	15		To Shildon Works Branch

<div> <div>—</div> <div>—</div> <div>—</div> <div>—</div> <div>E   T</div> <div>—</div> <div>—</div> <div>O   T</div> <div>—</div> </div>	Shildon Tunnel (1220 yards)	8 66 to 9 42			
	Bishop Auckland	11 23	15	15	9m. 49ch. and 8m. 18ch.
	Etherley GF	13 31			11m. 18ch. and 11m. 35ch.
		14 47	25	25	14m. 44ch. and 0m. 03ch. (Wear Valley Jn. to Eastgate mileage)
		0 00			
	Witton-le-Wear LC	1 14	20	20	7m. 30ch. and 9½m.p.
	Broadwood LC (AOCL)	9 77	10	10	Approaching level crossing
	Unthank LC (TMO)	13 30			
	Eastgate APCM	15 79			
	Page 47 DARLINGTON HOPETOWN JN. TO NICKSTREAM Amend:—	Nickstream 0 34			
Page 48 FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH At Bishop Middleham Delete signal box dots, location and mileage. Between Norton-on-Tees West and Norton-on-Tees South Amend:—			25	25	0m. 30ch. and 0m. 00ch.
	FERRYHILL TURSDALE JN. TO PELAW Between TurSDale Jn. and Whitwell Amend:—		40		3m.p. and 3m. 30ch.
	Page 49 Between TurSDale Jn. and Whitwell Delete:—		20		5m.p. and 5m. 30ch.
Delete:— Between Whitwell and Fencehouses Delete:—			40	40	5m. 30ch. and 5m.p.
			40		6m. 75ch. and 7m. 15ch.

Controlled by Shildon (S)  
signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
<b>Page 52</b>					
<b>KING EDWARD BRIDGE SOUTH EAST CURVE</b>					
Delete P.F. from Down and Up running lines					
Add:—					
<b>NEWCASTLE WEST JN. TO NEWBURN</b>			<b>25</b>	<b>25</b>	<b>MAXIMUM PERMISSIBLE SPEED</b>
	Newcastle West Jn. (see page 30)	0 11	<b>15</b>	<b>15</b>	<b>0m. 11ch. and 0m. 23ch.</b>
		0 51			
		1 00			
	Start/End of OTW	1 03			
		2 66			
		0 00			
	Scotswood Tunnel (269 yards)	0 22 to 0 34	<b>15</b>	<b>15</b>	<b>0m. 00ch. and 0m. 10ch.</b>
	Newburn LC	2 47			
	Newburn	2 58			
<b>BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON</b>					
<b>Page 53</b>					
Between Holywell and Seghill North L.C.					
Amend:—			<b>30</b>		<b>8m. 63ch. and 9m. 30ch.</b>

AWS not provided

† Sidings

At Seghill North LC <b>Delete:—</b>			15	9m 30ch. and 9m. 03ch.
Between Seghill North LC and Hartley LC <b>Amend:—</b>			30	10m. 10ch. and 9m. 03ch.
Between Hartley LC and Newsham South <b>Add:—</b>		10		11m. 53ch. and 11m. 70ch.
<b>Page 54</b> <b>Amend:—</b>	Choppington L.C. (AHB)	17 06		
At Hepscott L.C. <b>Delete</b> signal box dot <b>Amend:—</b>	Hepscott L.C. (AHB)	19 21		
<b>Page 56</b> <b>ASHINGTON COLLIERY BRANCH</b> <b>Amend</b> Signalling System on both lines to "AB".				
<b>BEDLINGTON TO LYNEMOUTH COLLIERY NCB</b> Between North Seaton LC and Green Lane LC <b>Amend:—</b> <b>Add:—</b>		30 25		2m. 03ch. and 2m. 18ch. 2m. 18ch. and 2m. 43ch.
<b>Page 57</b> Between Green Lane LC and Ashington <b>Amend:—</b>  <b>Add:—</b>		25	30 25	2m. 43ch. and 1m. 41ch. 2m. 70ch. and 3m. 02ch. 3m. 02ch. and 2m. 43ch.
<b>Page 57</b> <b>CAMBOIS BRANCH</b> At Freemans <b>Delete:—</b>  <b>Add:—</b>		15 15 25 25	15 15 25 25	1m. 30ch. and 1½m.p. Over Jn. and C.E.G.B. Power Station lines Over trailing connection Down to Up at 1m. 27ch. Over all connections to and from West Blyth Power Station lines at 1m. 32ch.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
<b>Page 58</b> <b>WINNING TO MARCHEY'S HOUSE</b> Amend Signalling System on both lines to "AB".  <b>DONCASTER MARSHGATE JN. TO LEEDS WEST JN.</b> <b>Amend:—</b> MARSHGATE NORTH JN. AND WAKEFIELD WESTGATE (175m. 52ch.)  WAKEFIELD WESTGATE (175m. 52ch.) AND LEEDS WEST JN. At Marshgate Jn. <b>Add:—</b>					
			40		To Down Fast or Down Leeds Slow
<b>Page 59</b> Delete all details Carcroft Jn. to Hare Park Jn. and substitute:—					
	Carcroft Jn. (see page 61)	160 09	25		To Stainforth line
	Adwick Jn. (see page 62)	160 65	50		To Stainforth line
	South Elmsall South Kirkby Jn. (see page 96)	164 48 165 74	50		Down Main to Moorthorpe Station Jn. line
			50		Up Main to Down Main
			25		DGL 167m. 33ch. and 168m. 01ch. UGL 168m. 62ch. and 168m. 13ch.
	Fitzwilliam Nostell Crossover	169 15 170 50	25		DGL 140 UGL 106 'A'
	Hare Park Jn. (see page 63)	171 73	20		To Crofton West Jn. line
			50	50	174m. 58ch. and 175m. 34ch. 175m. 34ch. and 175m. 52ch.
			25	25	
					South Elmsall to Leeds West Jn. controlled by Leeds box.
					C. Up at 171m. 58ch. 726 yds. before reaching signal L264

**Page 60**

At Wakefield Westgate South Jn.

Amend:—

Between Wakefield Westgate and Ardsley Tunnel

Add:—

Delete:—

20

20

To, over and from Platform lines  
175m. 55ch. and 175m. 79ch.

10

10

To and from Wrenthorpe Down Sidings.

C. Down at 177m. 34ch.  
1067 yds. before reaching  
signal L223

**Page 61**

**CARCROFT JN. TO SKELLOW JN.**

Amend:—

At Carcroft Jn.

Delete:—

25

25

MAXIMUM PERMISSIBLE SPEED

10

160m. 19ch. and 160m. 14ch.

**Page 62**

**STAINFORTH JN. TO SKELLOW ADWICK JN.**

Amend:—

APPLEHURST JN. (163m. 27ch.) AND  
SKELLOW JN. (EAST OF) (161½m.p.)

30

30

MAXIMUM PERMISSIBLE SPEED

Add:—

SKELLOW JN. (EAST OF) (161½m.p.) AND ADWICK JN.

50

50

MAXIMUM PERMISSIBLE SPEED

Delete all details between Thorpe Road L.C. and Applehurst Jn. and substitute:—



Thorpe Road L.C. (AHB)

164 48

20

164m.p. and 162½m.p.

Thorpe Marsh CEGB

163 46

25

To Joan Croft Jn. line

Applehurst Jn.  
(see page 39)

163 27

Between Applehurst Jn. and Skellow Jn.

Add:—

20

162½m.p. and 164m.p.

At Skellow Jn.

Amend:—

At Adwick Jn.

Delete:—

25

To Carcroft Jn. line

15

0m. 04ch. and 0m. 0ch.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
Page 63					
HARE PARK JN. TO CROFTON WEST JN.					
Between Hare Park Jn. and Crofton West Jn.					
Delete:—			15		173m. 17ch. and 173m. 22ch.
At Crofton West Jn.			25		Through junction
Add:—					
WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST JN.					
Delete maximum permissible speed and all details and substitute:—					
	Wakefield Westgate South Jn. (see page 60)	0 00	30	30 15	MAXIMUM PERMISSIBLE SPEED Through junction
	Wakefield Kirkgate West Jn. (See pages 66 and 87)	0 26	25		Through all connections
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.					
Page 64					
Amend first maximum permissible speed					
EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.			70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES
At Eastwood (LMR)					
Add:—					UGL 90
At Hebden Bridge		23 56			
Add:—					URS 47



**Page 65**

Between Greetland and Elland

**Add:—** “†” adjacent to each line in the “Running lines and Signalling System” column

**Add:—**

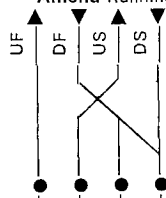
At Thornhill LNW Jn.

**Add:—**

**Page 66**

At Midland Jn.

**Amend** Running Lines and Signalling System column



Midland Jn.

Healey Mills (HM)

Between Midland Jn. and Healey Mills

**Add:—**

Between Horbury Jn. and Wakefield Kirkgate West Jn.

**Delete:—**

Between Wakefield Kirkgate West Jn. and

**Wakefield Kirkgate**

**Amend:—**

Between Wakefield Kirkgate (K) and Turners Lane Jn.

**Amend:—**

**30**

**Fast line 39m. 75ch. and 39m. 63ch.**

**30**

**Fast line 42m.p. and 41 ½m.p.**

**35**

**Fast line 47 ½m.p. and 47m. 38ch.**

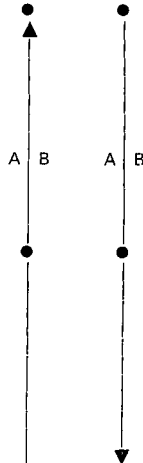
**25**

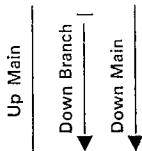

**Up L & Y Slow to Down Goole line  
47m. 52ch. and 48m. 05ch.**

**40**

**Down L & Y to Down L & Y via  
No. 2525 points (trailing) at 47m. 78ch.**

† A.B. When Greetland signal box is closed.  
The Rule Book, Section M Clause 3.2.1, does not apply between Greetland and Elland. Trainmen must regard the lines in this section as worked by Absolute Block at all times for the purposes of the Rule Book, Section M.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks	
			Down	Up		
			m.p.h.		At or Between	
<b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN.—continued</b>						
<b>Page 67</b>						
Between Turners Lane Jn. and Goose Hill Jn.						
<b>Delete:—</b>			20	20	49m. 30ch. and 49m. 06ch.	
<b>Delete:—</b>				40	49m. 73ch. and 49m. 06ch.	
<b>DIGGLE JN. LMR TO HEATON LODGE JN.</b>						
<b>Pages 70 and 71</b>						
<b>Delete all details between Diggle Jn. (LMR) and Huddersfield North and South Tunnels and substitute:—</b>						
	Diggle Jn.	14 59		60	15m.p. and 10½m.p.	
				45	45	15m.p. and 15m. 16ch.
	Standedge Tunnel (3 miles 66 yards)	15 11 to 18 14		40	40 10	18m. 07ch. and 18m. 37ch. Up Goods Loop to Main at 18m. 18ch.
	Marsden	18 54	55	55	18m. 37ch. and 19m.p.	
	Slaithwaite	21 19				
				50		Down Main 24m. 62ch. and 25m. 49ch.
	Gledholt North and South Tunnels (243 yards)	25 04 to 25 15				
DGL 53						
Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.						
UGL 130A						
C. Up at 24½m.p. 480 yards before reaching signal HU.193.						
C. Up at 25m. 14ch. 428 yards before reaching signal HU.189.						

	Springwood Jn. (See page 73)	25 20	50	20	To Penistone line Down Branch 25m. 20ch. and 25m. 49ch.	Controlled by Huddersfield (HU) signal box.
	Huddersfield North and South Tunnels (695 yards)	25 20 to 25 51				
<b>Page 71</b> <b>At Huddersfield (HU)</b> <b>Add:—</b>						
<b>Page 72</b> <b>Delete line heading and all particulars between Huddersfield Jn. and Wellhouse Tunnel and substitute:—</b> <b>BARNSELY STATION JN. TO HUDDERSFIELD, SPRINGWOOD JN.</b>						
	Barnsley Station Jn. (See page 198 Southern Appendix and page 77 Northern Appendix)	6 43	50	50	MAXIMUM PERMISSIBLE SPEED 6½m.p. and 6m. 44ch.	AWS not provided.
		5 72	40	40	6½m.p. and 5m. 70ch.	CW. Down at 6m. 36ch. (602 yards before reaching signal BY9).
				25	5m. 75ch. and 6½m.p.	
				25	Single to up at 5m. 72ch.	
				15	4m. 10ch. and 4m. 07ch.	
				40	To and from Dodworth Colliery at 4m. 09ch.	
					4m. 07ch. and 3m. 75ch.	
	Dodworth LC	3 67				
	Oxspring Tunnel (558 yards)	0 63 to 0 38  0 00				
		29 13				
	Huddersfield Jn.	28 37	15	15	28m. 44ch. and 13m. 32ch.	CL.
		13 42				
	Penistone	13 36				
	Wellhouse Tunnel (415 yds)	12 48 to 12 29				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>Page 73</b> <b>CLAYTON WEST BRANCH</b> Delete table and substitute:— <b>SKELMANTHORPE BRANCH</b>					
—	Skelmanthorpe ground frame	9 32	50	50	A.W.S. not provided
:					
:					
O.T	Shelley Woodhouse Tunnel (511 yds)	8 72 to 8 48			
:			10		7m. 70ch. and 7m. 67ch.
●	Clayton West Jn. (see page 72)	7 67			
<b>THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.</b> <b>Page 74</b> Delete all catch point entries on this page except the first entry (viz C.W. Down at 32m. 22ch.) Between Thornhill LNW Jn. and <b>Ravensthorpe</b> Delete:—					
			55	55	32m. 23ch. and 32m. 44ch.
<b>Page 75</b> At Morley Tunnel Amend reference to Block Regulation 9 in "Catch, Spring and Unworked trailing points etc." column to read:— Block Regulation 3.9					
<b>HEADFIELD BRANCH</b> Amend:—					
<b>Page 76</b> <b>LIVERSEDGE BRANCH</b> Between Thornhill Jn. and Liversedge Jn. Amend:— Between Liversedge Jn. and Liversedge Add:—					
		0 24	20		2m. 23ch. and 2m. 27ch.
		3 73			
† See page 248					

Page 77

**BARNESLEY STATION JN. TO HORBURY JN.**

Between Darton and Woolley Coal Siding

Delete:—

30

49½m.p. and 48m. 52ch.

At Woolley Coal Siding

Delete:—

30

48m. 55ch. and 49½m.p.

At Crigglestone Jn.

Delete:—

Between Crigglestone Jn. and Horbury Jn.

Delete:—

30

30

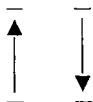
1m. 53ch. and 1m. 46ch.

C. Down 49m. 71ch. 704 yds before reaching First Home Signal

C. Up at 45m. 57ch. 1170 yds before reaching starting signal

**WAKEFIELD, TURNERS LANE JN. TO CALDER BRIDGE JN.**

Delete maximum permissible speed and all details and substitute:—



Turners Lane Jn.  
(see page 67)

0 50

25

25

MAXIMUM PERMISSIBLE SPEED  
Through junction

Line controlled by Wakefield Kirkgate (K) signal box

Calder Bridge Jn.  
(see page 87)

0 00

15

Through junction

**ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN.**

Page 78

At Aldwarke North Jn. (Mid.)

