British Rail

EASTERN REGION
(Northern Area)

ND

PERIODICAL OPERATING NOTICE

CONTAINING GENERAL INSTRUCTIONS
AND NOTICES

SATURDAY 1 APRIL 1989

TO

FRIDAY 2 JUNE 1989

INCLUSIVE

For additional items during the currency of this booklet, see Weekly Operating Notices Section 'D'.

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

ITEMS PUBLISHED FOR THE FIRST TIME IN THIS NOTICE

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

WARNING

A.C. ELECTRIFIED LINES

LEEDS STATION—ELECTRIFICATION OF THROUGH ROAD BETWEEN PLATFORM Nos 8 AND 9

The Overhead Line Equipment will be extended from the existing equipment "B" route at Structure 46/48 (42 metres West of Platform 8) to existing equipment at Structure 47/12 (75 metres East of Platform 8). Plus a short run off Spur to Platform 9 between Structure 47/07 and Overbridge 4D (50 metres).

From 00.01 on Sunday 19th, February the Overhead Line Equipment will be Energised at 25,000 volts and must be regarded as being "ALIVE" at all times.

The limits of energisation are:—

From Overhead Line Structure EB 46/48 (Platform No. 8) to Structure No. EB 47/12 (C. Line).

Overhead Line Structure EB 47/07 (Through Road/Platform No. 9 to F/BR. No. 4 (Through Road/Platform No. 9).

The Working Instructions for A.C. Electrified Lines (B.R. 29987) will apply.

GENERAL APPENDIX (BR 29944)

Page 1.2—CLASSIFICATION OF TRAINS

On and from 15 May—Delete and Substitute:—

CLASSIFICATION OF TRAINS

Description	Classification
Express passenger train Nominated post office or parcels train Breakdown or overhead line equipment train going to clear the line or returning therefrom Traction unit going to assist a disabled train Snow plough going to clear the line Motorail train not conveying passengers	1
Ordinary passenger train Breakdown or overhead line equipment train not going to clear the line Officers' special train	2
Parcels train	3
Freight train permitted to run at more than 60m.p.h.	4
Empty coaching stock train	5
Freight train permitted to run at 50, 55 or 60m.p.h	6
Freight train permitted to run at 40 or 45m.p.h.	7
Freight train permitted or timed to run at 35m.p.h. or less	8
Freight train, not fully fitted but with brake force not less than shown in Working Manual for Rail Staff, Part 6, Table E (ii).	9(a)
Unfitted freight train	9(b)
Light locomotive(s)	0

CLASS 1 TO 8 TRAINS AND LIGHT LOCOMOTIVES COUPLED (CLASS 0) MUST BE CONTINUOUSLY BRAKED.

Page 1.22

BROKEN RAILS IN CONTINUOUSLY WELDED TRACK (EXCLUDING RAILS IN TUNNELS):—

Delete instructions and **Substitute:—**

BROKEN RAILS IN CONTINUOUSLY WELDED TRACK (EXCLUDING RAILS IN TUNNELS)

If Civil Engineering staff are not immediately available, the S & T Technician, Signalman or other member of the Operations Department staff (who must have been specially authorised by the Area Manager to apply these instructions, if below Supervisory grade) may authorise trains to pass at WALKING PACE over a broken rail provided the following conditions are met:—

(a) The broken rail is continuously welded track but is not in a tunnel.

(b) No part of the rail is missing.

(c) There are no secondary cracks and the broken ends are not pulled apart more than 1 inch (or 25mm). On electrified lines the gap must not be bridged in order to measure it.

(d) Adjacent sleepers and fastenings are in good conditions.

(e) The break is approximately vertical and is in plain line track not within 6 feet (or 2 metres) of any fishplated joint or switch and crossing work.

(f) The rail ends must be carefully examined during and after the passage of each train to ensure these conditions are maintained.

(g) Any necessary precautions must be taken to ensure the safety of trains on an adjoining line while a train is passing over the break.

(h) Civil Engineering staff must be called to the site as quickly as possible.

Page 3.6A

Add:—

INCIDENTS INVOLVING DOORS ON PASSENGER STOCK

1. **Power operated doors**

1.1 The power operated door(s) concerned must be locked and labelled out of use immediately if:—

(a) someone is injured when the doors are being closed OR

(b) the train starts with someone (or something such as a push-chair, etc) trapped in the doors OR

(c) the train starts with the doors remaining open irregularly OR

(d) the door comes open during the journey OR

(e) someone falls from the train

1.2 Operations Control must be advised of the full details including the vehicle number, location of the door, the position of all door controls and the Traction Interlock Switch at the time of the incident. Where appropriate, Form BR 29100/2 'Report of Power Operated Door Open in Traffic' must be completed jointly by the Driver and Guard (or Driver of a D.O. train) before leaving duty.

INCIDENTS INVOLVING DOORS ON PASSENGER TRAINS—continued

1.3 The door must be examined by M. & E.E. staff at the first suitable location and the vehicle must be taken out of service as soon as possible. It must not re-enter service until special authority is given by the Regional Operations Manager.

2. **External slam doors**

2.1 The slam door must be locked, the keyhole plugged and the door labelled out of use (both doors on non-corridor compartment stock), if:—

(a) the door comes open during the journey, unless it is established that the door was not properly closed before the train started OR

(b) the door is otherwise defective

The M. & E.E. staff must be advised on completion of journey.

2.2 If someone falls from the train, or is injured when opening the door, the provisions of clause 2.1 apply except that the door must be examined by the M. & E.E. staff at the first suitable location and the vehicle must be taken out of service as soon as possible. It must not re-enter service until special authority is given by the Regional Operations Manager.

Page 3.8

DEFECTIVE DOOR FASTENINGS

Delete instructions.

Page 6.3

BRIDGES STRUCK BY ROAD VEHICLES

Delete instructions and **substitute**:—

BRIDGES STRUCK BY ROAD VEHICLES

1. If it is reported that a rail over road bridge has or may have been struck by a road vehicle, movements must not be permitted over the bridge until it has been examined to ensure that it remains safe for the passage of trains.

2. The bridge may be examined by:

(a) an employee not below supervisory grade in the Operations, Civil Engineering, M & E Engineering or S & T Engineering departments, OR

(b) any other employee passed as competent in these instructions by the Civil Engineer.

3. Provided the damage is only superficial, the person concerned may authorise the resumption of the passage of trains at walking pace until the bridge can be examined by an employee in the Civil Engineering Department who is competent to examine bridges. When checking that the damage is only superficial, the person concerned must ensure that:—

(a) the vertical and horizontal alignment of the track appears normal

(b) there is no deformation or displacement or other damage (other than paint damage) to a metal bridge

(c) the displaced material on a masonary arch is nowhere more than 6 inches (150mm) in depth and the total area displaced does not exceed 1 square yard (1 square metre)

BRIDGES STRUCK BY ROAD VEHICLES—continued

(d) the displaced material on a brick arch is nowhere more than one brick in depth and the total area displaced does not exceed 1 square yard (1 square metre)

(e) the internal reinforcing bars are not cut if exposed by damage to a concrete structure

4. The resumption of the passage of trains at normal speed must not be permitted until authorised by a Civil Engineering Department employee who is competent to examine bridges.

Note:— Where the bridge consists of several independent structures across the width of the railway, each independent structure must be considered as a separate bridge for the purpose of these instructions. If it is clear on examination that an independent structure has not been struck and has not been affected by another structure which was struck, normal working may be resumed immediately on the lines over the unaffected independent structure.

RULE BOOK (BR 87109)

SECTION B

Clause 5.1.1

Delete existing instructions and **substitute**:—

5.1.1 No-one other than an employee acting in the course of his duties is permitted to travel in a train, driving cab, brake compartment or brakevan except as follows:—

In driving cabs:

—the holder of a cab pass in accordance with the conditions shown on the pass

—the Shunter during shunting operations

—traincrew travelling on duty, but not in the cab from which the locomotive or train is being driven

In brake compartments or brakevans:

—the holder of an authority valid in brake compartments or brakevans

—traincrew travelling on duty, but not in a brakevan on a parcels train unless the Guard is riding in that van

In passenger trains:

—the holder of a valid ticket, pass or permit (a disabled person in a wheel-chair and, on an overcrowded train, other holders of a valid ticket, pass or permit may travel in the brakevan of a passenger train)

SECTION H—WORKING OF TRAINS

Amend first sentence of clause 6.7 to:—

When the train has entered a loop or siding or is shunted clear of the line on which it arrived, the Signalman must, if it has not already passed the signal box, be immediately advised whether the train is complete with tail lamp and clear of the running line concerned.

SECTION P—APPOINTMENT OF LOOKOUTMEN

Renumber clause 3.1.3 to 3.1.4

Add new clause 3.1.3 :—

3.1.3 If two or more Lookoutmen are appointed at a site of work where the approach of trains is to be indicated by the use of a blue and white chequered flag, the person in charge must make **one** Lookoutman responsible for acknowledging this hand-signal. There must be sufficient warning to enable this Lookoutman to warn other Lookoutmen at the site.

RULE BOOK, SECTIONS A, B & P (BR 87110)

SECTION P—APPOINTMENT OF LOOKOUTMEN

Renumber clause 3.1.3 to 3.1.4

Add new clause 3.1.3 :—

3.1.3 If two or more Lookoutmen are appointed at a site of work where the approach of trains is to be indicated by the use of a blue and white chequered flag, the person in charge must make **one** Lookoutman responsible for acknowledging this hand-signal. There must be sufficient warning to enable this Lookoutman to warn other Lookoutmen at the site.

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

PART 3—PINK PAGES

Section F—Clause F2/7

Add the following new Clause on page F3 :—

CODE OF PRACTICE FOR THE TRANSHIPMENT OF DANGEROUS GOODS IN EMERGENCY SITUATIONS

When it is necessary in an emergency situation to transfer Oil and Petroleum products or Chemical products (as specified in E3/1 of the Working Manual for Rail Staff, Part 3), between rail wagons or from rail wagons to road vehicles, the following guidelines should be observed :—

1. Before transfer operations are attempted, specialist advice must be sought from the consignor, consignee or other person nominated by the appropriate party to give such advice. During transfer operations the representative authorised to offer specialist advice should be in constant attendance and liaison with the Board's Operating representative and the emergency services.
2. The instructions contained in E3/2 (WMRS, Part 3) must be observed as far as is possible in the specific emergency situation.
3. Equipment and materials necessary to deal with any spillage or fire must be available on site.
4. Transfer of flammable gases and liquids with a flashpoint of 55 degrees C or below within nine (9) metres of any overhead electric line equipment or any conductor rail shall be prohibited until the overhead line equipment or conductor rail has been isolated from the supply and earthed.

PART 3—PINK PAGES—continued

5. If specialist advice is not available from the firm's representative on-site, the Board's Fire Officer and Scientific Services must be consulted as to whether any additional safety measures are necessary to meet individual circumstances.
6. The Board's Operating representative must take into account advice given by the firm's representative or other railway specialist in ensuring the overall safety of the operation.

(MO 34/63)

Section F: Clause F3/16

ANGLIA REGION

Amend telephone number for LONDON C Liverpool Street) to read:—

LONDON (Liverpool Street) (01–922) 9138/9* ‡00–29138/9

(MO 34/63)

EASTERN REGION

Amend whole entry to now read.

"YORK (0904) 629157*	#032 — 2704
	#032 — 2433
	#032 — 3653
NEWCASTLE (091) 232–2334*	#035 — 2711
LEEDS (0532) 442608*	#033 — 2763
DONCASTER (0302) 366978*	#027 — 2916
KINGS CROSS (01 388) 0642*	#002 — 4917
MIDDLESBROUGH (0642) 240692*	#034 — 5230

(MO 34/63)

PARTS 3 & 6 PINK & WHITE PAGES

Delete:—

Traincrews must always carry these documents with them when they are on duty:—

and **Substitute:—**

Traincrews, when working Freight trains, must always carry these documents with them when they are on duty:—.

(MO 34/63)

PART 6—WHITE PAGES

Section H: Clause H1/7

TRAIN PREPARATION FORM/TOPS TRAIN LIST—EXEMPTION FROM CLAUSE C1/7

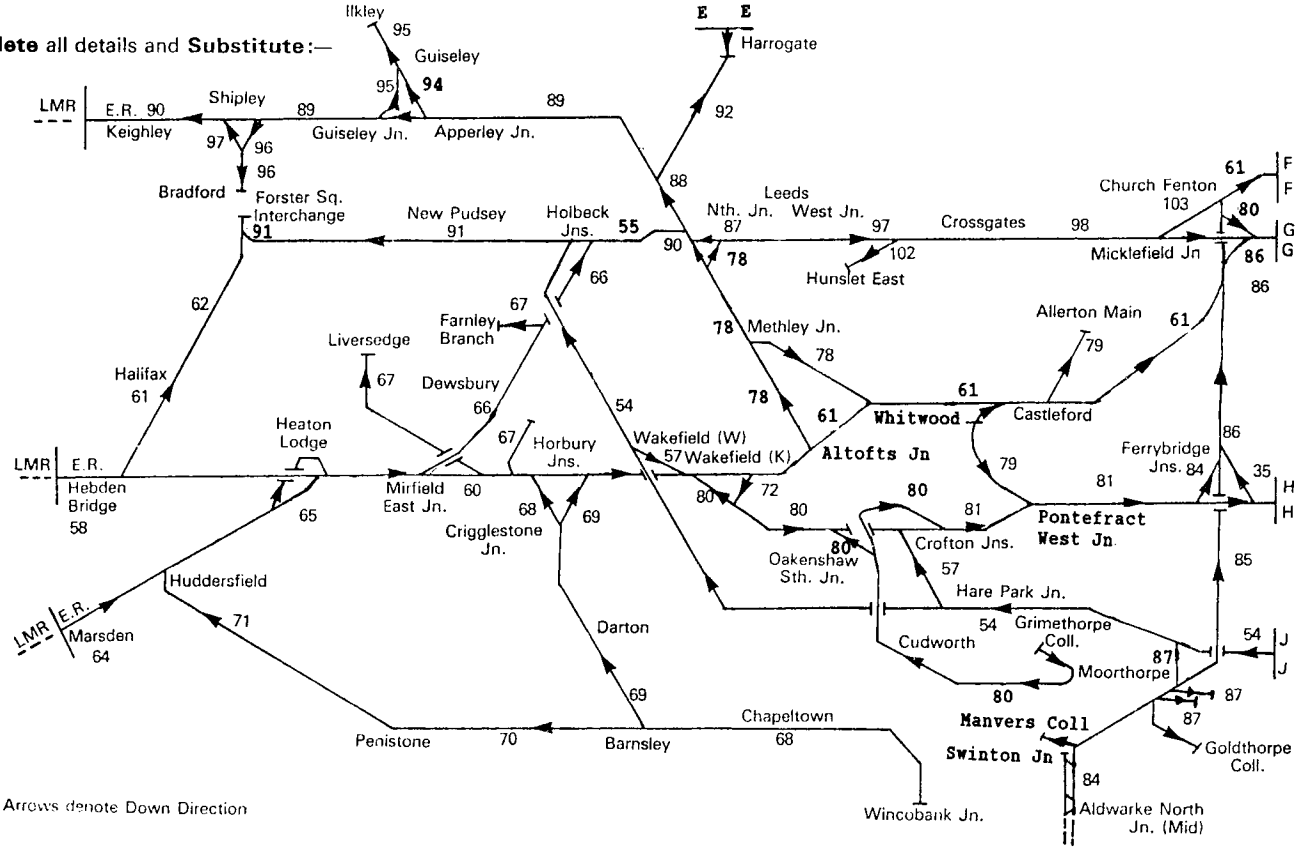
Add as second and third paragraphs:—

A completed Train Preparation Form/TOPS Train list need not accompany loaded or empty MGR coal trains between Area Manager East Midlands Freight collieries and Upper and Lower Trent Valley Power Stations.

The train must be validated before departure by the reproduction of a Summary Train List by the Area Freight Centre in accordance with the Working Manual For Rail Staff White Pages section C/3 clauses C3/2—C3/7. A completed driver's slip must continue to be given to the driver.

(MO 34/63)

Delete all details and **Substitute**:—



Arrows denote Down Direction

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) (DATED 5 APRIL 1986)

List of lines in the sequence used throughout the book	Page in Table A

Page 9

EASTWOOD TO NORMANTON, GOOSE HILL JN. AND BRANCHES

Delete above heading.

and **Substitute**:—

EASTWOOD TO COLTON NORTH JN. AND BRANCHES

Delete sub heading:—

Eastwood to Normanton, Goose Hill Jn. 58

and **Substitute**:—

Eastwood to Colton North Jn. 58

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

Delete above heading.

Delete Following sub-headings:—

Aldwarke North Jn. (Mid) to Leeds North Jn. 72
Grimethorpe Colliery to Dearne Valley North Jn. 75
Oakenshaw South Jn. to Oakenshaw Jn. 75
Oakenshaw South Jn. to Cropton East Jn. 76
Normanton Altofts Jn. to Colton North Jn. 76

Add Following sub-heading:—

Altofts Jn. to Leeds North Jn. 78

Add after Sherburn Jn. to Gascoigne Wood item—following heading:—

GRIMETHORPE COLLIERY TO CROFTON EAST JN. AND BRANCH

Add following sub-headings:—

Grimethorpe Colliery to Crofton East Jn. 80
Oakenshaw South Jn. to Oakenshaw Jn. 80

Page 11

Delete:—

Dunston Branch 137

Page 13

TABLE A—DETAILS OF RUNNING LINES

Delete:— A—Track Circuit Block (Non Permissive) on Goods line/loop.

Delete:—P—Permissive Working on Platform line for passenger trains.

and **Substitute**:—PP—Permissive Working on Platform line for class 1, 2, 3, 5 and 0 trains and class 4 or 6 parcels trains

Delete:—PF—Permissive Working on passenger line for freight trains

and **Substitute**:—PF—Permissive Working for class 3 to 9 and 0 trains

On and from 15 May Delete:—

PP—Permissive Working on Platform line for class 1, 2, 3, 5 and 0 trains and class 4 or 6 parcels trains.

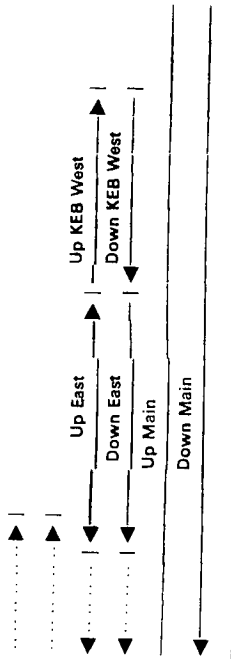
and **Substitute**:—

PP— Permissive Working on Platform line for class 1, 2, 3, 5 and 0 trains.

TABLE A—DETAILS OF RUNNING LINES (NORTHERN AREA)

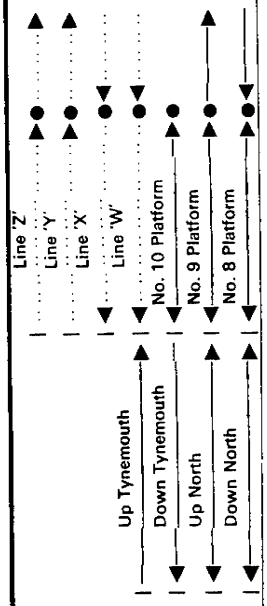
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page 16						
DONCASTER, BLACK CARR JN. TO BERWICK						
Between Carr and Sand Bank Jn. in Running Lines and Signalling System column						
Delete:— A (twice)						
Between Longlands Jn. and **Northallerton** **Delete**:						S. Up Slow, connection from Up Longlands Loop at 29m. 33ch.
and **Substitute**:—						S. Up Slow, connection from Up Longlands Loop at 29m. 03ch.
Page 24						
Between Darlington (D) and **Darlington**, in Running Lines and Signalling System column						
No. 1 Platform line **Delete**:— P and **Substitute**:— PP						
No. 4 Platform line **Delete**:— P and **Substitute**:— PP						

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
DONCASTER, BLACK CARR JN. TO BERWCK—continued						
Pages 27, 28 and 29 (as amended)						
Delete all details and **Substitute**:—						
UF			40		**Slow 75m. 66ch. and 76m. 21ch.**	PF. Down Slow between signals 187 and 142 and on Up Slow between signals 129/131 and 204
				110	**Fast/Main line 77m.p. and 72m. 26ch.**	
DF	Low Fell Jn. (See page 136)	77 37	35		**Slow to Norwood Jn. line**	
US			30	30	**To and from Slow lines at 77¼m.p.**	
			95		**78¼m.p. and 78m. 62ch.**	
				100	**78m. 62ch. and 77m.p.**	
UP MAIN			70		**78m. 62ch. and 79m. 01ch.**	
				70	**79m. 01ch. and 78m. 62ch.**	
DOWN MAIN			60		**79m. 01ch. and 79m. 26ch.**	
				60	**79m. 26ch. and 79m. 01ch.**	
DS			50		**79m. 26ch. and 79m. 34ch.**	
	Askew Road Tunnel (53 yards)	79 26 to 79 29				

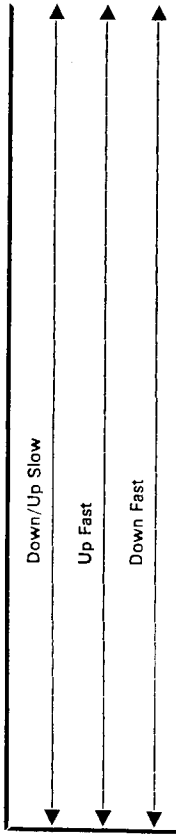


			50	**79m. 34ch. and 79m. 26ch.**	
		25		**All lines 79m. 34ch. and 79m. 70ch.**	
King Edward Bridge South Jn. (See page 131)	79 42	25	25	**To and from KEB West lines or to Down Gateshead West line**	King Edward Brigde Jn's. controlled by Gateshead (G) signal box.
King Edward Bridge North Jn. (See page 46)	79 57		15	**To KEB South East Curve**	
			25	**All lines 79m. 70ch. and 79m. 34ch.**	
		15		**All lines 79m. 70ch. and 0m. 42ch. in both directions**	
Newcastle West Jn. (See page 46)	80 05				

DONCASTER, BLACK CARR JN. TO BERWICK—continued



Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
	Newcastle (N)	80 16 0 00				Permissive Working is authorised on Platforms 8, 9 and 10.
	Newcastle East Jn. (See page 115)	0 14	15		To Gateshead line 101m. 59ch. and 100m. 75ch.	CW. Down Tynemouth (86 yards before reaching signal N.48). CW. Up Tynemouth (23 yards before reaching signal N.67).
		0 38				

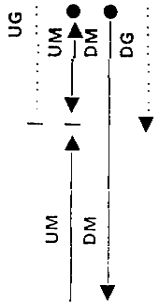


		15	All lines 0m. 42ch. and 79m. 70ch. in both directions
		15	Slow line in Down direction 0m. 42ch. and 0m. 50ch.
		25	Down Fast line 0m. 42ch. and 0m. 50ch. (in both directions)
Manors	0 46		
		25	Up Fast line 0m. 50ch. and 0m. 42ch. (in both directions)
		15	Slow line in Up direction 0m. 50ch. and 0m. 42ch.
		85	Down Fast line in Down direction 0m. 50ch. and 1m. 18ch.
		60	Up Fast in Down direction 0m. 50ch. and 2m. 62ch.
		50	Slow line in Down direction 0m. 50ch. and 1m. 03ch.
Red Barns Tunnel (98 yards)	0 65 to 0 70		
		50	Slow line in Up direction 1m. 03ch. and 0m. 50ch.
		20/50	Slow line in Down direction 1m. 03ch. and 1m. 18ch.
		60	Up Fast line in Up direction 1m. 07ch. and 0m. 50ch.

A15

DONCASTER, BLACK CARR JN. TO BERWICK—continued

Running Lines and Signalling System	Location	Milagee M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Down/Up Slow, Up Fast, Down Fast				20 / 50	Slow line in Up direction 1m. 18ch. and 1m. 03ch.	
			50		Slow line in Down direction 1m. 18ch. and 1m. 59ch.	
				60	Down Fast line in Up direction 1m. 58ch. and 0m. 50ch.	
				50	Slow line in up direction 1m. 59ch. and 1m. 18ch.	
			25		Slow line/Depot line in Down direction 1m. 59ch. and 1m. 79ch.	
			25	25	Down Fast to Up Fast and Up Fast to Down Fast at 1m. 60ch.	
			40	40	Up Fast to Slow and Slow to Up Fast at 1m. 62ch.	
Down/Up Slow, Up Fast, Down Fast	Heaton South Jn.	1 65				CW. Slow at 1m. 64ch.
DEPOT LINE, UM, DM			40	40	Down Fast to Up Fast and Up Fast to Down Fast at 1m. 68ch.	
			25	25	Up to Depot line and Depot line to Up at 1m. 71ch.	
				25	Depot/Slow line in Up direction 1m. 79ch. and 1m. 59ch.	
DEPOT LINE, UM, DM	(Start of Goods lines)	2 15				
			40		Down Main to Down Goods at 2m. 15ch.	
				20	Up Goods to Up Main at 2m. 15ch.	



Heaton	2 16				
				95	**Up Main/Fast line in Up direction 2m. 21ch. and 1m. 07ch.**
Heaton North Jn.	2 48				
				20	**Up Main to Up Goods at 2m. 57ch.**
			20	20	**Through trailing crossovers at 2m. 64ch.**
			25		**Down Goods to Down Main at 2m. 66ch.**

C. Down at 3m. 07ch. 730 yards before reaching signal B. 31.

(Wef 12.00 11-4-89)

DRS 61

Page 31
DONCASTER, BLACK CARR JN. TO BERWICK
At Longhirst LC from remarks column **Delete**

Page 36
ASKERN COLLIERY BRANCH
In Running Lines and Signalling System Column
Delete:— A

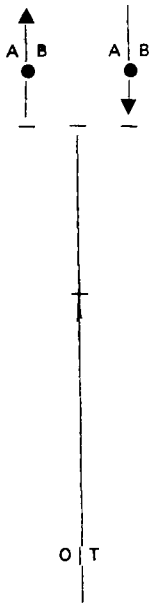
Page 37 (as amended)
YORK HOLGATE JN. TO SKELTON
In Running Lines Signalling System column
Delete:— A

Page 38
YORK TO SCARBOROUGH

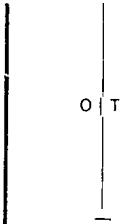
At:—	Strensall No. 1 LC
Add:—	(CCTV)
At:—	Strensall No. 2 LC
Delete:—	(RC)
and **Substitute:**—	(CCTV)

Page 42
DARLINGTON, PARKGATE JN. TO EASTGATE
Between Parkgate Jn. and Albert Hill in Running Lines and Signalling System column
Delete:— A

Page 43—continued
DARLINGTON, PARKGATE JN. TO EASTGATE—continued
Between Shildon and Eastgate **Delete** all details and **Substitute**:—



Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Remarks
Shildon (S)	8 28				
	8 57	30		**Down line to Single line**	
			30	**8m. 58ch. and 8m. 18ch.**	
Shildon Tunnel (1220 yards)	8 66 to 9 42				
		25		**11¼m.p. and 13¼m.p.**	
Bishop Auckland	11 23	20	20	**Through connection to and from platform line**	Cotrolled by Shildon (S) signal box.
			25	**13¼m.p. and 11¼m.p.**	
Etherley GF	13 31	25		**14m. 44ch. and 0m. 23ch (Wear Valley Jn. to Eastgate mileage)**	
	14 47 / 0 00		25	**0m. 23ch. and 14m. 44ch. (Eastgate to Wear Valley Jn. mileage)**	
Wilton-le-Wear LC	1 14	25		**1m. 15ch. and 1¼m.p.**	
			25	**1¼m.p. and 1m. 15ch.**	
		15		**1¼m.p. and 2¼m.p.**	
			15	**2¼m.p. and 1¼m.p.**	
		25		**2¼m.p. and 3¾m.p.**	
			25	**3¾m.p. and 2¼m.p.**	

	Wiserley Hall LC (R/G)	7 15		20	7m. 30ch. and 9¼m.p.	
				20	9¼m.p. and 7m. 30ch.	
	Broadwood LC (AOCL)	9 77	30	10	Approaching level crossing	
	Stanhope	12 65				
	Unthank LC (TMO)	13 30				
	Eastgate	15 79				

Page 43
HOPETOWN JN. TO UKF SIDING
From Remarks column
Delete:— see page 165

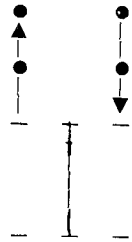
Page 44
KELLOE BANK FOOT BRANCH
In Running Lines and Signalling System column
Delete:—A

Page 45
FERRYHILL TURSDALE JN. TO PELAW JN.
From remarks column
Delete:—
and **Substitute**:—

AWS not provided.

Between Whitwell LC and Washington
Delete all details and **Substitute**:—

AWS not provided except at fixed distant boards between Fencehouse and Wardley inc.

	Whitwell LC	6 29				
				40	7m. 05ch. and 6m. 75ch.	
	Fencehouses LC	12 43				
	Penshaw	14 76		30	Single line to Up line	Penshaw to Usworth controlled by Usworth (UH) signal box.
			30	30	14m. 75ch. and 15m. 24ch.	
			40	40	15m. 24ch. and 16m.p.	
	Washington	16 05		40	Up line to Single line	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page 51						
BUTTERWELL COLLIERY NORTH BRANCH NCB						
In Running Lines and Signalling System column						
Delete:—A						
Page 53						
WEST SLEEKBURN JN. TO NORTH BLYTH						
From remarks column						
Delete:—see page 165						
Page 54						
DONCASTER MARSHGATE JN. TO WHITEHALL JN.						
Between **South Elmsall** and South Kirkby Jn.						
Add:—						
■ ■	OHNS	165 35				
Page 55						
BRODSWORTH COLLIERY BRANCH						
In Running Lines and Signalling System column						
Delete:—A						
Delete:—Asterisk						
From remarks column						
Delete *—See page 165						
CASTLE HILLS SOUTH JN. TO CASTLE HILLS WEST JN.						
In Running Lines and Signalling System column						
Delete:—A						
Page 58						
EASTWOOD TO NORMANTON, GOOSE HILL JN.						
Delete:—above heading						
and **Substitute:**—						
EASTWOOD TO COLTON NORTH JN.						
Delete:—All MAXIMUM PERMISSIBLE SPEEDS						
and **Substitute:**—						
EASTWOOD AND REGIONAL BOUNDARY (22m. 62ch.)			**70**	**70**	MAXIMUM SPEED	
REGIONAL BOUNDARY (22m. 62ch.) AND HEATON LODGE JN.			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	

HEATON LODGE JN. AND THORNHILL LNW JN.	**75**	**75**	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY	
HEATON LODGE JN. AND THORNHILL LNW JN.	**60**	**60**	MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS	
THORNHILL LNW 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 6¼m.p.	**100**	**100**	MAXIMUM PERMISSIBLE SPEED ON LEEDS LINES	
6¼m.p. AND COLTON JN.	**125**	**125**	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES	

Page 59
At Sowerby Bridge Tunnel from remarks column **Delete**:—

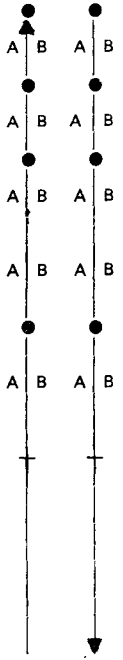
	Rule Book, Section S Clause 3.3 and Block Regulation 3.9 apply

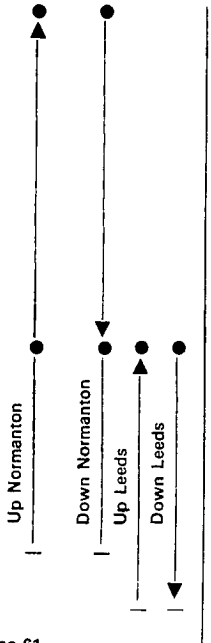
Page 60
EASTWOOD TO NORMANTON, GOOSE HILL JN.
Delete:— above heading
and **Substitute**:—
EASTWOOD TO COLTON NORTH JN.—continued

Delete:—	Wakefield Kirkgate			
and **Substitute**:—	**Wakefield Kirkgate**	47 62		

Page 61
Between Turners Lane Jn. and Goose Hill Jn.
Delete:— all details
and **Substitute**:—

Turners Lane Jn. (see page 72)	48 33	**15**	**To Calder Bridge Jn. line**	Controlled by Wakefield Kirkgate (K) signal box.
Former Goose Hill Jn.	50 31			
	184 56			
Normanton Footpath LC (R/G)†	185 11			†—Footpath LC crosses Up line only.
Altofts Jn.	185 73	**30**	**185m. 30ch. and 185m.p.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page 61—continued **Add:—** **EASTWOOD TO COLTON NORTH JN.** —continued						
	Altofts Jn. (see page 78)	186 00 23 57				
	Whitwood (see page 78)	22 04		**20**	**To Methley Jn. line**	
	Castleford Gates LC	21 22				
	Castleford West Jn. (see page 79)	21 01		**20**	**To Cutsyke line**	
			35	**35**	**21m. 0ch. and 20m. 66ch.**	
	Castleford	20 79				
	Castleford East Jn. (see page 79)	20 39	**10**		**To Ledston line**	
	Fairburn Tunnel (65 yards)	17 52				
		17 49				
	Hillam Gates LC (CCTV)	15 57				Milford (M) signal box area between Hillam Gates LC and Sherburn-in-Elmet.
			25		**Down Normanton to Up Normanton at 15m. 10ch.**	
	Milford Jn. (see page 86)	15 07	**25**		**Up Normanton to Down Pontefract/ Milford at 15m. 06ch.**	
				40	**Up Normanton to Down Pontefract/ Milford at 15m.p.**	



Miford (M)	14 71		40	**Up Normanton to Down Normanton at 14m. 74ch.**	DPL 87, UPL 96 1L 1S—Cutsyke Branch 3S 1L—Methley Jn. direction at Whitwood.
Sherburn Jn. (see page 80)	13 21		30	**To Gascoigne Wood line**	
Sherburn-in-Elmet LC (CCTV)	12 69				
Church Fenton South Jn.	10 77	**25** **25**	**25**	**Through trailing crossover To No. 3 Platform line (UPL) at 10m. 70ch.**	
Church Fenton	10 58				UPL 45, also available for Down trains (24 SLU).
			15	**Up Leeds to Up Platform loop at 10m. 50ch.**	
Church Fenton	10 43				
Church Fenton North Jn. (see page 103)	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**	Colton South Jn. to Colton North Jn. controlled by York (Y) signal box.
			70	**Up Leeds to Up Normanton**	
Colton Jn. (see page 19)	5 41 182 79				
Colton North Jn. (see page 19)	183 65				

Page 61
MILNER ROYD JN. TO BRADFORD MILL LANE JN.
At Beacon Hill Tunnel, Wyke Tunnel and Bowling Tunnel, from remarks column **Delete**:— Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.

