

No. 25D

NE/S



British Rail

(NORTH EASTERN REGION)

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 JUNE

**(4-weekly
period)**

to

FRIDAY 15 JULY 1966

inclusive

For additional items during
the currency of this pamphlet, see
Weekly Notice Section 'D'

SECTION D

S-D 2

GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended item.

MISCELLANEOUS NOTICES.

SPECIAL NOTICE

Certain locomotive-hauled coaching vehicles have been marked "100 m.p.h." or "100 m.p.h. SM" and guards working trains timed in excess of 90 miles an hour, which will be indicated in the W.T.T. by a 'Plus' sign (+), must if the train is not entirely formed of vehicles marked 100 m.p.h. or 100 m.p.h. SM instruct the driver not to exceed 90 m.p.h.

Trains not indicated by a 'Plus' sign (+) in the Time-table must not exceed 90 m.p.h. unless they are wholly composed of vehicles marked '100 m.p.h.' or '100 m.p.h. SM' in which case the driver must be so advised by the guard.

NOTICE TO STAFF OF THE LIMITATION IN SPEED TO 45 M.P.H. OF ALL FOUR-WHEELED VEHICLES WITH A WHEEL BASE OF 10 FT. OR LESS.

In the interests of safety it has been decided that, for the time being, all vehicles with a wheelbase of 10 ft. or less must be subject to a special speed limit of 45 m.p.h. Unless a wheelbase of more than 10 ft. is clearly shown on a vehicle, it must be assumed that the wheelbase is of 10 ft. or less.

If it is necessary for any of these vehicles to be run on a passenger parcels or a Class 4 or 5 freight train the Guard MUST advise the Driver of the fact that such vehicles are on the train and instruct him that the speed of the train is not to exceed 45 m.p.h. at any point on the journey.

Drivers must strictly observe this instruction and ensure that in NO circumstances is the speed limit exceeded.

★ TRAINS CONVEYING FOUR-WHEELED COACHING VEHICLES OF 15ft WHEELBASE OR OVER.

Until further notice, four-wheeled coaching vehicles having a wheelbase of 15ft. or over must be restricted to a maximum speed of 75 m.p.h. In every case where these vehicles are marshalled in the train the Guard must advise the driver before starting that the speed of 75 m.p.h. must not be exceeded at any point on the journey.

The instruction on page 89 of the General Appendix under the heading of 'Conveyance of Four-Wheeled Non-Passenger Carrying Coaching Stock and Braked Freight Stock in Passenger Trains' is amended accordingly.

NOTE—The above restriction also applies to ex L.N.E.R. horse boxes with 14 feet wheelbase which are lettered "May run at speeds exceeding 60 m.p.h. on former L.N.E.R. lines only" and at present authorised to exceed 60 m.p.h. when travelling over the North Eastern, Eastern and Scottish Regions.

SIX WHEEL MILK TANKS

Until further notice, six wheel milk tanks must be restricted to a maximum speed of 60 m.p.h. when loaded and 50 m.p.h. when empty.

The Guard must advise the Driver when six wheel milk tanks are placed in the train and, instruct him that the speed of the train is not to exceed 60 m.p.h., or 50 m.p.h. , as appropriate, at any point on the journey.

11/66

ONE STAR TANK WAGONS

Until further notice, one star tank wagons with wheelbase of less than 11 feet may be conveyed on Class 5 trains **provided the guard advises the driver** that such vehicles are being conveyed and instructs him that the speed of the train is not to exceed 45 m.p.h. at any point on the journey.

This cancels the prohibition printed on page 10 of Supplement No.1 to the General Appendix also the amendment as printed in this General Instructions and Notices Programme so far as these vehicles are concerned.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

ABANDONMENT OF WATER COLUMNS.

**** Hunslet East**-The water column has been abandoned.

**** Leeds City South**-Water columns on Nos.9, 10, 13 East, 14 and 15 platforms have been abandoned.

Malton-All water columns except the Down Goods Yard column have been abandoned.