Add mileage: Aldwarke North Jn. (Mid.)

164 48

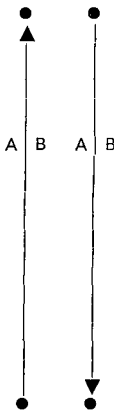
Delete item in "Catch, Spring and Unworked trailing points etc." column (AWS provided on all passenger lines etc.).

Between Swinton Jn. and Dearne Valley North Jn.

Amend:—

20

Goods line 172m. 68ch. and 173½m.p.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks	
			Down m.p.h.	Up		
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.—continued</b>						
<b>Page 79</b>						
Between Dearne Valley North Jn. and Cudworth Station Jn.						
<b>Delete:—</b>			<b>50</b>	<b>50</b>	<b>Main lines 174m. 70ch. and 176m.p.</b>	
<b>Delete all details between Royston Jn. and Oakenshaw and substitute:—</b>						
	Royston Jn.	178 28	20		178m. 15ch. and 178m. 36ch.	1L15 for Wakefield Kirkgate. 1L2S for Crofton.
			20	20	179m. 25ch. and 179½m.p.	
			40	40		
		Oakenshaw South Jn. (See page 82)	181 77	30 20 15	20	
	Oakenshaw (O)	182 35				

Between Oakenshaw and Goose Hill Jn.  
Add:—

60 184m. 50ch. and 184m. 23ch.

Between Goose Hill Jn. and Normanton  
Amend:—

60 Fast line 185m.p. and 184m. 61ch.

Page 80

Between Normanton and Altofts Jn.  
Amend:—

30 Fast line 185m. 30ch. and 185m.p.

At Methley Jn.  
Amend:—

30 To Whitwood Line

Between Methley Jn. and Woodlesford  
Delete:—

60 187½ m.p. and 187m. 35ch.

Add:—

Methley North LC (R/G) 188 30

Delete all details between Hunslet South Jn. and Leeds North Jn. and substitute:—

—  
▲  
: A  
—

Hunslet South Jn. 193 40

Hunslet Station Jn. 194 10

40

20

40

Over Up Goods line

194m. 37ch. and 195m. 18ch.

30

30

195m. 18ch. and 195m. 47ch.

Hunslet Station Jn. to Leeds  
North Jn. controlled by Leeds  
box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN.—continued</b>					
Page 80—continued <div><div></div><div></div></div>	Engine Shed Jn. (see page 105)	195 20	20	15	To Whitehall Jn. line. 195m. 47ch. and 195m. 52ch.
	Leeds North Jn. (see page 99)	195 53			
Page 81					
<b>GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.</b>					
Between Grimethorpe Colliery and Signals G4/3 and G2 Add OT to single line in Running lines and Signalling System column					
Between Grimethorpe Shunters Cabin and Dearne Valley North Jn. Delete:—					
			10		58m.p. and 57m. 43ch.
Page 83					
Delete line heading and Maximum Permissible Speeds and substitute:—					
<b>NORMANTON, ALTOFTS JN. TO COLTON NORTH JN.</b>					
ALTOFTS JN. AND BURTON SALMON (17m. 24ch.)			60	60	MAXIMUM PERMISSIBLE SPEED
BURTON SALMON (17m. 24ch.) AND 7m. 31ch.			80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN/NORMANTON LINES
CHURCH FENTON AND COLTON NORTH JN.			100	100	MAXIMUM PERMISSIBLE SPEED ON LEEDS LINES
7m. 31ch. AND 6½			100	100	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES
6½m.p. AND COLTON JN.			125	125	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES
Between <b>Castleford</b> and Fryston					



Delete "AB" from the Down and Up lines in the "Running lines and Signalling System" column and **substitute** "†" adjacent to each line.  
Delete:—

Add:—

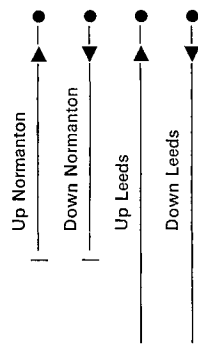
Page 84

At Milford

Amend:—

Pages 84 and 85

Delete Church Fenton to Chaloners Whin Jn. all particulars and **substitute**:—



Church Fenton	10 43			
Church Fenton North Jn. (see page 114)	10 31	25	25	All connections 10m. 39ch. and 10m. 27ch.
Ulleskelf	8 70			
Colton South Jn.	6 25	70		Down Normanton to Down Leeds
			70	Up Leeds to Up Normanton
Colton Jn. (see page 20)	5 41			
	182 79			
Colton North Jn. (see page 20)	183 65			

AB between Castleford Gates and Fryston when Castleford box is closed

†A.B when Castleford Station signal box is closed.  
The Rule Book, Section M, Clause 3.2.1 does not apply between Castleford Station and Fryston. Trainmen must regard the lines in this section as worked by Absolute Block at all times for the purposes of the Rule Book, Section M.

DPL 87, UPL 96

Colton South Jn. to Colton North Jn. controlled by York box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
<b>Page 85</b> <b>METHLEY JN. TO CASTLEFORD WHITWOOD</b> At Methley Jn. <b>Delete:—</b>				10	1m. 8ch. and 1m. 12ch.
<b>Page 86</b> <b>CASTLEFORD WEST JN. TO PONTEFRACT WEST JN.</b> <b>Amend:—</b> CUTSYKE JN. (59m. 01ch.) AND PONTEFRACT WEST JN. At Castleford West Jn. <b>Amend:—</b>		40	40		MAXIMUM PERMISSIBLE SPEED 0m. 05ch. and 0m. 00ch.
<b>CASTLEFORD EAST JN. TO ALLERTON MAIN, BOWERS OPENCAST</b> Between Castleford East Jn. and Ledston Station <b>Add:—</b>			10	10	5½m.p. and 5½m.p.
<b>Page 87</b> <b>HAMBLETON EAST JN. TO COLTON JN.</b> <b>Delete</b> heading and all particulars.					
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.</b> Between Calder Bridge Jn. and Oakenshaw Jn. <b>Add</b> 'A' to Up Goods line in "Running Lines and Signalling System" column					
At Oakenshaw Jn. <b>Delete:—</b>			15	15	49m. 35ch. and 49m. 50ch.
At Crofton West Jn. <b>Amend:—</b>			25		To Hare Park line
Between Crofton West Jn. and Crofton East Jn. <b>Delete:—</b>					
<b>Page 88</b> Between Crofton Old Station LC and Streethouse West LC <b>Delete:—</b>					C. Down at 50m. 19ch. 900 yards before reaching signal 0.319.  C. Down at 50m. 73ch. 915 yards before reaching signal 0.321.

Between Red Lane LC and Featherstone LC  
Delete:—

Between Featherstone LC and Pontefract West Jn.  
Add:—

Page 89

Between Signal POW 368 and  
Pontefract Monkhill Goods Jn.  
**Delete:—**

At Knottingley West Jn.

Amend:—  
At Knottingley  
Amend:—

Between Knottingley (K) L.C.  
and Sudforth Lane L.C.  
Add:—

Pages 90/91

Between Heck Ings L.C. and Potters Grange Jn.  
Delete existing table and **substitute**:—

Drax Branch Jn.  
(see page 91)  
Signal H.493

Gowdall Lane L.C.

Field Lane L.C.

**Snaith L.C.**

West Cowick L.C. (R/G)

65 40

65 66

66 26

66 51

66 66

68 10

68 61

20

20

20

20

30

40

55m. 50ch. and 56m. 30ch.

57m. 42ch. and  $57\frac{3}{4}$ m.p.

To Ferrybridge line 2m. 71ch. and 2m. 43ch.

59m, 30ch. and 60m, 30ch.

**To Power Station line**

**Double to Single line at 66½ m.p.**

C. Up at 52m. 45ch. 652 yards before reaching signal O.328.

UGL. Worked in both directions.  
(A in Down direction).

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.—continued					
Pages 90/91—continued	East Cowick L.C. (R/G)	69 48			
	Snaith Road L.C.	70 17			
	Rawcliffe L.C.	70 75			
	Goole Engine Shed Jn.	73 52			
		0 64			
	Potters Grange Jn. (see page 115)	0 00			Controlled by Goole box
Page 92					
KNOTTINGLEY SOUTH JN. TO EAST JN.					
Amend Running Lines and Signalling System					
Column only					
	Knottingley South Jn.				
: A					
	Knottingley East Jn.				
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD					
Delete all MAXIMUM PERMISSIBLE SPEED entries and substitute:—					
ALDWARKE NORTH JN. (MID) AND MILFORD JN.		60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY	
ALDWARKE NORTH JN. (MID) AND DEARNE JN. (SOUTH OF) 168½m.p.		75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
DEARNE JN. (SOUTH OF) 168½m.p. AND MOORTHORPE (SOUTH OF) 12m. 08ch.		80	80	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
MOORTHORPE (SOUTH OF) 12m. 08ch. AND 3m.p. (BETWEEN PONTEFRAC T BAGHILL AND FERRYBRIDGE JN.)		75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	

3m.p. (BETWEEN PONTEFRACT BAGHILL AND FERRYBRIDGE JN.) AND MILFORD JN.

70

70

MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY

MILFORD JN. AND GASCOIGNE WOOD

30

30

MAXIMUM PERMISSIBLE SPEED

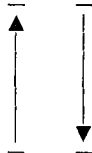
**Page 93**

Delete first item (AWS not provided etc.) from Catch, Spring and Unworked trailing points etc. column.

**Pages 93 and 94**

Delete all details between **Bolton-on-Dearne** and Ferrybridge South Jn. and substitute:—

▲		<b>Bolton-on-Dearne</b>	16 56				C. Down at 16m. 39ch. 1408 yards before reaching signal H.19.
				60	60	16m. 30ch. and 16½m.p.	
▲	▼	Goldthorpe Colliery Branch Jn. (see page 95)	15 17		20	To Goldthorpe Colliery Branch	Controlled by Hickleton (H) signal box.
●	●	Hickleton (H) (see page 95)	15 05				
				60		12m. 08ch. and 11 ¼m.p.	
●	●	Moorthorpe (M)	11 63				DGL 70, UGL 65
		<b>Moorthorpe</b> Footpath LC (R/G)	11 29				
		Moorthorpe Jn. (see page 96)	11 24	50	60	To South Kirkby Jn. line 11 ½m.p. and 12m. 08ch. 9m. 15ch. and 7m. 50ch. 4m. 66ch. and 4½m.p.	C. Down at 11m. 16ch. 907 yards before reaching signal F.587.
				60			
				60			
		<b>Pontefract Baghill</b>	4 31		60	4½m.p. and 4m. 66ch. 3m. 65ch. and 3m.p.	C. Up at 2m. 65ch. 694 yards before reaching signal F.608.
				60			
	▼	Ferrybridge South Jn. (see page 91)	2 38		15	To Pontefract Goods Jn. line	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD—continued					
Page 94					
At Ferrybridge North Jn. Amend:—				50	To Knottingley line 2m. 27ch. and 2m. 43ch.
Between Ferrybridge Power Station Jn. and Brotherton Tunnel Add:—		45	45		2m. 05ch. and 1m. 18ch.
Between Brotherton Tunnel and Burton Salmon Delete:—		40	40		0m. 15ch. and 0m. 05ch.
		20	20		0m. 05ch. and 0m. 00ch.
Add:—		50	50		0m. 15ch. and 0m. 01ch.
Page 96					
MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.					
Delete line heading and table and substitute:—					
MOORTHORPE JN. TO SOUTH KIRKBY JN.					
		50	50		MAXIMUM PERMISSIBLE SPEED
	Moorthorpe Jn. (see page 94)	0 57			Controlled by Moorthorpe (M) signal box.
	South Kirkby Jn. (see page 59)	0 05			
CW. Up at 0m. 15ch. Controlled by Leeds (L) signal box.					

Amend line heading :—  
LEEDS, WHITEHALL JN. TO BRADFORD INTERCHANGE

Page 97

Between Armley Moor GF and New Pudsey  
Add :— Bramley

3 15

Delete Bradford Exchange and substitute :—  
Bradford Interchange

40 27

Page 98

LAISTERDYKE YARD TO BOWLING JN.

At Hall Lane LC (TMO)  
Amend :—

15

15

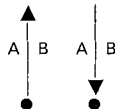
191m. 57ch. and 191m. 59ch.

LEEDS TO SKIPTON STATION SOUTH LMR

Page 99

Delete :—

AWS provided on all passenger  
lines between Leeds North Jn.  
and Apperley Jn. inc.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>LEEDS TO SKIPTON STATION SOUTH LMR</b> —continued					
<b>Page 100</b>					
<b>Delete</b> all details between Thackley Tunnel and Leeds Jn. (exclusive) <b>EXCEPT</b> "Catch, Spring and Unworked trailing points etc." column entry:— "† When Guiseley Jn. box is closed etc." and <b>substitute</b> :—					
	Thackley Tunnel (1518 yards)	203 43 to 204 32			Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.
	Guiseley Jn. (GJ) (See page 106)	205 45	40	25 40	
<b>Page 101</b>					
Between Shipley Tunnel and Bingley Tunnel <b>Add</b> :—		206 51			
At Crossflatts <b>Add mileage</b> :—		Crossflatts 209 45			
Between Crossflatts and Keighley <b>Add</b> :—			30 40	209m. 62ch. and 209m. 54ch.	
<b>LEEDS, WORTLEY JN. TO YORK, SKELTON VIA HARROGATE</b>					
<b>Page 102</b>					
At Bramhope Tunnel <b>Amend</b> reference to Block Regulation 9 in "Catch, Spring and Unworked trailing points etc." column to read:— Block Regulation 3.9 Between Bramhope Tunnel and Wescoehill Tunnel <b>Delete</b> :—					
			30	9m. 54ch. and 9½m.p.	
<b>Substitute</b> :—			20	9m. 54ch. and 9½m.p.	



Page 103

Between Harrogate and **Starbeck L.C.**

Add:—

Between **Starbeck L.C.** and Belmont L.C.

Amend:—

20

20

20m. 21ch. and 20m. 38ch.

30

30

18m. 13ch. and 18m. 23ch.

50

50

17m. 50ch. and 18m. 13ch.

Page 104

Between Knaresborough Tunnel and Whixley L.C.

Amend:—

45

40

16m. 36ch. and 16m. 42ch.

16m. 42ch. and 16m. 27ch.

Amend:—

Oakwood Farm L.C. (R/G)

14 47

Delete all details between **Poppleton LC** and Skelton and substitute:—



**Poppleton LC**

2 74

20

Single to Double

Nether Poppleton LC

2 04

Skelton  
(see page 23)

1 50

50

1m. 65ch. and 1m. 50ch.