Page 64
DIGGLE JN. TO HOLBECK EAST JN.
At Standedge Tunnel, from remarks column **Delete**:— Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.

Between Standedge Tunnel and Marsden
Delete:—

			10	**Up Goods Loop to Main at 18m. 18ch.**	

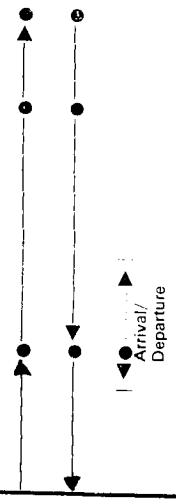
Running Lines and Signalling System	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page 65 (as amended) **DIGGLE JN. TO HOLBECK EAST JN.**—continued At **Huddersfield** in Running Lines and Signalling System column No. 1 Platform **Delete**:—P and **Substitute**:—PP No. 4 Platform **Delete**:—Pt and **Substitute**:—PP† No. 8 Platform **Delete**:—Pt and **Substitute**:—PP† At Batley LC, in Running Lines and Signalling System column **Add**:—signal box dots ● ● At **Cottingley Delete**:—		40 42				
and **Substitute**:—		40 02				
Page 67 **FARNLEY BRANCH** From remarks column **Delete**:—see page 165						
LIVERSEDGE BRANCH From remarks column **Delete**:—see page 165						
Page 68 **WINCOBANK JN. TO HORBURY JN.** At Tankersley Tunnel, and Woolley New and Old Tunnel, from remarks column **Delete**:—						Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.
Page 71 **BARNSLEY STATION JN. TO HUDDERSFIELD, SPRINGWOOD JN.** At Thurston and and Robin Hood Tunnels, from remarks column **Delete**:—						Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.
Pages 72, 73, 74 and 75 **ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.** **Delete**:—Heading and all details thereunder						

Page 75
GRIMETHORPE COLLIERY TO DEARNE VALLEY NORTH JN.
Delete:—above heading and all details thereunder

OAKENSHAW SOUTH JN. TO OAKENSHAW JN.
Delete:—above heading and all details thereunder

Page 76
OAKENSHAW SOUTH JN. TO CROFTON EAST JN.
Delete:—above heading and all details thereunder
Pages 76, 77 and 78
NORMANTON, ALTOFTS JN. TO COLTON NORTH JN.
Delete:—above heading and all details thereunder

Page 78
Add:—
ALTOFTS JN TO LEEDS NORTH JN.



Altofts Jn. (see page 61)	186 00	75	75	MAXIMUM PERMISSIBLE SPEED
Altofts	186 34			
Methley Jn. (see page 78)	187 37		30	**To Whitwood line**
Methley North LC (R/G)	188 30			
Woodlesford Footpath LC (R/G)	190 02			
Stourton Jn.	192 42	25 20	20	**Down to Up at 192½m.p.** **Arrival/Departure line 192m. 42ch. and 193m. 17ch.**
Stourton	193 17			
Hunslet South Jn.	193 40			
Hunslet Station Jn.	194 10	60	60	**193m. 68ch. and 194m. 37ch.**
		40	40	**194m. 37ch. and 195m. 18ch.**

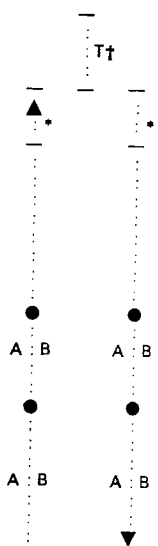
Hunslet Station Jn. to Leeds North Jn. controlled by Leeds (L) signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page 78—continued **ALTOFTS JN. TO LEEDS NORTH JN.**—continued			**30**	**30**	**195m. 18ch. and 195m. 47ch.**	
↑ ↓	Engine Shed Jn. (see page 90)	195 20	**20**		**To Whitekhall line**	
— —	Leeds North Jn. (see page 88)	195 53	**15**		**195m. 47ch. and 195m. 52ch.**	
Page 79 **CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST** **Delete** all details and **Substitute:**—			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
—	Castleford East Jn.	6 17				Controlled by Castleford Station signal box.
:	BC LC (OPEN)		**STOP**	**STOP**	**Obtain authority before proceeding**	
:	Ledston	4 43				
O : T	Leeds Road (Wood End) LC (BC) (OPEN)		**STOP**	**STOP**		
:	Allerton Main (Bowers Opencast Stop Board)	3 22				
—						
Page 80 **SHERBURN JN. TO GASCOIGNE WOOD** **Delete** all details and **Substitute:**— **SHERBURN JN. TO GASCOIGNE WOOD**			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	
— —	Sherburn Jn. (see page 61)	13 22				Controlled by Milford (M) signal box.
| |	Gascoigne Wood (see pages 86 and 99)	14 30				
— —						

Page 80
Add:—

GRIMETHORPE COLLIERY TO CROFTON EAST JN.

GRIMETHORPE COLLIERY AND FORMER DEARNE VALLEY NORTH JN.			20	20	MAXIMUM PERMISSIBLE SPEED	AWS not provided between Cudworth Station and Grimethorpe Colliery.
FORMER DEARNE VALLEY NORTH JN. AND ROYSTON JN. 178m. 30ch.			40	40	MAXIMUM PERMISSIBLE SPEED	
ROYSTON JN. 178m. 30ch. AND OAKENSHAW SOUTH JN.			55	55	MAXIMUM PERMISSIBLE SPEED	
OAKENSHAW SOUTH JN. AND CROFTON EAST JN.			30	30	MAXIMUM PERMISSIBLE SPEED	



Grimethorpe Colliery	55 77					†—No Staff.
Signals G4/3 and G2						
Grimethorpe Shunters Cabin						*—Shunting Area.
	58 31					
	0 30		15	15	**0m. 30ch. and 0m.p.**	
Former Dearne Valley North Jn.	0 00					
	172 68			20	**173m. 10ch. and 172m. 64ch.**	S. Trailing connection from Down Houghton Colliery Siding at 172m. 67ch.
Cudworth Station	175 03		20	20	**175m. 38ch. and 176m. 02ch.**	
			20		**176¾m.p. and 177¾m.p.**	
Royston Jn.	178 28		20		**178m. 15ch. and 178m. 36ch.**	1L 1S for Wakefield Kirkgate 1L 2S for Crofton.
			20	20	**179m. 25ch. and 179½m.p.**	
Oakenshaw South Jn. (see page 80)	181 77		20	20	**Main to Main**	Controlled by Oakenshaw (O) signal box.
			20		**Main to Oakenshaw line**	
			20		**182m. 33ch. and 183m. 04ch.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page 80—continued Add:— **GRIMETHORPE COLLIERY TO CROFTON EAST JN.**—continued						
● ●	Oakenshaw (O)	182 35		15	**182m. 36ch. and 182m. 33ch.**	Controlled by Oakenshaw (O) signal box.
: :	Crofton East Jn. (see page 81)	183 04				
— —						
Page 80 Add:— **OAKENSHAW SOUTH JN. TO OAKENSHAW JN.**			30	30	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
—	Oakenshaw South Jn. (see page 80)	49 41		20	**To Royston Junction line**	
▲ :			20	20	**49m. 41ch. and 49m. 15ch.**	Controlled by Oakenshaw box.
▼ —	Oakenshaw Jn. (see page 80)	48 76				
Page 80 **WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.** Between Calder Bridge Jn. and Oakenshaw Jn. In Running Lines and Signalling System column **Delete:**—A						
Page 81 **WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.** Between Pontefract West Jn. and Signal POW 368 In Running Lines and Signalling System column **Delete:**—A						
Page 83 **DRAX POWER STATION BRANCH** In Running Lines and Signalling System column **Delete:**—A (twice)						
Page 84 **FERRYBRIDGE BRANCH** In Running Lines and Signalling System column **Delete:**—A						

Page 84
KNOTTINGLEY SOUTH JN. TO EAST JN.
In Running Lines and Signalling System column
Delete:—A

Page 85
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD
At Aldwarke North Jn. (Mid)
Delete:—
and **Substitute:**—

		25	Slow to Aldwarke South Jn. (GC line)	
		25	Slow to Aldwarke South Jn. (GC line) excliudng diamond crossover	
		10	Through diamond crossover	

Add:—

Page 87
GOLDTHORPE COLLIERY BRANCH
From remarks column
Delete:—see page 165

Page 89
LEEDS TO SKIPTON STATION SOUTH
At Thackley Tunnel, from remarks column **Delete:**—

Page 92
WORTLEY JN. TO YORK (SKELTON) VIA HARROGATE
At Bramhope Tunnel from remarks column **Delete:**—

				Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply
				Rule Book, Section S. Clause 3.3 and Block Regulation 3.9 apply

Page 102
NEVILLE HILL WEST JN. TO HUNSLET EAST
In Running Lines and Signalling System column
Delete:—A (twice)

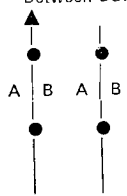
Page 103
SELBY, WEST JN. TO CANAL JN.
In Running Lines and Signalling System column
Delete:—A

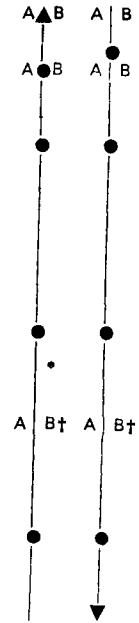
Page 105
HULL TO SEAMER WEST
Delete all details and **Substitute:**—

▲ ▼	West Parade North Jn. (see page 109)	0 72	20	To Anlaby Road Jn. line	West Parade North Jn. to Walton Street controlled by Hessle Road (HB) signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page 105—continued **HULL TO SEAMER WEST**—continued						
—	Walton Street LC (see page 109)	125	25	25	**Through trailing crossover**	
			25		**To Springbank North Jn. line 1m. 55ch. and 2m. 17ch.**	
			55			
				55	**2m. 17ch. and 1m. 55ch.**	
	Thwaite Gates LC (CCTV)	3 63				
	Cottingham	3 72				
	Cottingham North LC (CCTV)	4 17				
	Beverley Parks LC (AHB-X)	6 51	**X30**	**X30**	**Approaching level crossing in wrong direction**	
	Flemingate LC (RC)	8 02				
	Beverley LC	8 20				
	Cherry Tree LC (CCTV)	8 39				
	Beverley North LC (CCTV)	8 62				
A B A B	**Arram** LC (AHB-X)	11 16	**X30**	**X30**	**Approaching level crossing in wrong direction**	
	Scorborough LC (R/G-X)	12 24	**X30**	**X30**	**Approaching level crossing in wrong direction**	
	Lockington LC (AHB-X)	12 74	**X30**	**X30**	**Approaching level crossing in wrong direction**	
	Beswick LC (AHB-X)	13 53	**X30**	**X30**	**Approaching level crossing in wrong direction**	
	Kilnwick LC (AHB-X)	14 01	**X30**	**X30**	**Approaching level crossing in wrong direction**	
	Watton LC (AHB-X)	14 44	**X30**	**X30**	**Approaching level crossing in wrong direction**	

Page 106 (as amended) **HULL TO SEAMER WEST** **Delete:—**	Hutton LC	16 73				
and **Substitute:—**	Hutton LC (AHB-X)	16 73	**X30**	**X30**	**Approaching level crossing in wrong direction**	
Page 107 **Delete:—**	Buckton Lane LC (AOCR)					
and **Substitute:—**	Buckton Lane LC (AHB)					
Page 108 **HESSLE ROAD TO KING GEORGE DOCK** **Delete** all details and **Substitute:—**						
HESSLE ROAD AND FORMER BRIDGES JN.			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
FORMER BRIDGES JN. AND KING GEORGE DOCK			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	
	Hessle Road (HR) (see page 101)	0 00		**20**	**0m. 08ch. and 0m.p.**	
	Springbank South Jn. (see below)	0 78 4 59	**15**		**To Springbank Yard line**	
			15	**15**	**4m. 59ch. and 4m. 37ch.**	
	Springbank North Jn. (see page 109)	4 20	**25**		**To Walton Street line**	
	Sculcoates	2 27				
	Hull River Swing Bridge	1 62				
O T†	former Bridges Jn.	0 41 0 00				†—No Staff.
	King George Dock	1 50				
Page 108 **SPRINGBANK SOUTH JN. TO SPRINGHEAD YARD** From remarks column **Delete:**—see page 165						

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page 109 **SPRINGBANK NORTH JN. TO WALTON STREET** In Running Lines and Signalling System column **Delete:**—A						
Page 110 **NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN** Between Yarm Tunnel and Eaglescliffe South Jn. In remarks column **Delete:**—						C. Down at 56m. 17ch. 600 yards before reaching signal B822.
and **Substitute:**—						C. Down at 56m. 17ch. 606 yards before reaching signal B822.
Page 111 **NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN** Between Hartburn Jn. and North Shore						
Delete:—			**20**	**20**	**59m. 76ch. and 59m. 78ch.**	
and **Substitute:**—			**20**	**20**	**59m. 76ch. and 60m. 10ch.**	
Delete:—			**30**	**30**	**59m. 78ch. and 60m. 45ch.**	
and **Substitute:**—			**30**	**30**	**60m. 10ch. and 60m. 45ch.**	
At **Stockton** In Running Lines and Signalling column **Delete:**—P (twice) and **Substitute:**—PP (twice)						DGL 64
At Norton-on Tees LC from remarks column **Delete:**—						
Page 113 **NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN** Between Dawdon (DN) and Seaham **Delete** all details and **Substitute:**—						
	Dawdon (DN)	84 22	**10**	**10**	**Through connections between Down line and Seaham Colliery at 84m. 22ch. and 84m. 37ch.**	
	Seaham	84 49	**40**	**40**	**84m. 54ch. and 84m. 58ch.**	
			35		**84m. 58ch. and 84m. 54ch.** **84m. 85ch. and 85¼m.p.**	



Hall Dene LC	85 24	45	55	85¼m.p. and 84m. 85ch.
				85¼m.p. and 85m. 52ch.
			45	85m. 52ch. and 85¼m.p.
Ryhope Grange (see pages 120 and 121)	87 63	25		**To Hendon line**
			25	**To Hawthorn line**
		25	25	**Through trailing crossover**
			55	**88m. 13ch. and 85m. 52ch.**
			40	**88m. 68ch. and 88m. 13ch.**
Sunderland South Tunnels (711 yards) and (127 yards)	89 06 to 89 45		55	**89m. 45ch. and 88m. 68ch.**
Sunderland	89 46	20		**89m. 45ch. and 89m. 76ch.**
Sunderland	89 60			
Sunderland North Tunnel (256 yards)	89 64 to 89 76			
			20	**89m. 76ch. and 89m. 45ch.**
		40		**89m. 76ch. and 90m. 24ch.**
			55	**90m. 24ch. and 89m. 76ch.**
Monkwearmouth (see page 121)	90 26	30		**90m. 24ch. and 90m. 69ch.**
Seaburn	91 33		40	**90m. 69ch. and 90m. 24ch.**

CW. Up at 87m. 48ch. (473 yards before reaching signal RG 32.

*—The Up Main between signals S58 and S55 is worked in both directions.
†—TCB when Monkwearmouth signal box is closed.

Page 115
NORTHALLERTON. BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN
Between St James Bridge Jn. and Park Lane Jn.
In Running Lines and Signalling System column
Delete:—A (twice)

Page 117
STOCKTON FREIGHTLINER TERMINAL BRANCH
From remarks column
Delete:—see page 165

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page 120 **SEABANKS BRANCH** From remarks column **Delete:**—see page 165						
HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE Between Seaton LC and Ryhope Grange **Delete:**— **Add:**— **Add:**— From remarks colume **Delete:**—see page 165			20 10	20 20	19m. 25ch. and 19m. 75ch. 19m. 25ch and 19m. 75ch. 19m. 75ch. and 19m. 25ch.	
Page 121 (as amended) **RYHOPE GRANGE TO HENDON** In Running Lines and Signalling column **Delete:**—A						
BOLDON EAST JN. TO BOLDON NORTH JN. In Running Lines and Signalling System column **Delete:**—A						
Page 122 (as amended) **BOLDON WEST JN. TO TYNE COAL TERMINAL** In Running Lines and Sgnalling System column **Delete:**—A (four times)						
Page 122 (as amended) **PELAW JN. TO SIMONSIDE** In Running Lines and Signalling System column **Delete:**—A						
WESTOE COLLIERY BRANCH In Running Lines and Signalling column **Delete:**—A						

Page 124
DARLINGTON SOUTH JN. TO SALTBURN
Between Bowesfield and **Thornaby**
from remarks column **Delete**:—

and **Substitute**:—

C. Up Main at 11m. 58ch. 755 yards before reaching signal B 129.
C. Up Main at 11m. 58ch. 755 yards before reaching signal B 793.

Page 125
DARLINGTON SOUTH JN. TO SALTBURN
At **Middlesbrough**
In Running Lines and Signalling System column (Passenger lines)
Delete:—P (twice)
and **Substitute**:—PP (twice) (Passenger lines only)
Between South Bank Jn. and Grangetown (G)
In Running Lines ansd Signalling System column
Delete:—A (twice)
From remarks column
Delete:—see page 165

Page 129
BEAM MILL JN. TO SLAG ROAD (LACKENBY)
In Running Lines and Signalling column
Delete:—A

Page 130
GRANGETOWN TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)
In Running Lines and Signalling System column
Delete:—A
SALTBURN WEST JN. TO BOULBY POTASH MINE
In Running Lines and Signalling System column
Delete:—A (twice)

Page 132
GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE YARD
At Swalwell Jn.
Delete:—

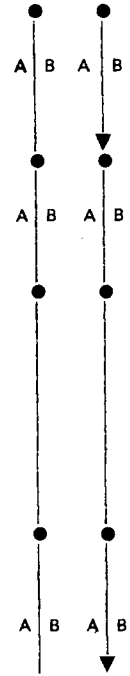
		15		To Dunston Branch

Page 133 (as amended)
GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE YARD
Between Corbridge and Long Byre LC (R/G)
Delete *all* details and **Substitute**:—

Corbridge	17 59			
Dilston LC (AHB-X)	18 20	X30	X30	Approaching level crossing in wrong direction

Page 133 (as amended)—continued

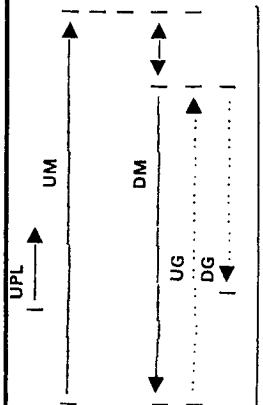
GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE YARD—continued



Running Lines and Signalling System	Location	Milaege M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
	Hexham (H)	20 53		40	Down to Up at 20m. 42ch.	
			55		22m. 53ch. and 23m. 05ch.	
				55	23m. 05ch. and 22m. 63ch.	
			60		23m. 05ch. and 23¼m.p.	
	Warden LC (AHB-X)	24 53	X30	X30	Approaching level crossing in wrong direction	
				60	23¼m.p. and 23m. 05ch.	
	Haydon Bridge LC	28 35	60		31m. 49ch. and 32m. 30ch.	DRS 87.
				60	31m. 75ch. and 31m. 30ch.	
	Bardon Mill LC (R/G)	32 23				
	Bardon Mill	32 29				
	Bardon Mill	32 41		60	33¼m.p. and 32m. 23ch.	
				30	35m.p. and 34m. 29ch.	
				50		
				55	35m. 65ch. and 35m.p.	
			30		35m. 65ch. and 36m.p.	
	Whitchester Tunnel (202 yards)	35 70 to 35 79				
				30	36m.p. and 35m. 65ch.	
				55	36¾m.p. and 36m.p.	
				40	37m.p. and 36¾m.p.	
	Haltwhistle	37 17	55		40m.p. and 40m. 32ch.	
	Blenkinsop Footpath LC (R/G)	40 19				
				55	40m. 32ch. and 40m.p.	
	Long Byre LC (R/G)	41 05	50		42m. 44ch. and 45m. 38ch.	

Page 135 (as amended)
At Carlisle
No. 4 Platform **Delete**:—P and **Substitute**:—PP
No. 3 Platform **Delete**:—P and **Substitute**:—PP
No. 1 Platform **Delete**:—P and **Substitute**:—PP

Page 135 (as amended)
GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE YARD
Between Carlisle North Jn. and Carlisle Yard (Signal CE 482—Up Goods line)
Delete all details and **Substitute**:—



Carlisle North Jn.	0 19			
Caldew Jn.	0 53	30	30	**Main to Goods and Goods to Main**
	(210 Goods lines)		30	**Through crossover to Down Main (Up direction)**
		20	20	**Goods lines 2m. 17ch. and 2m. 17ch.**
		30	20	**Goods lines 2m. 17ch. and 2m. 64ch. (also applies to passenger trains)**
Signal CE 463		25		**Goods line 2m. 64ch. and Kingmoor (also applies to passenger trains)**
			25	**Passenger loop to Main**
			30	**Over Passenger loop**
Kingmoor	1 79		20	**Main to Passenger loop**
	(336 Goods lines)			
Carlisle Yard (Signal CE 482-Up Goods line)				

Page 136
SWALWELL COLLIERY BRANCH
From remarks column
Delete:—see page 165

Page 136 (as amended)
LOW FELL JN. TO NORWOOD JN.
In Running Lines and Signalling column
Delete:—A (twice)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
LOW FELL SIDINGS JN. TO BENSHAM JN. In Running Lines and Signalling System column **Delete:**—A (twice)						
Page 137 **DUNSTON BRANCH** **Delete:**—heading and table details						
WORKINGTON No. 2 TO CARLISLE, LONDON ROAD JN. Between **Maryport** and **Aspatria** **Delete:**—						CW. Down at 0m. 37ch. (336 yards before reaching starting signal).
Page 138 **WORKINGTON No. 2 TO CARLISLE LONDON ROAD JN.** Between Currock Jn. and London Road Jn. In Running Lines and Signalling System column **Delete:**—A (twice)						

TABLE B—SPECIAL WORKING ARRANGEMENTS

Page 141

Delete heading:—

EASTWOOD TO NORMANTON, GOOSE HILL JN.

and **Substitute**:—

EASTWOOD TO COLTON NORTH JN.

Page 142

Delete heading:—

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

and **Substitute**:—

ALTOFTS JN. TO LEEDS NORTH JN.

Delete heading:—

GRIMETHORPE COLLIERY TO DEARNE VALLEY NORTH JN.

and **Substitute**:—

GRIMETHORPE COLLIERY TO CROTFON EAST JN.

Between		Line(s)	Authorities	Restrictions
Page 142 **Add**:—				
CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST				
Castlefield Station	Former Ledston Station	S	F	56 SLU BV. In daylight and clear Weather only. Speed must not exceed 10 m.p.h. Radio Communication must be available between Guard and Driver.
Page 143 **Add**:—				
BILLINGHAM ON-TEES TO SEAL SANDS STORAGE				
BASF Run-ound loop	Simons Storage Ground Frame	Single	F	15 fully fitted SLU

Page 147

TABLE U—TOWING OF VEHICLES ETC

Delete heading:—

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

and **Substitute**:—

ALTOFTS JN. TO LEEDS NORTH JN.

Page 169

INDEX

B

Page

Add:—

Page 172

Add:—

W

Page 182

Delete heading:—

EASTWOOD TO NORMANTON, GOOSE HILL JN.

and **Substitute:**—

EASTWOOD TO COLTON NORTH JN.

Page 186

Add:—

BETWEEN WINCOBANK JN. AND BARNSLEY

Drivers working over this line must obtain from the Train Crew Supervisor when signing on duty, a telephone handset for use at the stump posts which are located approximately 500 yards apart.

The handset must be returned to the Train Crew Supervisor before signing off duty.

Page 187

Delete heading:—

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

and **Substitute:**—

GRIMETHORPE COLLIERY TO CROFTON EAST JN.

Page 188

Above **STOURTON TRADING ESTATE**

Add heading:—

ALTOFTS JN. TO LEEDS NORTH JN.

Page 189

Delete heading:—

GRIMETHORPE COLLIERY TO DEARNE VALLEY NORTH JN.

and **Substitute:**—

GRIMETHORPE COLLIERY TO CROFTON EAST JN.

Page 202

BILLINGHAM ON TEES TO SEAL SANDS STORAGE

Add:—

Simon Storage Private Siding

Trains for this siding must not leave Port Clarence with more than 5 bogie tank wagons.

The train must be drawn onto BASF run-round loop and then propelled to the ground frame giving access to the siding. The ground frame is released by the train staff but the release must not be obtained until the permission of Simon Storages Person-in-Charge has been obtained. The Person-in-Charge will meet the Trainman at the ground frame for this purpose.

On no account must any lamp be taken into the discharge area. Lamps must be left at the ground frame before entry and collected on return.

Under no circumstances must any part of the locomotive pass the Locomotive Stop here" board. When a train is being berthed the leading buffers must be adjacent to the board.

The locomotive must not be detached until the Simon Storage Person-in-Charge confirms that the train is correctly berthed.

Page 207

PELAW JN. TO SIMONSIDE
JARROW OIL TERMINAL

Clause 6.2

Amehnd:—

"not more than 7 x 100 tonne on 15 x 45 tonne tank wagons" etc.

Clause 6.3

Amend in second and sixth lines

"7 x 100 tonne tanks or equivalent 15 x 45 tonne tanks" etc.

Page 211

Add:—

WILTON—I.C.I. GRID

Link Line

The link line connecting the inward and outward lines must only be used by B.R. locomotives proceeding towards the outwards line.

INSTRUCTIONS TO EASTERN REGION
TRAINCREWS WORKING OVER THE SCOTTISH REGION

INSTRUCTIONS TO EASTERN REGION TRAINCREWS WORKING OVER THE SCOTTISH REGION

TABLE A—DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
Page A21 of the supplement retained in the back of the Sectional Appendix Northern Area						
MONKTONHALL JN. TO MILLERHILL SOUTH JN. (GOODS LINE) **Delete** above heading and table and **Substitute:—** **MONKTONHALL JN. TO MILLERHILL YARD (GOODS LINE)**						
MONKTONHALL JN. AND 5m. 56ch./1m. 40ch. (MILEAGE CHANGE)			20	20	MAXIMUM PERMISSIBLE SPEED	AWS provided between Monktonhall Jn. and Millerhill East Jn. (inclusive).
5m. 56ch./1m. 40ch. (MILEAGE CHANGE) AND MILLERHILL EAST JN.			30	30	MAXIMUM PERMISSIBLE SPEED	
MILLERHILL EAST JN. AND MILLERHILL YARD			15	15	MAXIMUM PERMISSIBLE SPEED	
Up Goods / Down Goods	Monktonhall Jn. (see page)	6 11 5 56 1 40		30	**Through crossover**	Controlled from Edinburgh.
Down/Up Goods	Millerhill East Jn.	0 28 0 00				The line between Millerhill East Jn. (incl) and Millerhill Yard is controlled from Millerhill.
East Departure / East Arrival	Millerhill Yard	0 19	5	5	**Entering and leaving Yard**	

Page A22 of the supplement retained in the back of the Sectional Appendix Northern Area

MILLERHILL TO PORTOBELLO (GOODS LINE)
Delete all above heading and table and **Substitute:—**
MILLERHILL YARD TO PORTOBELLO (GOODS LINE)

			30	30	MAXIMUM PERMISSIBLE SPEED	AWS provided.
	Millerhill Yard	5 52	5	5	**Entering and leaving Yard**	All lines between Millerhill Yard and Niddrie South Jn. (incl) are controlled from Millerhill.
			25	25	**Through Double to Single and Single to Double connections**	
	Millerhill (M)	5 02				
	Niddrie South Jn.	4 46	20	20	**Through Jn. to and from Niddrie West and Single to Double lines**	The line between Niddrie South Jn. (excl) and Portobello is controlled from Edinburgh.
	Portobello (see page)	3 25		15	**Through Jn. to Suburban (goods) Single line**	
			15		**Through Jn. to East Depot line**	
			15		**Through Jn. to Down Berwick line**	

Page A23 of the supplement retained in the back of the Sectional Appendix Northern Area.

SIMPLIFIED B1—DIRECTIONAL SIGNALLING

Delete Final sentence of second paragraph

and **Substitute** Intermediate signals may be provided.

Page A23 of the supplement retained in the back of the Sectional Appendix Northern Area.

TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAIN—RULE BOOK, SECTION H, CLAUSE 6.11

Trains may be assisted in rear between the places listed below.

The assisting locomotive must be coupled to the train except where denoted below by the letter N.

Any type of train may be assisted in rear except where denoted below by:—

7 = freight trains only.

ECS = empty coaching stock trains only.

P = passenger trains only.

A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear except where denoted by the letter D.

The locomotive attached in rear of the train must not apply power where denoted below by the letter R.

From	To	Type of Train	Conditions	Remarks
MONKTONHALL JN. TO MILLERHILL YARD				
Millerhill East Jn.	Millerhill Yard (East Arrival)	F	R	Car-carrying trains

---

Page A27 of the supplement retained in the back of the Sectional Appendix Northern Area,

HAYMARKET

Delete following sub-heading :—

Haymarket loco depot—Telephone and instruction and **Substitute**:—

HAYMARKET T&RSD

Telephone—Traincrew of traction units leaving the depot, in addition to informing the signalman the traction unit number, destination and train to be worked, must remain at the telephone until advised by the signalman that the traction unit may proceed.