DIESEL AND ELECTRIC LOCOMOTIVES-FAILURE OF DRIVER'S SAFETY DEVICE IN SINGLE MANNED DRIVING CABS.

Should the Driver's Safety Device provided on diesel and electric locomotives fail during a time the locomotive is single manned, the Driver must report the circumstances as quickly as possible to the nearest signalman or station staff. The latter must immediately inform the Divisional Control Room who must arrange for the train to be stopped at the first point at which either a Second man or a replacement locomotive can be provided and the Driver must proceed at reduced speed to this point.

WORKING OF 7* TRAINS.

A new train classification, Class 7* - Freight train with fitted head - maximum speed 35 m.p.h. has been introduced.

The trains are signalled by the "Is line clear" signal 3-2.

Vehicles of the following types **MUST NOT** be used to form the fitted head:-

- Empty Conflats
- Empty Lowfits
- Empty Medfits
- Empty Hyfits
- Empty Match Wagons
- Wagons acting as "runners"
- Wagons with wooden frames
- Disc braked wagons.

The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books. 11/66

MAXIMUM SPEED OF S.R. AMBULANCE WARD CARS

Ambulance Cars S.7920-3 must not exceed **75 m.p.h.**

(15/16/66)

WAGONS WITH DISC BRAKES

WAGONS equipped with disc brakes may only be operated as fitted vehicles when running in a fully fitted train. They must **NOT** be conveyed on Class 4 services where the load has pipe only wagons included. Disc brake wagons, when conveyed on Class 5, 6 or 7* trains, must be marshalled in the unfitted portion. (13/66)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**DIESEL-ELECTRIC PULLMAN TRAINS—WORKING INSTRUCTIONS.**

The following instructions will apply in connection with the working of Diesel-electric Pullman trains running on the North Eastern Region.

These trains are fitted with three-tone warning horns at each end. The three tones must always be sounded when it is necessary to give warning. For standard or local whistle code purposes the lower note only must be used.

All concerned must warn men employed under their supervision who may be required to work on the permanent way or to walk upon or cross running lines, of the importance of observing the warning and that they must be prepared for the trains to approach quietly and at high speed. Upon hearing the warning, the Driver should be given an acknowledgment in accordance with Rule 11(b).

It is important that men engaged on permanent way works, etc., shall move promptly to a point of safety upon sighting or receiving audible warning of the approach of the train.

If it is necessary for these trains to work over a section of line where they are not normally scheduled to run, Drivers of such trains must sound the three-tone warning horn in accordance with Rule 127 and when approaching curves, level crossings, barrow crossings, overbridges, Ganger's huts and other buildings adjacent to the line upon which the trains are running. In such cases prior advice must, where possible, be issued to all concerned, particularly permanent way staff, by means of printed or other notice. In emergency when it is not possible to issue prior notice, the Driver must be advised.

The speed of trains must not exceed 10m.p.h. when proceeding along carriage or repair sidings, or sidings in Motive Power Depots. Before entering sheds, Drivers must bring their trains to a stand and give a warning signal on the horn to staff who may be at work inside. The speed of trains inside a shed must not exceed 5m.p.h.

1. RULES AND REGULATIONS.

The Rules and Regulations are applicable to Diesel-electric Pullman trains except as modified below:—

(i) Rules:—

120. Diesel-electric Pullman trains must display one electric tail lamp at all times whilst on the running lines and, for this purpose, the centre lamp position must be used.

126. A Driver is forbidden to leave charge of his train without:—

- (a) stopping the main engines.
- (b) removing the controller key.
- (c) putting the hand brake on hard.

127. Each driving compartment must be equipped with not less than 12 detonators and 2 red flags. The Driver must have with him in the driving compartment a hand lamp with red shade.