Page 105

**APPERLEY JN. TO ILKLEY STATION**

Delete all details between Apperley Jn. and **Guiseley** and substitute:—



Apperley Jn.  
(see page 100)

202 03

Apperley Lane  
Tunnel (75 yards)

202 61  
to  
202 64

AWS not provided.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<div>Page 105—continued</div> <div>APPERLEY JN. TO ILKLEY STATION—continued</div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></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Baildon No. 1 Tunnel (156 yards)	2 14 to 2 07
-------------------------------------	--------------------

Baildon No. 2 Tunnel (274 yards)	2 03 to 1 71
-------------------------------------	--------------------

Esholt Tunnel (548 yards)	0 52 to 0 27  0 00
------------------------------	--------------------------------

	204 32
--	--------

Greenbottom Tunnel (134 yards)	204 61 to 204 67
-----------------------------------	------------------------

Guisseley (see page 105)	205 07
-----------------------------	--------

Page 107

SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE

Amend:—

Bradford Forster Square	208 58
----------------------------	--------

LEEDS TO HULL PARAGON

Page 109

Delete all catch point entries on this page except the first entry (viz C. Down at 18m. 45ch. etc.)

Page 110

Amend:—

South Milford Footpath L.C. (R/G)	7 57
--------------------------------------	------

Between Gascoigne Wood and Hagg Lane L.C.

Amend:—

25

30

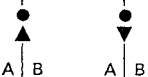



To Sherburn Jn. line  
DGL to Down at 5m. 61ch.

CW. Up at 6m. 36ch.  
630 yards before reaching  
Signal GW1818

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks	
			Down m.p.h.	Up m.p.h.		
LEEDS TO HULL PARAGON—continued Pages 110 and 111						
Delete Philip Lane LC to Hemingbrough all particulars and substitute:—						
<div>●</div> <div>—</div> <div>▲</div> <div>▼</div> <div>—</div> <div>▲</div>	Philip Lane LC (R/G)	4 48				
	Hambleton West Jn. (see page 40)	4 43	70		To Hambleton South Jn. line	Controlled by York box
	Hambleton East Jn. (see page 40)	3 34		40	To Hambleton North Jn. line	Controlled by York box.
	Harrymore Lane LC (R/G)	2 78				
	Thorpe Hall LC (RC)	2 41				
	Thorpe Gates LC	2 27				
	Sandhill Lane LC	1 42				
	Selby LC	0 40	30	30	0m. 42ch. and 0m. 05ch.	
	Selby West Jn. (see page 40)	0 36	20		To Canal Jn. line.	
			25		0m. 05ch. and 30m. 73ch.	
	Selby South Jn. (see page 39)	0 00		25	0m.p. and 0m. 05ch.	
			31 12			
	Selby	30 79		20 25	31m. 07ch. and 31m. 12ch. 30m. 73ch. and 31m. 07ch.	Permissive working authorised on Down line for connecting trains.
			40 60	40 60	30m. 73ch. and 30m. 67ch. 30m. 67ch. and 30m. 35ch.	

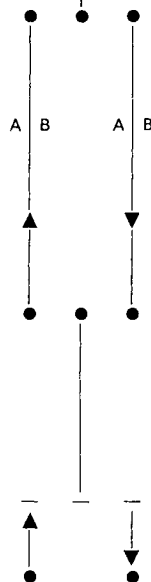
				30		To and over Down Slow 30m. 64ch. and 30m. 38ch.
				40		Up Slow to Up Main at 30½m.p.
				45		Up Slow 30m. 38ch. and 30m. 56ch.
				25		Down Slow to Down Main at 30m. 36ch.
	Barlby LC	30 34		25		Fast to Up Slow at 30m. 36ch.
	Barlby North Jn.	30 27		45		30m. 35ch. and 30m. 29ch.
				45		Down Hull to Up Fast at 30m. 25ch.
	Hemingbrough LC	28 02		45		Up Hull to Down Hull at 30m. 15ch.
Page 112 At Gilberdyke Jn. Amend:—				20	20	All connections Fast to Slow and Slow to Fast 17¼m.p. and 14¼m.p.
Page 113 Delete all details between Hessle and Hessle Road and substitute:—	Hessle	4 64				
	Hessle East Jn.	3 20				
	Hessle Road (HR) (See page 120)	1 74		50	50	2½m.p. and 1m. 54ch.
				20		To Springbank South Jn. line
Page 115 THORNE JN. TO GILBERDYKE JN. Between Thorne Jn. and Thorne North Delete:—				30		9m. 9ch. and 8m.p.

Hessle to Anlaby Road Jn.  
controlled by Hessle Road  
(HR) signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
<b>HULL PARAGON TO SEAMER WEST</b>						
<b>Page 116</b>						
Between Hull Paragon and Cottingham North						
<b>Delete</b> 'AB' from Down line in "Running Lines and Signalling System" column						
Between Cottingham North and Beverley Parks						
<b>Delete:—</b>						
			50		6½m.p. and 7½m.p.	
<b>Page 117</b>						
At Arram L.C.						
<b>Add:—</b>						
			50		11m. 18ch. and 10½m.p.	
Between Wansford Road L.C. and Nafferton L.C.						
<b>Add:—</b>						
			30		20m. 70ch. and 20m. 38ch.	
<b>Pages 117 and 118</b>						
<b>Delete</b> Carnaby LC to Buckton Lane LC all particulars and <b>substitute:—</b>						
	Carnaby LC	28 54				
			20		30m. 49ch. and 31m.p.	
	Bridlington South	30 58				
	<b>Bridlington</b>	30 72				
	Bridlington Quay LC	31 06	15	20	31m. 03ch. and 30m. 49ch. Down to single at 31m.p.	
			20		31m. 03ch. and 31m. 10ch.	
	Sewerby LC	32 25				
	Flamborough LC	33 31				
			50		33m. 53ch. and 35m. 16ch.	
				50	34m. 30ch. and 33m. 53ch.	
E T						

Pages 118 and 119

Delete all details between Hunmanby LC and Seamer West and substitute:—

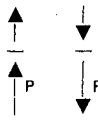


Bempton LC	34 43			
Buckton Lane LC (AOCR)	35 16			
Hunmanby LC	41 51	10 30		41m. 51ch. and 41m. 59ch. 41m. 59ch. and 41m. 63ch.
Hunmanby Depot LC (AOCL—X)	41 72	15 30 X30	30 55 X10	Approaching level crossing Approaching level crossing in wrong direction
Royal Oak LC (AHB—X)	43 04	X30	X30	Approaching level crossing in wrong direction
Filey	44 30	40	40	44½m.p. and 44m. 50ch.
Filey LC	44 35	50	50	45m. 35ch. and 45m. 50ch.
Muston LC	45 41			
Gristhorpe LC	46 38			
Lebberston Road LC	46 72			
Cayton LC	48 19			
	50 02		40	Up to Single line at 50m. 02ch.
Seamer West (See page 43)	50 43		25	50m. 36ch. and 50m. 43ch.

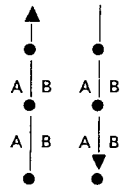
Page 120

DAIRYCOATES WEST TO HESSLE ROAD, SOUTH BRANCH

Delete line heading and table

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>					
<b>Page 122</b>					
<b>Amend:—</b>					
NORTHALLERTON EAST JN. (43 m.p.) AND EAGLESCLIFFE		70	70	MAXIMUM PERMISSIBLE SPEED	
<b>Amend first entry in Catch, Spring and Unworked trailing points etc. column to read:—</b>					
Between Romanby Road	L.C. and Northallerton East Jn.				AWS not provided between North Shore and Ryhope Grange.
<b>Add:—</b>	Springwell Lane LC (AOCR)	42 65			
At Low Gates LC					
<b>Amend mileage:—</b>		43 24			
<b>Add:—</b>			50	43m. 25ch. and 43m.p.	
<b>Page 123</b>					
<b>Delete</b> Down and Up Goods lines between Eaglescliffe South Jn. and Eaglescliffe North Jn.					
<b>Delete:—</b>	Eaglescliffe South Jn. (for Middlesbro')	56 64	25	25	To and from Middlesbrough Goods lines. 56m. 64ch. and 56m. 77ch. Darlington to Saltburn mileage
At Eaglescliffe South Jn. (for Darlington)					
<b>Amend catch points entry:—</b>					
<b>Page 124</b>					
<b>Delete</b> all details between <b>Stockton</b> and Norton-on-Tees East and <b>substitute:—</b>					
	<b>Stockton</b>	60 04			





North Shore (NS)  
(See page 130)

60 47

20

To Stockton Freightliner Terminal Branch

Norton-on-Tees South  
(See page 48)

61 71

25

To Norton-on-Tees West line

Norton-on-Tees East  
(See page 131)

62 19

30

To Norton-on-Tees West line

Between Norton-on-Tees LC and Billingham-on-Tees LC

Delete:—

Add:—

30

35

63m. 50ch. and 63m. 70ch.  
63m. 50ch. and 64m. 02ch.

At Billingham Jn.

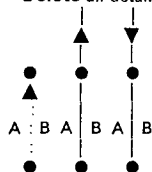
Amend:—

35

To Port Clarence line

#### Page 125

Delete all details between Seaton Carew and Stranton LC and substitute:—



Seaton Carew

69 36

20

Up Goods Loop to Up Main

Cliffe House  
(see page 133)

70 06

15

To Cliffe House Branch

Stranton LC

71 22

35

71m.p. and 71m. 05ch.

Between Clarence Road and Cemetery North

Amend:—

Between Horden and Easington

Delete:—

30

5

80m. 03ch. and 80m. 44ch.  
Up Main to Easington Colliery Sidings  
at 80m. 22ch.

Add:—

25

25

Over trailing connection Up Main to  
Down Main at 80m.p.  
To Colliery Reception lines at 80m. 04ch.  
Over trailing connection to Colliery  
Reception lines at 80m. 32ch.  
Down Main to Up Main at 80m. 33ch.

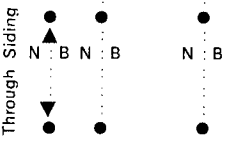
DGL 87  
UGL 120

C. Down at 72m. 71ch., 1078  
yards before reaching Cemetery  
North Home signal.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN—continued					
Page 126					
Between Seaham and Hall Dene					
Amend:—			35		84m. 65ch. and 85½m.p.
Add:—			20	20	85½m.p. and 86m. 08ch.
Between Hall Dene and Ryhope Grange					
Delete:—				35	85m. 52ch. and 85½m.p.
Amend:—			50	50	86m. 08ch. and 86m. 16ch.
Between Ryhope Grange and Sunderland South Tunnels					
Amend:—				25	Down to Hawthorne Mine line
					21m. 31ch. and 21m. 10ch.
Delete:—			25		Up line to Hendon line
At Sunderland South Tunnels			20	30	89m. 05ch. and 89m. 45ch.
Add:—			20	20	89m. 05ch. and 89m. 45ch.
			40	40	
Amend:—			20	20	89m. 45ch. and 89m. 76ch.
Page 127					
At Sunderland North Tunnel					
Delete:—				20	89m. 76ch. and 89m. 05ch.
Amend reference to Block Regulation 9 in "Catch, Spring and Unworked trailing points etc." column to read:— Block Regulation 3.9					
Between Monkwearmouth and Wearmouth Jn.					
Delete the Up and Down Goods lines and all particulars relating thereto from the "Running Lines and Signalling System" column					
Delete:—	Wearmouth Jn.	90 69	20	20	To and from Monkwearmouth Goods
Delete:—	Pelaw Jn. for Harton	98 07		20	To Tyne Dock Branch line
Add:—	Pelaw Jn. for Simonside (see page 137)	98 07		25	To Simonside line
At:—	Pelaw (see pages 49 and 127)	98 13			
Amend:—	Pelaw	98 13			
Page 128					
Delete Pelaw Jn. for Ferryhill to St. James Bridge Jn. and substitute:—					
▲ ▼	Pelaw Jn. for Ferryhill (see page 49)	98 16		25	To Ferryhill line 20m. 71ch. and 20m. 50ch.
			25	25	Up to Down at 98m. 18ch.
				25	UGL to Up at 98m. 21ch.

			25		DGL to Down at 98m. 37ch. Up to UGL at 98m. 48ch. Up to Down at 98m. 49ch. Over Up in Down direction 98½m.p. and 100m. 19ch.	
<p>Page 129 At High Level Bridge Jn. Amend:—</p>	Heworth	99 00	25 25 30	25 25 30	Over Up in Down direction 98½m.p. and 100m. 19ch.	
<p>Page 129 At High Level Bridge Jn. Amend:—</p>	St. James Bridge Jn.	100 23			Over Down in Up direction 100m. 19ch. and 98m. 55ch.	
<p>Page 129 At High Level Bridge Jn. Amend:—</p>					To Gateshead West lines 0m. 00ch. and 0m. 47ch.	AWS not provided.
<p>Page 130 NORTHALLERTON HIGH JN. TO NORTHALLERTON EAST JN. Delete from Catch, Spring and Unworked trailing points etc. column:—</p>						AWS not provided.
<p>Page 131 BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE Between Billingham-on-Tees and Belasis Lane Delete:—</p>					0m. 4ch. and 0m. 0ch.	
<p>Page 134 SEABANKS BRANCH Amend:—</p>	Bone Mill L.C. (Open)					



Through Siding 	Londonderry	1 28	20		1m. 17ch. and 1m. 53ch., including Single to Down line.	
	Hendon (see page 136)	1 53				
<b>Page 136</b> <b>PALLION YARD TO HENDON JN.</b> Between Pallion Jn. and Hendon <b>Amend:—</b>						
			10	10	0m. 66ch. and 1m. 06ch.	
<b>Page 137</b> <b>MONKWEARMOUTH TO AUSTIN AND PICKERSGILL'S SHIPYARD</b> <b>Delete:—</b> † between Wearmouth Colliery Jn. and Austin & Pickersgills Shipyards and delete "† See page 222" from Remarks column.						
<b>TYNE DOCK BRANCH</b> <b>Delete</b> existing table and <b>substitute:—</b> <b>PELAW TO SIMONSIDE WAGON WORKS</b>						
	Pelaw Jn. (see pages 49 and 127)	0 09	40	40	MAXIMUM PERMISSIBLE SPEED	
			25	25	0m. 09ch. and 0m. 27ch.	
			15	15	To, over and from Hebburn Goods Loop 1m. 38ch. and 1m. 59ch.	D & UGL 33
A	Hebburn	1 50				
	Jarrow	3 00	25	25	To, over and from Jarrow Goods Loop 2½m.p. and 3m. 14ch.	D & UGL 42
	Simonside	4 19				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
<b>DARLINGTON SOUTH JN. TO SALTBURN</b>					
<b>Page 139</b>					
Between <b>Dinsdale</b> and <b>Teesside Airport</b> <b>Delete:—</b>			25		5½m.p. and 5m. 66ch.
Between <b>Teesside Airport</b> and <b>Urray Nook</b> <b>Delete:—</b>			40		5m. 66ch. and 4m. 28ch.
<b>Page 140</b>					
<b>Delete</b> complete page and <b>substitute:—</b>					
▲ ▼			25	25	Stockton to Middlesbrough lines at 9m. 05ch.
			45	45	10m. 14ch. and 10m. 34ch.
			45	45	Main lines 10m. 72ch. and 11m. 04ch.
● ● ● ●	Bowesfield (See page 130)	10 76		15	To Hartburn Jn. line. Passenger trains (Loaded or empty) postal and Newspaper trains not conveying four wheeled vehicles may exceed this speed by 10 m.p.h.
▲ ▼			35	35	Main lines 11m. 24ch. and 11m. 77ch.
	Thornaby	11 63	20	20	Down Main to Down Goods Up Goods to Up Main
<b>Page 141</b>					
At Middlesbrough LC <b>Delete:—</b> LC (Sussex Street)					C. Up Middlesbrough at 9m. 58ch. 813 yards before reaching signal B808.
<b>Delete:—</b>	Cargo Fleet Old Station LC	16 28			C. Up Main at 11m. 58ch. 755 yards before reaching signal B129.