Shed sidings—Movements to and from Sheds—The following instructions apply to :—

Shed roads 1, 2 and 5 to 10 (East end)
Shed roads 1, 5 to 8 and 10 (West end)

Where reference is made in the following instructions to "designated person", this means the person responsible for protection on the group of sidings concerned, who is identified by an orange armband bearing the letters "DP" in black.

1. When required to move vehicles into the Shed on a depot siding, the driver must stop at the signal situated on the approach to the Shed doors.

2. The shunter must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal. If the Designated Person has removed all the protection inside the Shed, opened the Shed doors and lowered the wheel stops, the signal will show a proceed aspect. The driver may then proceed with the movement as far as the line is clear, keeping a good lookout at all times for persons or obstructions.

3. If after the plunger has been depressed the Shed doors remain closed and the signal continues to display a stop aspect, the shunter must request the designated person to remove the protection. When this has been done, the shunter must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.

4. A movement out of a Shed must not be started unless the exit signal concerned at the Shed door is showing a proceed aspect or the conditions detailed in Clause 6 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the locomotive is not within the Shed in which case the shunter is responsible for advising the driver when the Shed exit signal concerned is showing a proceed aspect.

5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the designated person.

6. If the signals into or out of a Shed fail when a movement is required, then the vehicle must stop at the signal and must only proceed as far as the line is clear after the designated person has personally advised the driver and shunter that protection has been removed and the stop aspect signal may be passed.

Page A27—continued

Add:—

PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE) BAILEYFIELD

Engineer's sdg.—The ground frame lever, when set for entry to the yard, operates Yodalarms. The alarms will continue to sound even through the train has been "shut in" at the ground frame. To silence the alarms, it will be necessary for the person in charge to press the alarm cancel plunger provided, after restoring the ground frame to normal.

Shunting—A road vehicle may be used to shunt rail vehicles within the depot provided the undernoted conditions are complied with:—

1. Not more than 2 rail vehicles may be moved at any one time. The term "2 rail vehicles" must be taken to mean 1 bogie rail wagon and 1 runner wagon.

2. Propelling must only be carried out with the runner wagon at the leading end of the movement.

3. Such movements must be confined within the siding(s) designated for use by the S&C Depot.

4. Movements must be made at a speed not exceeding walking pace.

5. A competent person must be in charge of each movement and will be responsible for ensuring that the provisions of the Rule Book, Section J, clauses 3 and 4, so far as they apply, are carried out.

Add:—

LEITH SOUTH

Regulations for train working by locomotive at Leith Docks.—Drivers, shunters and others must strictly comply with these regulations:—

(a) That these regulations and conditions shall extend and apply to the whole of the railway lines on the quays, piers and bridges of the harbour and docks of Leith, and elsewhere within the bounds of the said harbour and docks (to whomsoever belonging), and to every description of traffic thereon.

(b) That only suitable and approved locomotives shall be used in the conduct of traffic on the lines.

(c) That the superintendent of the harbour and docks may issue, from time to time and as authorised by the Forth Ports Authority, signed directions relating to all or any of the following matters, viz:—

(i) The length of trains on the said lines or on any specified part or parts thereof;

(ii) The stopping or standing of locomotives or trains at any specified place or position on the said lines;

(iii) The periods during which any such directions shall be in force; and

(iv) Any matters consequential to the regulation of the foregoing matters.

Add:—

LEITH SOUTH—continued

(d) (i) The length of any trains on the lines within the dock gates or from the railway stations to such lines shall not exceed thirty wagons except that on all lines, within the docks the length of any train which is being propelled shall not exceed ten wagons.

Note.—On special occasions it may be necessary to restrict the length of a train below the above allowances.

(ii) Trains shall not be allowed to stand across the main road entrances to the docks or on the swing bridges.

(e) That there shall constantly accompany each locomotive or train two qualified shunters, each wearing a red cap; that at all times when any locomotive or wagon under their charge is working in any direction on the dock lines, one shunter shall be at the leading end of such locomotive or wagon; that when passing level crossings, sheds, stacks of timber, or other things which obstruct the view, the shunter at the leading end shall walk 30 feet in advance of the locomotive or wagon and that it shall be his special duty to give warning to all persons to keep out of danger, and to see that the line and crossings are clear, and to signal locomotive drivers and driver's assistants as may be necessary.

(f) That locomotive drivers and driver's assistants shall keep a sharp lookout before putting their locomotives in motion in any direction, and must not do so until a signal is received from the shunter.

(g) That the sounding of the locomotive horn shall be practised only when absolutely necessary, and then with great caution, and after a careful lookout.

(h) That the speed of the locomotives or wagons or trains, with or without locomotives working traffic at the dock sheds and quays shall not, except as after-provided, exceed **4 m.p.h.**

(i) That the speed of locomotives or wagons or trains working coal traffic direct between the hoists and cranes on the North side of the Edinburgh and Imperial Docks and the station yards at Leith South yard shall not exceed **8 m.p.h.** subject to alteration from time to time as the said superintendent may deem it consistent with public safety to direct.

(j) That the British Railways Board and others using the said rails shall have the whole risk and responsibility, directly and indirectly, connected with their traffic thereon, but shall nevertheless be subject to such directions as may from time to time be given by the superintendent of the Harbour and Docks in relation thereto; and the officers and servants of the British Railways Board and others aforesaid having charge of the said traffic shall be bound to conform to such directions.

(k) That the use of the locomotives in the conduct of the traffic referred to in these conditions and regulations shall continue only during the pleasure of the Forth Ports Authority.

LEITH SOUTH—continued

Add:—

Instructions for the working of shunting tractors in the Dock Area at Leith Docks:—

(a) These regulations apply upon the Forth Ports Authority lines in the Dock Area at Leith South when used by British Railways under agreement in terms of Section 42(2) of the Forth Ports Authority Order Confirmation Act 1969.

(b) Only suitable and approved tractors shall be used for shunting in the Docks Area and towing of rail vehicles by means of rope or chains is authorised.

(c) At commencement and finish of duty, the tractor driver will carry out the duties as set out in the Road Service Vehicles Driver's Handbook.

(d) The tractor will be driven by a leading railman and in addition, a second leading railman will accompany each tractor. This second leading railman must wear a red cap and at all times when the tractor is moving wagons shall be at the leading end of the movement. When passing level crossing, sheds, stacks of timber, or other obstructions which obstruct the view, the leading railman shall walk 30 feet in advance of the movement and shall give warning to all persons to keep out of danger and see that the line and crossings are clear and shall give any necessary signals to the tractor driver.

Maximum permissible speed when moving wagons is **4 m.p.h.** and a sufficient number of hand brakes must be applied to such wagons to enable the tractor driver to control vehicles as required. When the tractor is propelling vehicles the vehicles must be coupled to each other.

(e) Groups of rail vehicles being moved by tractor must never exceed 235f (70m). Tractor drivers must use discretion as to the tractor's capabilities under varying rail/road conditions upon curves and gradients.

(f) Staff must not pass in front of moving vehicles to hook or unhook draw chains or ropes.

(g) When working in conjunction with a locomotive, extreme caution must be exercised and a tractor must not be positioned in preparation for a movement until the wagons brought by the locomotive have been detached and the locomotive moved clear.

(h) Care must be exercised when negotiating curves in order to avoid buffer locking.

(i) Should a drawsling, rope or chain become defective, the BR supervisor must be advised and the defective appliance replaced.

(j) When visibility is less than 100 yards and during lighting up hours, the tractor lights must be switched on.

(k) Tractor drivers must face the direction of travel and must keep a sharp lookout at all times.

(l) The tractor driver must not put the tractor in motion in any direction until a signal is received from the accompanying leading railman.

(m) The tractor horn shall be sounded only when absolutely necessary.

(n) The British Railways Board and others using the rails shall have the whole risk and responsibility directly and indirectly, connected with their traffic hereon, but shall nevertheless, be subject to such directions as may from time to time be given by the superintendent of the Harbour and Docks in relation thereto to comply with the Forth Ports Authority Bye-Laws and the officers and servants of the British Railways Board and others aforesaid having charge of said traffic shall be bound to conform to such directions.

Add:—

LEITH SOUTH—continued

(o) The use of shunting tractors in the conduct of the traffic referred to in these conditions and regulations shall continue only during the pleasure of the Forth Ports Authority.

Unitank Sidings.—The couplings must be in an extended position when shunting to and from these sidings.

Leith Docks Coal Handling Plant—Discharging of Merry-go-round trains

1. With the exception of train movements being made during discharge and which are signal controlled, all movements within the Dock area must be made in accordance with the instruction 'Regulations for train working by locomotive at Leith Docks' as shown on Pages 72 and 73. BR staff must not pass through the discharge house on foot when a train is in position for discharge.

2. When a loaded train arrives on the discharge siding it must be brought to a stand at the notice board worded 'Discharging trains—engage slow speed control'. The guard must check the position of the points leading to the topping-up sidings, ensure that they are correctly set for the movement to take place and ascertain that no conflicting movements is about to be made. Thereafter he must contact the Forth Ports Authority operator on site and report the number of wagons on the train and the name of the supply colliery.

3. The signalling arrangements at the discharge house are:—

   For ingoing movements

   Signal L1—capable of displaying a red or yellow aspect.
   Signals L2R/L2—capable of displaying a red, yellow or flashing red aspect.

   For outgoing movements

   Signal L3—Capable of displaying a red or yellow aspect.
   The aspects displayed have the following special meanings:—

Red	—	stop immediately even though not at a signal.
Yellow	—	draw forward at ½ m.p.h. only (slow speed control).
Flashing red	—	set back slowly (slow speed control).

4. When the ingoing signal L1 changes from red to yellow, the train may proceed through the discharge house at ½ m.p.h. under slow speed control and, except in emergency, the movement should continue until the locomotive reaches signal L2. Should a flashing red indication be exhibited, the driver must stop if he has not already done so and set the train back at ½ m.p.h.

5. When the last vehicle has been discharged signal L2 will change to a red aspect and, when the train is at a stand, the guard, after securing the train, must uncouple the locomotive. The guard, after ascertaining that no conflicting movement is about to take place, must hand signal the locomotive past signal L2 at red. The locomotive accompanied by the guard must then round the train and attach at the east end. The guard is responsible for detaching, attaching and operation of the hand points. The locomotive, if required to pass through the discharge house to the rear of the train, must only do so when signal L1 shows a yellow aspect.

6. When the train is ready to depart and signal L3 is exhibiting a yellow aspect, the train may proceed to leave the Dock area at a speed not exceeding the permitted maximum laid down for working in the docks.

Add:—

LEITH SOUTH—continued

7. Movements of wagons from the topping-up sidings should also be made through the discharge house in accordance with the above arrangements so far as they are applicable.
8. Prior to departure of merry-go-round from Leith South, the guard must obtain an assurance from the C & W examiner that all wagon doors are closed for the return journey.

Leith Freight Terminal—A road vehicle may be used to shunt rail vehicles within the terminal provided the undernoted conditions are complied with:—

1. Not more than one rail vehicle may be moved at any one time.
2. Such movements must be confined within the terminal.
3. Movements must be made at a speed not exceeding walking pace.
4. A competent person must be in charge of each movement and will be responsible for ensuring that the provisions of the Rule Book, Section J, clauses 3 and 4, so far as they apply, are carried out.

Add:—

MILLERHILL YARD

Passenger train diversions—The diversion of passenger trains between Portobello Jn. or Niddrie West Jn. and Monktonhall Jn., through Millerhill Yard is prohibited.

INSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES, POWER STATION etc.

Page 17

Add:—

LEDSTON—COAL LOADING POINT

1. M.G.R. trains for Ledston must be formed with a brakevan in rear, fitted with an air brake release valve and the Driver and Guard must each be in possession of a short wave radio set for transmitting instructions following arrival at Castleford.
2. On arrival of a train on the up main line at Castleford station, the Driver, after receiving the staff must, provided he has conducted a satisfactory radio transmision test with the Guard and authority has been given by the Signalman to set back, arrange with the Guard for the train to be propelled to the first "Propelled Trains Stop Here" board situated between Castleford station and Castleford East Jn.
3. All radio instructions must be acknowledged and must be preceeded by the words "British Rail Driver to British Rail Guard" and vice versa. **Strict radio discipline must be maintained.** Should the radio messages cease to be received or acknowledged at any time, the Driver must stop any movement of the train until communications are restored.

4. The Driver must advise the Guard when the train arrives at the first "Propelled Trains Stop Here" board and the Guard must subsequently authorise the Driver to propel the train on to the branch.

5. After the train has been brought to a stand at the second "Propelled Trains Stop Here" board, the Guard must ensure the British Coal Crossing Keeper at the British Coal open crossing that road traffic has been stopped for the passage of the train and then authorise the train to continue propelling.

6. On arrival of the train at the third "Propelled Trains Stop Here" board, loading of each wagon individually will commence under the authority of the British Coal Loading Operator and the Guard must act on his instructions, communicating with the Driver as necessary.

7. When loading of the train has been completed, the Guard must ensure he is in possession of the train documents before authorising the train to depart.

Page 17

LYNEMOUTH COLLIERY

Amend in clause 1 :—

Speed for tare weighing to read 2 **m.p.h.**

Page 24

SELBY MINE

Working of Trains on Stone Bunker line

Delete paragraphs 1, 2 and 3 and **Substitute**:—

1. Upon arrival of a train on No. 1 line, the locomotive must be detached and on clearance of signal C15 it must be run-round, via signals C18 and C33.

2. The train will then be signalled to propel through the bunker for tare weighing at a speed not exceeding 1 m.p.h. under the control of the loading signals and must be brought to a stand on the approach side of signal C16.

3. The train will then be signalled through the bunker for loading and gross weighing, under the control of the loading signal, at a speed not exceeding ¼ m.p.h.

Add new paragraph 5

The Train Preparer must obtain the train documents and place them in the label clip of the leading wagon.

Renumber present paragraph 5 as 6.

MISCELLANEOUS NOTICES

CLASS 141/1, 142–144 UNITS

Are authorised to run over all Eastern Region routes except as follows:—

Peterborough to Stamford and Ketton.

Peterborough to Sleaford via Spalding.

Peterborough to Kings Cross (inclusive).

Peterborough to March and all routes in Anglia Region.

Castle Hills Jn. to Redmire.

No. 2 Reception line at Darlington (Park Gate).

On any line not shown in Table 'A' of the Sectional Appendix Southern and/or Northern areas as a passenger line unless specific authority is given for that line.

CLASS 141/1, 142, 143 OR 144 UNITS COUPLED TO CLASS 155 OR 156 UNITS

The above may be coupled without restriction except that until further notice movements of these units when coupled, onto Neville Hill Depot is **PROHIBITED** from the West end (Leeds end).

(MO 45/1601)

INTERNAL—USE WAGONS

All staff are reminded that these wagons are allocated for a specific purpose and MUST NOT be used for other purposes or moved beyond any limits laid down for specific wagons.

(MO 34/63)

DRIVER ONLY OPERATION OF TRAINS CONSISTING OF EMPTY COACHING STOCK VEHICLES

If possible signalmen should avoid unscheduled stopping of these trains at station platforms. Drivers of these trains are authorised to stop short of station platforms when making unscheduled stops provided they can see the signal ahead and carry out the provisions of Rule Book Section K. If such trains make unscheduled stops, station staff where provided, must assist Drivers in restarting trains.

SIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS

On some routes new style reflectorised circular signs are being introduced progressively in accordance with the following code of practice:—

1. At each change of speed (whether lower or higher) including standard 15 m.p.h. restrictions through junctions and crossovers roads, etc. and changes of speed where a route or line converges with another (including junctions between parallel lines). Unless the restriction is 10 m.p.h. or less, signs will not be provided for restrictions applying over points where ALL movements in the direction concerned are made on the authority of position light aspects or shunting signals or where there is no signalled route.
2. A warning sign will be provided in rear of each commencement sign where speed is reduced. These signs are in addition to those covered in paragraph 3 of the item headed Permanent Speed Restrictions on page 1.21 of the General Appendix to the Working Timetables and Books of Rules and Regulations. An A.W.S. permanent magnet will not be provided.

SIGNING OF PERMANENT SPEED RESTRICTIONS AND NEUTRAL SECTIONS—continued

Warning signs will not be provided where speed is reduced at a diverging route if:—

(a) The speed reduction is 10 m.p.h. or less or

(b) The signal controlling diverging route is approach released from red and the facing points are within $\frac{1}{4}$ mile of the signal, or

(c) The distant signal is fixed at caution.

3. The warning sign will be positioned at braking distance or half a mile (whichever is the greater) from the commencement sign to which it applies. Where there are consecutive or closely followed restrictions and the warning board for the second restriction would otherwise precede the commencement sign for the first, that warning board will be positioned 50 yards ahead of the commencement sign for the first restriction.

4. Full size (900 mm) signs will be provided wherever possible. They will be positioned on the left hand side of the line in direction of travel.

5. Miniature (450 mm) signs centred 600 mm above rail level will be provided where there is limited clearance, and in the following circumstances:—

(a) Where a route or line converges with another

(b) In complex junction areas where, because of the multiplicity signs, it would be clearer and more sensible to do so.

6. Neutral Section marker signs will be located as follows:—
Site Sign—as close as possible to the commencement.
Warning Sign—1 mile on the approach side of the neutral section.

NOTE: The Warning Indicators, with associated A.W.S. permanent—magnets' which are at present being installed are provided for Premanent Speed Restrictions where the line speed in rear is 60 m.p.h. or over when the reduction in speed is in accordance with the following table:—

Speed at any point in rear of restriction	**Speed reduced to**
125	85
120	80
115	75
110	75
105	70
100	65
95	60
90	60
85	55
80	50
75	50
70	45
65	40
60	35

CONTENTS

SIGNALMEN'S GENERAL INSTRUCTIONS (B.R. 30062)

INSTRUCTION 7 — WORKING OF SIGNALS — GENERAL INSTRUCTIONS

Add:—

7.7 Clearance of signal when Signalman requires to speak to Driver

If the Signalman requires to stop the train at the signal box in order to speak to the Driver, the signal in rear of the signal box must not be cleared until the train has nearly stopped at it. The Signalman must then exhibit a hand Danger signal outside the signal box until the train has stopped there. When the train can be allowed to proceed, he must exhibit a yellow handsignal if the Driver has been instructed to pass a signal at Danger or make a wrong direction movement for which a signal is not provided. In all other circumstances, he must exhibit a green handsignal. The Signalman may, however, authorise the Driver to draw forward if it is also necessary to speak with the Guard or the Driver of an assisting locomotive, but this handsignal must not then be given until the train can proceed.

Page 16

Instruction 16 THE ROYAL TRAIN

Delete clause 16.5 and **substitute**:—

16.5 Out of Gauge Loads or Vehicles

The Royal Train must not pass or be passed by any out of gauge load or vehicle on an adjoining line.

INSTRUCTION 39—WORKING OF LEVEL CROSSINGS WITH FULL BARRIERS AT SIGNAL BOXES OR BY REMOTE CONTROL (RC) OR BY SURVEILLANCE BY CLOSED CIRCUIT TELEVISION (CCTV)

Amend clause 39.1.2 to read:—

39.1.2 The protecting signal must not be cleared until the barriers are fully lowered, the Signalman has ensured the crossing is clear and, where provided, the crossing-clear button has been operated.

REGULATIONS FOR TRAIN SIGNALLING BY THE ABSOLUTE BLOCK SYSTEM (BR 30062/2 DATED JUNE 1988)

Page 1

Delete clause 1.1 and **substitute**:—

1.1 Safe working

1.1.1 The Signalman is responsible for the safe working of the signal box. If he finds that the Signalman in the adjacent signal box is working irregularly, he must tell the Area Manager.

1.1.2 The Signalman must have with him when on duty a copy of the Rules, Regulations and Instructions with which he is supplied.

Page 34—Clause 11.2.1

Amend "block instructions" to read "block instruments".

Page 41—Diagram

Amend signal shown as No. 3 at Box B (lower diagram) to read No. 5.

Page 41

Add new clause 12.2.4:—

12.2.4 When a train is accepted under Regulation 3, clause 3.5, the Signalman at the box in rear ('C' or 'X') must tell the Driver that Single Line Working is in operation.

GENERAL APPENDIX

SECTION 3

Page 3.2 "Provision of Brakevans on Locomotive-Hauled Trains"

Delete last sentence of clause 2.

Page 3.6A

Add:—

POWER OPERATED DOORS

1. Working of doors when at a platform

1.1 The Guard (where provided) must normally operate the doors from the door control panel in whichever vestibule is convenient to his other duties. On a Class 319 train, he must operate the doors from any driving cab other than that from which the train is being driven. On a Class 442 train, he must operate them from the Guard's compartment.

1.2 The doors must not be released until the train has stopped so that it is correctly positioned at the platform. The doors must be released on the correct side of the train.

1.3 When the train is ready to depart, the Guard must close all doors (except the door adjacent to his position when in a vestibule). He must then:—

(a) check that the door interlock light is illuminated

(b) check, by observation along the outside of the train, that the doors are not obstructed and it is safe for the train to start

(c) close the door adjacent to his position (when in a vestibule)

The Guard may then give the 'Ready to Start' signal to the Driver, but the Guard must remain at the door control panel until the rtain has passed clear of the platform.

1.4 Before leaving his position, he must turn the door key switch to OFF, remove the key and ensure that the control panel cover (where provided) is locked.

1.5 Before starting a D.O. train, the Driver must:—

(a) close all doors

(b) check that the door interlock light is illuminated

(c) check, by observation along the outside of the train (by CCTV or mirror, where provided), that the doors are not obstructed and it is safe for the train to start

2. Working of doors when NOT at a platform

When the Driver or Guard leaves a passenger train when not at a platform, the 'local' door must be closed behind him (unless he leaves through a secure parcels area which is in use). The cover on the external door control panel (where provided) must be kept locked.

3. Failure of power operated doors on a train worked by a Guard

3.1 If the door interlock light fails to become illuminated after several attempts to close the doors, the Guard must ensure that the doors are properly closed.

3.2 If a door is found open, it should be manually closed. If it remains defective, it must be isolated and locked out of use. If the door cannot be closed, the vehicle must be placed out of use immediately and passengers transferred from the vehicle: the Guard must arrange for the Signalman and Operations Control to be informed. The train must be taken out of service at the first suitable location.

POWER OPERATED DOORS—continued

3.3 If the door interlock light still cannot be obtained after the doors have been checked but the Guard is satisfied that it is safe for the train to start, he may give the 'Ready to Start' signal. The Guard/Driver communication at the door control panel in each vestibule is normally rendered inoperative when the door interlock light is unobtainable (unless only the bulb has failed) in which case, the Guard must give the 'Ready to Start' signal by other means. The train must be taken out of service at the first suitable location.

3.4 If the door operating controls fail, the Guard must, if possible, transfer to another position on the same side of the train. If the controls fail at all positions, the Guard must use the separate traincrew door (where provided) or the external emergency door release: otherwise he must use the passengers' Emergency Door Release facility to release one door which then can be manually opened and closed. Access to this facility is available to the Guard without breaking the glass cover. The Guard must advise passengers of these arrangements. The train must be taken out of service at the first suitable location.

3.5 If traction power cannot be obtained after the 'Ready to Start' signal has being given and the fault-finding procedures shown in Train Crew Manual BR 33056/– have been carried out without result, the traction Interlock must be isolated in the driving cab from which the train is being driven.

3.6 If the Guard becomes aware during the journey that both door interlock lights are extinguished while the door key switch is ON, he must stop the train immediately and ascertain the cause.

4. **Failure of power operated doors on a D.O. train**

4.1 If the door interlock light fails to become illuminated after several attempts to close the doors, the Driver must ensure that the doors are properly closed.

4.2 If a door is found open, it should be manually closed. If it remains defective, it must be isolated and locked out of use. If the door cannot be closed, the vehicle must be placed out of use immediately and passengers transferred from the vehicle: the Driver must arrange for the Signalman and Operations Control to be informed. The train must be taken out of service at the first suitable location.

4.3 If the door interlock light still cannot be obtained after the doors have been checked, the Driver may then apply traction power provided that he is satisfied that it is safe to start. If traction power cannot be obtained and the fault-finding procedures shown in Train Crew Manual BR 33056/– have been carried out without result, the Traction Interlock must be isolated in the driving cab from which the train is being driven.

4.4 If the door operating controls fail, the Driver must carry out the fault finding procedures shown in Train Crew Manual BR 33056/–. If it is not possible for the doors to be operated, the train must be taken out of service.

5. **Isolation of Traction Interlock**

5.1 When the Traction Interlock is isolated, a vital safeguard is removed. The following instructions must be observed:—

(a) The switch (TIS) must only be placed at ISOLATE as shown in Clause 3.5 or 4.3 to enable the train to continue to the first location where M. & E.E. staff can examine the train. The Driver must arrange for Operations Control to be informed.

(b) The use of the switch must be recorded in the Repair Book or as otherwise required by regional instructions.

POWER OPERATED DOORS—continued

(c) The switch must be restored to the NORMAL position before the driving controls are shut down when the train is stabled or the train reverses or another train is coupled to the front. The switch must not be left at ISOLATE in any driving cab other than that from which the train is being driven.

NOTE This does not apply on Class 319 or 442 trains: the switch can be restored only by M. & E.E. staff.

(d) When the switch is at ISOLATE, the Driver must so inform the Guard (where provided). Great care must be taken, especially if there has been any irregularity in the operation of the doors, to ensure that they are properly closed before the train starts. In addition, the Driver and Guard (where provided) must each take special care to look out when starting and check that the train is in order.

5.2 The train must not enter service with the Traction Interlock isolated nor continue in service in this manner if the M. & E.E. staff are unable to rectify the defect.

6. **Power operated doors locked out of use**

If **all** doors on any side of a vehicle are locked out of public use (because of a defect or the use of the secure parcels area), the vehicle or unit must be taken out of service at the first convenient place. If practicable, the vehicle concerned should be placed out of use immediately and passengers accommodated elsewhere.

7. **General**

7.1 The doors must be closed when the train is in motion, including during shunting or empty movements or when making a movement at a platform. The doors must also be closed when the train is stabled (and end doors, where provided, must be locked).

7.2 The orange light on the outside of the vehicle concerned remains illuminated until:—

(a) the power operated bodyside doors are properly closed

(b) the Passenger Communication Apparatus has been reset after use (not applicable on a Class 442 train)

(c) the fire extinguishing system on a D.M.U. train has been isolated after activation.

7.3 In emergency or during a failure of door operating controls, doors may be opened or closed by use of the adjacent internal or external emergency door release (where provided). The train must be taken out of service at the first suitable location.

7.4 Before leaving his position in a D.O. train, the Driver must turn the door key switch to OFF and remove the key.

WORKING INSTRUCTIONS FOR MULTIPLE UNIT TRAINS (BR 33070 Series)

The instructions contained therein for the operation of power operated doors are modified as shown above. The instructions in BR 33070 Series will shortly be reissued but reference should continue to be made to the description of the equipment shown therein.

(MO45/1314) (10D)

Section 4

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

Section "A"—General

Page 4.6 Clause 12.1

Add: Tamping machines—Class 08 and Class 09.

Add: Dynamic Track Stabiliser Machines.

Page 4.11 Clause 25

Add: Dynamic Track Stabiliser Machine

Add: Permaquip High Capacity Trolley.

Page 4.13 Clause 31

Add: Dynamic Track Stabiliser Machines.

Add: new clause 31A

31A **Permaquip High Capacity Trolley**

The machine must not work on an electrified line unless an isolation has been made and a Permit to Work issued.

If the adjacent line is under Absolute Possession and is being used by Engineer's train or On-track machine, the Person in Charge of the Possession must not give permission for the machine to be put on the line until a handsignalman has been provided to stop trains on the line under Absolute Possession.

Section 6, Page 6.3

Add:—

BRIDGES STRUCK BY ROAD VEHICLES

1. If it is reported that a rail over road bridge has or may have been struck by a road vehicle, movements must not be permitted over the bridge until it has been examined to ensure that it remains safe for the passage of trains.

2. The bridge may be examined by a competent member of the Civil Engineering or Operations Department (not below supervisory level). Provided there is no apparent damage, he may authorise the resumption of the passage of trains at walking pace until the bridge can be examined by the Civil Engineer's Bridge and Structure Examiner. When checking there is no apparent damage, the person concerned must ensure that:

(a) the alignment of the track appears normal (vertically and horizontally).

(b) there is no apparent deformation of any bridge girder, etc.

(c) there is no displacement of masonry or other materials (unless it is obviously superficial) nor cracks in concrete members.

If there is any doubt whether it is safe to do so, the passage of trains (even at walking pace) must not be permitted until the Bridge and Structure Examiner has examined the bridge.

3. The resumption of the passage of trains at **normal** speed must not in any circumstances be permitted until authorised by the Bridge and Structure Examiner.

Note:— Reference to Bridge and Structure Examiner in these instructions includes any other member of the Civil Engineering Department who is competent to examine bridges.

SECTION 15

Page 15.20 Add new instructions:—

27. CONTROL OF HEATING AND LIGHTING IN OVERNIGHT SEATED VEHICLES

27.1 A rotary switch enabling interior lighting to be reduced and heating increased during the night hours is provided in some Mark 2e and 2f TSO and BSO vehicles. These vehicles are identified by "D&N" stencilled on the coach ends. The switch is located at the centre partition of the coach and is turned to the "day" or "night" position by a carriage key.

27.2 The switch must normally be maintained in the "day" position but when the coach is conveyed on overnight services, the Guard must operate the switch to the "night" position.

RULE BOOK (BR 87109 DATED JUNE 1988)

GLOSSARY

Add:—

The term	means
Guard	Senior Conductor, Conductor, Trainman or Trainwoman

SECTION H

Clause 3.2.1

Delete final Sentence and **substitute**

If required to work a D.O. train, he must also check that a spare tail lamp or hand lamp is available except where built-in red lights or red blinds are provided. On a freight train a brake stick must also be available.

Delete clause 3.3.2 and substitute:—

3.3.2 When not engaged on duties requiring him to be elsewhere, the Guard must normally ride in the rearmost brakevan. When a brakevan is not provided, or on a locomotive-hauled parcels or empty coaching stock train, the Guard must ride in the driving cab. If the train is assisted by a locomotive coupled in rear, the Guard may, except on a passenger train, ride in the driving cab of the assisting locomotive.

Clause 5.1.3

Delete and **substitute**:—

5.1.3 After ensuring that all is in order so far as he is concerned and that station work is complete at a platform where staff are not in attendance, the Guard must where practicable see that the signal (where provided) is cleared and then indicate to the Driver that the train is ready to start.

Section N, Clause 4.2.1(b) — Amend to:—

(b) instructed not to pass over any manned level crossing protected by signals unless authorised by a handsignal exhibited at the crossing or, where the normal position of the barriers or gates is across the roadway, unless he is satisfied that the crossing is closed to road traffic.

PART 1—YELLOW PAGES

Section A—Clause A2/2

Add the following at the end of Clause A2/2:—

"For Freightliner trains see White Pages, Section F, Clause F2/1."

(MO 34/63)

Section G—Clause G4

In the Weighbridge Table, delete the entry for Guildford.

(MO 34/63)

PART 2—GREEN PAGES

Section A: Clause A2/2

Add the following preamble at start of Clause:—

THE USE OF KNOTTED STRAPS IS PROHIBITED

(MO 34/63)

Clause D1/10

Delete Abercynon Colliery from the Abercynon Dowlais Colliery Branch group of entries.

Page D10A

Add an additional line at the bottom of the Table as follows:—

Vehicle bogie centres	from 1050 mm to 3080mm	at 3300mm	at 3440mm	at 3750mm	at 3965mm
18001–19000mm	ARL 2575mm	ARL 2445mm	ARL 2195mm	ARL 1345mm	ARL 70mm

Clause E2/2—Page E22:

Positioning and Spacing

Amend "150mm" to read "100mm" in fourth paragraph.

Securing

Amend second sentence in first paragraph to read "On Military vehicles with Diesel engines the gear lever must be placed in the neutral position".

PART 3 — PINK PAGES

Section C2. The following amendment requires to be made to the specimen wagon label for Radioactive Flask Traffic shown at the **bottom** of page C20:—

Delete the words "Exceptional Load" from the top of the specimen label.