129. (iv) (c)—It will be the duty of the Driver to ensure that the handbrakes have been dealt with in accordance with the Driving Instructions. (BR.33003/81.).

141. The Guard's signal to start the train will be given in accordance with the buzzer code shown in Instruction No.5.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**(ii) Brake Regulations.**

Diesel-electric Pullman trains are equipped with, and operate only on the Westinghouse Electric-Pneumatic brake.

The following Regulations will apply:—

Reg. 1—Description—The normal brake pipe pressure is 70 lbs. per square inch and indicated in the Guard's brake vans and driving cabs.

Reg. 2—Before starting from Depot and/or Carriage Sidings—The Driver must advise the Guard when he is ready to make the brake test with him from the rear Guard's compartment; the Guard must:—

- (a) Check that the brake pipe is charged to 70 lbs. per square inch.
- (b) On opening the Guard's valve and reducing the brake pipe pressure by at least 25 lbs. per square inch, check with the Driver that the brake cylinder pressure rises to at least 45 lbs. per square inch.
- (c) Must return the Guard's valve handle to the closed position, advise the Driver when this has been done and see that the brake pipe pressure is restored to 70 lbs. per square inch advising the driver when this is accomplished.

The arrangements for conducting the test will be carried out on the Loudaphone equipment.

This test must be made daily before the train is taken into service.

The Guard will be held responsible for satisfying himself the brake has been tested in accordance with these instructions and is continuous throughout the train and, by observation of brake pressure gauges fixed externally on intermediate vehicles, must ensure that the pressure of 50 lbs. per square inch is available on those vehicles.

2. HEAD AND TAIL LIGHTS.

Coloured discs are provided at each end of the train for use as shown below:—

Three blue—for blanking out any lamp position.

Two white—for headlights.

One red—for tail light or for working in wrong direction in emergency.

- (a) The standard Class "1" or "3" headcode must be displayed at the front of the train by means of white discs inserted into the appropriate lamp positions. After sunset or during fog or falling snow, the appropriate lamps must be illuminated. The Driver must see that the proper headcode is displayed and illuminated as necessary, and also that the electric tail light is illuminated.
- (b) The Guard will be responsible for the insertion and removal of the red disc forming the tail lamp indication.
- (c) An oil tail lamp, cleaned and trimmed ready for use, must be carried in each Guard's compartment and the Guard will be responsible for the fixing of a lighted oil tail lamp when the train is stabled, also in emergency on any running line in the event of failure of the electric tail light.
- (d) When the train is stabled on a line which has access from either end, a lighted oil lamp must be fixed at both ends of the train.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**3. LOUDAPHONE COMMUNICATION.**

The loudaphone apparatus is a means by which the Driver and Guard may speak to each other, or exchange buzzer signals but it does not in any way relieve staff from their obligation to carry out the relevant Rules and Regulations.

A buzzer, which is actuated by the depression of the "call" button on the loudaphone, is provided in both the Guard's and Driver's compartments and this communication must always be used for the exchange of signals in accordance with the standard code shown in Instruction No.5. An additional signal push which will operate the buzzer in the Driver's cab is provided over the door of each Guard's compartment.

Standard codes will be used for all normal movements but the Driver, if requiring to speak to the Guard, or the Guard, if requiring to speak to the Driver, must send on the call button the code 3 pause 3 "Guard required to speak to Driver" or "Driver required to speak to Guard", and the man at the other end must acknowledge by repetition as detailed in the Instructions referred to above. Conversation may then proceed provided both men keep the "Speak" button depressed.

The apparatus must only be used for essential conversations on matters affecting the working of the train and, except in the case of emergency, should not be used when the train is in motion. The apparatus may also be used by Shunters in the absence of Guards, in order to communicate with Drivers in connection with shunting operations.

In order to avoid any possibility of unauthorised use of the apparatus in Driver's cabs the door between the generator compartments and the Guard's compartment and the exterior door of the Driver's compartment must be kept locked when the Driver's cab is not in use.