**Page 142**

Between B.S.C. Coke Works and Beam Mill Jn.

Delete table and substitute:—

▲ ▼ —	BSC Coke Works	17 14	25	25	Over trailing connection Down Main to Up Main at 17m. 27ch.
—	South Bank Jn.	17 31	25	25	Main to Up and Down Goods line Up and Down Goods line to Down Goods at 17m. 39ch.
▲ ▼ A A		17 40	25	25	Over trailing connection Down Goods to Up Goods at 17m. 76ch.
	Beam Mill Jn. (see page 146)	18 03	20		Goods line to Beam Mill line

**MIDDLESBROUGH, GUISBOROUGH JN. TO WHITBY**

**Page 144**

Between North Ormesby and Ormesby

Delete:—

Amend:—

Marton Lane LC  
(AOCL)

3 62	20	20	1m. 50ch. and 2jm.p.
	20	10 30	Approaching level crossing.

**Page 146**

Add new table:—

**BEAM MILL JN. TO SLAG ROAD (LACKENBY)**

—  
:  
:  
:  
A  
:  
:  
—

Beam Mill Jn.  
(see page 142)

Slag Road L.C.

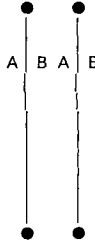
18 03	20	20	MAXIMUM PERMISSIBLE SPEED
18 67			





Delete High Level Bridge Jn. and Addison all particulars and substitute: —

D. West ▲	U. West ▼	High Level Bridge Jn. (see page 129)	0 00				AWS not provided
		Greensfield Jn. (see page 138)	0 10	20		To Park Lane Jn. line	The direction of travel between HL Bridge Jn. and KEB South Jn. is UP.
U. Carlisle ▲	D. Carlisle ▼	KEB East Jn. (see page 52)	0 30		15	To Down KEB South East Curve line	
		KEB South Jn. (see page 29)	0 48	15	20 15	To KEB North Jn. line To and from Northallerton to Berwick lines at 0m. 50ch.	
		Askew Road Tunnel (53 yards)	0 62 to 0 64				
		Bensham Tunnel (125 yards)	1 01 to 1 06				
		Bensham Jn. (see page 153)	1 30	20 20	20	To Low Fell Sidings Jn. line 1m. 68ch. and 2m. 7ch.	C. Up Carlisle at 1m. 09ch. 738 yards before reaching signal G149.
		Norwood Jn. (see page 153)	1 71		20	To Low Fell Sidings Jn. line	C. Up Carlisle at 1m. 69ch. 379 yards before reaching signal G155.
		Swalwell Jn. (see pages 152 and 153)	3 78	20 10	15 20	To Redheugh Bank Foot line Through Crossover To Swalwell Opencast line	C. Up Carlisle at 2m. 29ch. 640 yards before reaching signal TY94  C. Up Carlisle at 2m. 74ch. 770 yards before reaching signal TY90.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	
GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC.—continued					
Pages 148 and 149—continued					
	Blaydon LC	5 22			
		5 28			
		3 78			
	Blaydon	4 03	45	45	4½m.p. and 4m. 73ch.
	Addison LC	5 04			
Page 149					
	Between Addison and Wylam				
	Add:—	7 40	X30	X30	Approaching level crossing in wrong direction
	At Mickley L.C. (R/G)				
	Delete:—			25	11½m.p. and 10m. 55ch.
	Between Mickley L.C. and Stocksfield				
	Delete:—		50	50	13 m.p. and 13m. 17ch.
	Between Stocksfield and Riding Mill		45	45	13m. 24ch. and 13m. 42ch.
	Amend:—				
Page 150					
	At Dilston Crossing				
	Delete:—			30	18½m.p. and 17m. 65ch.
	Between Dilston Crossing and Hexham				
	Delete:—		30		20m. 48ch. and 21m.p.
	Add:—		40	40	Up to Down at 20m. 42ch.
			25		To Down Siding at 20m. 47ch.

Between **Hexham** and Warden

**Delete:—**

30

21m. 32ch. and 20½m.p.

Between Warden and **Haydon Bridge**

**Add:—**

30

50

25¼m.p. and 26m. 28ch.

**Delete:—**

30

27m. 25ch. and 26m. 65ch.

At Whitchester Tunnel

**Amend** reference to Block Regulation 9 in "Catch. Spring and Unworked trailing points etc." column to read:— Block Regulation 3.9

Between Whitchester Tunnel and **Haltwhistle**

**Add:—**

40

37m.p. and 36½m.p.

Between **Haltwhistle** and Blenkinsop

**Amend:—**

55

40m.p. and 40m. 32ch.

At Blenkinsop

**Delete:—**

30

40½m.p. and 40m. 35ch.

**Page 151**

**Amend:—**

Denton School LC  
(AOCR- X)

43 23

X25

X25

Approaching level crossing in wrong  
direction

Between How Mill and Broadwath LC

**Delete:—**

30

54m. 08ch. and 54m. 30ch.

**Page 152**

**NEWCASTLE WEST JN. TO NEWBURN**

**Delete** line heading and table

**SWALWELL COLLIERY BRANCH**

**Amend to read:—**

Derwenthaugh  
(see pages 149 & 153)  
Swalwell Jn.  
(see pages 149 & 153)

0 00

0 00

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	
<b>Page 153</b> <b>LOW FELL SIDING JN. TO BENSAM CURVE JN.</b> Add "A" adjacent to each running line in "Running Lines and Signalling System" column					
<b>LOW FELL JN. TO NORWOOD JN.</b> Delete all details and substitute:— <b>LOW FELL JN. TO NORWOOD JN.</b>					
<div><div><div>—</div><div>▲</div><div>⋮</div><div>—</div><div>A</div><div>⋮</div><div>—</div></div><div><div>—</div><div>▼</div><div>⋮</div><div>—</div><div>A</div><div>⋮</div><div>—</div></div></div> <div>Low Fell Jn. (See page 29)</div>	0 00	35	35	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
Low Fell Sidings Jn. (See above)	0 79	20		To Bensham Jn. line	Line controlled by (Tyne (TY) signal box.
Norwood Jn. (See page 149)	1 42	20		1½m.p. and 1m. 42ch.	
<b>REDHEUGH BRANCH</b> Delete line heading and table and substitute:— <b>DUNSTON BRANCH</b>					
<div><div><div>—</div><div>⋮</div><div>0.T</div><div>⋮</div><div>—</div></div></div> <div>Swalwell Jn. (see pages 149 and 152)</div>	3 78	15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	3 15				
	0 00				
Dunston run-round loop	0 55				

**Page 154**

**Add:—TABLE B—SPECIAL WORKING ARRANGEMENTS**

1. Trains or vehicles may be propelled in accordance with Rule Book, Section H, Clause 8 where shown below as denoted by the letter 'F'.
2. Working in accordance with the General Appendix instructions headed "Working in the Wrong Direction over lines worked by Absolute or Permissive Block" is authorised where shown below as denoted by the letter 'G'.
3. Class 9 trains may work without a brakevan in rear where shown below as denoted by the letter 'H'.
4. These authorities are subject to any special conditions as to speed, length (SLUs) or other feature as shown in the 'Restrictions' column. Except where denoted below by the letter 'P', movements conveying passengers are not permitted.

A brakevan (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted below by the letters 'BV'.

**The following is a complete list of authorities for the Northern Area**

Between		Lines	Author- ities	Restrictions
<b>DONCASTER, BLACK CARR JN. TO BERWICK</b>				
Marshgate Jn. Down Thorne signal D308	Carriage Sidings	via Platform 1	F	12 ECS or 10 SLU BV
Marshgate Jn. Down Thorne signal D308	Doncaster station	Platform 3A	F	12 ECS or 10 SLU BV
Dringhouses Yard York	Holgate Jn. Skelton	All Down Main, Up Main, Up Goods	H H	50 SLU —
Northallerton Station (signal 127)	Castle Hills Jn.	Down Main/Down Slow	F	45 SLU BV
Tyne Yard	Newcastle Station	All	F	2 freight brakevans
Newcastle Morpeth	Heaton Widdrington Opencast Sidings	All All	H F	— 2 freight brakevans
Tweedmouth Berwick signals T18 and T19	Berwick Fishbank Sidings	Down, Up Up	H H	3 SLU
<b>SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.</b>				
Knottingley West Jn.	Ferrybridge North Jn.	Down	F	1 freight brakevan
<b>ASKERN COLLIERY BRANCH</b>				
Norton	Askern Colliery	Single	F	52 SLU. Down direction only
<b>YORK, HOLGATE JN. TO SKELTON</b>				
Holgate Jn.	York Yard South	All	F	ECS and freight vehicles 50 SLU
York Yard South	York Yard North	Down Goods, Up	H F	ECS and freight vehicles 50 SLU
York Yard North	Skelton	Goods Down Goods	H F	20 ECS fitted or unfitted
		Up Goods	F	ECS and freight vehicles 50 SLU
		Down Goods, Up Goods	H	

**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) DATED  
5TH FEBRUARY 1983—continued**

**TABLE B—SPECIAL WORKING ARRANGEMENTS—continued**

Between		Lines	Author- ities	Restrictions
<b>YORK YARD SOUTH TO YORK, CLIFTON</b>				
York Yard South	Clifton	Down Goods, Up Goods	F H	ECS. 20 SLU BV. In clear weather only —
<b>YORK TO SCARBOROUGH</b>				
Falsgrave	Scarborough Station	"C" and Departure	F H	ECS or 20 SLU 20 SLU. Up direction only
<b>DARLINGTON NORTH JN. TO EASTGATE</b>				
Darlington North Jn.	Rolling Mill GF	APCM Down-Up Bishop Auckland/Down-Up Goods	H	50 SLU
<b>SHILDON WORKS BRANCH</b>				
Shildon	Masons Arms LC	Down Up  Up	H F  H	38 SLU 20 SLUs, In clear weather only —
<b>DARLINGTON, HOPETOWN JN. TO NICKSTREAM</b>				
Hopetown Jn.	UKF Sidings	Single	FH	30 SLU
<b>FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH</b>				
Ferryhill South Jn.	Bishop Middleham	Down, Up	F	2 freight brakevans
<b>FERRYHILL, TURSDALE JN. TO PELAW</b>				
Wardley	Pelaw	Down	F	2 freight brakevans
<b>BENTON NORTH JN. TO MORPETH JN.</b>				
Earsdon	Hepscott Jn.	VIA EARSDON All	F	2 freight brakevans
<b>HEPSCOTT JN. TO MORPETH JN.</b>				
Hepscott Jn.	Morpeth Jn.	Single	F	2 freight brakevans
<b>BEDLINGTON TO LYNEMOUTH COLLIERY</b>				
Bedlington North	Lynemouth Colliery	NCB Down, Up	F	2 freight brakevans
<b>NEWSHAM TO ISABELLA COLLIERY</b>				
Newsham	Isabella Colliery	Single	F H	2 freight brakevans 30 SLU
<b>CAMBOIS BRANCH</b>				
West Sleekburn Jn.	North Blyth/West Blyth	Down, Up, Single	F	2 freight brakevans
<b>WINNING TO MARCHEY'S HOUSE</b>				
Winning	Marchey's House	Down, Up	F	2 freight brakevans
<b>STAINFORTH JN. TO SKELLOW, ADWICK JN.</b>				
Thorpe Marsh Power Station	Up Skellow Limit of Shunt indicator	Departure line/Down Skellow/Up Skellow	F	50 SLU fully fitted. In clear weather only
<b>EASTWOOD LMR TO NORMANTON, GOOSE HILL JN.</b>				
Healey Mills Up Departure lines A and B. Healey Mills signal HM 209	Healey Mills Up Reception lines  Healey Mills position light signal HM 244	Up Slow  Down Fast, Down Slow	H  F	—  —
Horbury Jn.	Healey Mills	Up Slow	F	25 SLU BV

**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA), DATED  
5TH FEBRUARY 1983—continued**

**TABLE B—SPECIAL WORKING ARRANGEMENTS—continued**

Between		Lines	Author- ities	Restrictions
<b>EASTWOOD LMR TO NORMANTON, GOOSE HILL JN.—continued</b>				
Kirkgate West Jn. signal 1217 or 1219	Turners Lane Jn. signal 1254	Down L & Y Kirkgate Through in down direction only Up L & Y (in Up direction only through Platform 2) Up Kirkgate Goods Loop	F	12 SLU BV. In clear weather only
<b>THORNHILL LNW JN. TO LEEDS, HOLBECK EAST JN.</b> Dewsbury station	Thornhill LNW Jn. (rear of position light signal 575)	Up Main/Up Fast	F	3 fully fitted news vans. In connection with engineering work only
<b>HEADFIELD BRANCH</b> Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	F	12 SLU BV
<b>BARNSELY STATION JN. TO HORBURY JN.</b> Horbury Jn.	Flockton Sidings GF	Down	G	50 SLU. MGR trains drawn only
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b> Hunslet Station Jn. Hunslet Up Sidings	Hunslet Up Sidings Stourton Jn.	Up Hunslet Goods Up Midland	H H	10 SLU 10 SLU
<b>GRIMETHORPE COLLIERY TO CUDWORTH, DEARNE VALLEY NORTH JN.</b> Grimethorpe Colliery Empty Sidings	Grimethorpe Colliery Loaded Sidings	Single	F	2 freight brakevans
<b>CUDWORTH NORTH JN. TO MONK BRETTON</b> Cudworth North Jn.	Monk Bretton	Single	F	35 SLU fully fitted. Down direction only
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.</b> Knottingley Engine Shed Jn.	Knottingley West Jn. Goole (Down and Up Loop)	Up Single	F F	1 freight brakevan 57 SLU BV. Down direction and in clear weather only
Goole (Down Main)	Engine Shed Jn.	Single	F	45 SLU. Up direction and in clear weather only
<b>ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD</b> Ferrybridge North Jn.	Ferrybridge	Down	F	1 freight brakevan
<b>LAISTERDYKE YARD TO BOWLING JN.</b> Laisterdyke Yard	Bowling Jn.	Single	F	6 SLU BV
<b>HULL PARAGON TO SEAMER WEST</b> Botanic Gardens Depot (signal HR 12) Bridlington South	Hull Paragon  Bridlington Quay	B  Down, Up	F  G	11 ECS. Up direction only 20 SLU BV in clear weather only. 10 SLU BV during fog or falling snow, ECS