Section E. Diagram E1:—

Amend the first note below the matrix to read:—

\# Other than Liquid Oxygen UN. 1073

Para E2/8 **Add**, at the end of the present wording:— "or next to empty trestle wagons, BXA."

RAILWAY CONTROL OFFICE TELEPHONE NUMBERS

Section F, Clause F3/5:—

Amend the telephone number for CEGB Hartlepool to read:—

HARTLEPOOL (0429) 265841

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

PART 3—PINK PAGES—continued

Section F, Clause F3/14

The Emergency Establishment in respect of Radioactive Flask mishaps in Scotland has been changed.

The penultimate entry in paragraph 2 (near the bottom of the page numbered **F11**) should now read:—

For Scotland notify:—
SSEB Grid Control
Kirkintilloch (041 776 2431).

The reference to BNFL, Chapelcross Works should be deleted.

(MO 34/63)

Section F. Fires & Incidents involving Dangerous Goods.

Clause F3/16. Railway Control Office Telephone Numbers.

Add new entry.

ANGLIA REGION

LONDON (Liverpool Street)	
(01 922) 9138/9*	#00 — 29138/9
CAMBRIDGE (0223) 351370*	#025 — 2260
NORWICH (0603) 623382*	#024 — 6444

SCOTTISH REGION

Amend Scottish Region British Telecom entry to read:—

GLASGOW 041 335 2020
(internal BR ETD entry and ex-directory BT number unaltered).

(MO 34/686)

SOUTHERN REGION

Amend entry to read.

LONDON (Waterloo)	
South — Eastern Sub Section	
01 928 4616	#00 — 23014
Central Sub Section 01 928 4498	#00 — 23058
South Western Sub Section	
01 928 2090	#00 — 22450

PART 6—WHITE PAGES

As reissued dated June 1988

Page A1—**add** the following:—

Class 9(a) trains—maximum speed 35 mph
Class 9(b) trains—maximum speed 25 mph.

Page B/7

Delete paragraphs B3/2(b) and B3/2(c)

Reletter paragraphs (d) to (h) inclusive as (b) to (c)

PART 6—WHITE PAGES—continued

Train Operations—Warning/Rejection Messages

The existing list of Warning/Rejection messages currently contained in Pages C18—C21 of the White Pages section of the Working Manual for Rail Staff has been amended to include 2 character references and certain additional Warning/Rejection messages. In addition Warning/Rejection messages will also be output for Parcels/ECS trains as necessary.

Page C44

Table C2

Amend maximum speeds of Diesel Locomotives as follows:—

Class 26/0 to read 60 m.p.h.

Class 26/1 to read 60 m.p.h.

Class 31/1 to read 60 m.p.h.

Class 33/0 to read 60 m.p.h.

Class 33/2 to read 60 m.p.h.

Class 50 add "+" after speed.

Add note at bottom of page C44 as follows:—

+ Locomotives allocated to Director of Civil Engineering maximum speed is 60 m.p.h.

(MO 34/63)

A—DIESEL MAIN LINE LOCOMOTIVES

Amend entry to read:—

Class	Weight (tonnes)	Brake Force (tonnes)	Route Availability	Maximum speed (mph)
31/1	107	49	5	60

(MO 34/63)

Page C45—Table C—Electric Locomotives—**add** new entry:—

Class	Weight (tonnes)	Brake Force (tonnes)	Route availability	Maximum Speed (mph)
86/5	80	40	6	75

Amend entries for:—

90	85	40	6	110
91	84	45	7	140

Amend speed shown in first line of note to read 80 mph

Page D1—Clause D1/3 **amend** to read:—

When wagons bearing the Exceptional Load label (BR 21349) have to be accompanied by an Inspector they must be marshalled next to the locomotive on a fully fitted freight train or next to the Barake Van on an un-fitted or non-fully fitted freight train. In all other cases marshalling must be in accordance with published marshalling arrangements.

(MO 34/63)

PART 6—WHITE PAGES—continued

Clause D7/7—Page D30

Amend wording to read:—

"When a crane is being coupled or uncoupled the parking brakes must be applied and the travelling gear, where fitted, disengaged. As the weight of these cranes can be greater than that of a locomotive, additional safeguards must be employed to ensure that the crane does not move when it is not coupled to a locomotive or during the coupling/uncoupling operation or on gradients steeper than 1 in 260. These additional safety requirements can be achieved by scotching the wheels of the crane and applying the hand brakes on other wagons attached to the crane. Scotches, when not in use, are to be left on the crane.
A Crane must not be coupled or uncoupled when standing on a gradient steeper than 1 in 70.

(MO 34/63)

PART 7—BUFF PAGES

B1/15 ". . . . defect reporting system (BR 12046 or BR 12046/1), and entered in the log book . . . . ".

Amend paragraph B1/71 to read:— Appliances must not be intentionally overloaded beyond their rated capacity but if any inadvertent overloading occurs this must be reported to the Technical Department so that a check can be made on the appliance.

Amend the following clauses of section B as shown:—

B10/5 Though it is essential to make the most effective use of the space in the BRUTE, care must be taken to avoid damage to the traffic either through incorrect loading or allowing traffic to project outside the BRUTE. Heavy items must be loaded on the bottom, with smaller items liable to be "crushed" placed on top. The maximum rated capacity of a BRUTE is 1 tonne evenly distributed.

Newspaper/periodical traffic is heavy in relation to size and should not normally be loaded more than half-way up the side of the BRUTE, individual bundles of newspapers can weigh up to 45 lbs.

B10/6 Items must not be loaded above the top of the BRUTE as damage and accidents may be caused if they are crushed between the top of the BRUTE and the doorway of the vehicle or they fall off.

Section C. Clause C2/3:—

Amend the wording in brackets at the end of the last paragraph to read:—

(Rule Book, Section M and Section T, Part IV).

Section E1/6

SR (i) Regional Operations Manager

Amend telephone number to:— 00–23792.

Section F—Clause F2/1

Replace existing Clause by the following:—

"Traffic labels are not required on Freightliner wagons, however all containers containing Dangerous Goods on Freightliner trains must be labelled in accordance with Clause C1 of the Pink Pages".

(MO 34/63)

WORKING INSTRUCTIONS FOR A. C. ELECTRIFIED LINES BR29987

SECTION A—GENERAL INSTRUCTIONS

Page A21—Instruction 6.4.6(i)—**add** after "made safe"—"to approach but not touch, or"

Page A22—Instruction 6.8 second paragraph, third line—**delete** "that it has been isolated and made safe" and **substitute**: "required in 6.4.6(i)"

—Instruction 6.10—fourth line—**delete** "electric shock" and **substitute** "rescue"

Page A37—APPENDIX "A"

Amend:—

Electrical Control Room	NRN Calling Code	ETD Telephone Numbers	British Telecom Number
Doncaster Hornsey	2173 400 (Band 2) 2174 (Band 3)	027–5001, 5002 021–2001, 2002 00–48581	0302—329024 01–348–9542

Page A38—APPENDIX "B"—clause 1(c) (vi)—**add** at end of sentence "to approach but not touch"

Add new clause (1c) (vii)

(vii) It may be necessary for the purposes of rescue to come into contact with the overhead line qeuipment or a casualty who may touching the overhead line equipment.

Add new paragraph at end of clause 1 :—

"As there may be a small residual voltage present under the emergency isolated condition, before touching the casualty or the overhead line equipment make quite sure for your own safety that your hands are covered with something which will not conduct electricity".

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) (DATED 5 APRIL 1986)

List of lines in the sequence used throughout the book — Page Table A

Page 8

DONCASTER, BLACK CARR JN, TO BERWICK AND BRANCHES

Delete:—

York Yard South to Clifton 38

Delete:—

Newcastle West Jn. to Newburn 46

Substitute:—

Newcastle West Jn. to Scotswood 46

Delete:—

Riverside Branch 47

BLYTH AND TYNE BRANCHES

Delete:—

Ashington Colliery Branch 51

DONCASTER, MARSHGATE JN. TO LEEDS WEST JN. AND BRANCHES

Delete above heading and **substitute:—**

DONCASTER, MARSHGATE JN. TO LEEDS WHITEHALL JN. AND BRANCHES

Delete sub-heading:—

Doncaster, Marshgate Jn. to Leeds West Jn. 53

and **substitute:—**

Doncaster, Marshgate Jn. to Leeds Whitehall Jn. 53

Delete:—

Leeds, Gelderd Road Jn. to Holbeck West Jn. 58

Page 9

EASTWOOD TO COLTON NORTH JN. AND BRANCHES

Delete:—

Greetland to Dryclough Jn. 63

Bradley Branch 63

Amend:—

Diggle Jn. to Holbeck East Jn. 64

Delete:—

Mirfield East Jn. to Holbeck East Jn. 66

Delete:—

Heaton Lodge South Jn. to Heaton Lodge East Jn. via Underpass 63

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

Add:—

Manvers Colliery Branch 87

List of Lines in the sequence used throughout the book	Page in Table A

Page 10

LEEDS TO SKIPTON AND BRANCHES

Delete:—

Whitehall Jn. to Bradford Interchange 90

and **substitute:—**

Holbeck West Jn. to Bradford Interchange 90

NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. AND BRANCHES

Add:—

Westoe Colliery Branch..... 122

Page 11

DARLINGTON SOUTH JN. TO SALTBURN AND BRANCHES

Add:—

Grangetown to Cleveland Freightliner Terminal (Wilton) 130

I.C.I. Wilton Coal Terminal Branch 130

Delete:—

I.C.I. Wilton Works Branch 129

Delete:—

Grangetown to Shell Refinery 130

Page 12—STANDARD SPEED RESTRICTIONS

List of standard speed restrictions

Delete items 2, 3 and 4.

Renumber item 5 to be item 2.

Delete asterisk note at bottom of list.

Page 13

TABLE A—DETAILS OF RUNNING LINES

Add:—

ABCL—Automatic Barrier Crossing (Locally Monitored).

TABLE A: DETAILS OF RUNNING LINES (NORTHERN AREA)

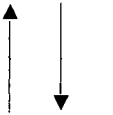
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or between	Remarks
DONCASTER, BLACK CARR JN. TO BERWICK						
Page 16						
Between Decoy North Jn. and Carr						
Amend:—			120		Fast line 154m. 36ch. and 155m. 23ch.	
Page 17						
Between Bridge Jn. and South Yorkshire Jn.						
Amend:—				120	**Fast line 155m. 55ch. and 154m. 36ch.**	
Between South Yorkshire Jn. and Doncaster North Jn.—"Running Lines and Signalling System" column.						
Amend:—"2-way Goods" to read:—"2-way Goods No 1" (2 entries).						
Amend:—"DG" to read:—"2-way Goods No. 2" (2 entries).						
On 2-way Goods No. 2 line (former DG line)—**Add** Up direction arrow-head at South Yorkshire Jn. and **Delete** Down direction arrow-head at Doncaster (D).						
Page 18						
Delete:—	Bentley Lane LC					
Page 19						
At Joan Croft Jn.						
Delete:—			30		**Up to Down at 160m. 45ch.**	
Delete:—			40	40	**Down to Up at 160m. 53ch.**	
Page 20						
Between Dringhouses Jn. and Holgate Jn.						
Add:—	Dringhouses North Jn.	187 40				
Page 20 & 21						
Between Holgate Jn. and Skelton **delete** all Permanent Speed Restrictions and **substitute:—**						
	Holgate Jn. (see page 37)	188 08	15	15	**All lines and connections 187m. 79ch. and 188m. 40ch.**	DGL 104 UGL 113
	York	188 40	15	15	**All lines to and from Scarborough line, York Station and 0m. 26ch.**	
		0 00	30	30	**All lines and connections 0m.p. and 0m. 20ch.**	
			50	50	**Main lines 0m. 20ch. and 1m. 09ch.**	
			30	30	**All other Passenger lines and Connections 0m. 20ch. and 1m. 09ch.**	
				50	**Down to Up at 1m. 29ch.**	
			50	50	**Down Main to Up Slow at 1m. 37ch.**	
			50	50	**Up Slow to Down Slow at 1m. 46ch.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
DONCASTER BLACK CARR JN. TO BERWICK—continued						
Pages 20 and 21—continued	Skelton (S)	1 51	50		Slow to Harrogate line 1m. 50ch. and 1m. 65ch.	
Page 21						
Between Clifton and Skelton						
Delete Up Goods line from Running lines and Signalling System column.						
Page 22						
Between **Thirsk** and Thirsk (TK)						
Delete:—				40	Fast to Slow at 22m. 24ch.	
Delete:—				25	Slow to Fast at 22m. 34ch.	
Delete:—			25		Fast to Slow at 22m. 33ch.	
Page 23						
Between Longlands Jn. and **Northallerton**						
Add:—				50	Up Slow, 29m. 8ch. and 29m.p.	
At Castle Hills Jn.						
Delete:—			25		To and from Down Passenger Loop	DPL 339
At Eryholme						
Delete:—			20	20	Through trailing crossover	
Delete:—			40	40	Through facing crossover	
Between Darlington South Jn. and Darlington (D)						
Amend:—				15	Goods to Saltburn Line.	
Delete:—				20	Goods to Up Main at 43m. 68ch.	
Page 24						
At **Darlington**						
Delete:—				10	Goods line 44m. 22ch. and 43m. 68ch.	
Delete:—				25	Main to Goods at 44m. 22ch.	
Page 25						
At Parkgate Jn.						
Add:—				15	Goods line 44¾m.p. and 43m. 57ch.	
At Aycliffe						
Delete:—			40	40	Through facing and trailing crossovers	

Between Hett Mill LC and **Durham**						
Delete:—			85		62¼m.p. and 62m. 45ch.	
Delete:—			70		62m. 45ch. and 63m. 03ch.	
Delete:—				80	63m. 03ch. and 62¼m.p.	
Add:—			85	85	62¼m.p. and 63m. 03ch.	
Delete:—	Kelloe Bank Foot Jn.	57 50				
Page 26						
Between Hett Mill LC and **Durham**						
Add:—				80	65m. 62ch. and 64m. 49ch.	
Between **Durham** and Durham Emergency Crossover						
Amend:—				75	66m. 21ch. and 65m. 62ch.	
Delete:—			25	25	Down fast to Up Fast at 66m. 30ch.	
At Durham Emergency Crossover						
Delete:—			40	40	Down Fast to Up Fast 66¼m.p.	
Pages 26 and 27						
Between Ouston Jn. and Tyne						
Delete all details and **substitute**:—						
UF DF US — DS	Ouston Jn.	73 32	40		To and from Down Slow line 73m. 24ch. and 73m. 37ch.	
			100		75m.p. and 78¼m.p.	
	Birtley Jn.	75 29		25	UGL to Up Slow, Up Slow to Down Fast, Down Fast to Up Fast at 75m. 29ch.	
	Tyne (TY)	75 62				UGL 35
Page 30						
Between **Morpeth and** Morpeth (M)						
Delete:—				15	Towards Bedlington at 20m. 47ch. Manors Jn. to Morpeth via Backworth mileage)	
Add:—				15	Towards Hepscott Jn. line at 20m. 47ch. (Manors Jn. to Morpeth via Backworth mileage)	
Page 31						
At Longhirst						
Delete:—			20	20	Down Main to Up Main at 20m. 12ch.	
At Chevington						
Delete:—			25	25	Through trailing crossover	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
DONCASTER, BLACK CARR JN. TO BERWICK—continued						
Page 32						
Between **Acklington** and Warkworth LC						
Delete:—	Southside Crossover	30 55	20	20	Through trailingcrossover	
Between Wooden Gate LC and **Alnmouth**						
Delete:—			25	25	Through facing crossover	
Delete all details between **Alnmouth** and Little Mill LC and **substitute**:—						
● ● ▲ ▼	**Alnmouth (A)**	34 69	85	85	34m. 62ch. and 35½m.p.	Alnmouth (A) signal box area between Southside crossover and Stamford LC.
			95	95	35½m.p. and 35m. 70ch.	
			120		35m. 70ch. and 37m. 39ch.	
			110		37m. 39ch. and 38m. 34ch.	
				120	38m. 34ch. and 35m. 70ch.	
	Little Mill LC (CCTV)	39 34				
Page 33						
At **Chathill**						
Delete:—			25	25	Through trailing and facing crossovers	
At Belford						
Delete:—			40	40	Through facing and trailing crossovers	
At Beal Crossovers						
Delete:—			25	25	Through facing crossover	
Delete:—			20	20	Through trailing crossover	
Page 34						
At **Berwick**						
Amend Goods Loop entries in 'Remarks' column to read:—						UGL 60, DGL (South) 28, DGL (North) 66.
Amend:—			10		DGL (South) to Down Main at 67m. 10ch.	
Amend:—			25		DGL (North) to Down Main at 67m. 33ch.	
Between **Berwick** and No. 203 LC						
Delete:—			90	90	67m. 69ch. and 69m.p.	
Add:—			95		67m. 69ch. and 69m.p.	

Delete all details between No 203 LC and Regional Boundary and **substitute**:—



No. 203 LC (R/G)	68 52			
		90	**90**	**69m.p. and 67m. 69ch.** **69m.p. and 69m. 66ch.**
			80	**69m. 66ch. and 69m.p.**
Regional Boundary ER/SCR (Mileage from Edinburgh)	69 67 54 49			

Page 36

TEMPLE HIRST JN. TO SELBY SOUTH JN.

Delete:—		**100**	**100**	MAXIMUM PERMISSIBLE SPEED
and **substitute**:—		**75**	**75**	MAXIMUM PERMISSIBLE SPEED

Between Henwick Hall LC and Canal Jn.

Amend:—

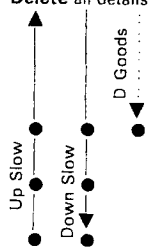
Brayton LC to read:—

Brayton LC (CCTV)

YORK, HOLGATE JN. TO SKELTON

Page 37

Delete all details between Holgate Jn. and Skelton and **substitute**:—



Holgate Jn. (see page 20)	0 00			Controlled by York(Y) Signal box.
York Yard South	0 25			
York Yard North	0 79			
Skelton (S) (See pages 21 and 94)				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
YORK YARD SOUTH TO CLIFTON						
Page 38						
Delete line heading and table.						
NORTHALLERTON, CASTLE HILLS JN. TO REDMIRE						
Page 41						
Delete all details between Yafforth LC and Ainderby LC (2m. 71ch.) and **substitute**:—						
O T	Yafforth LC (AOCL)	1 49	**30**	**30**	**Approaching level crossing**	
	Ainderby Gates LC (TMO)	2 44				
	Ainderby Station LC (TMO)	2 68				
YORK TO SCARBOROUGH						
Pages 38 and 39						
Delete all details between Bootham and Strensall and **substitute**:—						
● ▲ ● ▼ ●	Bootham LC	1 51				
	Haxby Road LC (CCTV)	3 27				
	Haxby LC (CCTV)	4 18				
	Strensall No. 1 LC (CCTV)	6 00				
	Strensall No. 2 LC (CCTV)	6 11				
	Strensall LC	6 48				
DARLINGTON, PARKGATE JN. TO EASTGATE						
Page 42						
Amend fourth maximum permissible speed to read:—						
BISHOP AUCKLAND AND EASTGATE			**25**	**25**		MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS AND FOR TRAINS CONVEYING LOADED CEMENT WAGONS
Between Parkgate Jn. and Albert Hill						
Amend:—			**20**	**20**		Bishop Auckland Singal line, **0m.p. and 1m. 38ch.**
Between **Newton Aycliffe** and **Shildon**						
Delete:—				**30** / **40**		**7m.p. and 5¼m.p.**
Add:—				**30**		**7m.p. and 5¼m.p.**

KELLOE BANK FOOT BRANCH
Page 44
At Kelloe Bank Foot Branch Jn.
Delete:— "(see page 25)"

FERRYHILL SOUTH JN. NORTON-ON-TEES SOUTH
Page 44
Between Ferryhill South Jn. and Stillington
Amend:— 20 — 7m. 37ch. and 6m. 23ch.

Add:— 20 — 5½m.p. and 4m.p.

Delete:— 40 — 5¼m.p. and 3¼m.p.

Amend:— 40 40 4m.p. and 3½m.p.

Page 46
FERRYHILL, TURSDALE JN. TO PELAW JN.
At Wardley
Delete:— (584 yds. before reaching signal W. 3)

Page 46
NEWCASTLE WEST JN. TO NEWBURN
Amend line heading to read —
NEWCASTLE WEST JN. TO SCOTSWOOD

Page 46
NEWCASTLE WEST JN. TO SCOTSWOOD
Delete:— 25 25 MAXIMUM PERMISSIBLE SPEED
and **substitute:—** 15 15 MAXIMUM PERMISSIBLE SPEED
At Newcastle West Jn.
Delete:— 15 15 **0m. 11ch. and 0m. 23ch.**

Delete all details between Start/End of OTW and Newburn and **substitute:—**

†:			†Sidings
—	Start/End of OTW	1 03	
:	Elswick LC (TMO)	1 58	
:	Scotswood	2 66	
—			

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
RIVERSIDE BRANCH						
Page 47						
Delete:—Heading and table						
BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON						
Page 48						
Between Benton North Jn. and Holywell LC						
Amend:—			**30**	**30**	**2m. 19ch. and 2m. 53ch.**	
Delete:—			**20**	**20**	**2m. 43ch. and 2m. 53ch.**	
Between Hartley LC and Newsham LC						
Delete:—			**10**	**10**	**11m. 53ch. and 11m. 70ch.**	
Add:—			**35**		**11m. 53ch. and 11m. 70ch.**	
Page 49						
Amend:—	Bebside LC (AHB-X)	14 67	**X25**	**X25**	**Approaching level crossing in wrong direction**	
BUTTERWELL COLLIERY SOUTH BRANCH NCB						
Page 50						
Delete all details and **substitute**:—						
ASHINGTON STATION AND 0m. 26ch.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
0m. 26ch. AND POTLAND LC			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	
POTLAND LC AND SIGNAL B6 (END OF BRANCH)			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
●	Ashington Station (see page 52)	0 00				AWS not provided
:	New Moor LC (AOCL)	0 68	**10**	**10**	**Approaching level crossing**	
:	Potland LC (AOCL)	1 47	**10**	**10**	**Approaching level crossing**	
:	Linton Lane LC (AOCL)	2 47	**10**	**10**	**Approaching level crossing**	
:	Signal B6 (End of Branch)	3 43				
—						

Page 51						
ASHINGTON COLLIERY BRANCH						
Delete Heading table and **all** details :—						
BEDLINGTON TO LYNEMOUTH COLLIERY NCB						
Page 51						
Between Bedlington North LC and West Sleekburn Jn.						
Delete:—			20		0m. 76ch. and 1m. 32ch.	
Between North Seaton LC and Green Lane LC (AHB)						
Amend:—				30	2m. 43ch. and 1m. 41ch.	
Between Green Lane LC (AHB) and Ashington						
Delete:—				20	2m. 70ch. and 2m. 14ch.	
Delete:—			25	25	2m. 70ch. and 3m. 02ch.	
Add:—			25		2m. 70ch. and 3m. 02ch.	
Add:—				25	3m. 02ch. and 2m. 43ch.	
At Ashington						
Amend:—			15	15	3m. 02ch. and 3m. 65ch. including to and from the Butterwell line.	
DONCASTER, MARSHGATE JN. TO HOLBECK WEST JN.						
Page 53						
Amend Line heading to read :—						
DONCASTER, MARSHGATE JN. TO WHITEHALL JN.						
Amend second Maximum Permissible speed to read :—						
WAKEFIELD WESTGATE (175m. 52ch.) AND WHITEHALL JN			85	85	MAXIMUM PERMISSIBLE SPEED	
Page 54						
DONCASTER, MARSHGATE JN. TO HOLBECK WEST JN.						
Delete above heading and **substitute**:—						
DONCASTER, MARSHGATE JN. TO WHITEHALL JN.						
Between South Kirby Jn. and **Fitzwilliam**			65		167m. 25ch. and 167m. 65ch.	
Delete:—						
Add:—	Hemsworth	168 10				
Between South Kirkby Jn. and Hemsworth						
Delete:—			25		DGL 167m. 33ch. and 168m. 01ch.	DGL 140
and **substitute**:—			25		DPL 167m. 33ch. and 168m. 01ch.	DPL 140
Between Hemsworth and **Fitzwilliam**						

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
DONCASTER, MARSHGATE JN. TO HOLBECK WEST JN.—continued						
Page 54—continued **Delete:**—				25	**UGL 168m. 52ch. and 168m. 13ch.**	UGL 106 'A'
and **substitute:**—				25	**UPL 168m. 62ch. and 168m. 13ch.**	UPL 106 'A'
Between **Fitzwilliam** and Hare Park Jn. **Delete:**—	Nostell Crossover	170 50				
Amend:—						CW. up at 171m. 58ch. 726 yds. before reaching signal L 264
Between Hare Park Jn. and Wakefield Westgate South Jn. **Add:**—	**Sandal and Agbrigg**	174 05				
Pages 54 and 55 **Delete** all details between Wakefield Westgate South Jn. and Leeds West Jn. and **substitute:**—						
	Wakefield Westgate South Jn. (See page 57)	175 38		15	**To Wakefield Kirkgate West Jn. line**	
			75		**175m. 52ch. and 177m. 03ch.**	
				35	**175¾m.p. and 175m. 34ch.**	
	Wakefield Westgate	175 65	20		**To, over and from Down platform line**	DPL 45P Permissive working is authorised on the Up Platform line.
				45	**176m. 02ch. and 175¾m.p.**	
	Balne Lane	176 12	10	10	**To and from Wrenthorpe Down Sidings**	C. Down at 176m 54ch.
				75	**177m. 03ch. and 176m. 02ch.**	
	Outwood	178 26	75		**180m. 43ch. and 184m. 16ch.**	

▲ ▼	Ardsley Tunnel (297 yards)	180 61 to 120 75				C. Up at 183m. 66ch. (963 yards before reaching Signal L200).
				75	184m. 16ch. and 180m. 43ch.	
			60		184m. 16ch. and 185m. 08ch.	
				60	185m. 08ch. and 184m. 16ch.	
	Holbeck West Jn. (see page 91)	185 01				C. Up at 184m. 74ch. (695 yards before reaching Signal L64).
	Holbeck East Jn. (see page 66)	185 03		40	To Dewsbury Line	
			40	40	185m. 08ch. and 185m. 16ch.	
			30	30	185m. 16ch. and 185m. 21ch.	C. Up at 185m. 19ch. 352 yards yards before reaching Signal L196.
	Whitehall Jn. (see pages 88 and 90)	185 21				

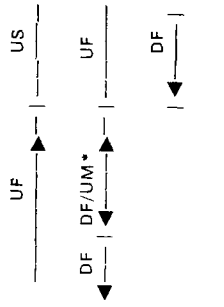
BRODSWORTH COLLIERY BRANCH
Page 55
Delete all details between Castle Hills North Jn. and Brodsworth Colliery and **substitute**:—

—	Castle Hills North Jn. (see page 53)	158 67				Line controlled by Doncaster signal box.
		158 62				
		0 03				
—	Castle Hills West Jn. (see below)	0 19				
O : T*						
—	Brodsworth Colliery	1 44				

STAINFORTH JN. TO ADWICK JN.
Page 56
Between Applehurst Jn. and Skelton Jn.
Delete:—
Add:—

			30	30	162¼m.p. and 161¼m.p.	
				30	161¼m.p. and 162¼m.p.	

Running Lines and Signaling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
LEEDS, GELDERD ROAD JN. TO HOLBECK WEST JN.						
Page 58						
Delete line heading and table.						
EASTWOOD TO COLTON NORTH JN.						
At Eastwood						
Amend:—	Eastwood G.F.	21 32				UGL 90
Delete:—						
Between Eastwood and Weasel Hall Tunnel						
Delete:—						C Up at 22m. 09ch. etc.
Delete:—						C. Up at 22m. 50ch. etc.
Page 59						
Delete all details between Greetland and Thornhill LNW Jn. and **substitute**:—						
	Greetland	30 77				†AB When Greetland signal box is closed. The Rule Book Section M Clauses 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.
†	Elland Tunnel (420 yards)	31 25 to 31 44				
†	Elland	31 61				
U L & Y	Bradley Wood Jn.	35 59				
D L & Y	Heaton Lodge Jn. (see page 65)	37 29		40	**Up slow to Up L & Y or Huddersfield line**	



Heaton Lodge East Jn.	37 49			
Mirfield	38 32			
Mirfield East Jn. (see page 66)	39 26	60		**Down Fast to Down Fast/Up Main**
			60	**Up Fast to Up Fast**
			25	**Up Fast to Up Slow**
Thornhill LNW Jn. (see page 66)	39 72			

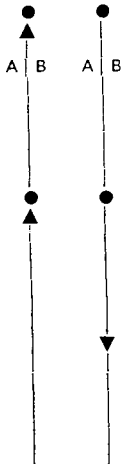
*Worked in the Up direction for trains from the Leeds line only.

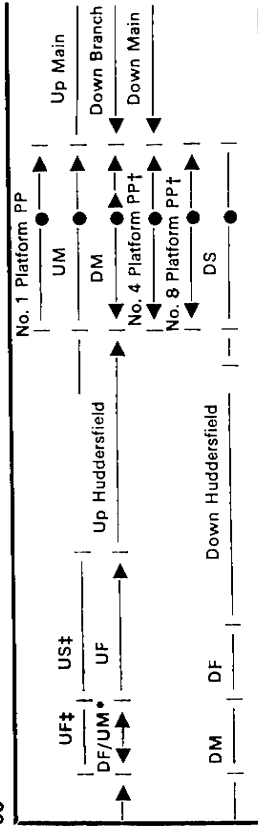
MILNER ROYD JN. TO BRADFORD, MILL LANE JN.
Page 62
At Low Moor
Delete signal box dots, location and mileage.

Page 63
GREETLAND TO DRYCLOUGH
Delete line heading and table.

BRADLEY BRANCH
Delete line heading and table.

HEATON LODGE SOUTH JN. TO HEATON LODGE EAST JN. VIA UNDERPASS
Delete line heading and table.

Running Lines and Signalling System	Location	Milaege M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Remarks
DIGGLE JN. TO HEATON LODGE JN. **Pages 64 and 65 and Page 66** **Delete** all details and **substitute:—** **DI GGLE JN. TO HOLBECK EAST JN.**						
	DIGGLE Jn. AND HUDDERSFIELD (26m. 03ch.)		**85**	**65**	MAXIMUM PERMISSIBLE SPEED	
	HUDDERSFIELD (26m. 03ch.) AND HEATON LODGE EAST JN		**70**	**70**	MAXIMUM PERMISSIBLE SPEED	
	HEATON LODGE EAST JN. AND HOLBECK EAST JN.		**75**	**75**	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY	
	HEATON LODGE EAST JN. AND HOLBECK EAST JN.		**60**	**60**	MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS	
	Diggle Jn.	14 59	**65**		**14m. 59ch. and 15m.p.**	DGL 53
	Standedge Tunnel (3m. 66 yards)	15 11 to 18 14	**60**	**60**	**15m.p. and 15m. 16ch.**	
			45	**45**	**18m. 07ch. and 18m. 37ch.**	
				10	**Up Goods Loop to Main at 18m. 18ch.**	UGL 130A
	Marsden	18 54	**55**	**55**	**18m. 37ch and 18m. 76ch.** **19m.p. and 18m. 37ch.**	
			70		**18m. 76ch. and 19¼m.p.**	
	Slaithwaite	21 19	**70**		**24m. 28ch. and 24m. 48ch.**	C. Up at 24¼m.p. 480 yards before reaching signal HU193.
			60		**24m. 48ch. and 25m. 49ch.**	
	Gledholt North and South Tunnels (243 yards)	25 04 to 25 15				
	Springwood Jn. (see page 71)	25 20		**20**	**To Penistone line.**	Controlled by Huddersfield (HU) signal box.