4. TAIL TRAFFIC.

Diesel-electric Pullman trains must not convey tail traffic.

5. BUZZER COMMUNICATION.

The following code of signals between Guard and Driver must always be used by means of the buzzer communication provided:—

1. Stop.
2. Start.
3. Set-back
- 3—3. Guard or Driver attend telephone.
4. Slow down when propelling.
5. Driver or Guard leaving train in accordance with Rules.
6. Draw up.

These codes must be acknowledged by repetition.

In cases of failure of the buzzer communication, hand signals must be used.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**6. PROPELLING.**

Except during shunting operations, propelling must only be resorted to where specially authorised for the Diesel-electric Pullman train.

When propelling, a speed of 5m.p.h. must not be exceeded and the Guard or Shunter must ride in the leading driving cab, keep a good look-out, operate the warning horn when necessary, and be prepared to stop the train as required by application of the emergency brake, i.e. move the air control handle from the SHUT DOWN to the EMERGENCY position and leave it in that position until the train has come to a stand, returning it to the SHUT DOWN position when again ready to move. The Guard or Shunter must carefully observe all signals and signal to the Driver as may be necessary in accordance with the codes shown in Instruction No.5. In the event of failure of the buzzer communication the train must be driven from the leading end.

Trains must be driven from the leading end when proceeding on to another train or entering carriage or repair sheds.

7. FIRE PRECAUTIONS.

In the event of fire occurring at an auxiliary engine, a small red light will be exhibited on the solebar on the side of the vehicle concerned. Should this red light be observed by a Signaller, he must endeavour to bring the train to a stand, but if the train enters the section ahead, the provisions of Block Regulation 17—Stop and Examine Train—must be carried out.

In the event of the fire warning bell sounding, the train must be stopped in accordance with the provisions of Rule 188, and the Driver must proceed to the affected engine taking with him a fire extinguisher. In the case of a train conveying passengers, when the train is single-manned, the Driver must carry out the duties allocated to the Fireman under Rule 188, after satisfying himself that the fire is being dealt with.

Drivers and Guards must, however act according to the best of their judgement and ability in the circumstances attending the fire.

When a fire extinguisher has been used, this must be reported on the Driver's defect sheet.

(a) Main and Auxiliary Engines.

Automatic fire extinguishing apparatus is fitted, and in the event of a fire developing at one of the main auxiliary engines, the extinguishing equipment will come into operation and at the same time time ring an alarm bell and brightly illuminate a red warning light in the Driver's compartment, giving an indication which engine is affected.

After ensuring that the fire has been extinguished, the Driver must pull off the small metal tab on front of the fire alarm control box which will uncover a switch which must be operated to silence the alarm bell and extinguish the warning light.

(b) Auxiliary Engines.

The fire extinguishing medium used in the automatic apparatus on the auxiliary engines is chlorobromomethane, a toxic gas which dissipates very rapidly when exposed to the open air. Care should be taken, therefore, to avoid contact with or inhaling of, the vapour.

If, however, contact is made the following precautions must be taken:—

- (1) Remove the person concerned from the discharge area.
- (2) Summon medical aid as soon as possible, notifying the doctor that the person has been in contact with chlorobromomethane and that oxygen therapy may be required.
- (3) If contaminated with liquid, ALL clothing, wrist watches, rings, etc., must be removed and the patient washed freely.
- (4) Arrangements should be made for contaminated clothing to be thoroughly cleaned.
- (5) Fresh air is essential and artificial respiration may be necessary.
- (6) If a quantity of chlorobromomethane enters the eyes or nose, wash affected parts very freely with plain water.
- (7) If a quantity of chlorobromomethane enter the mouth give an emetic.
- (8) There may be certain delayed effects of chlorobromomethane poisoning and every case of contamination therefore must be referred to the Regional Medical department for observation.

(c) Main Engines.

The fire extinguishing medium used in the automatic apparatus on the main engines is CO₂ gas.