**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA). DATED  
5TH FEBRUARY 1983—continued**

**TABLE B—SPECIAL WORKING ARRANGEMENTS—continued**

Between		Lines	Author- ities	Restrictions	
<b>COTTINGHAM BRANCH</b>					
West Parade North Jn.	Anlaby Road Jn.	Up	F	ECS	
<b>NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>					
Northallerton Station	Low Gates	Down	F	6 ECS or 20 SLU BV. In clear weather only	
Cliffe House Dawdon	Cliffe House No. 1 GF Seaham	Up	F	Freight vehicles	
		Up Goods	H	—	
		Down Main	}	F	Freight vehicles
		Up Main		H	—
Seaham Hall Dene Pelaw Jn. High Level Bridge Jn.	Hall Dene Ryhope Grange Park Lane Jn. Newcastle	Up Goods	}	F	2 freight brakevans
		Down, Up		F	2 freight brakevans
		Down, Up		F	2 freight brakevans
		Down		F	—
All			H		
<b>CLIFFE HOUSE BRANCH</b>					
Herring & Co Siding	Cliffe House	Single	F	10 SLU BV. Up direction only. Speed must not exceed 10 m.p.h.	
<b>SEABANKS BRANCH</b>					
Seabanks	Dawdon	Down, Up Up	F H	2 freight brakevans —	
<b>RYHOPE GRANGE TO HENDON</b>					
Ryhope Grange	Londonderry	Single	F	7 SLU fitted or 7 SLU BV. In clear weather only	
Londonderry Londonderry	Hendon South Dock	All	H	—	
		Down, Up	F H	Freight vehicles —	
<b>PALLION YARD TO HENDON JN.</b>					
Pallion Yard	Hendon Jn.	Single	F H	2 freight brakevans Down direction only	
Hendon Jn.	McKenzie's Siding GF	Single	F	5 SLU. Up direction only	
			H	5 SLU. Down direction only	
<b>PALLION JN. TO DEPTFORD</b>					
Deptford	Pallion	Single	F	Freight vehicles. Up direction only	
<b>MONKWEARMOUTH TO AUSTIN AND PICKERSGILL'S SHIPYARD</b>					
Monkwearmouth	Austin and Pickersgill's Shipyard	Down/Up/Single	F	2 freight brakevans	
Monkwearmouth	Young's Scrap Yard	Single	F	12 SLU. In daylight only.	
<b>BOLDON COLLIERY TO GREEN LANE JN.</b>					
Boldon Colliery	Green Lane Jn.	Single	F	2 freight brakevans. In clear weather only	



**EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA), DATED  
5TH FEBRUARY 1983—continued**

**TABLE B—SPECIAL WORKING ARRANGEMENTS—continued**

Between		Lines	Author- ities	Restrictions
<b>GATESHEAD, PARK LANE JN. TO GREENSFIELD JN.</b>				
Park Lane Jn. Gateshead TCFD	Greensfield Jn. Gateshead TMD	Down, Up Down, Up	F H	2 freight brakevans 10 SLU
<b>DARLINGTON SOUTH JN. TO SALTBURN</b>				
Bowesfield	Whitehouse	All Down and Up Goods lines including Middlesbrough Goods Yard Arrival and Departure lines	H	—
<b>MIDDLESBROUGH, GUISBOROUGH JN. TO WHITBY</b>				
Bog Hall	Whitby Station	Down, Up Down, Up  Down, Up	F G  H	ECS ECS and light locomotives only —
<b>BEAM MILL JN. TO SLAG ROAD (LACKENBY)</b>				
Lackenby	Tees Dock	Beam Mill Single	H	Up direction only
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE, PETTERIL BRIDGE JN. EXC</b>				
High Level Bridge Jn. Greensfield Jn.	Greensfield Jn. Blaydon	Down, Up Down, Up	H F	— 2 freight brakevans
<b>SWALWELL COLLIERY BRANCH</b>				
Swalwell Jn.	Swalwell Opencast Sidings	Single	F H	Freight vehicles —
<b>LOW FELL SIDINGS JN. TO BENSHAM CURVE JN.</b>				
Low Fell Sidings Jn.	Bensham Curve Jn.	Down, Up	F	2 freight brakevans
<b>LOW FELL JN. TO NORWOOD JN.</b>				
Low Fell Jn.	Norwood Jn.	Down, Up	F	2 freight brakevans
<b>REDHEUGH BRANCH</b>				
Redheugh Bank Foot	Swalwell Jn.	Single	F H	2 freight brakevans —

**TABLE D—SINGLE LINES—DELIVERY AND RECEIPT OF TOKEN OR STAFF  
BY PERSONS OTHER THAN SIGNALMEN**

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
<b>Page 154 CONSETT BRANCH</b> Delete heading and entry.		
<b>Add:— NEWCASTLE WEST JUNCTION TO NEWBURN</b> Elswick and Newburn	Newcastle Station	Station Supervisor (Platform 8)

**TABLE F—PROPELLING TRAINS OR VEHICLES**

**Pages 154 to 162**

Delete heading, preamble and all authorities.

**TABLE G—WORKING IN WRONG DIRECTION**

**Pages 162 and 163**

**Delete** heading, preamble and all authorities.

**TABLE H—WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT  
TRAINS WITHOUT A BRAKEVAN IN REAR**

**Pages 163 to 168**

**Delete** heading, preamble and all authorities.

**TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS**

From	To	Type of Train	Conditions	Remarks
<b>Page 170</b>				
<b>DONCASTER, BLACK CARR JN. TO BERWICK</b>				
<b>Delete:—</b>				
Newcastle	Heaton	ECS	R	—
Heaton	Newcastle	ECS	R	Up North and Up Tynemouth
<b>BLACKHILL STATION TO OUSTON JN.</b>				
<b>Delete</b> heading and both entries and <b>substitute:—</b>				
<b>CONSETT LOW YARD TO OUSTON JN.</b>				
Ouston Jn.	Consett Low Yard	F	—	—
Consett Low Yard	Ouston Jn.	F	R	The locomotive in the rear must assist in braking the train.
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>				
<b>Delete</b> line heading and item thereunder				
<b>LEEDS TO SKIPTON STATION SOUTH LMR</b>				
<b>Delete</b> line heading and item thereunder				
<b>Page 171</b>				
<b>LEEDS, ENGINE SHED JN. TO WHITEHALL JN.</b>				
<b>Delete</b> line heading and item thereunder				
<b>LEEDS TO HULL PARAGON</b>				
<b>Delete</b> line heading and item thereunder				

**Pages 172 and 173**

**TABLE M—PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON  
FALLING GRADIENTS—RULE BOOK, SECTION J, CLAUSES 3.22  
and 5.3**

**Delete** heading, preamble and authority.

**TABLE W—SET BACK MOVEMENTS—EXEMPTION FROM RULE BOOK,  
SECTION J, CLAUSE 4.1**

Signal box	Movement	See special instructions on page
<b>Page 175</b> <b>Amend line heading:—</b> <b>LEEDS, WHITEHALL JN. TO BRADFORD INTERCHANGE</b>  <b>LEEDS TO HULL PARAGON</b> <b>Delete line heading and items thereunder</b>  <b>NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN.</b> <b>Delete line heading and item thereunder</b>		

## INSTRUCTIONS RELATING TO THE RULE BOOK, GENERAL APPENDIX AND OTHER GENERAL INSTRUCTIONS—INDEX

<b>Page 196</b>		<i>Page</i>
	<b>Instructions Relating to the General Appendix</b>	
	<b>Add:—</b>	
	<b>L</b>	
	Lineside Hot Axle Box Detectors .. .. .	203
	<b>Add:—</b>	
	<b>O</b>	
	Operation of Buck-Eye Automatic Couplers—Class 123 and 124 Diesel Multiple Units .. .. .	204
	<b>Add:—</b>	
	<b>R</b>	
	Road/Rail Recovery Vehicles Operating Instructions for use on Rail ..	212
<b>Page 197</b>		
	<b>Other General Instructions</b>	
	<b>L</b>	
	<b>Add:—</b>	
	Lineside Audible Warning Systems .. .. .	226
	<b>Add:—</b>	
	<b>S</b>	
	Single Lines—One Train Working Without Train Staff .. .. .	222

## **INSTRUCTIONS RELATING TO THE RULE BOOK**

**Page 198**

### **SECTION C—FIXED SIGNALS**

**Clause 3.1.5—Shunting signals**

**Delete** sub-heading and item.

**Page 200**

**Add:—**

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

If single line working terminates at a junction with a Track Circuit Block single line and it is necessary for a train which has arrived in the wrong direction to pass at Danger the signal controlling entrance to the TCB single line, the Signalman must observe the provision of Track Circuit Block Regulation 11.3 The Driver must be authorised to proceed in accordance with Instruction 5 of Single lines worked by the Track Circuit Block System—Instructions to Trainmen in the General Appendix.

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## **INSTRUCTIONS RELATING TO THE GENERAL APPENDIX**

**Page 203**

**Add:—**

### **LINESIDE HOT AXLE BOX DETECTORS**

The following modification applies on the East Coast Main line south of Berwick:—

When a class 253/254 train activates a hot axle box detector on the ECML the traincrew will (at locations where there is not a Rolling Stock Technician on duty) be instructed to examine the axle which activated the detector, the axle on either side of it and the same three axle boxes on the other side of the train. If traincrew examination does not reveal a hot axle box and the Signalman does not instruct otherwise, the train may proceed at normal speed.

When the train recommences its journey, the Guard must ride in the vehicle which activated the detector until the train reaches line speed and is satisfied that nothing is amiss.

**INSTRUCTIONS RELATING TO THE GENERAL APPENDIX—continued**

**Pages 204/205**

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

**Amend Note** at end of instructions to read:—

**NOTE:—**

A number of perspex replacement windows for H.S.T. trailer cars and air conditioned MK.II def vehicles are allocated to principal intermediate and terminal stations on the East Coast Main line and East Anglia. When C. & 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 HST set or MK. II def vehicle can revert to running at line speed with full use of the coach seating bays restored.

The perspex windows are each supplied within individual packing sheets for transportation purposes, together with a special spanner or key, although a standard carriage key may be used to fit the MK.II def window. Each packing sheet bears the name of the allocated station and when a perspex window has been fitted, the packing sheets and special spanner or key must be placed in one of the brake compartments of the train to enable the Depot replacing the window to return it to the owning station, suitably protected, together with the spanner or key. An entry should be made in the train's defect book to the effect that an emergency window has been fitted.

With the introduction of perspex windows for general use, only under exceptional circumstances are vehicles with broken sidelights to be taken out of service at intermediate stations. They should remain in service until the end of the diagram and be taken out at the depot which is to replace the window.

**Pages 205/206**

**FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM**

**List of destination codes**

<b>Delete:—</b>	OB02	Clarence Yard
<b>Add:—</b>	OB03	Ferme Park Reception Sidings
	OB04	Bounds Green

**Pages 206–208**

**ELECTRICALLY OPERATED POINTS—WORKING BY CRANK  
HANDLE DURING FAILURE**

**Delete** heading and instructions.

**Page 212**

**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.

**INSTRUCTIONS RELATING TO THE GENERAL APPENDIX—continued**

**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.
- 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 35 m.p.h., and 15 m.p.h. over points and crossings. Speeds must, however, be regulated in accordance with the Rule Book, Section TIII, Clause 15.2.

**INSTRUCTIONS RELATING TO THE GENERAL APPENDIX—continued**

- 3.5 Movements in reverse must only be made for short distances and at a speed not exceeding 10 m.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 10 m.p.h. on plain line and 5 m.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.

**Page 212**

**Add:—**

**ROAD/RAIL RECOVERY VEHICLE REGISTRATION NO. DWU 335Y.  
OPERATING INSTRUCTIONS FOR USE ON RAIL**

The instructions appearing on page 212 of the Northern Area Sectional Appendix for road/rail vehicle registration No. KYH 862X apply to this vehicle with the following amendments:—

Clause 1.3. The vehicle must not work on any electrified lines.

Clause 3.5. Movements in reverse must only be made for short distances and at **EXTREME CAUTION** under the control of a competent person on the ground giving handsignals to the Driver.

**Add:—**

Clause 3.9. When a side access door to one of the equipment compartments has to be opened, any adjoining line open to traffic must first be protected in accordance with Rule Book Section T Part IV.

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**OTHER GENERAL INSTRUCTIONS**

**Page 217**

**WEED-KILLING TRAIN**

**1. Classification and Signalling**

**Amend to read:—**

The train must always be signalled and dealt with as a Class 7 freight train.

**Page 222**

**SINGLE LINES—ONE TRAIN WORKING WITHOUT TRAIN STAFF**

**Clause 3**

**Amend** reference to Class 7, 8, 9 or 0 train to Class 9 train.

OTHER GENERAL INSTRUCTIONS—continued

Page 223

**WRONG DIRECTION MOVEMENTS OVER CERTAIN  
AUTOMATIC LEVEL CROSSINGS**

Sixth paragraph,

**Amend** reference to Rule Book, Section H, clauses 5.8.4. and 13.9.1 to read:—clauses 5.8.3 and 13.10.1 respectively.

Page 226

**Add:—**

**LINESIDE AUDIBLE WARNING SYSTEMS**

1. Audible lineside warning systems actuated by track circuit occupation are provided at the locations detailed in paragraph 8 to give warning to staff of approaching trains. Switches are provided at each location to enable the systems to be switched on or off as necessary.
2. When a warning system is switched on, the alarm will give a bleep note at intervals of between two and seven seconds indicating the system is operational. The bleep note will change to a continuous note when a train approaches and whilst it passes through the area covered by the system.
3. When the alarms continuous note sounds, staff must move to a safe position and remain there until the continuous note ceases and the bleep note is again heard. **It may not be safe for staff to leave refuges immediately a train is seen to pass**, as a further train may be approaching and will cause the continuous note of the alarm to remain sounding.
4. When entering a warning system area, staff must check whether the system is already switched on and if not, the nearest convenient switch must be operated.
5. When leaving the area, staff must ascertain whether any other persons are to remain behind and if so the warning system must be left switched on and those persons informed. If no other persons are to remain in the area the warning system must be switched off.
6. If staff are to work on a line equipped with a warning system and an absolute possession has been taken of an adjacent line or an engineer's materials train/"on-track" machine is working between trains on that line, the warning system must not be switched on whilst work on the adjacent line is proceeding.
7. If staff are already working on a line equipped with a warning system and such is in use and an occupation of an adjacent line is to be made as described in paragraph 6, the warning system must be switched off.

**8. Details of Warning Systems**

Location	Description
<b>Doncaster Black Carr Junction to Berwick</b>	
Skelton Bridge.	Covers Down and Up Fast and Down Slow lines between 3m.p. and 3½m.p.
Thirsk Avenue Curve	Covers all lines between 23¾m.p. and 24¾m.p.
Between Eryholme Ground Switch Panel and Darlington South Junction	Two independent systems each covering both lines between 39¾m.p. and 41¾m.p. (a) Bridges 85, 86 and 87. (b) Bridges 88 and 89.



## OTHER GENERAL INSTRUCTIONS—continued

Location	Description
Between Parkgate Junction and Ferryhill South Junction	Covers both lines between 48½m.p. and 49½m.p. (Bridges 123/124/125/127/128).
Between Parkgate Junction and Ferryhill South Junction	Covers both lines between 50m.p. and 52m.p. (Bridge 137).
Between Parkgate Junction and Ferryhill South Junction	Covers both lines between 54½m.p. and 55¾m.p. (Bridges 148/149).
Tursdale Junction	Covers Down and Up Main lines between 58¾m.p. and 59¼m.p.
Between Tursdale Junction and Durham	Covers both lines between 61m.p. and 62m.p.
Between Tursdale Junction and Durham	Covers both lines between 62¼m.p. and 62¾m.p. (Bridge 178).
Between Tursdale Junction and Durham	Covers both lines between 65¾m.p. and 66¼m.p.
Between Durham and Ouston Junction	Covers both lines between 69¼m.p. and 70¼m.p.