Huddersfield North and South Tunnels (696 yards)	25 20 to 25 51	50		**Down Branch 25‡m.p. and 25m. 49ch.**	
			50	**25m. 49ch. and 24m. 62ch.**	†Permissive working is authorised in both directions on No. 4 Platform line and in the Down direction only on No. 8 Platform line
Huddersfield (HU)	25 60	15	15	**All lines 25m. 49ch. and 25m. 74ch.**	
		40	40	**25m. 74ch. and 26m. 03ch. including Main line connections.**	AWS gap in station area.
Hillhouse Jn.	26 26				C. Up at 26m. 41ch. 873 yards before reaching Signal HU77
Deighton	27 60				C. Up at 28m. 23ch. 673 yards before reaching signal HU648
Bradley Jn.	28 39				Bradley Jn. to Ravensthorpe Controlled by Healey Mills (HM signal box).
Heaton Lodge Jn. (Up lines only) (see page 59)	29 54		60	**To Elland line.**	
			40	**Up Slow to Up Huddersfield or L & Y line.**	
Heaton Lodge East Jn. (Down line only)	29 74				‡Not accessable from Leeds line. *Worked in the Up direction from the Leeds line only.
Mirfield	30 57				
Mirfield East Jn.	31 51		25	**Up Fast to Up Slow.**	
Thornhill LNW Jn. (see page 59)	32 16				

Running Lines and Signalling System	Location	Milaege M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
DIGGLE JN. TO HOLBECK EAST JN.—continued Pages 64, 65 and 66—continued						
	Ravensthorpe	32 28				
	Dewsbury	33 62	50		**33m. 48ch. and 33m. 74ch.**	
	Batley	35 09				
●	Batley LC	35 07				
●	Morley Tunnel (1m. 1609 yards)	36 25 to 38 19				
			55	55	**38m. 22ch. and 38m. 30ch.**	
	Morley	38 24	65	65	**38m. 30ch. and 38m. 55ch.**	
	Cottingley	40 42				
	Farnley Branch Jn. (see page 67)	40 65				Farnley Branch Jn. to Holbeck East Jn. controlled by Leeds (L) signal box. C. Up at 41m. 28ch. 880 yards before treaching signal L36.
▼ — — —	Holbeck East Jn. (see page 90)	42 05	40		**42m. 01ch. and 42m. 05ch.**	
Page 67 **LIVERSEDGE BRANCH** **Delete** all details and **substitute**:—						
LIVERSEDGE AND FORMER LIVERSEDGE JN. $\left(\frac{0\ 00}{0\ 33}\right)$			15	15	MAXIMUM PERMISSIBLE SPEED	
FORMER LIVERSEDGE JN. $\left(\frac{0\ 00}{0\ 33}\right)$ AND THORNHILL JN.			50	50	MAXIMUM PERMISSIBLE SPEED	

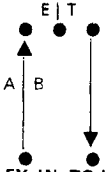
—	Liversedge	5 30				
		3 73				
O : T†		0 24				† No Staff.
		0 00				
		0 33				
—	Thornhill Jn. (See page 60)	2 26	20		2m. 23ch. and 2m. 27ch.	Controlled by Healey Mills (HM) signal box.
WINCOBANK JN. TO HORBURY JN.						
Page 69						
Between Crigglestone Jn. and Horbury Jn.						
Delete:—						C. Up at 1m. 02ch. 890 yds before reaching Home signal.
BARNSLEY STATION JN. TO HUDDERSFIELD, SPRINGWOOD JN.						
Page 70						
At Dodworth LC						
Delete:—			15	15	To and from Dodworth Colliery at 4m. 09ch.	
METHLEY JN. TO WHITWOOD						
Page 78						
At Methley Jn.						
Delete from Remarks						AWS not provided.
Page 78 (as amended)						
Between Methley Jn. and Whitwood						
Amend:—				10	0½m.p. and 1m.p.	
				20		
WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.						
Page 80						
Amend first Maximum Permissible Speed entry to read:—						
WAKEFIELD KIRKGATE WEST JN. AND ENGINE SHED JN.			50	50	MAXIMUM PERMISSIBLE SPEED except as shown below:—	
BETWEEN DRAX BRANCH JN. AND ENGINE SHED JN.			20	20	MAXIMUM PERMISSIBLE SPEED FOR CLASS 8 AND 9 TRAINS	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE—continued						
Page 81						
At	Streethouse LC					
Add:—	(CCTV)					
At	Featherstone LC					
Add:—	(CCTV)					
Between Red Lane LC and Featherstone LC (CCTV)						
Delete:—			20		53m. 62ch. and 53m. 72ch.	
Between Featherstone LC (CCTV) and Pontefract West Jn.						
Delete:—			35		55m. 50ch. and 56m. 30ch.	
Add:—			35		56m. 26ch. and 56m. 37ch.	
Page 82						
Between Knottingley (K) LC and Sudforth Lane LC						
Amend:—						C. Up at 59m. 46ch. 40 yards beyond signal K.428.
Delete:—			20		59m. 30ch. and 60m. 30ch.	
Between Sudforth Lane LC and Whitley Bridge Jn.						
Amend Whitley Bridge LC to read:—						
	Whitley Bridge LC (CCTV)					
Page 83						
Delete all details between Gowdall Lane LC and **Rawcliffe** LC and **substitute:—**						
	Gowdall Lane LC (AOCL)	66 51	25/40	25/40	**Approaching level crossing**	
	Field Lane LC (AOCL)	66 66	25/40	25/40	**Approaching level crossing**	
	Snaith LC (AOCL)	68 13	20		**Approaching level crossing**	
				STOP	**Before passing over level crossing**	
	West Cowick LC (R/G)	68 61				
	East Cowick LC (R/G)	69 48				
	Snaith Road LC (AHB)	70 17				
	Rawcliffe LC (AOCL)	70 76	STOP		**Before passing over level crossing**	
				20	**Approaching level crossing**	

DRAX POWER STATION BRANCH						
Page 83						
Amend Maximum Permissible Speeds to read :—			**45**	**55**	MAXIMUM PERMISSIBLE SPEED	
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD						
Page 85						
At	Aldwarke North Jn. (Mid)					
Add :—			**40**	**40**	**Down and Up Barrow Hill/Pontefract 164¼m.p. and 164¾m.p.**	
At Dearne Jn.						
Amend :—	Dearne Jn. (See page 87)	168 53		**15**	**To Manvers Colliery Branch**	
Between Bolton-on-Dearne and Goldthorpe Colliery Branch Jn :—						
Add :	**Goldthorpe**	15 50				
Between Hickleton and Moorthorpe						
Add :	**Thurnscoe**	14 64				
Page 85 (as amended)						
Between Moorthorpe Jn. and **Pontefract Baghill**						
Delete :—			**30**		**9m. 15ch. and 7m. 50ch.**	
Add :—			**30**		**8m. 65ch. and 7m. 50ch.**	
			40			
Page 86						
Between Ferrybridge and Brotherton Tunnel.						
Amend :—			**45**		**2m. 05ch. and 1m. 18ch.**	
Add :—				**45**	**1m. 25ch. and 2m. 05ch.**	
Add :—				**30**	**1m. 18ch. and 1m. 25ch.**	
At	Brotherton Tunnel					F.W.S. 0¾m.p. to 1m. 46ch.
Add :—						
Between Brotherton Tunnel and Hillam Gates LC						
Amend :—			**60**	**50**	**0m. 15ch. and 0m. 01ch.**	
Page 87						
Add :—						
MANVERS COLLIERY BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
—	Dearne Jn (See page 85)	0 73				Line controlled by Sheffield (S) Signal box.
O :T						
—	End of Branch	0 13				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
LEEDS TO SKIPTON STATION SOUTH						
Page 88						
At **Leeds** (L)						
Delete:—			10	10	**All lines Station and 20m. 64ch.**	
Delete:—			15	15	**Shipley lines to and from Platforms 1, 2 and 3. 20m. 64ch. and 0m. 07ch.**	
Delete:—			10	10	**Main lines 20m. 64ch. and 0m. 07ch.**	
Substitute:—			15	15	**All lines 20m. 47ch. and 0m. 07ch.**	
Between Whitehall Jn. and Wortley Jn.						
Delete:—			25		**To Holbeck East Jn. line.**	
Add:—			30	30	**195m. 63ch. to 195m. 59ch.**	
At Cononley LC						
Amend location to read:—						
	Cononley LC	218 22				
LEEDS, ENGINE SHED JN. TO WHITEHALL JN.						
Page 90						
Between Engine Shed Jn. and Whitehall Jn.						
Delete all details from "Running Lines and Signalling System Column and **substitute**:—						
—	Engine Shed Jn. (see page 75)					
—	Whitehall Jn. (see page 88 and below)					
WHITEHALL JN. TO BRADFORD INTERCHANGE						
Pages 90 and 91						
Delete Line Heading, Maximum Permissible speed and all details between Whitehall Jn. and Holbeck West Jn. and **substitute**:—						
HOLBECK WEST JN. TO BRADFORD INTERCHANGE						
—	Holbeck West Jn. (see page 55)	185 01	60	60	MAXIMUM PERMISSIBLE SPEED	
—		0 02	40	40	**0m. 02ch. and 0m. 08ch.**	
			50	55	**0m. 08ch. and 0m. 55ch.**	

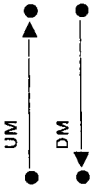
Page 91					
Between Holbeck West Jn. and **Armley Tunnel**					
Add:—	**Wortley West Crossover**	0 57			
Between Wakefield Road Tunnel and Mill Lane Jn.					C. Up at 131m. 48ch. etc.
Delete:—					
HOLBECK WEST JN. TO BRADFORD EXCHANGE					
Page 91					
Between Holbeck West Jn. and **Bramley**					
Delete:—					C. Down at 0m. 13ch. 375 yards before reaching signal L1609.
Delete:—					C. Down at 0m. 46ch.
Delete:—					C. Down at 1m. 27ch.
WORTLEY JN. TO YORK (SKELTON) VIA HARROGATE					
Page 92					
Between Wortley Jn. and Headingley Tunnel					
Add:—	**Burley Park**	1 27			
Between Wortley Jn. and Headingley Tunnel					
Amend:—Second catch point entry.					C. Down at 1m. 65ch. 1211 yards before reaching Signal D2.
Between Bramhope Tunnel and Wescoehill Tunnel					
Amend:—			20/40	20/40	9m. 54ch. and 9¾m.p.
Page 93					
Between Harrogate and **Starbeck**					
Delete:—					C. Down. at 19m. 13ch.
Between Belmont LC and **Knaresborough**					
Delete:—					C. Down at 17m. 76ch. 700 yds. before reaching Starbeck Home signal.
Page 94					
Between **Cattal** and Hammerton Road LC					
Delete:—					C. Down at 9m. 48ch. 700 yds. before reaching Cattal Home signal.
Between Hammerton Road LC and **Hammerton**					
Delete:—					C. Down at 8m. 68ch. 600 yds. before reaching Hammerton Starting signal.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
WORTLEY JN. TO YORK (SKELTON) VIA HARROGATE—continued						
Page 94—continued						
Delete all details between Poppleton LC and Skelton and **substitute**:—						
	**Poppleton LC**	2 71		**20**	**Single Line to Up Line**	
				45	**2m. 68ch. and 2m. 33ch.**	
	Nether Poppleton LC (AHB)	2 34				
			55		**1m. 65ch. and 2m. 35ch.**	
	Skelton (S) (See page 21 and 37)	1 50	**50**	**50**	**1m. 65ch. and 1m. 50ch.**	
APPERLEY JN. TO ILKLEY						
Page 94						
Amend maximum permissible speed to			**50**	**50**	MAXIMUM PERMSSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
Add:—			**35**	**35**	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY	
SHIPLEY, LEEDS JN. TO BRADFORD FORSTER SQUARE						
Page 96						
Between Shipley, Bradford Jn. and Bradford Forster Square						
Add:—	**Frizinghall**	206 67				
LEEDS TO HULL						
Page 97						
Delete second and third Maximum Permissible Speed entries and **substitute**:—						
MICKLEFIELD (10m. 66ch.) AND HEMINGBROUGH			**70**	**70**	MAXIMUM PERMISSIBLE SPEED	
HEMINGBROUGH AND GILBERDYKE JN. (17m. 14ch.)			**75**	**75**	MAXIMUM PERMISSIBLE SPEED	
GILBERDYKE JN. (17m. 14ch) AND HULL			**70**	**70**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
At **Leeds** (L)						
Amend:—			**10**	**10**	**All lines 20m. 47ch. and 20m. 25ch.**	
Page 98						
Between **Garforth** and Peckfield						
Add:—	**East Garforth**	12 56				

Page 100
Delete all details at **Wressle** LC and Cross Common LC and **substitute**:—

Wressle LC (AOCR-X)	24 79	X30	X30	**Approaching level crossing in wrong direction**
Cross Common LC (AOCR-X)	24 52	X30	X30	**Approaching level crossing in wrong direction**

Pages 100 and 101
Delete all details between Gilberdyke Jn. and **Broomfleet** and **substitute**:—



Gilberdyke Jn. (see page 104)	17 07			
			35	**To Thorne Jn. line.**
			60	**17m. 08ch. and 17m. 14ch.**
Gilberdyke	16 76			
Oxmardyke L.C.	16 22			
Broomfleet L.C.	14 33			

Page 101
Between Melton Lane and **Ferriby**
Add:—

		60	60	**Over Up Slow line between Ferriby and Melton Lane**

At Chalk Lane LC
Amend:—

		45	45	**1m. 54ch. and 1 m.p.**

NEVILLE HILL WEST JN. TO HUNSLET EAST
Page 102
Between Neville Hill West Jn. and Hunslet East
Add:—

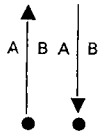
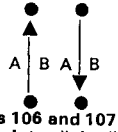
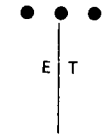
C. Departure line at 0m. 30ch. 550 yards before reaching L. 776 signal.

MICKLEFIELD JN. TO CHURCH FENTON NORTH JN.
Page 103
Between Micklefield Jn. and Church Fenton (CF)
Delete "AB" from both lines in Running lines and Signalling System column:—
Amend:—

C. Up at 11m. 44ch. 220 yards after passing CF 714 signal.

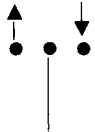
Page 103
THORNE JN. TO GILBERDYKE JN.
At Thorne Jn.
Add:—

FWS 8m. 05ch. to Doncaster line 8m.p.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
HULL TO SEAMER WEST						
Page 106						
Delete all details between Hutton Cranswick and Driffield and **substitute**:—						
	Cranswick LC (AHB-X)	16 18	X30	X30	Approaching level crossing in wrong direction.	
	Hutton Cranswick	16 21				
	Hutton LC (AHB–X)	16 73	X30	X30	Approaching level crossing in wrong direction.	
	Driffield (D) LC	19 26				
Delete all details between Driffield LC and **Nafferton** LC and **substitute**:—						
	Driffield LC (D)	19 26				
	Driffield LC (RC) and footpath LC (R/G)	19 38	40	40	19¼m.p. and 19¾m.p.	
	Wansford Road LC (CCTV)	19 54				
	Nafferton LC	21 44				
Pages 106 and 107						
Delete all details between Bridlington Quay LC and **Bempton** LC and **substitute**:—						
	Bridlington Quay LC	31 06	20	20	31m. 03ch. and 31m. 10ch.	
	Sewerby LC (AHB)	32 35	50		32m. 01ch. and 35m. 16ch.	
	Flamborough LC (AHB)	33 31				
	Bempton LC (AHB)	34 43		50	34m. 30ch. and 33m. 53ch.	
Page 107						
At **Add**:—	Buckton Lane LC (AOCR)		65		35m. 16ch. 37ch. 34m.	
At **Add**:—	Speeton LC (AHB)	37 34				
Between Speeton LC and **Hunmanby** LC **Add**:—				65	39m. 37ch. and 37m. 34ch.	

Page 107

Delete all details between **Filey** LC and Gristhorpe LC and **substitute**:—



Filey LC	44 30	40 50	40	44¼m.p. and 44m. 50ch. 45m. 09ch. and 45n. 50ch.
Muston LC (AHB)	45 41		50	45m. 50ch. and 45m. 35ch.
Gristhorpe LC	46 39			

NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

Page 110

At Northallerton East Jn.

Amend:—

Between Low Gates LC and Long Lane LC

Add 'AB' to each line in the Running Lines and Signalling System Column

		40	Towards Northallerton Station.

Between Brompton LC and Long Lane

Add:—

Between Long Lane LC and Picton (P) LC

Add 'AB' to both lines in Running Lines and Signalling System Column

50			45m. 65ch. and 47m. 10ch.

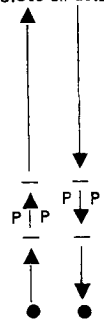
Between Welbury LC (AHB) and Rounton Gates LC (AHB)

Add:—

50	50		49¼m.p. and 49m. 45ch.

Page 111

Delete all details between Hartburn Jn. and Norton-on-Tees South and **substitute**:—



Hartburn JN. (see page 116)	59 14		25	To Bowesfield line	Eaglescliffe South Jn. to North Shore controlled by Bowesfield (B) signal box.
			25	Down to Up at 59m. 62ch.	
		30	30	59m. 70ch. and 59m. 76ch.	
		20	20	59m. 76ch. and 60m. 10ch.	
		30	30	60m. 10ch. and 60m. 45ch.	
Stockton	60 04				
North Shore (See page 117)	60 49	20		To Stockton Freightliner Terminal Branch	
Norton-on-Tees South (NS) (See page 44)	61 71	25		To Norton-on-Tees West line	
		30	20	61m. 70ch. and 62m. 22ch.	

Between Norton-on-Tees South and Norton-on-Tees East

Amend:—

30	30	61m. 70ch. and 62m. 22ch.	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN—continued						
Page 112						
Between Stranton and **Hartlepool**						
Add:—	Church Street LC (CCTV)	71 40				
Between Clarence Road and Cemetery North						
Delete:—			30	30	73m.p. and 73m. 27ch.	
Add:—			40		73m.p. and 73m. 11ch.	
Add:—			45		73m. 11ch. and 73m. 27ch.	
Add:—				45	73m. 27ch. and 73m.p.	
At Horden						
Delete:—			5	5	DGL Towards Horden Colliery and Down Main at 78m. 70ch.	DGL 44
Pages 113 and 114						
Delete all details between **East Boldon** LC and Pelaw Jn. (for Simonside) and **substitute**:—						
	East Boldon LC	93 17				
						UPL 74
	Tile Shed LC (AHB)	93 64				
	Boldon LC (AHB)	94 00				
			60		94m. 43ch. and 95¼m.p.	
	Boldon East Jn. (see page 121)	94 63	15		To Boldon North Jn. line	Boldon East Jn. to Boldon West Jn. controlled by Boldon Colliery (B) signal box.
	Boldon Colliery (B)	95 12				
	Boldon West Jn. (see page 122)	95 16		25	To Tyne Coal Terminal line	
				60	95¼m.p. and 94m.p.	
			20		95¼m.p. and 95m. 45ch.	
				20	95m. 45ch. and 95¼m.p.	
	Pelaw Jn. (for Simonside) (see page 122)	98 07		25	To Simonside line	Pelaw Jn. to High Level Bridge Jn. controlled by Gateshead G signal box.
			25	25	Up to Down at 98m. 11ch.	
			25		To DGL at 98m. 15ch.	

LONGLANDS LOOP UP						
Page 116						
Amend Maximum Permissible Speed				**30**	MAXIMUM PERMISSIBLE SPEED	
Page 116						
NORTHALLERTON HIGH JN. TO NORTHALLERTON EAST JN.						
At Northallerton High Jn.						
Delete:—				**35**	**0m. 03ch. and 0m.p.**	
At Northallerton East Jn.						
Delete:—			**25**		**0m. 33ch. and 0m. 36ch.**	
Page 117						
STOCKTON FREIGHTLINER TERMINAL BRANCH						
Delete all details at North Shore and **substitute:—**						
—	North Shore (See page 111)	60 49		**20**	**60m. 57ch. and 60m. 49ch.**	Controlled by **Bowesfield (B)** signal box.
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE						
Page 118 and 119						
At	Rohm Hass LC (AOCL) Monsanto LC (AOCL) SS Chemicals LC (AOCL) Phillips No. 2 LC (AOCL) Phillips No. 3 LC (AOCL) Seal Sands Road LC (AOCL)					
Add:—	asterisk* at each level crossing in Remarks					*See Local instructions page 202
SEATON ON TEES BRANCH						
Page 119						
At	Graythorp L.C. (AOCL)					
Add:—			**STOP**	**STOP**	**Before passing over level crossing.**	
SEABANKS BRANCH						
Page 120						
Delete all details and **substitute:—**						
SEABANKS BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS Not Provided
—	Seabanks	0 73				
O : T†	Bone Mill LC (Open)	1 20	**10**	**10**	**Approaching level crossing.**	†No Staff.
●	Dawdon (see page 112)	1 65				

Running Lines and Signalling System	Location	Milagee M.	Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
Page 120							
HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE							
Delete all details between Murton Lane LC and Seaton LC and **substitute:—**							
:	Murton Lane LC (AOCL)	16	27	20	15	**Approaching level crossing.**	
O : T†				15		**17¾m.p. and 18m. 15ch.**	†No Staff.
:	Seaton Bank Head LC (AOCL)	17	74	15	15	**Approaching level crossing.**	
:					15	**18m. 15ch. and 17¾m.p.**	
:	Seaton LC (AOCL)	18	34	20	30	**Approaching level crossing.**	
Between Seaton LC (AOCL) and Ryhope Grange							
Add:—				20	20	**19m. 25ch. and 19m. 75ch.**	
Page 121							
RYHOPE GRANGE TO HENDON							
Delete all details between Ryhope Grange and Hendon and **substitute:—**							
				30	30	MAXIMUM PERMISSIBLE SPEED	AWS not provided
● :	Ryhope Grange (See pages 113 and 120)	0	00		25	**0m. 03ch. and 0m.p.**	
:	Grangetown LC (OPEN)	0	30	STOP	STOP	**Before proceeding over level crossing**	
●	Hendon (Londonderry)	1	17	15	15	**Through connection to and from Down and Up Hendon lines at 1m. 17ch.**	
BOLDON WEST JN. TO TYNE COAL TERMINAL							
Page 122							
Delete all details and **substitute:—**							
BOLDON WEST JN. TO TYNE COAL TERMINAL				25	25	MAXIMUM PERMISSIBLE SPEED	Line controlled by Boldon Colliery (B) signal box. AWS not provided
— :	Boldon West Jn. (see page 114)	0	00				
— —							
▲ ▲ :	Boldon North Jn. (see page 121)	0	32		15	**To Boldon East Jn. line**	
▼ ▼ :	Green Lane Jn. (see below)	0	52	15		**0m. 52ch. and Tyne Coal Terminal**	
— — :	Tyne Coal Terminal (signals B978/B979)	1	21		25	**Departure line to Single line**	
—							

PELAW JN. TO SIMONSIDE
Page 122
Between Pelaw Jn. and Simonside
Delete all details and **substitute**:—

Pelaw Jn. (see pages 46 and 114)	0 09	**25**	**25**	**0m. 09ch. and 0m. 27ch.**	Line controlled by Gateshead (G) signal box.
Hebburn	1 50	**15**	**15**	**1m. 35ch. and 1m. 65ch.**	D & UGL 33A.
Jarrow	3 00	**20**	**20**	**2m. 50ch. and 3m. 36ch.**	D & UGL 42A.
Shell Mex Depot	3 36	**15**	**15**	**To and from Shell Mex Depot.**	
Simonside	4 19				

WESTOE COLLIERY BRANCH
Page 122
Add:—

			25	**25**	MAXIMUM PERMISSIBLE SPEED
Green Lane Jn. (see page 122)	0 00				Line controlled by Boldon Colliery (B) Signal Box. AWS Not provided.
Dean Road West	0 70	**15**		**To, over and from Arrival Loop**	
Dean Road East	1 17		**15**	**To, over and from Departure Loop**	
B.C. Outward LC (CCTV)*	2 09		**10**	**2m. 09ch. and 1m. 17ch.**	
B.C. Inward LC (CCTV)*	2 15				† No staff. *Level crossings and signals controlled by British Coal.
Signal W8/W5*	2 17				

Page 123
DARLINGTON SOUTH JN. TO SALTBURN
Between Darlington South Jn. and Maidendale
Delete:—

			20	**1m. 30ch. and 1m. 03ch.**	

and **substitute**:—

			20	**1m. 30ch. and 1m. 03ch.**	
			40		

Page 124
Between Eaglescliffe North Jn. and Bowesfield
Add:—

			30	**9m. 70ch. and 9m. 05ch.**	

Between Bowesfield and Thornaby East Jn.
Delete Up and Down Goods line from Running Lines and Signalling System column:—

Running Lines and Signalling System	Location	Milagee M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
DARLINGTON SOUTH JN. TO SALTBURN—continued						
Page 125 At Tees **Amend** mileage:—		12 60				
Page 125 At Guisborough Jn. **Delete**:—			20		**To Nunthorpe line**	
Add:—			30	30	**Through facing crossover at 15¼m.p.**	
Add:—			30		**Up line to Nunthorpe line**	
Pages 126 and 127 **Amend**:—			20		**Up Goods to Wilton Works**	
Between **British Steel Redcar** and **Saltburn delete** all details and **substitute**:—						
	British Steel Redcar	20 56				
	Redcar Central	22 64	20	20	**Down to Up at 22m. 45ch.**	
				20	**22m. 67ch. and 22m. 45ch.**	
			30		**22m. 67ch. and 22m. 72ch.**	
	Redcar LC	22 71	50		**22m. 72ch. and 23m. 18ch.**	
				30	**23m. 64ch. and 22m. 67ch.**	
A B A B	Church Lane LC (CCTV)	23 20				
	Redcar East	23 60				C. Down at 24m. 70ch. 800 yards before reaching signal L6
A B A B	**Longbeck** (L) LC	25 29				
	Marske	25 65				C. Down at 25¾m.p. 840 yards before reaching signal L216.
			20		**26m. 49ch. and 27m. 05ch.**	
				55	**26m. 59ch. and 23m. 64ch.**	

— — —	Saltburn West Jn. (see page 130)	27 05	20		**Double to Single**	Controlled by Longbeck (L) signal box.
			20		**To Crag Hall line**	
				40	**27m. 09ch. and 26m. 59ch.**	
				55	**27m. 47ch. and 27m. 09ch.**	
—	**Saltburn**	27 57				

GUISBOROUGH JN. TO WHITBY

Page 127

Delete all Maximum Permissible Speeds and **substitute**:—

GUISBOROUGH JN. AND BATTERSBY		20 / 50	20 / 50	MAXIMUM PERMISSIBLE SPEED
BATTERSBY AND GROSMONT (29m. 62ch.)		45	45	MAXIMUM PERMISSIBLE SPEED
GROSMONT (29m. 62ch.) AND WHITBY		30	30	MAXIMUM PERMISSIBLE SPEED
Amend:—	Cargo Fleet Road LC (CCTV) 0 14			
At Guisborough Jn. **Delete**:— **Substitute**:—		20	20 30	**0m.p. and 0m. 06ch.** **Through junction**

Page 128

Between Guisborough Road LC and **Commondale** **Add**:—		20 / 45	20 / 45	**16m. 62ch. and 17¼m.p. Higher speed applies to Diesel Multiple Unit trains only**
At Castleton Moor **Delete**:—		25	20	**19m. 28ch. and 19m. 46ch.**
Between **Lealholm** and **Glaisdale** **Add**:—		20 / 45	20 / 45	**25m. 65ch. and 26m. 12ch. Higher speed applies to Diesel Multiple Unit trains only.**

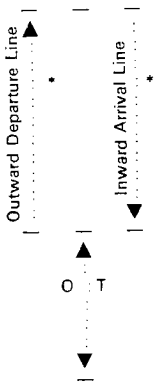
Page 129

Delete all details between **Glaisdale** and **Egton** and **substitute**:—

O | T	**Glaisdale**	26 50	15	15	**26¼m.p. and 26m. 57ch.**
			35	35	**26m. 57ch. and 27m. 45ch.**
	Egton	28 17			

CL 21

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
Page 129 **GUISBOROUGH JN. TO WHITBY** Between **Glaisdale** and **Whitby** **Delete**:—Asterisk* from Running Lines and Signalling System column. **Delete**:— from Remarks column.						*See Local Instructions on pages 212 and 213.
Page 129 **ICI WILTON WORKS BRANCH** **Delete**:— heading and table						
Page 130 **GRANGETOWN TO SHELL REFINERY** **Delete** line heading and table						
Page 130 **SALTBURN WEST JN. TO BOULBY POTASH MINE** Between Saltburn West Jn. and Crag Hall **Add**:—			10	10	**28m. 10ch. and 28m. 23ch.**	
Delete:— **Substitute**:—			20 20	20 20	**30m. 30ch. and 31m. 11ch.** **30m. 27ch. and 32m.p.**	
Page 130 **Add**:— **GRANGETOWN TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)**						
GRANGETOWN TO EASTGATE MOUNT ACCESS LC			20	20	MAXIMUM PERMISSIBLE SPEED	
EASTGATE TO MOUNT ACCESS LC TO CLEVELAND FLT			10	10	MAXIMUM PERMISSIBLE SPEED	
▲	Grangetown (see page 126)	0 00				AWS not provided.
▼	Eastgate Mount Access LC (Open)	1 34	10	10	**Over level crossing**	



ICI Wilton (see below)	1 38				*Through Sidings.
ICI Weighbridge House	1 78	STOP	STOP	To collect and deliver Train Staff	
Coal Access LC (Open)	2 07				
	2 10				
North Gate Road LC (Open)	2 24				
Cleveland Freightliner Terminal	2 61				

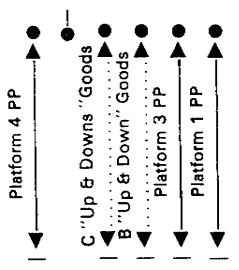
Page 130
Add:—

ICI WILTON COAL TERMINAL BRANCH

		10	10	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
ICI Wilton (see above)	0 00				† No Staff.
ICI Wilton Coal Terminal	0 70				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE YARD						
Page 131						
Delete maximum permissible speeds and **substitute:—**						
SWALWELL JN. 4m.p. (GN & B MILEAGE) AND BLENKINSOP			65	65	MAXIMUM PERMISSIBLE SPEED	
BLENKINSOP 40m.p. AND CARLISLE YARD			60	60	MAXIMUM PERMISSIBLE SPEED	
Between **Dunston** and Swalwell Jn.						
Add:—	**Gateshead Metro Centre**	3 41	20/30		**3¼m.p. and 3m. 30ch.**	
Pages 132/133						
Between **Prudhoe** LC and Dilston LC						
Delete "AB" from both lines in the "Running Lines and Signalling System" column.						
Page 132						
Between **Stocksfield** and **Riding Mill**						
Amend:—			50	45	**13m. 24ch. and 13m. 42ch.**	
Delete:—			60	60	**14m. 72ch. and 15m. 24ch.**	
Page 134 (as amended)						
Between **Low Row** LC and Naworth LC						
Delete:—				40	**46m. 47ch. and 46m. 27ch.**	
Between Brampton Fell LC and How Mill LC						
Delete:—				50	**51m. 49ch. and 46m. 47ch.**	
Substitute:—				50	**51m. 49ch. and 46m. 34ch.**	

Page 135
Delete all details between Carlisle (South Jn.) and Caldew Jn. and **substitute:—**



Carlisle (South Jn.) (CE)	60 02 68 73		20	**Carlisle South Jn. and London Road Jn.**	Carlisle (CE) signal box area between Wetheral (exclusive) and Carlisle Yard. AWS not provided between Petteril Bridge Jn. and Carlisle North Jn.
Carlisle	69 09 0 00	20	20	**All lines and connections 68m. 61ch. and 0¼m.p.**	
Carlisle North Jn.	0 19				

LOW FELL SIDINGS JN. TO BENSHAM JN.
Page 136
Amend:—

		20	20	MAXIMUM PERMISSIBLE SPEED

WORKINGTON No 2 TO CARLISLE LONDON ROAD JN
Page 137
Delete Derwent Jn. to Siddick Jn. all particulars and **substitute:—**

Derwent Jn. (Dock Branch G.E.)	7 31			
Siddick Jn. (Buckhill Branch G.F.s)	8 19			

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
WORKINGTON No. 2 TO CARLISLE, LONDON ROAD JN.						
Page 138						
Between **Wigton** and Dalston No. 1 GF						
Add:—	Rosewain LC (R/G)†	18 47				†Footpath LC for the purpose of the Single Line Working Rules.