If a fire is detected in the engine or generator room, care must be exercised before deciding to enter, as when the temperature rises above normal the automatic extinguisher equipment will come into operation. Similar conditions will exist if a false alarm is given and the same discretion should be exercised.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**(d) General.**

Each driving cab is equipped with two hand operated fire extinguishers of the CO₂ gas type and one hand operated C.T.C. type; each Guard's compartment and each trailer is provided with one two-gallon CO₂ water type hand operated fire extinguisher.

In the event of a small outbreak of fire being detected by sight, sound or smell, the hand operated extinguishers should be used. The CO₂ extinguishers should only be used against internal fires, and the C.T.C. extinguishers against external fires.

On no account must C.T.C. or CO₂ water type extinguishers be used on electrical equipment which is still alive.

8. DRIVER'S SAFETY DEVICE.

A Driver's safety device is provided in both driving compartments and should the Driver release the pressure, the power will be cut off and the brakes applied unless the holdover button is depressed.

When the train is single-manned, should any defect arise to make the Driver's safety device in-operative, the Guard must ride with the Driver until another competent man can be provided or the defect remedied.

9. DRIVING APPARATUS DISABLED.

In the event of the driving apparatus in the leading compartment becoming defective, the Driver can regain control of the train from the other driving compartment. The train must be driven at reduced speed from the rear driving compartment and proceed with caution to the nearest point where the train can be taken out of service or reversed.

In such cases the Guard must ride in the leading driving compartment, keep a good look-out, operate the warning horns when necessary and practicable, and be in a position to stop the train as required, by application of the emergency brake as indicated in Instruction No.6, or by the hand brake. The Guard must carefully observe all signals and signal to the Driver as may be necessary in accordance with the codes shown in Instruction No.5.

10. ASSISTING DISABLED-DIESEL ELECTRIC PULLMAN TRAIN.

In an emergency a disabled Diesel-electric Pullman train can be assisted by any type of fitted train or locomotives, but in such circumstances the train must be worked cautiously and at a reduced speed.

When a Diesel-electric Pullman train is being assisted, the working must be in accordance with the special instructions included in the Driving Instructions (BR.33003/81) and according to the type of Train or locomotive which is providing the assistance.

The Guard must ride in the rear driving compartment and operate the hand brake under the direction of the Driver as may be necessary.

Each Diesel-electric Pullman train is provided at each end with a draw hook without shackle. No connections for heating or automatic brake are provided on the outer headstocks.

The Diesel-electric Pullman trains must be coupled to the assisting train or locomotive by means of a screw shackle.

11. DIESEL-ELECTRIC PULLMAN TRAIN ASSISTING DISABLED TRAIN.

The Diesel-electric Pullman train may be used to assist (either by drawing or propelling) any other type of fitted train within the following limits.

Gradient	Total weight of train being assisted must not exceed
Rising 1 in 90 1 in 200 1 in 500	160 tons 500 tons 800 tons
Level	1,000 tons

The Diesel-electric Pullman train and the train being assisted must be coupled by means of a screw shackle.

12. DERAILMENTS.

In all cases where Diesel-electric Pullman cars are derailed they must be rerailed only under the supervision of and by Motive Power Department staff.

13. SIGNALLING.

Diesel-electric Pullman trains must be signalled by the special "Its line clear" signal, 4-4-6.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**VACUUM HOSE COUPLING—FREIGHT 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.

***** YORK CHALONERS WHIN AND HOLGATE JUNCTION.**

New connection installed from Down Doncaster Main to South End of Dringhouses Up Yard reception at 186m. 57chs. and brought into use.

New connection installed at 187¼m.p. from north end of Dringhouses Up Receptions to Down Doncaster Main and brought into use.

***** YORK STATION—**At South View Nos. 1, 2 and 3 Sidings, South View Van Siding and Motive Power Nos. 2 and 3 Group Sidings wheel chocks have been erected preventing through access from York Yard South Box, shortening the sidings by approximately 100 yards.