**Ferryhill Tursdale Junction to Pelaw**

Tursdale Junction	Covers Down and Up Leamside lines between 58¾m.p. and 59¼m.p.
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<b>Apperley Jn. to Ilkley Station and</b>	<b>Shipley, Guiseley Jn. to Guiseley</b>
Between Apperley Jn. and Guiseley and between Guiseley Jn. and Guiseley	Covers both Apperley and Baildon single lines where parallel between 204¼m.p. and 205m.p.

## LOCAL INSTRUCTIONS

## INDEX

Page 227	Page
<b>Add:—</b>	
Berwick .. .. .	235
Dodworth .. .. .	246
<b>Amend:—</b>	
Bradford Exchange to Bradford Interchange .. .. .	256
<b>Delete:—</b>	
Brayton Jn. and Barlow .. .. .	236
Bridlington .. .. .	263
Clayton West Branch .. .. .	246
<b>Page 228</b>	
<b>Delete:—</b>	
Follingsby Freightliner Terminal .. .. .	239

**LOCAL INSTRUCTIONS—continued**

**Page 229**

**Add:—**

Jarrow Yard .. .. . 269

Northallerton to Redmire .. .. . 238

**Delete:—**

Norwood Jn. .. .. . 277

**Page 230**

**Add:—**

Redmire—Northallerton to .. .. . 238

Shipley, Guiseley Jn. to Guiseley .. .. . 257

Skelmanthorpe Branch .. .. . 246

**Delete:—**

Redmire Quarry .. .. . 238

Shaftholme Jn. and Selby Brayton Jn. .. .. . 231

**LOCAL INSTRUCTIONS**

**DONCASTER, BLACK CARR JN. TO BERWICK**

**Page 231**

**Delete:—**

**SHAFTHOLME JN. TO SELBY BRAYTON JN.** item.

**SELBY** item.

**Page 232**

**YORK**

**Trainmen working Passenger and Freight trains into York**

**Amend** the last two lines of the first paragraph to read:—

possible direct by telephone to the Resources Controller at Doncaster Divisional Control, telephone number 027–2903.

**Amend** the first line of the second paragraph to read:—

Trainmen arriving at York Yard South should report to Doncaster Control using the direct telephone located in the mess room.

**Page 234**

**NEWCASTLE**

**Add:—**

**Trainmen arriving at Newcastle station.** All Trainmen must report to the Traincrew Supervisor on arrival, either in person or by telephone to extension No. 2593 or 2594.

**Page 235**

**Add:—**

**BERWICK**

**Train Crew Relief.** Train crews relieved at Berwick must contact Newcastle Control (extension 2340) for details of the running of trains they are booked to relieve, using the train crew's messroom telephone.

**Page 236**

**SELBY BRAYTON JN. TO BARLOW**

**Barlow Tip Ground Frame**

**Delete** line heading, sub heading and item.

**Page 238**

**NORTHALLERTON CASTLE HILLS JN. TO REDMIRE**

**Delete REDMIRE QUARRY** heading and item.

**Add:—**

All Freight Trains must have a brake van in rear in which the Guard must ride. Whenever possible this van should be fitted or piped and equipped with a gauge and Guards valve.

**LOCAL INSTRUCTIONS—continued**

The level crossings shown as T.M.O. in Table A are all secured by similar type padlocks and the keys are kept at Low Gates signal box. The Travelling Chargeman must obtain the keys from the Signaller before joining the train, one key for his own use and one for the Guard. The Chargeman must ride in the rear cab of the locomotive and on arrival at each level crossing, must operate the gates and return to the locomotive. The train will draw forward clear of the level crossing and the Guard must close and lock the gates and rejoin the brake van. On returning to Northallerton, the Guard must hand his key to the Chargeman, who must return them to Low Gates signal box.

**Add:—**

**DARLINGTON NORTH JN. TO EASTGATE APCM  
SHILDON**

Drivers of trains for the Eastgate line must ensure that before leaving Shildon, they are in possession of the key token for the branch.

**Page 239**

**Delete:—**

**FERRYHILL TURSDALE JN. TO PELAW  
FOLLINGSBY FREIGHTLINER TERMINAL**

Heading, sub-heading and instructions.

**Add:—**

**BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON  
HEPSCOTT LEVEL CROSSING**

When a Driver is authorised to pass Down direction signal M159 at Danger, he must, before passing the signal, operate the special plunger in the telephone box, or if a Handsignaller is in attendance, ensure that this has been done. Before proceeding over Hepscott level crossing he must satisfy himself that the barriers are in the fully lowered position.

**MORPETH**

**Working of trains on Up N.E. Curve.** Whenever a train is brought to a stand at signal M134, the Driver must immediately telephone the Signaller.

**Page 241**

**BUTTERWELL JUNCTION TO BUTTERWELL BUNKER**

**Delete instruction and substitute:—**

Class 9 trains must not run between the above locations.

**Page 246**

**Add:—**

**BARNSELY STATION JN. TO HUDDERSFIELD SPRINGWOOD JN.  
DODWORTH**

**Vehicles for Dodworth Colliery.** The Guard of a train coming to a stand on the Arrival line must give two blasts on the Klaxon horn to signify to the Driver that the points are set for the train to be propelled into the Colliery.

If the train has not drawn a sufficient distance to clear the points, the Guard must give five blasts on the klaxon horn and the Driver must draw forward sufficiently to clear the points.

**LOCAL INSTRUCTIONS—continued**

**Dodworth Colliery—Empty Sidings.** No. 15 siding is for the reception of mineral empties.

No. 15 siding is used by the NCB locomotive(s) as a locomotive running road for transferring between the Colliery Empty sidings and the loaded sidings of the Colliery Screens.

A red light is positioned at the Outer end of No. 14 siding.

No. 16 siding is the NCB loading siding.

Red lights are provided at each side of the road vehicle crossings at the entrance to Nos. 14, 15 and 16 sidings and control road crossing movements.

A red light is provided at the West end of the BR Loaded sidings.

These lights are normally switched off to allow the NCB freedom of movement, but can be illuminated by operating the switch on the post carrying the red light at the outer end of No. 14 siding, when a yellow proving light facing the signal box will be illuminated also.

This switch is operated by a key kept in Dodworth signal box.

Before a propelling movement is made from the Arrival line into No. 14 Empty siding, the Guard must first obtain the switch key from the signal box. A proper understanding must be arrived at with the staff in charge of locomotive(s) working in the sidings at the loaded end of the screens to ensure that no conflicting movement will be made and that all the points are correctly set for the appropriate Empty siding. The switch must then be operated to illuminate the red lights and give the yellow proving indication light.

The Guard must switch off the lights when the empties have been disposed of and the locomotive despatched towards the Outlet signal at Dodworth signal box and then return the switch key to the Signalman.

**CLAYTON WEST BRANCH  
EMLEY MOOR COLLIERY**

**Delete** line heading and instruction and **substitute**:—

**SKELMANTHORPE BRANCH**

The gravitation of vehicles into Emley Moor Colliery Sidings is prohibited.

When a train is ready to leave Skelmanthorpe Ground frame for Clayton West Junction, the Driver must obtain permission to do so from the Signalman at Clayton West Junction.

**BARNSELY STATION JUNCTION TO HORBURY JUNCTION**

**Page 249**

**WOOLLEY COAL SIDING**

**Add** the following as first item under heading:—

**Movements between Arrival/Departure Line 1 and Colliery**

1. After arrival of the train on the Arrival/Departure line 1 at Signal W.263 the locomotive must run round via the Up Main line.
2. The Guard must advise the Signalman when the train is ready to be propelled to the Colliery Sidings.
3. When signal W.263 is cleared, the Guard must signal the Driver to propel the train and bring it to a stand with the locomotive cab adjacent to the marker board/bell.

## **E.R. SECTIONAL APPENDIX (NORTHERN AREA)—continued**

### **LOCAL INSTRUCTIONS—continued**

4. The Guard must walk forward and after obtaining permission for the train to enter the Colliery authorise, the propelling movement to continue to the approach side of Signal W.290 by operation of the set-back plunger.
5. The Guard must then obtain permission from the N.C.B. Staff for the train to complete propelling into the Empty Sidings.
6. The locomotive, after being detached, must proceed to the loaded Sidings and be attached to the first ten loaded wagons. After both portions of the train have been prepared (first portion brake tested), the Guard must advise the Signaller.
7. Upon clearance of Signal W.290 the first portion of the loaded train must be drawn forward and then set back to the rear portion of the train.
8. The Guard must advise the Signaller when the train is ready to depart.

**Add:—**

#### **Arrival of Up trains in Woolley Colliery**

1. When Criggleshole Jn. signal box is open, Guards of trains arriving in the sidings are exempt from carrying out the provisions of the Rule Book, Section H, Clause 4.13.
2. When a train is to be worked into Woolley Colliery and Criggleshole Jn. signal box is closed, the Guard will be advised accordingly by the Signaller at Horbury Jn. and the provisions of the Rule Book, Section H, Clause 4.13 must be observed.

## **ALDWARKE NORTH JUNCTION (MID) TO LEEDS NORTH JUNCTION**

**Page 250**

### **STOURTON TRADING ESTATE**

#### **Stourton Trading Estate Level Crossings.**

**Delete paragraph 2.**

Re-number remaining paragraphs 2 to 5.

#### **B.S.C. Secondary Level Crossing.**

#### **Paragraphs 1 and 3.**

**Amend "Leading Railman" to read "Guard".**

## **WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.**

**Page 253**

### **HENSALL**

**Amend reference to signal 26 to read signal 6.**

## **ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD**

**Page 254**

### **FERRYBRIDGE 'C' POWER STATION**

**Amend:—**

#### **C.E.G.B. Level Crossing**

The instructions in the General Appendix headed "Automatic Open Crossings, Locally Monitored (AOCL). At crossings where trains are not required to stop," apply as far as practicable, at this crossing.

**Page 255**

**Amend line heading:—**

## **LEEDS, WHITEHALL JN. TO BRADFORD INTERCHANGE**

**LOCAL INSTRUCTIONS—continued**

**Page 256**

**BRADFORD EXCHANGE**

**Amend heading to :— BRADFORD INTERCHANGE**

**Page 257**

**Add :—**

**SHIPLEY, GUISELEY JN. TO GUISELEY**

Except for Engineers trains, only fully fitted trains, light locomotives and locomotives with not more than two brakevans are permitted to run in the Down direction between Guiseley Jn. and Guiseley. Engineers trains which are not fully fitted must have a locomotive at the Guiseley Jn. end.

**LEEDS TO HULL PARAGON**

**Page 260**

**Add :—**

**BARLBY NORTH JN.**

**Working of Engineers trains to and from the former Down and Up Main lines to York.** The former Down and Up Main lines will be used as Engineers Arrival and Departure lines respectively.

Arriving trains must be signalled onto the Arrival line to signal S1971 which is fixed at red. Trains must be authorised to proceed past this signal by the Engineer's Person in charge.

Departing trains must proceed to departure line signal S1972. The Engineer's Person in charge must advise the Signaller that the train is ready for departure and obtain his permission to remove the scotch block. The Signaller must be advised when this has been done and the signal may then be cleared for the train to depart. Immediately after the train has departed, the scotch block must be replaced and padlocked across the line and the padlock key retained by the Engineer's Person in charge.

**Page 260**

**HULL**

**Add :—**

**Position light signals.** Referring to the Rule Book, Section C, Clause 3.1.3., certain position light signals display **two white lights horizontally** for the normal position. These signals need not be observed when a movement is made under the authority of a yellow, double yellow or green aspect, but in no other circumstances may a signal of this type be passed when the stop aspect is shown, except under the authority of the Signaller.

**Page 263**

**HULL PARAGON TO SEAMER WEST  
BRIDLINGTON**

**Delete** line heading, heading and instruction.

**Page 269 MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS  
SHIPYARD**

**WEARMOUTH COLLIERY**

**Delete** instructions and **substitute :—**

1. When empty wagons are being propelled to either loading siding, care must be taken that they are positioned correctly for loading beneath the hopper.
2. A locomotive must not proceed into the loading sidings for drawing out loaded wagons until the N.C.B. green light is illuminated.
3. Should the green light fail, movements must only be made when authorised by the N.C.B. Traffic Foreman.

**E.R. SECTIONAL APPENDIX (NORTHERN AREA)—continued**

**LOCAL INSTRUCTIONS—continued**

**Page 269 TYNE DOCK BRANCH**

**Add:—**

**JARROW YARD**

If an Up Class 9 train cannot be shunted into the spur for subsequent departure from signal 702, owing to its length, the Signaller must be advised and arrangements made for it to be hauled on to the single line by the pilot locomotive to the rear of signal 708.

**Page 277 GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE  
PETTERIL BRIDGE JN.**

**NORWOOD JN.**

**Delete** heading and instructions.

**NEWCASTLE WEST JN. TO NEWBURN**

**Elswick Ground Frame**

**Delete** line heading and instruction.

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8 INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO—  
TABLE A

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up	At or Between	
<b>Page 280</b> <b>BENTON QUARRY JN. TO CALLERTON RUN-ROUND LOOP</b> Delete fourth line speed restriction and substitute:— REGENT CENTRE AND BANKFOOT L.C. (4m. 70ch.)  BANKFOOT L.C. (4m. 70ch.) AND CALLERTON RUN-ROUND LOOP			20	20	MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES	
			30	30	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	



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

### **LOCAL INSTRUCTIONS**

**Page 283**

**Add:—**

#### **FAWDON STATION AND BRUNTON LANE LEVEL CROSSINGS (A.O.C.L.)**

**General Appendix, Section 7, Automatic Open Crossings, Locally Monitored  
(A.O.C.L.)**

- 3. At Crossings where trains are not required to Stop.**  
Speed restriction signs and flashing white lights are not provided at these level crossings. Clause 3 is modified accordingly.
- 

## **TRAIN CREW MANUAL B.R. 33056**

**Class 08/09/13 Locomotives—B.R.33056/70**

**Page 28** (Clause 9.1.)

**Amend reference to "10 m.p.h." to "15 m.p.h.".** (MO/45/1315)

**Class 141 DMMU Trains (B.R.33056/97).**

**Page 1, Section 2**

**Amend second sentence to read:—**

Depress the warning light test button, noting that the indicator lights for FIRE G'BOX TRAIN and G'BOX LOCAL illuminate. Depress the pre-heat push button and check that:—

**Page 3, Section 14**

**Amend second sentence to read:—**

Depress the pre-heat push button and repeat Clauses 12.1 to 12.8.

**Section 15**

**Add at the end:—**

Depress the pre-heat push button in the leading driving compartment of the third unit as necessary.

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**WORKING INSTRUCTIONS FOR CLASS 253/254  
TRAINS—B.R. 33069/2**

**DATED OCTOBER 1980**

**Section 2—MODIFICATIONS TO THE RULE BOOK**

**Page 2**

**Insert** new item 2.1.

**2.1. Section H, clause 3.7.2.**

**Add:—**(c) If the loud note control become 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 3**

**Delete** clause 2.6 (re Rule Book, Section H, clause 7.3.1)

(MTN 56/31)

**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 6, Item 7.2.2.3**

First sentence, **delete** at the end ‘. . . and that pressure rises in the brake cylinders.’