TABLE B—SPECIAL WORKING ARRANGEMENTS

Page 139

In paragraph 1 of preamble

Amend Reference to Rule Book to read :—

Section H, Clause 11.

Amend Paragraph 2 of preamble to read :—

2. Working in the Wrong Direction over lines worked by Absolute Block is authorised where shown below as denoted by the letter 'G'.

Between		Lines	Authorities	Restrictions
Page 139				
DONCASTER, BLACK CARR JN. TO BERWICK				
Delete:—				
Holgate Jn. etc	Clifton etc, item			
and **substitute**				
Holgate Jn.—signals Y31, Y32, Y34, Y35 and Y36	Clifton—signals Y200 and Y221	All including Down Scarborough line to signal Y243 and Up Scarborough line to/from LOS indictor in rear of signal Y244	F P*	— *For Postal trains only.
Amend:—				
Northallerton Station (signal 127)	Castle Hills Jn.	Down Main/ Reversing Line	F	50 SLU BV
Page 140				
YORK YARD SOUTH TO CLIFTON				
Delete:— heading and item.				
Page 141				
MIRFIELD EAST JN. TO LEEDS, HOLBECK EAST JN.				
Delete above heading and **substitute:**—				
DIGGLE JN. TO HOLBECK EAST JN.				
Page 143				
NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
Delete Dawdon/Seaham entry.				
Add:—				
Seabanks	Hall Dene	Down, Up	F	2 Freight brake vans
RYHOPE GRANGE TO HENDON				
Delete:—				
Londonderry/Hendon entry.				
Londonderry/South Dock entry.				

TABLE B—SPECIAL WORKING ARRANGEMENTS—continued

Between		Lines	Authorities	Restrictions
Page 144				
WORKINGTON No 2 TO CARLISLE, LONDON ROAD				
Amend:—				
Workington No. 3	Derwent Jn.	Down	F	Fitted freight vehicles equal to 47 SLU with brakevan leading.
Add:—				
Derwent Jn.	Workington No. 3	Up	F	50 SLU (BV) 12 SLU without brakevan in clear weather only.

Page 145

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

Section of Line	Token or Staff Station	Person authorized to receive or deliver token or staff
NEWCASTLE WEST JN. TO NEWBURN		
Amend entry to read:—		
NEWCASTLE WEST JN. TO SCOTSWOOD		
Elswick and Scotswood	Newcastle Station	Station Supervisor (platform 8)
RIVERSIDE BRANCH		
Delete:—Heading and entry.		
Add:—		
NORTHALLERTON, CASTLE HILLS JN. TO REDMIRE		
Castle Hills Jn. to Redmire	Low Gates signal box	Travelling Chargeman
Add:—		
SALTBURN WEST JN. TO BOULBY POTASH MINE		
Crag Hall to Boulby Potash Mine	Crag Hall	Rolling Stock Technician
Page 145		
Add:—		
I.C.I. Weighbridge House to Cleveland Freightliner Terminal	I.C.I. Weighbridge House	I.C.I. Person in charge
Add:—		
Cleveland Freightliner Terminal to I.C.I. Weighbridge House	Cleveland Freightliner Terminal	Freightliner Operations Manager
Add:—		
Manvers Colliery Branch	Tinsley	Train Crew Supervisor

TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of train	Conditions	Remarks
Page 146 **Delete:—**				
GREETLAND TO DRYCLOUGH JN./MILNER ROYD JN. TO BRADFORD, MILL LANE JN.				
Greetland	Halifax	P	—	Drivers Assistant to couple locomotive to the train at Greetland.
RYHOPE GRANGE TO HENDON **Delete** line heading and associated entry.				

TABLE U

Page 147

Amend heading to read:—

TABLE U—TOWING OF VEHICLES AND PROPELLING WITH ROAD VEHICLES—THE RULE BOOK, SECTION J, CLAUSE 4.3.5.

Place	Line	Remarks	Conditions
YORK, HOLGATE JN. TO SKELTON			
Page 147 **Add:—**			
York, Wagon Repair Depot	All	—	B

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

Instructions Relating to the General Appendix and Other General Instructions

Page

Page 149

Add:— **H**

Hauling of Dead Traction Units 153

Amend:

Maximum Permitted Speed of Locomotives Running Light, or with one, two or three vehicles 153

INSTRUCTIONS RELATING TO THE RULE BOOK

Page 151

Section C—Fixed Signals

Amend sub heading :—

Clearing of stop signals—The Rule Book, Section C, Clause 6.1.4.

Signal Box	Signal	Remarks
Add :— Crag Hall	First stop signal Up direction	

Delete Poppleton Station entry.

Page 151

SECTION E—SIGNALS, POINTS, TRACK CIRCUITS AND OTHER SIGNALLING EQUIPMENT—FAILURES, REPAIRS AND RENEWALS.

Delete heading and **substitute** :—

SECTION C

Amend sub heading :— **Clause 6.7 signal not shown or imperfectly shown**

SECTION F — DETONATORS

Amend Heading to read :— **SECTION B**

Amend first sub-heading to read :—

Clause 5.3.5—Failure of detonators to explode, or injury from explosion.

Page 152

SECTION H — CLAUSES 3.6 AND 11.2 STATION YARD WORKING

Delete :—Heading and item.

SECTION J — SHUNTING

Delete :— Heading and item.

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

Amend Heading to read :— **SECTION N—SINGLE LINE WORKING**

Amend last sentence of item to read :—

The Driver will be informed that all track circuits are functioning correctly and instructed to proceed cautiously to the next stop signal.

Add as as last item :—

POWER OPERATED POINTS—WRONG DIRECTION MOVEMENTS

For the purposes of the Rule Book, Section N and the General Appendix instruction "Movement of vehicles conveying passengers over points not fitted with locking apparatus," all power operated points in running lines which are normally trailing, except those listed below, may be regarded as being equipped with facing point locks.

Signal Box	Point Nos.
York	419, 423A, 424, 425, 426, 430 437B
Prince of Wales	2098.

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 153

Add:— HAULING OF DEAD TRACTION UNITS

When more than **two** locomotives (including hauling and dead locomotives) are to be coupled together, it will not be necessary to obtain the authority of the Regional Civil Engineer, provided the conditions in the Route Availability of Diesel and Electric Locomotives booklet are complied with.

Page 153

MAXIMUM PERMITTED SPEEDS OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO VEHICLES ONLY.

Delete:— Heading and item.

Page 154

BROKEN WINDOWS ON PASSENGER COACHING STOCK

Add new clause 5:—

5. When a replacement emergency window is available, both panes of glass should be removed (in preference to taping up the unbroken pane) and the emergency window fitted. If an emergency window is not available, the train should proceed at a speed not exceeding 100 m.p.h. to the nearest point where a replacement window can be fitted, after the broken glass has been removed and the window taped by the C&W staff.

SNOW CLEARANCE ARRANGEMENTS

Page 155

Tender Mounted Ploughs

Amend list to read:—

Cambridge Norwich
Colchester Shirebrook

Large Ploughs with Guards Compartment—Hand brake only fitted

Delete:— Healey Mills, York

Add:— Leeds (Holbeck).

Experimental Bielhack Snow Ploughs

Add:—

Located at: Stratford (2 ploughs)

B.R. Standard Miniature Snow Ploughs

Amend list to read:—

Immingham 3 sets
Stratford 6 sets (including 2 locomotives for East Suffolk line).
Thornaby 6 sets.
Tinsley 6 sets.

Pages 156 and 157 WORKING OF DIESEL MULTIPLE UNIT TRAINS

Amend Heading to read :—

WORKING OF CLASS 101—131 DIESEL MULTIPLE-UNIT TRAINS

Amend first sub-heading to read :— **Tail Traffic.**

Tail Traffic

Route	Train Formation	Minimum Horsepower	Maximum Tail Load (Tonnes)
For Parcels only trains when not covered by the above			
Add :—			
Leeds and Manchester Victoria via Bradford and Hebden Bridge and via Diggle	2 car	400	40
York and Leeds via Methley Jn.	3 car	600	40
	2 car	400	40

Page 157

Clause 8—Propelling of Tail Vehicles.

Amend to read :— **Propelling of Tail Vehicles.**

OTHER GENERAL INSTRUCTIONS

Page 158

Add :—

SAFETY LIMITS ON HOURS OF DUTY FOR TRAIN CREWS

Train Crews time on duty must not exceed 12 hours per shift. In addition, Drivers must not be in charge of a Traction Unit or Train on a running line after 11 hours on duty. Train Crew Supervisors must ensure that these hours are adhered to and in addition Train Crew must advise the nearest Supervisor if they consider that these Safety Limits will be exceeded.

In exceptional circumstances authority to exceed these limits may be given by the Regional Deputy Chief Controller at York.

Page 158

FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM

Delete :— Heading and item.

Page 162

WEED KILLING TRAINS (EXCEPT FISONS PUSH/PULL TRAIN)

4. Propelling

Amend reference to Rule Book to read :—

Section H, Clause 11.

Page 163

ENGINEERS TRAINS RETURNING TO SIGNAL BOX IN REAR

Delete:—Heading and item.

Pages 163 and 164

INSTRUCTIONS FOR WORKING GROUND FRAMES AND GROUND SWITCH PANELS RELEASED FROM SIGNAL BOXES

Delete:— Paragraph 4.

Renumber paragraphs 5 to 8 to read 4 to 7.

Page 165

SINGLE LINES ONE TRAIN WORKING WITHOUT TRAIN STAFF

Delete:— Heading and item.

Pages 165 and 166

WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS

Delete:— Heading and item.

Pages 166 and 167

SIGNALS FOR CONTROLLING LOADING/UNLOADING MOVEMENTS AT COLLIERIES, POWER STATIONS ETC.

Delete:—Heading and item.

INDEX

INDEX—continued

Page 172

S

Add:—
Skelton and Harrogate—Between 194

Add:—
Snaith Station AOCL Level Crossing 190

T

Delete:—
Teesport 213

W

Add:—
Wakefield Kirkgate : Trainmen working passenger and freight trains to/from..... 184

Delete:—
Whitby and Glaisdale – Between 212

Delete:—
Whitby 213

Add:—
Wilton, Cleveland Freightliner Terminal 211

Add:—
Wincobank Jn. and Horbury Jn.—Between 186

Delete:—
Wheldale Colliery 189

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

YORK

Page 174

Train arrivals, Platform 8B

Delete second sentence.

Trains arrivals, Platform 8A

Amend

Drivers of H.S.T. and locomotive hauled trains etc.

Add:—

Train arrivals Platform 9. Drivers of South Bound H.S.T. and locomotive-hauled trains must stop these trains at the temporary stop board lettered "S".

Train arrivals Platform 14

Add as second paragraph:—

Drivers of South bound H.S.T. and locomotive-hauled trains must stop these trains at the temporary stop board lettered "S".

Motive Power Depot

Delete first and second paragraghs.

Page 174

YORK

Add:—

Transfer of Traffic between Down Departure Lines and B.R.E.L. Ltd.

1. Except when required for access into or out of B.R.E.L., the handpoints at the entrance must be clipped and padlocked towards the Back Road. The person in charge of a movement to enter the B.R.E.L. sidings must obtain the Key for the handpoints from the York Yard North Chargemans' cabin.
2. The York Yard North Chargeman must obtain authority from the B.R.E.L. Movements Officer for a movement to enter the B.R.E.L. sidings.
3. A movement from the Down Departure lines to B.R.E.L. must be accompanied throughout, and under control of the B.R. person in charge who must stable the train or locomotive as instructed by the B.R.E.L. person in charge.
4. Movements must only pass the "Stop, Await Instructions" board controlling exit from the B.R.E.L. sidings on the authority of the York Yard North Chargeman.
5. When a movement has passed clear, the handpoints must be replaced and padlocked towards the Back Road and the Key returned to the York Yard North Chargemans' cabin.

Page 174

Add:—

NORTHALLERTON

Set-back movements Reversing line to Down Main the illumination of the "off" indicator associated with Signal N22 will be the Driver's authority to proceed and it will not be necessary for the Driver to comply with the Rule Book, Section J, Clause 4.1, but he must proceed cautiously, keeping a sharp lookout and be prepared to act on handsignals.

Page 174

Add:—

DARLINGTON UP SIDINGS

Whenever a movement is required to be made to the Up Sidings or Up Reception line 1 or 2 when no staff are on duty, the Signalman will advise the traincrew the line to which the movement is being made.

When Reception line 1 or 2 is left occupied a tail lamp must be placed at both ends of the vehicles. The lamp must show a red light after sunset and during fog or falling snow.

Page 176

HEATON

Add:—

Electrification Construction Depot

When a train is to enter Pile Sidings, it must be hauled along the Depot Line North in the Down direction and propelled into the Sidings. Should the length of the train require the front portion to proceed beyond signal H59 towards the Shunt Spur for, the rear of the train to clear the ground frame points, the person in charge of the movement must request the route from the Signalman accordingly.

Add:—

Heaton South Junction

Movements from the primary departure sidings to the reception roads at the Heaton South Junction end of the Yard must only be made when routed via signals H109 and H115.

Page 176

Add:—

MORPETH ELECTRIFICATION DEPOT

If a train has entered the electrification depot, no other train must be allowed to enter No. 2 siding from either end until the Signalman has received an assurance that the train in the electrification depot is clear of the connection and no further movements will be made.

No movement must be made from the electrification depot which will foul No. 2 siding, without the authority of the Signalman which may be given, provided the Signalman has not authorised a conflicting movement into No. 2 siding.

Page 177

Add:—

YORK HOLGATE JN. TO SKELTON

YORK YARD SOUTH

A.C.E. SIDING "TRIANGLE ACCESS" LEVEL CROSSING

The provisions of the Instructions headed "Train crew operated crossings (TMO)" in Section 7 of the General Appendix apply at this crossing, except that no white lights at the stop boards either side of the crossing are provided.

The person in charge of the movement to be made must obtain the Key for the gates from the Signalman at York Yard South and return it thereto when operations are completed.

The person in charge must ensure that vehicles to be stabled are brought to a stand and secured sufficiently clear of the crossing to avoid the view of drivers of motor vehicles being obscured.

Page 178

SCARBOROUGH

Propelling movements Cawoods Sidings to Falsgrave.

Delete heading and item.

FOSS ISLANDS BRANCH

Rowntree's Siding

Delete heading and item.

Page 179 **NORTHALLERTON, CASTLE HILLS JN. TO REDMIRE**

Delete instructions and **substitute:—**

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 guard's valve.

The level crossings shown as T.M.O. in Table A are all secured by similar type padlocks and the keys and Train Staff are kept in Low Gates Signalbox. The Travelling Chargeman must obtain the Train Staff and keys from the Signalman before joining the train at Low Gates, one key for his own use and one for the Guard, giving the Train Staff to the Driver before departing.

The Travelling Chargeman must ride in the rear cab of the locomotive and on arriva 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 then rejoin the brake van.

On returning to Low Gates, the Travelling Chargeman must collect the keys from the Guard and the Train Staff from the Driver and return them to the Signalman at Low Gates.

For a train from the York or Darlington direction, the above arrangements apply except that the Travelling Chargeman must join and leave the train at Castle Hills Reversing line and convey the Train Staff and keys from and to Low Gates signal box by road.

Page 179

DARLINGTON, PARKGATE JN. TO EASTGATE

Add:—

EASTGATE A.P.C.M. SIDINGS

1. If the ground position light signal at the entrance to the sidings is at Danger, the Driver of an approaching train must sound the horn for it to be cleared.
2. When the signal is cleared, the train must proceed cautiously as far as the siding concerned is clear; the Driver being prepared to stop short of any obstruction.
3. Should the signal remain at Danger, the Driver must again sound the horn after stopping the train and if it remains at Danger after two minutes, the Guard must proceed into the sidings and ascertain the circumstances. If no staff are on duty the Guard must handsignal the train into the siding, cautiously.
4. The above clause also applies if the signal has failed and an incomplete aspect or no aspect is displayed.

Note The above signal the normal and proceed aspects in accordance with the Rule Book, Section C, Clause 3.2 but the Guard must set and check the position of the hand points ahead of the signal as required by the Rule Book, Section J.

Page 180

Amend heading:—

BEDLINGTON TO LYNEMOUTH COLLIERY (BRITISH COAL) LYNEMOUTH

Amend:—

Alcan Works.

1. The General Appendix Instructions headed "Automatic Open Crossings Locally monitored (AOCL)" apply so far as they are appropriate in respect of manned open level crossings situated between the run-round loop and the works sidings.
2. On arrival of a train for the Works, the locomotive must proceed right to the security gates and the Guard telephones the security staff for the gates to be opened for rail movements should the telephone be out of order, the Driver must sound the locomotive horn to alert attentions of the firms staff.
3. The Guard must, when the security gates are opened **proceed on foot and check the line as far as the open crossing is not obstructed by freight-liner vehicles standing at the ingot loading pad.**
4. Provided the line is clear to the open crossing, the Guard must, after conducting the runround of the locomotive, authorise the train to be propelled and brought to a stand with the leading cab of the locomotive adjacent to the "stop, obtain white flashing light before proceeding" board, applicable to inwards movements.
5. The Guard must, after proceeding forward and checking the points are set for the Alumina siding, press the plunger at the "stop, obtain white flashing light before proceeding" board, applicable to outward movements.

Page 180—continued

6. When the white lights at the stop board commence to flash, the Guard must ensure the red flashing road lights are operating and on positioning himself to hand signal the train, check the crossing remains clear of road traffic until the train has cleared the crossing.

7. Should the line between the security gate and the open crossing be obstructed by freightliners vehicles standing at the ingot loading pad, the Guard must ensure a red tail lamp is attached to the rearmost vehicle and is illuminated during darkness. He must then warn all staff working on or near the vehicles to stand clear whilst the vehicles are shunted, to enable the train for Alcan Works to proceed.

8. The Guard must then authorised the locomotive to proceed to the rear of the freightliner vehicles and be attached.

9. The Guard must, after proceeding forward and ensuring the points are set for the coke siding, press the plunger at the "stop, obtain white flashling ight before proceeding" board, applicable to outward movements.

10. The provisions of clause 6. must then be observed in respect of the freightlines vehicles and when shunted clear into the coke siding the Guard must accompany the returning locomotive and authorise the Alumina train to be propelled and worked to the Alumina sidings in accordance with clauses 4, 5 and 6.

Page 180

Add:—

NEWCASTLE WEST JN TO SCOTSWOOD
ELSWICK LEVEL CROSSING

Drivers must not proceed over the level crossing until the barriers have been lowered and a hand signal is received from the nominated person operating the barriers.

Page 181

WEST SLEEKBURN JN. TO NORTH BLYTH

Add:—

NORTH BLYTH

Alcan Alumina Siding.

1. Arriving trains

1.1 Trains must only be propelled to the loading area.

1.2 When a train is ready to proceed from the "Stop, await instructions" board, the Guard must obtain permission from the firm's security cabin staff to enter the loading area.

1.3 The Guard, after ensuring the line is clear to the loading area and ensuring the points are set correctly and the firm's staff have placed the barriers at both crossings against road traffic, authorise the train forward.

2. Departing trains

When a train is ready to depart, the Guard must advise the firm's security cabin staff and ensure they place the barriers at both crossings against road traffic, before authorising the train to leave the loading area.

Page 182

BETWEEN LEEDS AND SITE OF FORMER GELDERD ROAD JN.

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

The Driver of a Class 253/254 train, with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p., which is to proceed towards Wakefield Westgate must advise the Signalman at Leeds box of the circumstances. On receipt of such advice, the Signalman at Leeds must not clear the signal at the end of the platform concerned until a clear route can be set to signal L208. The clearing of the signal at the end of the platform in these circumstances is no guarantee that the route will remain clear throughout and the Driver must continue to observe and obey all signals.

Page 184

EASTWOOD TO COLTON NORTH JN.

Add:—

WAKEFIELD KIRKGATE

Trainmen Working Passenger and Freight Trains to/from
Trainmen from other depots who work into Wakefield Kirkgate Station, or yards and are relieved on arrival, or who travel to Wakefield Kirkgate for return working, must report as quickly as possible by telephone direct to the Train Crew Supervisor at Healey Mills, 033–3234. A telephone which may be used for this purpose is situated in the Train Crew Mess Room on Wakefield Kirkgate Station.

Page 184

Delete Heading:—

DIGGLE JN. TO HEATON LODGE JN.

and **substitute**:—

DIGGLE JN. TO HOLBECK EAST JN.

Page 185

FARNLEY BRANCH

Amend first paragraph to read:—

Dunlop and Ranken Sidings Annetts Keys for the lock securing the ground frame at the Farnley Jn. end of Dunlop and Ranken Sidings are kept at the Hunslet Sidings Chargemans office. Guards working to the Farnley Branch must collect a key before leaving Hunslet Sidings and return it to the Chargemans office on completion of the work.

Page 186 **WINCOBANK JN. TO HORBURY JN**
BETWEEN JUMBLE LANE AND ECCLESFIELD WEST

Delete heading and instruction.

Add:— **BETWEEN WINCOBANK JN. AND HORBURY JN. AND BETWEEN CRIGGLESTONE JN. AND HORBURY STATION JN.**

Except for Engineer's trains, Class 9 trains are not permitted to run on the Down or Up lines between Wincobank Jn. and Horbury Jn., nor in either direction on the Single line between Crigglestone Jn. and Horbury Station Jn. Class 9 Engineer's trains must have a locomotive, other than a shunting locomotive, attached in rear.

Page 187 **BARNSLEY STATION JN. TO HUDDERSFIELD, SPRINGWOOD JN.**

DODWORTH

Delete:—

Location and instructions.

Page 187 (as amended)

Delete:—

HUDDERSFIELD JN.

Heading and Item.

Page 189 and 190

CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST WHELDALE COLLIERY

Delete Line heading, heading, sub-heading and items.

WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.

Page 190

Add:—

SNAITH STATION AOCL LEVEL CROSSING

Snaith Station level crossing must be worked in accordance with the General Appendix instructions for AOCL crossings, except that in the event of the flashing white light not being automatically initated or ceasing to flash, prior to departure of an Up train from Snaith or on approach of a Down train, the Driver must press the plunger located in the locked cabinet, unlocked by the Driver's key, situated on the appropriate white light post, to activate the road signals.
When the white light is flashing, the Driver may proceed as normal. If, after operation of the plunger the white light still does not flash, the Driver must proceed in accordance with clause 3.3 of the General Appendix instructions.

Add:—

RAWCLIFFE STATION AOCL LEVEL CROSSING

Rawcliffe station level crossing must be worked in accordance with the General Appendix instructions for AOCL crossings, except that in the event of the flashing white light not being automatically initiated or ceasing to flash on approach of an Up train or prior to departure of a Down train, the Driver must press the plunger located in the locked cabinet, unlocked by the Driver's key, situated on the appropriate white light post, to activate the road signals.
When the white light is flashing the Driver may proceed as normal. If, after operation of the plunger the white light still does not flash, the Driver must proceed in accordance with clause 3.3. of the General Appendix instructions.

Page 192

LEEDS

Delete:— **Leeds Motive Power Area.** Sub heading and item.

Page 193 (as amended)

WHITEHALL JN. TO BRADFORD EXCHANGE

BETWEEN LEEDS AND BRADFORD EXCHANGE

Delete second paragraph and **substitute**:—

Except for Engineers trains, Class 9 trains are not permitted to run on the Down or Up lines between Leeds, Whitehall Jn. and Bradford Exchange. Class 9 Engineer's trains must have a locomotive, other than a shunting locomotive, attached in rear.

Page 194 WORTLEY JN. TO YORK (SKELTON) VIA HARROGATE

Add:—

BETWEEN SKELTON AND HARROGATE

Except for Engineer's trains, Class 9 trains are not permitted to run in the Down direction between Skelton and Harrogate. Class 9 Engineer's trains must have a locomotive, other than a shunting locomotive, attached in rear.

LEEDS TO HULL

Page 195

Add:—

BETWEEN LEEDS STATION AND NEVILLE HILL

Up to 6 parcels vans may be worked without a brakevan between Leeds Station and Neville Hill. The automatic brake must be operative and in use on all vehicles, and at least two wheel scotches must be carried by the hauling locomotive for use in emergency.

Page 197 SELBY

Amend Heading

Rule Book, Section K, clause 3.1.1.

Page 199

HULL TO SEAMER WEST

Delete line heading and instruction.

Page 200

NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

HARTLEPOOL

Delete existing instruction and **substitute**:—

Hartlepool B.S.C. Works

All movements must be made with extreme caution and not exceed a speed of 10 m.p.h. except 20" Pipe Mill Coil Bay Siding where speed must not not exceed 5 m.p.h.

Delete item headed:—

PICTON

Page 201

Add:—

RYHOPE GRANGE

A red light may be attached to the leading vehicle of a movement to be propelled from Ryhope Grange Sidings to stand in rear of signal 10 on the Down Main line. The Rule Book Section H, Clause 8.2 is modified accordingly.

STOCKTON FREIGHTLINER TERMINAL BRANCH

Stockton Freightliner Terminal

Amend paragraph 1 to read:—

1. The ground frame giving access to the terminal is secured by padlock and will be operated by the Shift Manager.

Page 202

SEAL SANDS CHEMICAL, PHILLIPS No. 2, No. 3 AND SEAL SANDS ROAD LEVEL CROSSINGS

Delete Heading and instructions and substitute:—

Rohm Haas, Monsanto, S.S. Chemical, Phillips No. 2, No. 3 and Seal Sands Road Crossings.

These crossings are operated under the provision of the General Appendix, Section 7 clause 4.3. A white steady light on the plunger panel when illuminated indicates the crossing road signals are working and the Guard or Shunter if the crossing is clear may then authorise the Driver to proceed.

When the train has drawn clear of the crossing and no further movements is to be made over that crossing the Guard or Shunter must press the stop lights plunger and then rejoin his train.

Page 203

SEAL SANDS STORAGE SIDINGS

Arrivals

Delete all details and **substitute**:—

1.1 All trains for the sidings must be propelled.

1.2 A train arriving at the branch end must be stopped with the locomotive cab on the approach side of the 'R' indication.

1.3 The Guard must walk to the Seal Sands Storage Security Gatehouse and advise the firm's security staff of the arrival of the train. The Guard must wait for the Seal Sands Storage Operator to arrive and stay with him while the gates for Seal Sands Storage Level Crossing and the adjacent car park crossing are closed against the roadway and the firm's boundary gates are opened to permit the rail movement to the siding. Then having obtained the Operator's permission for the movement to take place, the Guard may authorise it to proceed to the 'Stop and Await Instructions' Board.

1.4 When the movement is made into the firm's sidings the movement must only be made as far as the 'Stop and Await Instructions' Board located beyond the Seal Sands Storage Level Crossing. The firm's safety requirements will be carried out at that point and the Guard instructed if any movements are to be made other than to the main siding.

1.5 If movements are required to be made to or from the spur siding the firm's security staff must remove padlock and points clip to allow the Guard to complete his work. After movements are completed to the spur siding the firm's security staff must again clip and padlock the points set for the main siding.

1.6 Locomotives are not permitted to proceed beyond the Notice Boards located on the gantry, located on the main and spur sidings.

1.7 Locomotives fitted with miniature snow ploughs must not enter the sidings.

2 DEPARTURES

2.1 When a train is ready to leave the sidings, the Guard must advise the firm's staff accordingly.

2.2 The Guard must ensure arrangements are made to close both Seal Sands Storage level crossing and the adjacent car park against the roadway and that the firms security gates are open to rail.

3 CRIPPLED WAGONS

When a wagon requires to be detached, the Guard must obtain the assistance from the firms security staff, as in 1.5.

4 FAILURE OF CROSSING SIGNALLING EQUIPMENT

Should a failure of the road lights occur at Philips No 3 or Seal Sands Crossings, the Guard must, before authorising a train to pass over the crossing, obtain the assistance of the firms staff to ensure road traffic is kept clear until the train has passed over the crossing.

5 LOCOMOTIVES FITTED WITH MINIATURE SNOW PLOUGHS

Locomotives fitted with miniature snow ploughs must not enter the sidings.

Page 203

SEABANKS BRANCH
SEABANKS

Delete existing instructions and **substitute**:—

WORKING OF TRAINS TO AND FROM SEAHAM HARBOUR AND DOCK CO'S SIDINGS

1. **Arrivals**

When a train arrives on the Branch at the "Stop, telephone" board, the Driver on making contact by telephone, must ascertain the barriers at Dawdon (BC) level crossing are lowered and then authorise the train to proceed forward. The crossing will be manned normally between 08 00 and 16 00 Mon to Fri. If the telephone is not answered, the Driver must proceed cautiously to the crossing and cross after ascertaining it is safe to do so.

2. **Steel trains**

2.1 When the train is at the "Stop for Orders" board, the Guard must ensure the route ahead is clear and authorise the train to enter the Quarry Siding. In the case of a light locomotive arriving to work a departing train, the Guard must advise the firm's representative that the empty wagons to form the next departing train may be propelled into the Quarry Siding, if such movement has not already been made Provided the firm's representative confirms the movement has been made into the Quarry Siding and that the firm's locomotive has been withdrawn clear, the Guard must authorise the light locomotive to enter the Quarry Siding for coupling to the empty wagons

2.2 When an arriving train is at a stand within the Quarry Siding the Guard must, after setting the route for the Streel Sidings ascertain from the firm's representative that the train can be received and then authorise the train to be propelled to that siding.

2.3 Where the locomotive of an arriving train is to work a departing train, the Guard must advise the firm's representative when the arriving train is at a stand in the Steel Siding and advise him the empty wagons for departure may be propelled into the Quarry Siding.

2.4 When the empty wagons have been propelled into the Quarry Siding and the firm's locomotive has been withdrawn clear, the Guard must authorise the locomotive of the arriving train to proceed to the Quarry Siding for coupling to the empty wagons ready for departure.

3. **Shale trains**

3.1 When the train is at the "Stop for Orders" board, the Guard must ensure he is handed two radio sets by the firm's representative, handing one set to the Driver. In the event of radio failure, additional assistance will be provided.

3.2 The Guard and Driver must then make an initial radio test and thereafter the Guard must authorise all subsequent movements by radio only.

3.3 All radio instructions between the Guard and Driver must be preceded by the words "BR Guard to BR Driver" or vice versa. Strict radio discipline must be maintained.

3.4 Should the radio messages cease to be received or acknowledged at any time, the Driver must stop any movement of the train until communications are restored. If communications cannot be restored quickly, conventional hand signals must be used.

Page 203—continued

3. **Shale trains**—continued

3.5 The Guard must then secure and detach the rear 18 wagons and, after ensuring the route ahead is clear, authorise the leading position of the train to enter the Quarry Sidings.

3.6 When the leading portion of the train is at a stand within the Quarry Sidings, the Guard must after setting the route for the Shale line, ascertain from the firm's representative that the wagon door closing gear has been extended and that the firm is ready to receive the train wagons.

3.7 The wagons must then be propelled into the Shale line and on the locomotive coming to a stand at the "Locomotive of Propelled Shale Train Stop Here" board, the Driver must engage slow speed control.

3.8 The Guard must stand in such a position as to enable him to clearly see the unloading supervisor's hand signals and relay those signals by means of the radio to the Driver.

3.9 The Driver must then, on receiving instructions from the Guard, set back the train at $\frac{1}{2}$ m.p.h., stopping as required.

3.10 When the train reaches the first "B.R. Locomotive Stop" board, the Driver must proceed, when instructed, at extreme caution until the locomotive is adjacent to the "B.R. Locomotive Cab Window Stop" board.

3.11 When the Guard is advised by the firm's representative that unloading of the wagons has been completed, he must secure the wagons, detach the locomotive and authorise it to proceed to the remaining 18 wagons standing on the Branch.

3.12 After ensuring the route ahead is clear, the Guard must authorise the remaining portion of the train enter the Quarry Siding and the provisions of clauses 3.6 to 3.10 inclusive must again be observed.

3.13 When the Guard is advised by the firm's representative that unloading of the remaining wagons has been completed, he must secure the wagons, detach the locomotive and authorise it to proceed and stand clear on the Branch to await the empty train being propelled into the Quarry Sidings.

3.14 Both radio sets must then be returned to the firm's representative.

3.15 When the Rolling Stock Technician has examined the train and the firm's representative has replaced all wagon safety catches, the firm's locomotive will propel the complete train into the Quarry Siding in readiness for departure.

4. **Departure**

Drivers must ensure that when working departing trains, the barriers at Dawdon Colliery (BC) level crossing are lowered accordingly.

NOTE: Except for accommodating loaded trains and rakes of empty wagons for departure, no other wagons must be stabled at any time within the Quarry Siding.

Page 203 SEATON-ON-TEES BRANCH

Graythorp Level Crossing AOCL.

This crossing is operated under the provisions of the General Appendix Section 7, clause 4.3. A white steady light on the plunger panel when illuminated indicates the crossing road signals are working and the Guard or Shunter if the crossing is clear may authorise the Driver to proceed.

When the train has drawn clear of the crossing and no further movement is to be made over the crossing the Guard or Shunter must press the stop lights plunger and then rejoin his train.

RYHOPE GRANGE TO HENDON

Page 204 (as amended)

LONDONDERRY

Delete instructions

Page 204 HENDON

Delete First two paragraphs.

Amend:—

Trains from South Dock Bottom. The Guard or Shunter in charge of a train from South Dock Bottom which requires a clear run across Hendon Jn. must advise the Signalman at Hendon accordingly on the telephone provided at the AOCL level crossing and must not signal the Driver to start until the banner signal has been cleared.

Delete:—

Working of trains from empty sidings, South Dock. Heading and instruction.

Pages 204 and 205 SOUTH DOCK—PETROFINA DEPOT

General

Delete Paragraph 2 which reads:—

Before leaving Hendon, the Guard/Shunter must obtain the level crossing key from the Signalman and return it to him on return to Hendon.

Amend numbers of paragraphs 2 to 6 to read 3 to 7 respectively.

Loaded train arrival

Amend paragraph 5 to read:—

5. The Guard/Shunter is responsible for ensuring that all handpoints are in the correct position for the movement to be made, after which he must return to the train and operate the key switch at the Stop board.

Loaded train arrival

Paragraph 7.

Delete from the second line the words 'Train Approaching'.

Page 206

GREEN LANE JN. TO DEAN ROAD SIDINGS

DEAN ROAD SIDINGS

Delete:— headings and instructions

Page 206

JARROW YARD

Delete Heading and instructions.

Page 210

Add:— **TEES YARD**

The gravitational shunting of single freight brake, vans, with Shunter/Guard on board, is permitted between the Tees Yard West End Van Kip lines and Up Departure Sidings

TEES YARD

Page 210

Yard Safety

Amend reference to Rule Book Section J, Clauses 3.9 and 3.20 to read:— Rule Book Section J, Clause 4.4.

BETWEEN THORNABY EAST JN. AND NEWPORT EAST JN.

Page 210 **TEES YARD**

Add:—

1. **Movements at Thornaby end of Arrival/Departure Yard.**

1.1 **Arriving trains from West and shunting movements requiring to enter sidings 6 to 11.**

1.1.1. When the Signalman requests permission for a route into any siding 6 to 11, the Chargeman must advise him to which siding the movement must be routed.

1.1.2. Permission for a following movement into any sidings 6 to 11 must not be given until the first movement has come to a stand.

1.2 **Departing trains for the West and shunting movements requiring to pass the "Stop and Telephone" board from sidings 1 to 5.**

1.2.1. When a departing train or a shunting movement is ready to proceed beyond the appropriate "Stop and Telephone" board, the permission of the Signalman must be obtained.

1.2.2. Light locomotives and locomotives and brakevans for the Thornaby end of the yard from the Newport end must only be routed through sidings 1 to 5.

Pages 210—continued

2. Movements at Newport end of Arrival/Departure Yard.

The Chargeman is responsible for all movements into and out of the yard.

2.1 **Departing trains for East via Transfer Line 2.**

The Chargeman must obtain the permission of the Signalman before authorising a train to proceed to signal 180.

2.2 **Operating trains for East via Up Goods 2 line.**

The Signalman must be advised of a departing train before it is authorised to proceed to signal 179.

2.3 Arriving trains from East propelled from Down Goods 2 line.

The Chargeman must ensure the points are set for the propelled train to proceed to the siding selected, before he authorises it to proceed beyond the "Stop, Await Instructions" board.

3. **Movements to/from Thornaby end of sidings 40, 41 and 42.**

3.1 The Signalman is responsible for movements to and from Down Goods No. 2 and his permission must be obtained before a movement is authorised to pass the appropriate "Stop, Await Instructions" board.

3.2 The Signalman's permission must be obtained before any movement is made to or from the Up Yard.

4. **Movements from Wagon Repairs Shunt Spur/Sectioning Sidings. towards sidings 1 and 3. (Arrival/Departure Sidings).**

The Person in charge of the movement must obtain the Chargemans permission before making a movement towards these sidings.

5. **Exchange of traffic: AM&EE sidings 9 and 10.**

5.1 The Chargeman will be advised by the AM & EE's representative of the times shunting will commence and finish within the sidings and a record of these times must be maintained.

5.2 The Chargeman must ensure no movements are made on or towards these sidings during the times shunting by the AM & EE's staff is being performed.

6. **Movements by AM & EE's Department between Thornaby Depot and AM & EE's sidings (Up Yard)**

Movements between these locations must be hauled only.

7. **Movements to/from the Area Civil Engineers Sidings.**

7.1 When the sidings are manned, movements must not be made without the authority of the Area Civil Engineer's man in charge.

7.2 The train crew of a departing train for the East must obtain the Signalman's permission before proceeding beyond the "Stop and Telephone" board towards signal 127.

7.3 When the sidings are unmanned, the train crew is responsible for all movements within the sidings and are permitted to pass the "Stop and Await Instructions" board as required, provided it is safe to do so.

Page 211

REDCAR BSC

Limestone Discharge Terminal

Amend:— first paragraph to read:—

1. Train for discharge must proceed from signal L2 to unloading Signal L7 at a speed not . . . remainder as printed.

Page 211

Add:—

CLEVELAND FREIGHTLINER TERMINAL (WILTON)

Trains to and from the Freightliner Terminal must be worked in accordance with the various notice boards.

Should it be necessary for a second train to run to the Freightliner Terminal, or for ICI to use the Single Line during the time a locomotive is in the Freightliner Terminal, the Driver of the first movement must hand the Train Staff to the Freightliner Operations Manager on request. The Driver having surrendered the Train Staff must not leave the Terminal until he has again recieved the Train Staff from the Freightliner Operations Manager and permission to proceed.

Page 212

GLAISDALE

Delete instruction and **substitute**:—

Rule Book, Section C, clause 5.4.2 If a train is stopped due to a Points Indicator not being illuminated, the Driver must advise the Signalman.

Pages 212 and 213

BETWEEN GLAISDALE AND WHITBY

Delete:— heading and item

Page 213

WHITBY

Delete Both sub-headings and items.

Page 213 **GRANGETOWN TO TEESPORT SHELL REFINERY**

TEESPORT

Delete line heading, heading and instructions.

GUISBOROUGH JN. TO WHITBY

Page 213

Add:— **RUSWARP AOCL LEVEL CROSSING**

Ruswarp level crossing must be worked in accordance with the General Appendix Instructions for AOCL Crossings, except that in the event of the flashing white light not being automatically initiated or ceasing to flash prior to departure from Ruswarp, the driver must press the plunger located in a locked cabinet (Driver's Key BA1A(21)) adjacent to the "stop" board (up trains) and on the white light post (down trains) to activate the road signals.

When the white light is flashing, the driver may proceed as normal. If, after operation of the plunger the white light still does not flash, the Driver must prcoeed in accordance with clause 3.3 of the General Appendix instructions.

Page 214

CRAG HALL

Delete:— Following sub-heading

Drivers of down trains to Boulby and all details.

Pages 214 and 215 **PETTERIL BRIDGE JN.**

Add:—

Esso sidings. Not more than 21 SLU may be propelled into No. 1 or No. 2 siding in the Petroleum Depot.

Page 215 **CARLISLE**

Relief Arrangements

Amend the word "beneath" in the first paragraph to read "on".

Add new third paragraph :—

The forward train crew of all freight trains which have stopped in the station for any purpose must telephone the Signalman as soon as they are ready to start, unless the signal concerned is already displaying a proceed aspect.

Add:—

Stabling of vehicles. Vehicles may be stabled on "B" and "C" "Up and Down" Goods lines as required. It will not be necessary for detonators to be placed on the line, but a red light must be exhibited at each end of the stabled vehicles. The signalman must place reminder appliances on the exit button at each end of the Goods line on which the vehicles are stabled and make appropriate entries in the Occurrence book when the vehicles are stabled and again when they are removed.

WORKINGTON No. 2 TO CARLISLE, LONDON ROAD JN.

Page 216

WORKINGTON

Working into Down Yard

Delete:— "and the provisions of Rule Book, Section J, clause 4.1 are exempt." at the end of the first sentence.

TRAINCREWS WORKING OVER THE SCOTTISH REGION

These Instructions should be retained at the back of the Eastern Region Northern Area Sectional Appendix and should be read in conjunction with the explanatory notes and General Instructions contained therein.

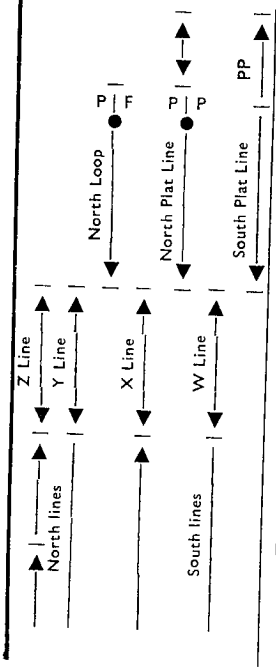
BERWICK AND HAYMARKET WEST JN.

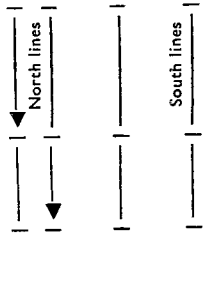
Running Lines and Signalling Sysrem	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Remarks
Between 69m.p. and 35m. 39ch.			90	90	MAXIMUM PERMISSIBLE SPEED	
Between Grantshouse and Innerwick			30		MAXIMUM PERMISSIBLE SPEED ON BI-DIRECTIONAL SIGNALLED LINE IN WRONG DIRECTION	
Between 35m. 39ch. and 6m. 27ch.			125	125	MAXIMUM PERMISSIBLE SPEED	
Between 6m. 27ch. and Haymarket West Jn.			90	90	MAXIMUM PERMISSIBLE SPEED	
	Regional Boundary	69 67 54 50				All lines between the Regional boundary (excl) and Edinburgh are controlled from Edinburgh.
	Reston GSP	47 14	80	80	Over curves 50m. 8ch. and 49m. 10ch.	
			40	40	Through facing crossover	
			25	25	Through Trailing crossover	
			85	85	Over curves 44m. 64ch. and 42m. 42ch.	
			75	75	Over curves 42m. 42ch. and 39m. 78ch.	
	Grantshouse	41 14	40	40	Through all crossovers, loops and connections	UPL 91 DPL 101.
			70	70	Over curves, 39m. 78ch. and 39½m.p.	Simplified bi-directional Signalling between Grantshouse and Innerwick over Up line in Down direction (See page).
			85	85	Over curves, 39½m.p. and 39m. 5ch.	
			85	85	Over UB No. 109, 36m. 8ch. and 36m. 2ch.	
			105	105	Over curves, 35m. 39ch. and 34m. 75ch.	
	Innerwick	34 40	40	40	Through crossovers	
	Torness Siding GSP	32 77	110	110	Over curves, 31m. 41ch. and 29m. 43ch.	

Running Lines and Signalling System	Location	Milagee M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
BERWICK TO HAYMARKET WEST JN.—continued						
	Oxwellmains	31 20	40	40	Through crossovers	
			5	5	Entering leaving Down Sdgs.	
	Up sdgs. GF	29 10	85	85	Over curves, 29m. 43ch. and 28m. 36ch.	CW Up 29m.
	Dunbar	29 05		40	Through crossovers	
			40	40	Entering, over and leaving PL	PL61 (bi-directional).
	Down sdgs. GF	29 03	100	100	Over curves, 28m. 36ch. and 27m. 70ch.	
	North Belton LC (GR)	26 38	110	110	Over curves, 27m. 70ch. and 23m. 78ch.	
	Stenton GSP	24 42	40	40	Through crossovers	
	Markle LC (AHB)	22 14	100		Over curves 23m. 78ch. and 21m. 65ch.	
			110		Over curves, 21m. 65ch. and 18m. 14ch.	
				100	Over curves, 21m. 09ch. and 23m. 78ch.	
				110	Over curves, 18m. 14ch. and 21m. 03ch.	
			100	100	Between 18m. 14ch. and 17m. 41ch.	
	Drem Jn.	17 79	40	40	Entering, over and leaving DPL and UPL	UPL 63 DPL 74
			25	25	Through trailing crossover and connection Up main to North Berwick branch	
	Drem	17 60	110	110	Over curves, 17m. 41ch. and 16m. 25ch.	
			105	105	Over curves, 16m. 25ch. and 15¾m.p.	

		110	110	Over curves, 15¾m.p. and 10m. 34ch.
		40	40	Through facing crossover
Longniddry	13 18			
St. Germains LC (CCTV)	11 52	40	40	Through facing crossover
		25	25	Over connection to and from power station sdgs.
		25	40	Through trailing crossover Entering, over and leaving UPL
Prestonpans	9 40			
Monktonhall Jn. (See page)	5 78	20		Through connection to Down Millerhill line
			55	Through trailing crossover
Portobello (See page)	3 32		15	Through Jn. to Millerhill
			15	Through Jn. to Niddrie West
		15		Through Jn. to Leith South
Craigentinny	2 16	25	25	Through connection to and from No. 3 and 4 Departure lines (main line end).
		30	30	Through connection Depot to Down Berwick
			40	Through main line facing crossover
		80	80	Over curve, 1m. 41ch. and 1m. 05ch.
		60	60	Over curve, 1m. 05ch. and 0m. 49ch.
Abbeyhill Jn.	0 61	40		Through connection from Down Berwick line and over North line 0m. 61ch. and 0m. 29ch.
Calton North Tunnel (430 yards)	0 49 to 0 29		40	Over North line 0m. 29ch. and 0m. 61ch.
		30		Over North line to North Platform line 0m. 29ch. and 0m. 08ch.
		30		Through connection to South Platform line

UPL 57

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
BERWICK TO HAYMARKET WEST JN.—continued						
	Waverley (East end)	0 21	20	20	**Through connection to and from Bay Platform lines**	
		0 08	20		**Over North platform line and entering over and leaving North loop, 0m. 08ch. to West end**	
	Edinburgh SC	0 07				
	Edinburgh Waverley	0 0				
		0 0		30	**Over North Platform line between 0m. 09ch. and 0m. 29ch. (Total distance 850 yards)**	
	Waverley (West end)	0 15		25	**Over and leaving North loop**	
	Mound tunnels (130 yards)	0 16 to 0 22				
	Princes St. Gardens	0 25	20	20	**Through connections between North and South lines**	
	Haymarket tunnels (1040 yards)	0 19 to 1 14	35	35	**Through tunnels**	
	Haymarket	1 19	90	90	**1m. 14ch. and 44¾m.p. (total distance 1m.)**	
		1 24				
		46 0				



Haymarket East Jn.	45 73 *1 28*	40 25	25	**Through Jn. to Slateford Jn.** **Over connections between South lines, North lines and M.P.D.**	North lines' mileages differ from E.&G. lines' mileages between Haymarket East and West junctions, and between these locations North lines' mileages are shown in italics.
			50	**Over Up North line** *1m. 59ch. and 1m. 46ch.*	
Haymarket Central Jn.	45 35 *1 66*	25	25	**Over connections between South lines , North lines and M.P.D.**	
		25		**Through Jn. to Gorgie HJn.**	
		5	5	**Over North goods loop**	North GL (PF) 61
Haymarket West Jn.	44 1610 *44 73*		25	**Through Jn. to Gorgie Jn.**	
			25	**Over connection between Up and Down E.&G. lines (applies to the connection nearest Edinburgh)**	
		40	40	**Over all other connections between**	
		40	40	**E.&G. and Fife lines**	

PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

		20	20	MAXIMUM PERMISSIBLE SPEED	
Portobello (see page)	0 0		15	**Through Jn. to main lines**	Line in this table is controlled from Edinburgh
		15	15	**Through loop connections**	
Baileyfield GF	0 30				
Leith South	1 78				

MONKTONHALL JN. TO MILLERHILL SOUTH JN. (GOODS LINE)

Between MONKTONHALL Jn. AND 5m. 56ch./1m. 40ch. (MILEAGE CHANGE)		20	20	MAXIMUM PERMISSIBLE SPEED	Signals EM586 and EM 587 are fitted with AWS
Between 5m. 56ch./1m. 40ch. (MILEAGE CHANGE AND (MILLERHILL SOUTH JN.		30	30	MAXIMUM PERMISSIBLE SPEED	
Monktonhall Jn. (See page)	6 15 5 56 1 40				Controlled from Edinburgh
Jn. with East Arrival/ Departure lines	0 29				
Millerhill South Jn. (See page)	0 09				Controlled from Millerhill

MILLERHILL TO PORTOBELLO (GOODS LINE)

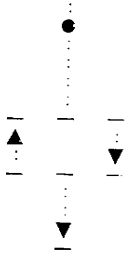
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
	Millerhill (M) (See page)	5 42	30	30	MAXIMUM PERMISSIBLE SPEED	All lines between Millerhill and Niddrie South Jn. (incl.) are controlled from Millerhill
	Millerhill Yard					
		5 77	5	5	Entering and leaving yard	
	Niddrie South Jn. (See page)	4 46	20		Through Jn. to Niddrie West	
				20	Single to Double lines	
	Portobello (See pages)	3 39		15	Through Jn. to Suburban (goods) single line	
			15		Through Jn. to East depot line	
			15		Through Jn. to Down Berwick line	Controlled from Edinburgh

TABLE B—SPECIAL WORKING ARRANGEMENTS

Trains or vehicles may be propelled in accordance with Rule Book, Section H, clause 11 where shown below as denoted by the letter 'F'.
Where working in the Wrong Direction is authorised as shown below, this is denoted by the letter 'G'.

Class 9 trains may work without a brake van in rear where shown below as denoted by the letter 'H'.

These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other features as shown in the 'Restrictions' column. Except where denoted by the letter 'P', movements conveying passengers are not permitted. A brake van (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted below by the letter 'BV'.

Between		Lines	Authorities	Restrictions
BERWICK REGIONAL BOUNDARY (69m. 67ch./54m. 49ch.) AND HAYMARKET WEST JN.				
North Goods Loop Sig EH 514	Haymarket Platform 1	Up North	F	Loco Hauled ECS BV.

TABLE C — WORKING OF PASSENGER TRAIN OVER GOODS LINES OR GOODS LOOPS

On the following lines, passenger trains may be run provided the instructions headed 'Working of passenger trains over Goods Lines or Goods Loops', shown in the General Appendix are carried out:—

From	To	Line	Remarks
BERWICK REGIONAL BOUNDARY (69m. 67ch./54m. 49ch.) AND HAYMARKET WEST JN.			
At Berwick	—	Up Goods Loop	Drivers to report on telephone immediately train at a stand at No. 18 signal.
Portobello to Leith South (Goods Line)			
Portobello	Leith South	Single	—

SIMPLIFIED BI-DIRECTIONAL SIGNALLING

Principle

The lines on which this method of signalling is in use are indicated in Table A and where provided, avoids the necessity of appointing a Pilotman where wrong direction movements are required during possessions, emergencies etc.

Provision is made for a signal(s) to control movements onto the bi-directional line in the wrong direction and for a distant and stop signal at the exit end to control movements back to the right line. line. Intermediate signals may be provided.

The maximum permitted speed in the wrong direction is shown in Table A and supported by normal speed restriction indicators as per the General Appendix instruction on page 1.21 headed "Permanent Speed Restrictions."

Automatic Warning System

AWS track equipment is not provided for signals which apply only to trains running in the wrong direction.

LOCAL INSTRUCTIONS

MAIN LINE CROSSOVERS CONTROLLED FROM LOCAL SWITCH PANELS

The following instructions are applicable in respect of the undernoted main line crossovers which are controlled from switch panelsl ocated in lineside lockfast cabinets. The switch panels are electrically released from Edinburgh signalling centre.

Reston Stenton

A facing crossover must not be used except when required in connection with single line working.

A trailing crossover may be used for any movement between the Up and Down line. To use the trailing crossover, trainmen must first communicate with the signalman, thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signalman gives permission for the panel to be operated, the 'F' indication above No. 3 switch will become illuminated and the No. 3 switch must then be turned to the right hand position. When this has been done the 'F' indication will be extinguished and replaced by illumination of the 'ACC' indication. Thereafter No. 1 switch must be turned to the right hand position to operate the trailing crossover.

The illuminated 'R' indicates that the points are correctly set.

After the train movement through the crossover concerned has been completed, the switches must be restored to the left hand position, the signalman advised when this has been done, and the cabinet door closed

BERWICK

Berwick Station.—Electric bells and indicators for starting of trains.—An electric bell and visual indicator is provided at the south end of the Up platform and the North end of the Down platform.

The bell on the Up platform is operated by a switch fixed on the fourth electric standard from the north end of the platform and another on the wall of the station office. These switches also illuminate the visual indicator.

The bell on the Down platform is operated by a switch fixed on the same standard on which is fixed the indicator in connection with the starting of Up trains at the south end of the platform and another on the side of the wall of the railmans room near the platform overbridge. The operation of the switches also illuminates the visual indicator.

The visual indicator shows the word READY when the bell is rung.

The guard in charge of trains must use these bells to indicate to the front guard that the train is ready to start and the latter, on hearing the bell, may signal the train away in the usual manner.

Propelling movements.—Propelling movements from the Down main line to the goods yard must not exceed 20 freight vehicles.

TORNESS SIDINGS

The siding connection is controlled from a switch panel located in a cabinet adjacent to the points. The panel is electrically released from Edinburgh SC.

To operate the siding connection, trainman must first communicate with the signalman thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signalman gives permission for the panel to be operated, the 'F' indication above No. 2 switch will become illuminated and No. 2 switch must be turned to the right hand position. When this has been done, the 'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No. 1 switch must be turned to the right hand position to operate the points.

The illuminated 'R' indicates that the points are correctly set.

After the train movement is completed, the switches must be restored to the left hand position, the signalman advised when this has been done and the cabinet door closed.

CRAIGENTINNY DEPOT

High Speed Trains arriving in No. 1 or 2 Reception/Departure line, requiring to fuel, must be brought to a stand with the centre of the driving cab in line with the 'H' stopping marker.

A High Speed Train or High Speed Train traction unit and/or vehicle must not enter a siding already occupied by a conventional locomotive, train or vehicle, nor must a conventional locomotive, train or vehicle be permitted to enter a siding already occupied by a High Speed Train or High Speed Train vehicle.

When it is necessary, however, to split or reform High Speed Train vehicles, a locomotive or High Speed Train traction unit fitted with suitable adaptor or barrier vehicle may be allowed to enter the siding.

The Inspection shed, Maintenance shed and Heavy Repair shed must be considered to be sidings set apart for the purpose of carrying out repairs and the instructions relative to such sidings, headed 'Instructions for the Protection of Carriage Cleaning Staff, Servicing/Maintenance Staff and others (including Employees of Private Firms) working on Rail Vehicles' as contained in the General Appendix, must be observed.

Work which involves M & EE staff going underneath vehicles will normally be carried out in the Inspection shed, Maintenance shed or Heavy Repair shed but where exceptional circumstances require such work to be carried out on vehicles in other sidings, those sidings must be considered to be sidings set apart for the purpose of carrying out repairs and the instructions relative to such sidings headed 'Instructions for the Protection of Carriage Cleaning Staff, Servicing/Maintenance Staff and others (including Employees of Private Firms) working on Rail Vehicles' as contained in the General Appendix must be observed.

For the purposes of carrying out the above Regulations, it is the duty of M & EE staff to set, secure and release the points. The name of the M & EE nominated person responsible for satisfying himself that the points are correctly padlocked will be displayed on a board at the South end of the Maintenance shed.

Trains or vehicles must not be allowed to enter or leave the Inspection shed, Maintenance shed or Heavy Repair shed until authority is received from the M & EE supervisor.

The M & EE supervisor must not authorise a movement into or out of any of these sheds unless the shed doors concerned are open, the appropriate points have been released and it is safe for the movement to be made.

Illuminated stop boards are provided at the East end of Nos. 1 and 2 Reception/Departure lines. Incoming trains must not pass these boards unless authorised by the chargeman or person in charge.

An illuminated stop board is provided at the West end of the By-pass line. Westbound movements must not pass this board unless authorised by the chargeman or person in charge.

Ingoing movements

Ingoing trains to the depot will normally be signalled to No. 1 or No. 2 Reception/Departure line.

Should, however it be necessary to run trains to either No. 3 or No. 4 Departure line, the signalman at Edinburgh has instructions that, before clearing the respective signals, he will first obtain the permission of the yard supervisor, by telephone, requesting the line to which the train is to be run.

Yard bothy signal panel

The signalman at Edinburgh signalling centre will inform the panel operator, by telephone, when a train for the depot is approaching the East depot line.

The panel operator must inform the signalman at Edinburgh, by telephone, when a train is ready to depart onto the East Depot line towards Portobello, giving the train number of the train concerned.

The normal position of the switches on the panel is as follows:—

Type of switch	Normal position	Reverse position
Points	Left	Right
Signals	Vertical	Horizontal

An occurance book must be maintained to record signal disconnections, failures of equipment and any other exceptional circumstances.

EDINBURGH WAVERLEY

Working of Coaching Stock Vehicles without a brake van.—Working of fitted coaching stock vehicles without a brake van is authorised as shown below, subject to any special conditions listed:—

From	To	Line	Remarks
Craigentinny CSD	Edinburgh Waverley	Down Berwick	ECS
Edinburgh Waverley	Craigentinny CSD	Up Berwick	ECS

Calton North and South tunnels.—Down line Marker Lights.—19 electric bulkhead marker lights are provided on the wall of Calton North tunnel, Down side of line, commencing 8 yards from the Craigentinny end of the tunnel and extending at intervals of 25 yards to 8 yards from the Waverley end of the tunnel.

16 electric bulkhead marker lights are provided on the wall of Calton South tunnel, Down side of line, commencing 12 yards from the Craigentinny end of the tunnel and extending at intervals of 25 yards to 12 yards from the Waverley end of the tunnel.

These lights are provided to assist drivers of Down trains to determine their direction of travel when adverse conditions prevail in the tunnels.

Signals E427 and E429.—When a Down diesel muliple unit train is brought to a stand at either Down South line signal E427 or Up South line signal E429, the guard must carry out the provisions of the Rule Book, Section K, clause 2.1.1(a).

Friction buffer stops.—Drivers of trains, and persons in charge of shunting movements working into Nos. 14, 15, 16 and 17 platforms must not allow their trains to come into contact with these buffers in the ordinary course of working.

In the event of a train coming into contact with the friction buffer stops the Station Supervisor must be informed and he must immediately arrange with the A.C.E. to have the buffers reset.

Sounding of locomotive horns during night.—Drivers must not sound their locomotive horns within the precincts of the station nor under the station roof between midnight and 06 00, except to give warning of danger or when absolutely necessary in connection with working movements.

Trainmen relieving freight trains and special passenger trains.—Guards booked to work freight trains or special passenger trains forward from Edinburgh Waverley must first report to the timekeeper at the Area Manager's office.

Between the hours of 07 00 and 23 00 on weekdays, locomen must report to the station traction supervisor. Outwith these hours and on Sundays they must report to the timekeeper at the Area Manager's office.

In all cases, trainmen must enquire from the traction supervisor or the timekeeper how their train is running and on which line the train will stop for relief so that they can be ready in position at the right place in order to make the changeover without delay.

Trains leaving station platforms.— The person in charge must not authorise the guard of a passenger train to start from a platform until the platform starting signal has been cleared.

On through platform lines, after a train has come to a stand, no further movement must be made towards the signal ahead until it has been cleared or the permission of the signalman has been obtained.

Propelling movements from Princes Street Gardens to station area.— Drivers in charge of propelling movements must not proceed past Down South line signal E.846 or Down North line signal E.848 towards the station area unless the 'P' indication associated with either signal is exhibited.

Propelling movements from station area to Pricess Street Gardens.— Drivers and guards or shunters must not commence a propelling movement from platforms 12 to 18 inclusive until they are advised where it must be brought to a stand and also the subsequent move.

North Yard.—All movements from the North Yard must be drawn.

HAYMARKET

Haymarket DMU sidings.— DMU's must be stabled on the depot side of the marker boards located at the east end of the sidings.

The guard of a train leaving the DMU sidings must not hand signal the train forward to the sidings exit signal EH.518 unless he has advised the signalman of the destination of the train and obtained permission to allow his train to draw forward to signal EH.518.

Haymarket loco. depot.—Telephone.—Trainmen of locomotives leaving the loco. depot, in addition to informing the signalman the locomotive number, destination and train to be worked, must remain at the telephone until advised by the signalman that the locomotive may proceed.

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, 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.

INSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES, POWER STATIONS AND OTHER UNLOADING TERMINALS

Page 7/8

BRODSWORTH COLLIERY

South Bunker

2. **Amend**

During adverse weather/poor rail conditions, the Guard must come to an understanding with the Bunker Operator as to whether or not loading in both directions is to be undertaken.

Delete clauses 7 and 8.

9. Renumber as clause 7 and **amend**:—

After loading has been completed, the train must continue to be propelled clear of the connection with the run round line at a speed not exceeding 3 m.p.h.

Renumber clauses 10, 11 and 12 as 8, 9 and 10.

North Bunker

3. **Amend**

The Guard must attach the mule to the wagons, release all wagon brakes and advice the Bunker Operator of any wagons not fit for loading and confirm loading may commence.

5. **Amend**

The Guard must then release the mule from the train and ensure he receives the trainbill from the Bunker Operator and advise the Bunker Operator the train is ready to depart.

Delete Paragraph 6.

Page 9 CLIPSTONE COLLIERY

Paragraphs 2 and 7

Amend:— "34 wagons" to read "36 wagons"

Page 10

Amend:—

DAWDON COLLIERY

1. Trains Arriving from South

1.1 When signal 5112 is cleared, the train must be propelled and brought to a stand with the locomotive to the rear of signal 933.

1.2 When both signals B4 and B2 are cleared, the train must be propelled for tare weighing at a speed not exceeding 2m.p.h., under the control of loading signals A, B, C and D.

1.3 Upon completion of tare weighing, the train must be brought to a stand in rear of signal B1.

1.4 Loading and gross weighing must be carried out at a speed not exceeding 1m.p.h. upon clearance of signal B1 under the control of loading signals A, B, C and D and, upon its completion, the train must be brought to a stand at signal 933.

1.5 If the train is to depart Northwards, the Guard must advise the Signalman when it is ready to depart.

1.6 If the train is to depart Southwards, signals B4 and B2 will be cleared and the train must be propelled at a speed not exceeding 3m.p.h. under the control of loading signals A, B, C and D and brought to a stand in rear of signal B1.

After the locomotive has been run round, the Guard must advise the Bunker Operator and the train propelled on clearance of signal B.1 and under the control of loading signals W, X, Y and Z at a speed not exceeding 2m.p.h. and brought to a stand with the locomotive in rear of signal 933R where the Guard must telephone the signalman that the train is ready to be propelled to the Up Main Line.

2. Trains arriving from the North

2.1 When signal B.2 is cleared, the train must be hauled through the bunker at a speed not exceeding 2m.p.h. for tare weighing under the control of the loading signals W, X, Y and Z.