Last sentence, **delete** at the end ‘. . . and the brake cylinder pressure reduces to zero.’

**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 10 m.p.h. below the maximum speed of the line, or 10 m.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 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’.

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’.

**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).

MTM 56/31

**Page 21—Clause 19.2.**

**Add:—**“except in emergency” after the word “must” in the second line.

MTN 54/16

# M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/UNLOADING INSTALLATIONS (COLLIERIES, POWER STATIONS etc.) (B.R.30059/5)

## INDEX OF COLLIERIES, POWER STATIONS AND OTHER DISCHARGE TERMINALS

Location	Page number	Rapid Loading Facilities provided	Brake pipes etc.
<b>Page 2</b>			
Add:—			
Bowers Opencast	12	—	1
Amend:—			
Cadeby	—	—	2
<b>Page 3</b>			
Amend:—			
Woolley	29	—	—

### Page 5

## GENERAL WORKING INSTRUCTIONS

### Clause 1

Third paragraph — second line.

Delete the words "Class 6".

### Page 12

Add:—

## BOWERS OPENCAST

Not more than 17 loaded M.G.R. wagons must be worked between Bowers Opencast and Allerton Main Ground frame.

### Page 15

## FRICKLEY COLLIERY

### Paragraph 2

Amend:—

2. After run-round, the loading signals will be switched on to the "move at low speed in opposite direction to that required for loading" aspect and when signal 2 is cleared, the train must proceed through the bunker at a speed not exceeding 3 m.p.h. for tare weighing.

### Page 17

## GRIMETHORPE COLLIERY

Delete instructions and substitute:—

1. After a train has arrived at Signal GC. 4, 5, 6 or 7, it must subsequently proceed for tare weighing at a speed not exceeding 3 mph under the authority of the loading signals displaying the "Move at low speed in opposite direction to that required for loading" aspect when the appropriate bunker position light signal displays the clear aspect.

**M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/  
UNLOADING INSTALLATIONS (COLLIERIES, POWER STATIONS etc.)  
(B.R. 30059/5).—continued**

2. The exhibition of the loading signals displaying the "Move at low speed in direction of loading" aspect may be taken as an indication that signal GC. 1 is clear for the train to be propelled.
3. When the last wagon of the train has been loaded and has been propelled clear of the weighbridge, the loading signals will be switched off and the train must continue to be propelled to the rear of signal GC. 4, 5, 6 or 7, as the case may be, for the locomotive to run round.
4. **Crippled Wagons.**  
If a crippled wagon has to be detached into the sidings, the Guard must instruct the Driver and also contact the B.R. Person in Charge.

**NOTE:—**In the event of a failure of the N.C.B. dirt conveyors, increased use of the N.C.B. level crossing over the Coalite Departure line will be made by road vehicles and the crossing will be manned during that period.

**Page 27**

**SOUTH KIRKBY COLLIERY**

**2. Trains for loading**

**Add as new paragraph 2.1 :—**

- 2.1 When a train arrives the loading signals will be switched on to the "Move at low speed in opposite direction to that required for loading" aspect and when signal 1 is cleared, the train must proceed through the bunker at a speed not exceeding 3 m.p.h. for tare weighing.

Re-number existing paragraphs as 2.2 to 2.7.

**Page 29/30**

**WOOLLEY COLLIERY**

**Amend No. 1 Bunker Operator in paragraphs 4 and 6 to read :—**  
Colliery Weighman.

**Page 31**

**BLYTH POWER STATION**

**1. Working of Trains, East Hopper Lines**

**Paragraph 1.2**

**Add as final sentence :—**

The locomotive cab doors must be kept closed whilst the locomotive passes through the Hopper House.

**Paragraph 1.6**

**Amend :—**

Over gross and tare weighbridges	..	..	..	..	..	6 m.p.h.
Through Hopper House when discharging	..	..	..	..	..	$\frac{1}{2}$ m.p.h.
Over remainder of lines	..	..	..	..	..	15 m.p.h.

**M.G.R. TRAIN WORKING AND OPERATING AT RAPID LOADING/  
UNLOADING INSTALLATIONS (COLLIERIES, POWER STATIONS etc.)  
(B.R. 30059/5)—continued**

**2. Working of Trains, West Hopper Lines**

**Paragraph 2.1**

**Add as final sentence :—**

The locomotive cab doors must be kept closed whilst the locomotive passes through the Hopper House.

**Paragraph 2.5**

**Amend :—**

Over gross and tare weighbridges	..	..	..	..	..	8 m.p.h.
Through Hopper House when discharging	..	..	..	..	..	$\frac{1}{2}$ m.p.h.
Over remainder of lines	..	..	..	..	..	15 m.p.h.

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## **MISCELLANEOUS NOTICES**

### **AUTOMATIC HALF BARRIER CROSSINGS (AHB): AUTOMATIC OPEN CROSSINGS, REMOTELY MONITORED (AOCR)**

Engineers on-track equipment which cannot be relied upon to actuate track circuits must not proceed over these crossings until the person in charge is satisfied it is safe to do so.

### **PLATFORMING OF TRAINS AT SHORT PLATFORMS IN WEST YORKSHIRE**

All trains formed of more than three coaches calling at Fitzwilliam, Deighton or Slaithwaite, or formed of more than four coaches calling at Bramley, Saltaire, or Crossflatts must be stopped with the leading three or four coaches, as applicable, at the platform. Guards of such trains must advise passengers accordingly. Stations equipped with a public address system must make suitable loudspeaker announcements prior to the departure of a train which exceeds three or four coaches, as applicable, and will call at any of these stations.

### **STABLING OF CLASS 20 AND CLASS 40 LOCOMOTIVES**

These classes of locomotives must each carry two wooden scotches and when the locomotives are left stabled the Driver must ensure :—

1. The hand brake is applied.
2. A wooden scotch is applied to each side of one wheel.
3. The scotches are moved and replaced in the locomotive before moving.

**Note:** (i) It is essential that scotches are applied to wheels before commencing disposal duties otherwise danger of runaway can exist.  
(ii) 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.

(MO 45/1420)

## **MISCELLANEOUS NOTICES—continued**

### **CLASS 253 AND CLASS 254 TRAINS: WORKING INSTRUCTIONS**

Referring to Clause 7.4.3 of Booklet BR.33069/2; a train may enter service from a Maintenance Depot with the disc brake isolated on one Power Car wheelset per train. The tread brake on the affected wheelset must, however, be operative. The train concerned may remain in service and work at normal line speed. (MO/45/1314)

### **MAXIMUM SPEEDS OF COACHING STOCK**

#### **Locomotive Hauled Coaching Stock**

Certain locomotive hauled coaching vehicles have been marked "100 m.p.h." or "100 m.p.h. S.M." and Guards working trains timed in excess of 90 m.p.h., which will be indicated in the working time tables by a + sign, must, if the train is not entirely formed of vehicles marked "100 m.p.h." or "100 m.p.h. S.M.", instruct the Driver NOT to exceed 90 m.p.h.

Trains not indicated by a + sign in the timetable must NOT exceed 90 m.p.h. unless they are wholly composed of vehicles marked "100 m.p.h." or "100 m.p.h. S.M." in which case the Driver must be so advised by the Guard.

### **VACUUM HOSE COUPLINGS—FREIGHT AND NON-PASSENGER CARRYING COACHING STOCK**

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

#### **NOTE:**

The above instructions amplify Clause 13 of the General Regulations for working the Vacuum Brake, as shown in Pages 15 and 16 of the General Appendix.

### **DOOR SECURING MECHANISMS OCA, SPA, OAA, YCV, ZAA, ZDA TYPE WAGONS**

Incidents have occurred of doors on these types of wagons opening in transit and at Terminals. These have resulted in cases of passenger trains on adjoining lines being struck.

If not properly secured the control mechanism of doors of these wagons causes doors to drop, or rise, to the horizontal position. It is therefore vitally important to ensure doors are secured in line with the following.

Side doors on these wagons are secured by drop cotter pins held by chains. The cotter pin passes through a hole in a spigot and is secured by an 'O' ring fixed to the pin falling into place. This cotter pin must be inserted the right way round as it has only one flat side, which must be against the door face. Failure to do this means the cotter pin will not drop fully home and can result in the possibility of vibration causing the door to open.

The attention of all concerned is therefore drawn to the importance of ensuring that all doors are properly secured. If any doubt exists, the involvement of C & W Staff should be sought.

(MO.34.430.1)

## **MISCELLANEOUS NOTICES—continued**

### **“MOVEMENT OF 51 TONNE TWO AXLE TANK WAGONS AND 102 TONNE FOUR AXLE BOGIE TANK WAGONS IN THE DOWN DIRECTION BETWEEN DRYCLOUGH JN. AND HALIFAX”**

51 tonne two axle tank wagons and 102 tonne four axle bogie tank wagons (H, M, L, D or E) must **NOT** travel between Drycrough Jn. and Halifax Station in the Down Direction.”  
(MO 34/63)

### **WAGONS CARRYING LOAD EXAMINED/EXCEPTIONAL LOAD LABELS B.R.21348/9**

The above labels are being reprinted with “not to be loose shunted, nor must other vehicles be shunted against this vehicle. Movement Restriction Code/Special Handling Code to apply”. As some time will elapse before these new labels are introduced all existing copies of these labels must be amended before they are used.

### **CONVERSION OF WAGON LS7029, PWA—MODIFIED PALVAN**

The above wagon, which is fitted with a gull-winged door, will foul the W5 loading gauge and overhead wire installations when the doors are open. Will all staff note this point and ensure that the gull-winged doors are securely fastened before the wagon is moved.

The wagon carries warning notices to this effect and the doors should normally only be operated when the wagon is standing at a Depot.

### **PRIVATELY OWNED WAGONS**

Privately owned wagons, as the name implies, do not belong to British Rail. Our responsibility is for the movement of these wagons throughout the system and only in a few cases do we get involved with destining of these wagons. Therefore we have no authority to use these wagons away from their booked route. Any deviation from the planned movement of these wagons is therefore prohibited unless prior authority has been received from the owner of the wagon or his agent.

(MO.34. 686 J.)

### **TRAIN REGISTER BOOKS BR 24847/1**

Reference to Regulation 4 and 5 should be amended to read Regulation 3.4 and 3.5 respectively.

### **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 allocated to the E.R.) are now in 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 red low-battery warning light will be illuminated when the battery is reaching the end of its life.

## **MISCELLANEOUS NOTICES—continued**

### **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.

### **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.

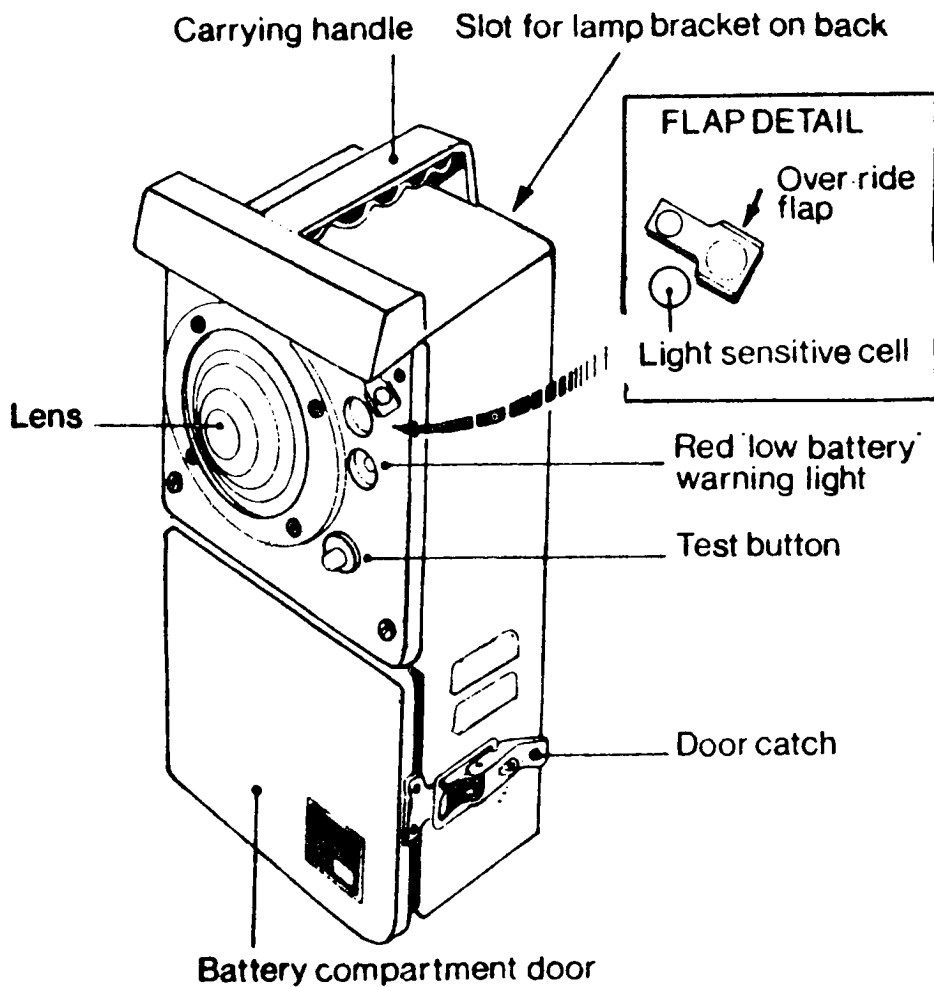
Strict supervision of the use of electric tail lamps is essential, to enable a "Home" depot to ascertain quickly when a lamp is "out of course". Each Depot **must** maintain a book record of each occasion when a lamp enters or leaves the Depot and the trains on which they are used. Also on each occasion 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.

(MO 33/17/9)



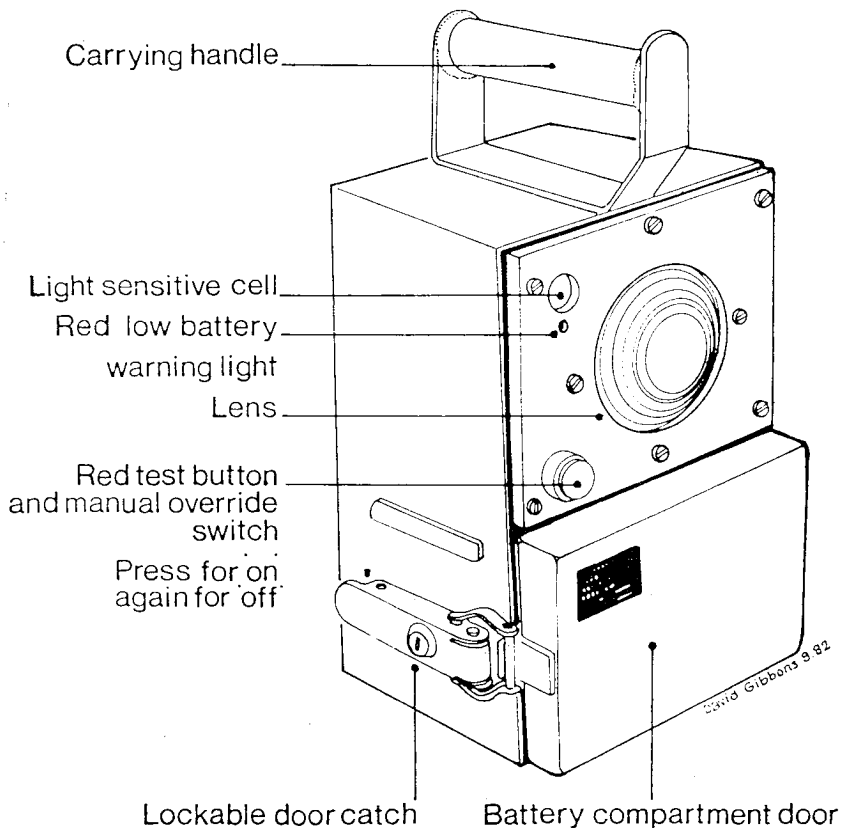
MISCELLANEOUS NOTICES—continued

(A) ADLAKE 1400 Battery Electric Tail Lamp



MISCELLANEOUS NOTICES—continued

B) LYDD RL001 Battery Electric Tail Lamp



**MODIFIED EXPERIMENTAL BATTERY ELECTRIC TAIL LAMPS**

20 ADLAKE and 20 LYDD lamps, incorporating modifications from the batch of 200 of each type introduced in 1982, are now being brought into service for trials. Improvements compared with the previous batch include the following:—

Improved carrying handle.

Red reflector plate.

Door seal to prevent contamination of inside of compartment by potash etc.

Half cowl over lens to prevent lamp being obscured by build up of snow or ice.

Hasp for padlock on battery compartment.

The Adlake lamps are numbered in the series 1501–1520 and Lydd lamps in the series 1701–1720.

Operation of both lamps is similar to the previous batch described in this notice. On the Lydd lamp a flap is provided to override the light sensitive cell for operation in fog or falling snow (on the previous batch of Lydd lamps this is done by pressing the red test button).

If any of these lamps fail do not attempt to change batteries. The lamps should be returned to S. & T. Workshops, Crewe for attention. Staff should report any problems with these lamps and any suggestions for improvements to their Area Manager.

(MO33/17–9)

**FLASHING BATTERY ELECTRIC TAIL LAMPS**

**1. Introduction**

A limited number of these lamps manufactured by Dorman Smith Ltd. of Southport are in service for trials. The lamps are numbered in the series 1E to 150E.

**2. Description**

The lamp is a one piece moulding in yellow plastic with an attached steel combined carrying handle and lamp bracket in the same colour.

The main features of the lamp are shown on the illustration.

The batteries have a life expectancy of 6 months.

**3. Bringing the lamp into use**

The lamp is activated by pressing the push button switch once; pressing the push button for a second time will switch the lamp off.

It should be noted the lamp is controlled by a light sensitive cell inside the lens unit.

If the lamp is switched on in daylight or in bright artificial light, the lamp may not illuminate. To check the lamp is working correctly, therefore, shield both the back of the lamp and the light sensitive cell beneath the lower half of the lens. If the lamp is working correctly it should start to flash.

**4. Use of lamps on highly inflammable liquid and flammable gas trains**

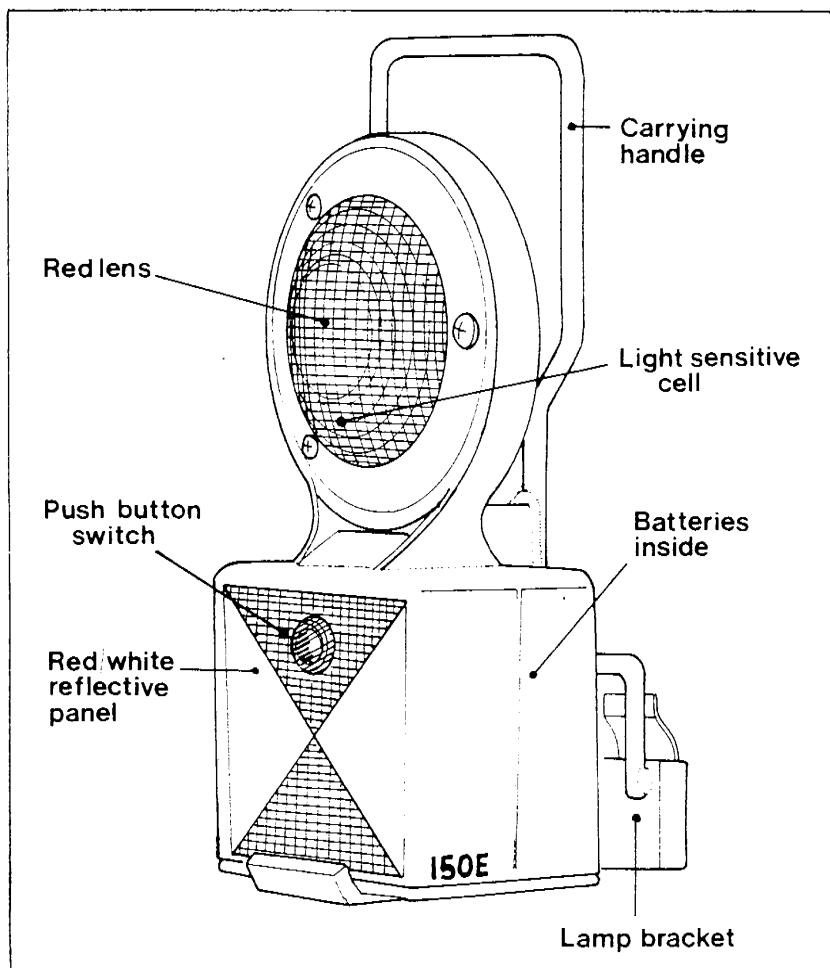
Although the lamps are cleared for use on the above trains outside oil terminals, the lamp will not at present pass over studded lamp irons.

**5. Fog or falling snow**

The light sensitive cell should cause the lamp to flash in conditions of poor visibility. No over-ride switch is provided.

**6. Duration of trials**

The batteries at present in service should last until 31 October. If the trials continue after this date, instructions will be issued about changing batteries.



## MISCELLANEOUS NOTICES—continued

### 7. Lamp failure

If the lamp fails it should be sent to the S & T Workshops, Gresty Road, Crewe for repair or condemnation. Regional Headquarters should also be advised in accordance with regional instructions.

### 8. Reports by staff

Staff should report any problems with the lamp (or any suggestions for improvement) to their Area Manager.

(MO33/17–10)

## PERMAQUIP RAIL TRACK OVERHEAD MACHINE WORKING INSTRUCTIONS

### 1. General Instructions

- 1.1 The machine must work only on lines under Absolute Possession or on Sidings protected in accordance with the instructions on page 5.2 of the General Appendix.
- 1.2 The machine must not work on a line electrified by an overhead system unless an isolation has been obtained and the Engineering Supervisor in charge of the machine is in possession of a Permit to work.
- 1.3 Movements of the machine, and of the cantilever platform, must be made only on the instruction of a nominated Engineering Supervisor. A nominated Engineering Supervisor may supervise two machines working at the same site provided they are both within his sight.
- 1.4 When on rail the following equipment must be carried on the machine :—
  - 1.4.1 2 sets of track circuit operating clips.
  - 1.4.2 Not less than 12 detonators.
  - 1.4.3 Not less than 2 red flags.
- 1.5 A red flag (red light at night or during fog or falling snow) must be carried on the machine visible to Drivers of trains or on track machines travelling in either direction on the line on which the machine is working.
- 1.6 When left by the lineside care must be taken to ensure that the machine and all ancillary equipment is secured to prevent removal of any part which could endanger the safety of trains, if removed by unauthorised persons.
- 1.7 A nominated Engineering Supervisor may supervise On-Tracking, Cross-Tracking or Off-Tracking of two machines which are positioned within 20 yards of each other, provided they are protected in accordance with these instructions

### 2. On-Tracking

- 2.1 Before the machine is moved from its stillage to an adjacent line on which it will work, the line concerned must be under Absolute Possession and the permission of the Person in Charge of the Possession must have been obtained.
- 2.2 If a line next to that on which the machine will work is open to traffic it must be protected in accordance with Section T, Part II of the Rule Book before the machine is moved from the stillage. This protection must be maintained until the machine is rail mounted and the on-tracking bars have been removed.

## MISCELLANEOUS NOTICES—continued

### PERMAQUIP RAIL TRACK OVERHEAD MACHINE WORKING INSTRUCTIONS—continued

- 2.3 If the line next to that on which the machine will work is also under Absolute Possession and is being used by the Engineers trains or on-tracking machines, the Person in Charge of the Possession must not give permission for the Permaquip machine to be put on the line on which it will work until he receives an assurance from the Engineering Supervisor that one or more handsignalmen have been provided to stop trains on the adjacent line until the machine is rail mounted and the on-tracking bars have been removed.
3. **Cross-Tracking**
  - 3.1 If it is required to move the machine over a line which is open to traffic to obtain access to another line, the intermediate line must be protected in accordance with Section T, part II of the Rule Book.
  - 3.2 The provisions of Instruction 2.1 must be applied in respect of the line to which the machine is being moved.
  - 3.3 The provisions of Instructions 2.2 and 2.3, as appropriate, must be applied to any line beyond the one to which the machine is being moved.
4. **Off-Tracking**
  - 4.1 If the line next to that from which the machine is to be removed is open to traffic it must be protected in accordance with Section T, part II of the Rule Book before the machine is raised from the running line. This protection must be maintained until the machine is on its stillage and the on-tracking bars are removed from the line.
  - 4.2 If the line next to that from which the machine is to be removed is also under Absolute Possession and is being used by Engineers trains or on-track machines, one or more hand-signalmen must be appointed to stop trains on the line concerned until the machine is on its stillage and the on-tracking bars are removed from the line.
  - 4.3 The Person in Charge of the Possession must be advised when the machine is on its stillage and all ancillary equipment has been removed from the line.
5. **Use of Cantilever Platform**
  - 5.1 The operating handle must be locked out of use and the key retained by the nominated Engineering Supervisor until the platform is required to be used.
  - 5.2 If it is required to extend the cantilever platform over a line which is open to traffic, the line concerned must be protected in accordance with Section T, part IV, of the Rule Book.
  - 5.3 If it is required to extend the platform over a line which is also under Absolute Possession and is being used by Engineers trains or on-track machines, the permission of the Person-in-Charge of the Possession must be obtained and one or more handsignalmen must be appointed to stop trains on the line concerned.

(ME—EG/O/27—YE/MO45/1464)

## SANDITE APPLICATION TRAIN

### 1. DESCRIPTION

- 1.1 Certain trains consist of a converted DMU trailer car, hauled or propelled by a main line locomotive or a converted EMU. Pumps and storage tanks for "Sandite", a mixture developed to improve wheel/rail adhesion when applied to the railhead, have been incorporated in the application vehicle. Application is controlled by a tumbler switch located at each end of the application vehicle.

### 2. MANNING

- 2.1 The Driving cab will be manned normally and the Sandite application vehicle by a guard who, in addition to his normal duties, will be required to switch the pumps on and off at pre-determined locations which will be advised to him and the Driver in writing when commencing duty.
- 2.2 In the case of the converted DMU, the guard must ride in the leading end of the application vehicle when it is being propelled and in the trailing end when it is being hauled.
- 2.3 To assist the guard in locating the areas to be treated the driver must sound 2 short blasts on the horn at the commencement and 3 at the termination point, or if it is necessary to slow the train to less than 20 m.p.h.

### 3. PROPELLING

- 3.1 The converted DMU vehicle may be propelled but propelling must be restricted to the shortest practicable distance. The EMU train must always be driven from the leading end.

### 4. SPEED

- 4.1 When the converted DMU vehicle is being hauled to, and between, sites when Sandite will be applied the maximum speed shown in the Table on page 2.2 of the General Appendix must be observed.
- 4.2 When the converted DMU vehicle is being propelled, the speeds shown in Table F of the Sectional Appendix under the heading "Propelling of Freight Brake Vans" must be observed except that, during application of the Sandite mixture, the speed when running down gradients steeper than 1 in 200, through station platforms, or over level crossings must not exceed 20 m.p.h.
- 4.3 When applying Sandite a constant speed of 20 m.p.h. (hauled or propelled) must be maintained.
- 4.4 If it is necessary to stop or reduce speed below 20 m.p.h. on a section of line where Sandite is being applied the pumps must be switched off until the train is again proceeding at 20 m.p.h.

### 5. OPERATION OF TRACK CIRCUITS

- 5.1 THE SANDITE APPLICATION TRAIN MUST NOT BE RELIED UPON TO OPERATE TRACK CIRCUITS WHEN SANDITE IS BEING APPLIED, AND FOR 200 YARDS AFTER APPLICATION HAS CEASED.
- 5.2 The train must be stopped at the signal box or controlled signal immediately in rear of a portion of line which is to be treated and the guard must advise the signalman the mileages between which Sandite will be applied and whether the train is to be hauled or propelled.

## MISCELLANEOUS NOTICES—continued

### PERMAQUIP RAIL TRACK OVERHEAD MACHINE WORKING INSTRUCTIONS—continued

- 5.3 If, when applying Sandite, the train is stopped at a signal with a telephone or call plunger this must be used immediately to communicate with the signalman. If a telephone or call plunger is not provided the guard must go to the signal box immediately and carry out the provision of the Rule Book, Section K, clause 3.1.6. If the telephone has failed the provisions of Section K, clause 3.3 must be observed and spraying suspended until the next signal box or controlled signal is reached, when the procedure detailed in clause 5.2 must again be followed.
- 5.4 When spraying is completed the train must be stopped at the next signal box or signal provided with a telephone, more than 200 yards beyond the point where spraying finished, and the signalman advised.
- 5.5 In the event of failure or mishap on a Track Circuit Block line the guard must go back and carry out full detonator protection.

#### 6. INSTRUCTIONS TO SIGNALMEN

- 6.1 The Sandite Application Train must be signalled by the special **Is line clear** Signal 3—4—2 where train describers are not in use.
- 6.2 When advised by the guard that the train will apply Sandite in advance of his box, or the controlled signal concerned, the signalman receiving such advice must pass it forward to other boxes concerned, together with advice as to whether the Sandite Application Vehicle is being hauled or propelled.
- 6.3 When the train is applying Sandite and the Application Vehicle is HAULED or, in the case of the EMU train, is the rear vehicle, THE FOLLOWING TRAIN MUST NOT BE RELIED UPON TO OPERATE TRACK CIRCUITS.
- 6.4 Should the following train be a shunting locomotive (with or without vehicles) or a single car diesel unit the next train after that must also not be relied upon to operate track circuits.
- 6.5 Instructions 11.2 and 12.1.2 of the Instructions regarding the Running and Working of Engineers' Self Propelled "On-Track" Machines shown on pages 4.5 and 4.6 of the General Appendix must be applied to the Sandite Application Train when Sandite is being applied and to the following train(s) when the Sandite Application Vehicle is being hauled or is the rear vehicle whilst applying Sandite. (U.F.N.)

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

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**YORK**

**R. M. WILLIAMS**

**17 JULY, 1984 MO44/ND/32D REGIONAL OPERATIONS MANAGER**

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