2.2 If the train is to depart Southwards, the train must be propelled for loading and gross weighing at a speed not exceeding 1m.p.h. under the control of loading signals W, X, Y and Z and Signal B1 and must be brought to a stand with the locomotive to the rear of signal 933R. The Guard must then advise the Signalman the train is ready to be propelled to the Up Main Line for departure.

2.3 If the train is to depart Northwards, the locomotive must be run round and the train must be hauled through the bunker for loading and gross weighing at a speed not exceeding 1m.p.h. under the control of loading signals A, B, C and D and signal B.1 and brought to a stand at signal 933. The Guard must then advise the Signalman the train is ready for departure.

3. Crippled Wagons

When necessary to stable crippled wagons in the cripple siding, the key for the padlock securing the points to the siding, must be obtained from the Bunker Operator and returned to him when operations have been completed and the points are again padlocked normal.

Page 12 EASINGTON COLLIERY

3.

Amend first line:—

"Speed during tare weighing must not exceed 3 m.p.h., etc.".

4.

Amend first line:—

"The train must be propelled during loading at a speed not exceeding 1 m.p.h.".

Page 13 GLASSHOUGHTON COLLIERY

Delete:—instructions.

Page 17 Amend:— LYNEMOUTH COLLIERY

1. Upon clearance of signal B.1, the arriving train must proceed through the bunker at a speed not exceeding 2m.p.h. for tare weighing. The train will be brought to a stand under the control of the loading signals with the last four wagons beneath the bunker.

2. Loading and gross weighing must be carried out under the control of the loading signals and clearance of signal 36 at a speed not exceeding 1m.p.h. and the train must then be brought to a stand when clear of the weighbridge and the loading signals will be switched off.

3. The Guard must then collect the train bill form the weigh office.

4. If a crippled wagon requires to be detached from the train, the Guard must agree the necessary arrangements with the British Coal Signalman.

Page 19 MURTON COLLIERY

Paragraph 4

Amend:—Loading and gross weighing must then be carried out under the control of the loading signals at a speed not exceeding 1m.p.h.

Paragraph 5

The Guard must then ensure he is in possession of the train bill before the train departs.

Renumber present paragraph "5" to read "6".

Page 21 ROSSINGTON COLLIERY

Delete:—the words "Now loaded by Radio Control".

Page 21 **Amend:—ROYSTON DRIFT**

1. When an arriving train comes to a stand at the signal on the empties/arrival line, the Driver, on being handed a radio set, must carry out a transmission test with the Bunker Operator and, thereafter, all instructions for the movement of the train must be made by this means.
2. All radio instructions must be acknowledged and must be preceded by the words "Bunker Operator to BR Drive" and vice versa. To bring any movement to a stand, only the words "Stop, Driver" will be used. **Strict radio discipline must be maintained.**
3. Should radio messages cease to be received, the Driver must stop the movement of the train until communication is restored.
4. After the locomotive has been run round, the Guard must communicate with the Driver by means of the Bunker Operator's radio set, when conducting the brake continuity test and when the route is set, he must inform the Bunker Operator, the train is ready to enter the bunker.
5. When permission is received from the Bunker Operator the train must be set back at a speed not exceeding 3m.p.h. and be brought to a stand with the wagon next to the locomotive beneath the loading chute.
6. The train must then be drawn forward and stopped as necessary, on the instructions of the Bunker Operator, for loading purposes.
7. During loading, the Guard must be positioned at the Bunker Accommodation and must examine the left hand side of his train, in direction of travel.
8. When loading and gross weighing has been completed, the Guard must collect the train bill form the Bunker Operator and then examine his train on the right hand side, when returning to the locomotive, in readiness for departure.
9. **Crippled Wagons**

   If crippled wagons are to be detached, the Guard must advise the signalman and obtain from him the padlock key for the cripple siding points and return it to him after use.

Page 23 **SEAHAM COLLIERY**

2.

Amend:—

When an arriving train is at a stand at signal 943 and any necessary locomotive run-round movement has been made, the Guard must request the Signalman to release the brakevan sidings ground frame and the train must be set back and subsequently stopped upon authority of the special signal, for the purpose of attaching the brakevan. The special signal must then be switched out.

Paragraph 5

Amend

Upon completion of loading and gross weighing, the train must be brought to a stand clear of the weighbridge. The Colliery Weighman will place the train bill in the clip of the wagon next to the locomotive. The Driver is then authorised to propel to the Reception line.

Page 23—continued

6.

Amend:—

When the loaded train has returned to the Reception line in rear of signal 943, the train must be authorised to set back upon authority of the special signal for the purpose of detaching the brakevan. The special signal must then be switched out.

The Guard must operate the "R" plunger.....then as printed.

Paragraph 7

When any necessary locomotive run-round movement has been made and the train is in order, the Guard must hand the Driver the completed Driver's load slip and advise the Signalman the train is ready to depart.

Paragraph 9
Last line

Delete:—

"British Coal Wagon Works sidings" and **substitute** "Dawdon Colliery Cripple sidings".

SELBY MINE

Page 24

Add: Working of trains: North Siding

1. **Arriving Trains**

The illumination of the "Off" indictor for signal 5926 with stencil "N" will be the Driver's authority to commence setting back into the North Siding and the provisions of the Rule Book Section J Clauses 3.1 and 3.2 are modified accordingly. The Driver must proceed cautiously, keeping a sharp lookout and be prepared to act on any handsignal from the ground. He must not ecxeed a speed of 3m.p.h. through the hopper and ensure that when bringing the train to a stand, the locomotive is opposite the propelled trains locomotive stop board.

2. **Unloading**

Upon clearance of signal B1 and under the authority of the unloading signals the Driver must haul the train over the hopper for unloading at a speed not exceeding ½m.p.h. and after coming to a stand upon completion of unloading it will be authorised to set back and the Driver must bring the train to a stand on the approach side of signal 5921/unloading signal B.

3. **Departing trains**

3.1 The Train Preparer must advise the signalman when the train is ready to depart.

3.2 After the train has been signalled to the Down Main line, setting back into the Down Goods Loop for run-round purposes must be made in accordance with the procedure set out in Clause 1.

3.3 The Driver must ensure he is handed the train documents by the Train Preparer, before departure.

Page 24—continued

4. **Crippled Wagons**

4.1 The Rolling Stock Technician must operate the cripple indicator should a crippled wagon need to be detached from a train and the Train Preparer must, upon display of the "C" indicator, obtain two portable radio sets from the Bunker Operator for the use of himself and the driver and carry out a transmission test with the Driver. All instructions relating to the shunting operations must then be transmitted by radio.

4.2 All radio instructions must be acknowledged and must be preceeded by the words "Train Preparer to Driver" and vice versa, **Strict radio discipline must be maintained.**

4.3 Should radio messages cease to be received or acknowledged at any time the Driver must stiop the tran until communication is restored.

4.4 The Train Preparer must obtain the key for the padlock securing the clip on the cripple siding points, from the control room and operate the points as required. He must ensure that all lineside equipment has been cleared from the line by the Hopper Operator and remains so until shunting has been completed and the train has been drawn forward to the outlet signal.

4.5 The Train Preparer must inform the Bunker Operator when shunting has been completed and the train is ready to depart, collect the portable radio set from the Driver and return both sets to the Bunker Operator.

Working of trains on Coal Bunker line

Paragraph 3

Delete:—"the Guard, travelling in the trailing cab of the locomotive".

Paragraph 4

Amend:—Upon completion of loading and gross weighing, the train will be brought to a stand, the trainbill handed to the Guard by the British Coal staff and the loading signals then switched out.

Page 26 — **SHIREOAKS COLLIERY**

Paragraph 3, first line

Amend:—"goods" to read "gross".

Page 29 — **THURCROFT COLLIERY**

Paragraph 3 — **Amend**:—"34" to read "36".

Paragraph 6 — **Delete**:—words in parenthesis.

Page 30 — **WARSOP COLLIERY**

Paragraph 3 and 5 — **Amend**:—"34 M.G.R" to read "36 M.G.".

Page 31 — **WHITWELL COLLIERY**

Delete instructions.

Page 34

DRAX POWER STATION

1. **Trains for discharge**

1.1 **Amend:—**

When signal D3/4/5 is cleared for a train, the Driver must, after engaging automatic slow speed of ½m.p.h. at the stop board, proceed to signal D9/D10/D11/D21. . . . then as printed.

1.5. **Amend:—**

When no crippled wagons require to be detached, the Rolling Stock Technician must inform the Guard and also advise the C.E.G.B. Controller the train is ready to depart.

2. **Crippled Wagons**

2.1. Amend "Examiner" to read "Rolling Stock Technician".

Page 40

THORPE MARSH POWER STATION

1. **Train arrivals and departures.**

1.1. **Amend** to read:—

All trains entering the power station must be hauled.

1.3. **Amend:—**

During fog and/or falling snow, trains to the Stainsforth direction must be run round and hauled when departing from the power station.

2 **Trains for discharge**

Substitute "Rolling Stock Technician" for Examiner" in clauses 2.3 and 2.4.

3 **Crippled Wagons**

Substitute "Rolling Stock Technician" for "Examiner" in clause 3.1.

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 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 Item 7.4.3. Amend to read:—

A train must not enter **passenger** service from . . . and as printed.

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 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

Amend clauses 11.1.1 and 11.1.2 to read:—

11.1.1 When setting back through a crossover for movements in connection with Single Line Working, OR when attaching or detaching vehicles, OR when clearing the line of a portion of a divided train, the movement must be made cautiously and at such reduced speed as will enable it to be stopped within the distance which the person controlling the movement can see to be clear. Provided the train is complete and the Driver/Guard communication is operable, the Guard must ride in the leading driving compartment, keep a good look-out, operate the warning horn as necessary, and be prepared to stop the movement by operation of the emergency brake plunger. The Guard must carefully observe all signals and signal to the Driver as necessary by means of the buzzer communication. If the Driver/Guard communication is inoperative, the train must be driven from the leading end.

If the train is not complete, a competent person must ride in the compartment in which the Driver is situated, with the appropriate door droplight open, and verbally instruct the Driver in accordance with the handsignals given by the person in charge of the movement.

11.1.2 If the driving apparatus in the leading driving compartment is defective, a competent person must travel in that compartment. The movement must be made cautiously and at reduced speed to the most convenient point for the train to be cleared from the running lines.

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

CLASS 210 DEMU TRAINS—WORKING INSTRUCTIONS B.R. 33070/5 ISSUE 1

Page 9

Delete clause 7.1 and **substitute:—**

7.1 The units conform to the C1 restrictions for loading gauge purposes.

MISCELLANEOUS NOTICES

FREIGHTLINER TRAINS — DEFECTIVE AXLE BOXES

Serious axle box defects have been occurring on cetain freightliner vehicles and the following action, which modifies the General Appendix instruction "Lineside hot axle box detectors," must be taken if a freightliner train activates any hot axle box detector.

1. If a defective axle box is confirmed by the train crew the train must not be moved until the vehicle concerned has been examined by M&EE staff.

2. If the train crew is unable to find any obvious defect the train may proceed at a maximum speed of 20m.p.h., but the signalman must not permit the train to continue beyond the point where freight trains are normally held for further examination following hot axle box detector alarms. Subsequent movement of the train may only be made on the authority of M&EE staff.

3. If the M&EE examination does not reveal a defect the vehicle will be green carded and authority given for the train to continue at normal speed to a location nominated by M&EE staff where a further technical examination will be carried out.

4. If a vehicle green carded for axle box attention activates a hot axle box detector and the train crew is unable to find any obvious defect the arrangements in Clause 2 must be applied.

6/89

SEMI-PERMANENTLY COUPLED WAGONS

The above type of wagons have an intermediate coupling that is tightend to a predetermined tension during manufacture or at overhaul. In normal operation this intermediate coupling **MUST NOT** be loosened or tightened.

MO 34/63

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.

INTERCITY EXECUTIVE SALOON

1. This is an experimental HST vehicle (TLUK 40513) converted from a TRUK and chartered to users for sole use with Travellers Fare staff in attendance.

2. The Saloon will be marshalled between the Power Car and Trailer First with the kitchen adjacent to the Power Car. The vestibule doors at the saloon end of the vehicle must be kept closed and locked on all journeys, loaded and empty, and the provisions of the General Appendix, Section 3, Page 13 are hereby extended. Normally it will be sufficient for the right-hand vestibule door (viewed from saloon side) to be secured by the locks at the top and bottom of the door, and the left hand door secured by the lock fitted at the centre of the door which requires a BR1 key and is fitted with a quick release handle on the saloon side only for use in case of emergency. Drivers and guards requiring to pass through the Executive Saloon should re-lock this door after use.

3. The bodyside doors of the vehicle are fitted with security locks for the use of R.M. and E.E. staff when the vehicle is out of use at a depot. If the vehicle becomes defective and has to be detached from a train during a journey, the person in charge of the location at which the vehicle is standing must ensure that Eastern Region HST Maintenance Control, York, Telephone 032–2839 is advised of the whereabouts of the vehicle.

4. Guards must check that the windows in the bodyside doors have been unlocked and are free to be opened if required.

5. Public address equipment is not in use in the Saloon. If the Guard requires information about the journey to be passed to the party using the vehicle, he should firstly make contact with the Travellers Fare staff in the Saloon.

CLASS 253 AND CLASS 254 TRAINS: WORKING INSTRUCTIONS

Referring to Clause 7.4.3 of Booklet B.R.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 timetables 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.

STABLING OF CLASS 20 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)

HST CONTINGENCY PLAN

In the event of HST failure on the NE/SW services, the Western Region may substitute a generator set which comprises a locomotive hauled set of seven Mark III coaches with a buck-eye fitted brake vehicle at each end. One brake vehicle includes a diesel generator to supply electric power for heating, air conditioning, etc.

The set must be worked in accordance with the following Regulations:—

WESTERN REGION SPECIAL LOCOMOTIVE-HAULED MK III TRAIN

1. A special train of Class 253 trailer cars is in use. The train normally comprises 7 trailer cars and a buck-eye fitted brake vehicle at each end. One brake vehicle includes a diesel generator to supply electric power for heating, air conditioning, etc. An exhaust outlet is located in the roof.

2. The train may be hauled by any air or dual braked locomotive. The regulations for working the Automatic Air Brake on locomotives operated trains apply as shown in the G.A., and in connection with clause 3.5.1. (c), the Guard must advise the Driver that Mk. III coaches are being conveyed.

3. The generator van is unmanned, the diesel engine being started up and shut down by M. & E.E. department staff. However, in the event of fire the Driver of the train locomotive will be responsible for carrying out the procedures described in Clause 8.

4. The Guard must normally travel in the TGS, Driver/Guard communication is non-operative and the signal to start must be given in accordance with Rule Book Section H Clause 5.3.2.

5. If it is necessary to detach either brake vehicle en route, the arrangements to dispose of the train must take account of the inability to attach a locomotive to the trailer cars.

6. All provisions of the Working Instructions for Class 253 and 254 trains apply so far as they affect trailer cars.

7. When a passenger-carrying vehicle is used as the brake-barrier vehicle at the opposite end of the train to the generator van, it must not be used by passengers. All exterior doors must be locked, the communicating gangway doors locked off from the rest of the train, and the vehicle suitably labelled.

8. The generator van is fitted with an automatic fire extinguisher system. In the event of fire, this system will automatically:—

(a) apply the train brakes

(b) sound an audible alarm

(c) illuminate an orange light on both sides of the vehicle

(d) stop the diesel generator

(e) operate the B.C.F. fire extinguisher system in the engine room.

The Driver must then observe the instructions issued to him, which are also displayed in the van. He must confer with the Guard and decide what action is necessary to permit the train to continue its journey, if necessary, without electric power for heating or air-conditioning.

CLASS 20 LOCOMOTIVES

REDUCTION IN MAXIMUM RAIL SPEED

The maximum speed of Class 20 locomotives has been reduced to 60m.p.h.

CLASS 20 LOCOMOTIVES—"CAB TO CAB" COMMUNICATION

In order to permit the abolition of brake vans on fully fiitted trains worked by these locomotives in multiple, a Driver/Guard Communication Buzzer is to be provided as quickly as possible.

Until such time as these can be provided, it is in order ON CLASS 20 LOCOMOTIVES ONLY, for the Guard to use the Fire Alarm Test Button for the purpose of sending the standard "4-SLOW DOWN" signal to the Driver should he see something untoward on the train which requires it to be brought to a stand. The Driver must interpret this signal as a requirement for him to bring the train to a stand in a controlled manner, using his experience to avoid, say, worsening the effects of a derailment that the Guard has observed from the driving compartment of the rear locomotive.

(MO45/1458)

CLASS 37/4 LOCOMOTIVES—ETH

ETH wiring on Class 37/4 locomotives is rated at 150 amps as opposed to 600 amps on other locomotives and shore supplies.

In the interests of safety, the train supply jumpers must **never** be coupled **at both ends** of a Class 37/4 locomotive **at the same time** except as shown below.

Exception:—

When two locomotives are working a train and the train locomotive is a Class 37/4, the train supply jumpers between the locomotives must not be coupled unless the other locomotive is also a Class 37/4.

A Class 37/4 locomotive must never be coupled to a shore supply (or ETHEL when acting as a shore supply).

Failure to comply with this instruction may heat the ETH cabling which could cause permanent damage to the locomotive equipment.

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.

MODIFICATION TO CARRIAGE KEY LOCKS ON NPCCS VEHICLES

During the next 12 months the locks on all NPCCS vehicles will be modified to improve security.

The modified locks will continue to be operated by a standard carriage key.

CONVERSION OF WAGONS 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.

STANDARD RAILFREIGHT SCRAP CONTRACT POOL 0881

Serious cases of overloading of wagons in the above pool have arisen. The wagons involved are in the following numbers series :—

RLS 5000–5099
RLS 5900–5980

Due to the possibility of overloading wagons used for the conveyance of scrap, the wagons enumerated above have reference markings on the suspension together with an explanation of the method of determining whether the wagon is loaded within its maximum carrying capacity. If any doubts arise with the weight of any of these wagons, then the deciding factor must be the reference marks on the suspension.

(MO.34.415.42)

EXPERIMENTAL 102T STEEL CARRYING WAGON No. RDC 921000

1. This wagon will normally work between Lackenby and Corby.

2. The axle bearings are **inside** the bogie frames and, if over-heated, will not activate a lineside hot axle box detector. The wagon is therefore equipped with built-in hot axle box detectors which, when activated, sound an emergency whistle and cause an emergency brake application.

3. After the train has stopped, the automatic brake valve must be moved to FULL SERVICE rather than EMERGENCY in order that the whistle can be heard.

4. The wagon must then be dealt with in the manner laid down in the General Appendix for a wagon which has activated a lineside hot axle box detector except that:—

   (a) ALL axle-boxes on the wagon must be examined.

   (b) the wagon must not proceed further than 50 miles in accordance with the General Appendix instructions without examination by Maintenance staff.

   (c) after such examination, it must not proceed further than another 50 miles before being taken out of traffic.

5. The hot axle box detection system isolated cock for the bogie concerned (positioned just below the solebar near the bogie) must be closed before the brake valve is placed in the RUNNING position.

6. The wagon must not be conveyed in the unfitted portion of a Class 9 train, nor must it run in service with the hot axle box detection system isolated, except when proceeding in accordance with the General Appendix instructions as shown above after the system has been activated.

7. **Operation of Handbrake**

   7.1 The above wagon has been fitted with a ratchet hand lever brake and whenever the wagon has to be braked then the handbrake on both bogies must be applied. Each bogie is fitted with a lever on both sides of the bogie operating on a single shaft which means that the brake can be applied/released from either side of the wagon irrespective of from which side the brake was applied.

   7.2 To apply the handbrake, the lever is raised from the horizontal towards the vertical position until a slight restriction is felt in the movement, the lever is then ratcheted up and down until no further movement is possible (approximately 10/12 strokes); this indicates that the brake is now fully applied.

   7.3 To release the handbrake, the lever needs to be raised once to its highest point (almost vertical) and then release of the brake is fully automatic. Confirmation of the release can be verified by the slackness of the disc brake rigging.

(MO 34/63)

SIGNAL BOX VERANDAH HANDRAILS

There have been several incidents of CAST IRON CLIPS used for securing the above handrails FRACTURING owing to CORROSION.

The Civil Engineer is working on a programme of replacement using mild steel clips, until this task is completed ALL STAFF who through their duties are REQUIRED TO CLIMB upon the above must EXERCISE SPECIAL CARE.

EAST COAST MAIN LINE (INCLUDING DONCASTER TO LEEDS) ELECTRIFICATION

PROTECTION ARRANGEMENTS FOR THE ERECTION OF STEEL, ERECTION OF HEADSPANS, FOR OFF-TRACK FOUNDATION WORK AND REGISTRATION WORK

The following arrangements must be applied in connection with the above work:—

1. ERECTION OF STEELWORK

1.1 Communications

The Operating Supervisor must maintain communication with the signal box from the stump post telephone nearest to the work site.

Radio communication must be provided between the Operating Supervisor and Handsignalman in rear, and between the Operating Supervisor and Crane Supervisor.

1.2 Protection

1.2.1. Three or four track situation—where the interval between the right hand rail of the Slow line and the left hand rail of the Fast line is less than 7ft. 6ins.

Rule Book, Section T III on Slow line:

Rule Book, Section T IV on adjacent Fast line, with Handsignalman at signal in rear, protection being applied in accordance with Section T II, clauses 4.2.1 (a) and Section T IV, clause 17.1.

1.2.2 Three or four track situation—where the interval between the right hand rail of the Slow line and the left hand rail of the Fast line is 7ft 6ins. or more.

Rule Book, Section T III on Slow line;

Rule Book, Section T IV as shown in 1.2.1 whenever the "slew limiting lock" is **not** applied, (i.e. when setting up at start of work, passing through bridges or other obstructions, etc).

When the "slew limiting lock" is applied and locked, and the key is in the possession of the Crane Supervisor, the Operating Supervisor must remain on site but may withdraw T IV protection. T IV protection must be appplied before the Operating Supervisor gives authority to the Crane Supervisor to return the key to the Crane Driver.

The limiting points of the areas over which work under this section can take place (i.e. where the interval is 7ft 6ins or more) must be identified and clearly marked before work commences.

1.2.3 Two track situation—where the "six-foot" is less than 7ft 6ins, Rule Book, Section T III on line from which the crane will work; Rule Book, Section T IV on adjacent line, in both directions when Single line working is in progress. Handsignalman in rear (of crane) to be positioned as directed by Operating Supervisor on site. Handsignalman in advance (of crane) to be positioned at a signal.

1.2.4 Two track situation—where the "six-foot" is 7ft 6ins or more-Rule Book, Section T III on line from which the crane is working; Adjoining line protected as shown in 1.2.2 above.

1.2.5 The relaxation of Rule Book, Section T IV shown in 1.2.2 and 1.2.4 above apply only when the tail of the crane does not extend beyond 5 feet from the crane centre.

2. ERECTION OF HEADSPANS

2.1 Communications

The Operating Supervisor must maintain communication with the signal box from the stump post telephone nearest to the work site.

Radio communication must be provided between the Operating Supervisor and Handsignalmen.

2.2 Protection

Rule Book, Section T IV protection on all lines, but with Handsignalmen at signals. The Operating Supervisor will be responsible for authorising the start and finish of each period of work.

3. OFF-TRACK FOUNDATION WORK BY MECHANICAL EQUIPMENT

3.1 Communications

The Operating Supervisor must maintain communication with the signal box from the stump post telephone nearest the work site.

Radio communication must be provided between the Operating Supervisor and Handsignalman.

3.2 Protection

Where the track is likely to be fouled, Rule Book, Section T IV protection will apply on the nearest line, but with the Handsignalman at a signal.

4. REGISTRATION WORK

When registration work is to be carried out during the time that one or more lines are blocked by an Absolute Possession but other lines are open to traffic, the registration work need not be considered a work site as required by Rule Book, Section T, Part III but must be protected in accordance with Rule Book, Section P, amplified by the Director of M&EE's departmental instructions.

Details of registration work planned during an Absolute Possession must be discussed at the Engineers preplanning meeting and appropriate advice given to the Person in charge of the possession, (PICOP). The PICOP must advise the man in charge of registration work when an Absolute Possession is taken and before it is given up.

The man in charge of registration work must advise the PICOP when he is to start work after an Absolute Possession has been taken and if he is to cease work before the Possession is terminated.

EAST COAST MAIN LINE (INCLUDING DONCASTER TO LEEDS) ELECTRIFICATION—continued

OPERATION OF WAGONS HAND BRAKES
BOGIE WAGONS

A new type of hand brake has been designed which only operates on two wheels on one side of the bogie. Although this type of hand brake is acceptable, the attention of all concerned is drawn to the following salient points:—

The hand brake can be applied or released from either side of the wagon.

A hand brake indicator is provided and is visible from both sides of the wagon. If it is necessary to physically check whether the brake blocks have been applied to the wheel then this must be carried out on both sides of the wagon.

Currently these new type hand brakes are fitted to the following wagons:—

RHR 17301 — RHR 17327

TIPH 93242 — TIPH 93281

(MO 34/63)

GENERAL APPENDIX, SECTION 4, WORKING OF DEPARTMENTAL TRAINS
SECTION B ADDITIONAL INSTRUCTIONS RESPECTING BALLAST CLEANING MACHINES

Some Eastern Region RM74 ballast cleaning machines have been modified so that they can work in a locked "restricted position" under the authority of an engineering supervisor. When working in the restricted position trains can pass on adjoining lines provided there is at least 6 feet between running lines and a temporary speed restriction of at least 40 m.p.h. is imposed where there is less than 10 feet clearance.
The following modifications apply to clauses 18 and 19 when a modified ballast cleaning machine is used:—

Clause 18 Add:—

The Signalman must be advised if the machine will be working in the restricted or unrestricted position.

Clause 19 does not apply provided the following procedure can be applied to any line adjoining that on which the machine is to work where the distance between running lines is at least 6 feet but less that 10 feet:—

1. When it is necessary:—
   (a) to assemble the machine for work,
   (b) to make the machine ready for travelling after work,
   (c) for men to work on the machine due to failure adjacent to lines open to traffic or with the machine in the unrestricted position.

The adjoining line(s) must be protected in accordance with Rule Book, Section T, Part II before work on the machine commences.

If it is necessary to interrupt the work to permit trains to pass, the man in charge must receive an assurance from the engineering supervisor that the machine does not foul the adjoining line and that all staff are in a position of safety before Section T Part II protection is withdrawn.

Work on the machine must not then recommence until the adjoining line is protected in accordance with Section T, Part II.

2. Permission to commence ballast cleaning work must only be given by the engineering supervisor after he has observed the Regional Civil Engineers Departmental Instructions and locked the machine in the "restricted position" and ensured that all staff are in a place of safety. The engineering supervisor must then advise the man in charge that Rule Book, Section T, Part II protection can be withdrawn from adjoining lines.

3. If it is necessary for the machine to work in the unrestricted position (due to long sleepers etc) then the provisions of Rule Book, Section T, Part II must be applied to any adjoining line before the machine is unlocked from the restricted position.

4. If work in the unrestricted position or work on the machine due to failure is likely to exceed 30 minutes the provisions of General Appendix, Section 4, Clause 19 must be observed.

SANDITE APPLICATION TRAINS BASED AT LEEDS AND NEWCASTLE

1. DESCRIPTION

1.1 These trains consist of a converted DMU. Pumps and storage tanks for "Sandite", a mixture developed to improve wheel/rail adhesion when applied to the railhead, have been incorporated in the train. Application is controlled by a switch located in each driving compartment.

1.2 The Driver must switch the pumps on and off at pre-determined locations which will be advised to him in writing when commencing duty.

2. SPEED

2.1 When applying Sandite a constant speed of **20 m.p.h.** must be maintained.

2.2 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.**

3. OPERATION OF TRACK CIRCUITS

3.1 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.

3.2 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.

3.3 If, when applying Sandite, the train is stopped at a signal with a telephone this must be used immediately to communicate with the Signalman. If a telephone is not provided the Guard must go to the Rule Book, Section K, clause 3.7. 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 3.2 must again be followed.

3.4 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.

3.5 In the event of failure or mishap on a Track Circuit Block line the Guard must go back and carry out full detonator protection.

4. INSTRUCTIONS TO SIGNALMEN

4.1 The Sandite Application Train must be signalled by the special **Is line clear** signal, 3–4–2, where train describers are not in use.

4.2 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.

4.3 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.

DIRECTOR OF CIVIL ENGINEERING'S TRACK RECORDING UNIT

1. This unit carries out mobile surveying of track conditions. Except in emergency, it must not be entered or moved without authority of the Director of Civil Engineering's representative.

2. The unit is authorised to work over routes on which CI stock is permitted and the speed and classification is:—

   Speed : 5 m.p.h. below maximum permitted speed for the line concerned up to a maximum of 75 m.p.h.

   Classification : Code 2Z08.

3. No other train must be allowed to follow the Track Recording Unit on a line where Permissive Working or "No Block" applies until the line is clear to the next signal.

4. When the Unit is in operation, lights may be seen around the recording bogie' but this does not constitute a reason for having it stopped.

NEW LONG WELDED RAIL TRAINS (YEA AND YXA VEHICLES)

Numerous complaints are being received of "flats" on the wheels of the above vehicles which necessitate the withdrawal of the vehicles for remedial attention. Staff are reminded that ALL handbrakes must be fully released before the vehicles are moved.

INSTRUCTIONS FOR THE OPERATION OR AIR LANCES FOR SNOW CLEARANCE

1. Air Lances are only to be used for Snow clearance up to rail level. They must **not** be used in Electrified Area where conductor rail are located unless a permit to work has been issued. When used on A.C. Electrified lines they must not be raised above the level of the Operators waist.
2. The Air Lance must be attached to the reservoir pipe (yellow) on the locomotive or unit and the operation of the valve checked before clearing commences.
3. Goggles or a visor **must** be worn when using an Air Lance.
4. A Lookout must be provided when Air Lance(s) are to be used for each person operating the equipment.
5. Before a locomotive or unit is moved to a new site the Air Lance must be uncoupled and placed in the rear cab of a loco or vestibule end of a unit. Under no circumstances must a locomotive or unit be moved with the Air Lance attached to it.

CLASS 141/0 UNITS ARE ONLY PERMITTED TO RUN ON THE FOLLOWING ROUTES

York–Northallerton–Eaglescliffe–Thornaby Depot.
York–Northallerton–Darlington.
York–Hambleton North Jn.–Selby West–Selby Station.
Selby Station–Selby Canal–Temple Hirst Jn.–Joan Croft Jn.–Doncaster.
Selby West–Selby Canal.
Doncaster–Carcroft–Hare Park Jn.–Wakefield Westgate–Leeds.
York–Harrogate–Leeds.
York–Micklefield–Leeds.
Gelerd Road–Whitehall Jn.–Leeds Station.
Leeds–Dewsbury–Thornhill LNW Jn.–Huddersfield–Marsden.
Bradford Interchange–Leeds Station.
Turners Lane–Horbury Jn.–Thornhill LNW Jn.
Wakefield Westgate–Wakefield Kirkgate–Calder Bridge–Crofton West–Hare Park Jn.
Crofton West–Crofton East–Pontefract West.
Knottingley–Shaftholme Jn.
Leeds–Engine Shed Jn.–Methley Jn.–Goose Hill Jn.–Turners Lane–Calder Bridge.
Castleford–Whitwood Jn.–Methley Jn.
Whitwood Jn.–Altofts Jn.
Castleford–Pontefract West–Knottingley–Goole.
Hambleton North Jn.–Temple Hirst Jn.

CLASS 141/1, 142–144 Units are authorised to run over all Eastern Region routes except as follows:—

Peterborough to King's Cross (inclusive).
Peterborough to March and all routes in Anglia Region.
Castle Hills Jn. to Redmire.
No. 2 Up reception line at Darlington (Park Gate).

On any line not shown in table 'A' of the Sectional Appendix Southern and/or Northern areas as a passenger line unless specific authority is given for that line.

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

YORK

C. McKEEVER

22 March 1989 **MO44/ND** **Regional Operations Manager**

If the ND Notice is not received by the normal time, advise your Supervisor.

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