Trap points have been laid in on No. 1 Platform line between No. 112 Sub-signal and the platform end and brought into use. The Fish Dock Siding has been removed and No. 1 Bay platform and two adjacent sidings have been shortened by approximately 112 yards at the North end.

No. 5 Platform line has been shortened by approximately 13 yards at the buffer stop end and the buffer stops re-erected at that point.

BRODSWORTH COLLIERY SIDINGS—Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. **Enginemmen to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.**

HOLBECK AND BEESTON JUNCTION.

Catch points installed as follows and spiked out of use until further notice.

UP MAIN	
M.	Chs.
184	75
184	20
183	66

SCARBOROUGH, FALSgrave AND GALLOWES CLOSE.

The single line between Falsgrave Signal Box and Gallowes Close Sidings is now controlled by the Signaller at Falsgrave. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions on page 202 of the Sectional Appendix.

***** MALTON STATION AND EAST.**

A new facing crossover has been laid in the Down and Up Main lines at 21m. 19chs. and brought into use.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**LEEDS CITY SOUTH.**

The Middle Road has been temporarily lengthened by 60 yards and the buffer stops have been re-erected accordingly.

No. 9 Platform Line has been extended by 150 yards and buffer stops erected.

***** PECKFIELD AND GARFORTH**

Catch points installed as follows and brought into use.

UP MAIN

M.	Chs.
11	38
12	13

***** BETWEEN MOORTHORPE AND FERRYBRIDGE**

Catch points spiked out of use pending removal.

DOWN MAIN

M.	Chs.
10	0

UP MAIN

M.	Chs.
3	55

FERRYBRIDGE POWER STATION.

Two marker boards, lettered 30 and 38 have been erected on the East and West Hopper Tracks, on the approach side of F.40 and F.41 signals to indicate to Drivers when the rear brake vans of trains of 30 or 38 wagons respectively are clear of the empty weighbridge.

★ HULL OUTWARD YARD.

The above yard has been closed.

GOOLE SWING BRIDGE—PROVISION OF FUEL.

Authority is hereby given to propel two wagons of coal with brake van leading from Goole, Boothferry Road to Saltmarshe. (5/66)

KNOTTINGLEY "B" AND KNOTTINGLEY DEPOT WEST.

A new facing crossover has been laid in the Down and Up Main lines at 58m. 52chs. and a new facing connection has been laid in the Up Main line at 58m. 60chs. and they have been clipped, spiked and padlocked out of use until further notice.

★ KNOTTINGLEY DEPOT WEST AND SOUTH.

A facing connection Up Branch Goods to Wagon Servicing Depot has been laid in and clipped, spiked and padlocked out of use until further notice except that it will be available for use as required by Engineers Ballast Trains in connection with the construction of the Wagon Servicing Depot.

★ GRIMETHORPE SOUTH AND HICKLETON COLLIERY SIDINGS.

Commencing 08 00, Friday, 24th June, the Down and Up Main lines will be severed between 58¼ and 59½ m.p. and slewed into the new Dearne Valley North and South Curves which join together at Dearne Valley South Junction and proceed forward to join the Down and Up Goods lines of the Darfield Station to Leeds City North lines at 172¾ m.p. (See item under Cudworth, Houghton Colliery sidings printed in this programme.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**BULLCROFT COLLIERY.**

Until further notice the N.C.B. Road Crossing over Empty Bank Roads is being use extensively by road vehicles **Enginemen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.**

BEESTON JUNCTION TO HUNSLET EAST.

The Down and Up lines between Hunslet East and Parkside Signal Boxes have been closed to all through traffic and temporary buffer stops have been placed across the lines 450 yards on the Hunslet East side of Parkside box. The Down line between Hunslet East box and Messrs.

Clayton's Works ground frame is now used as a siding giving access to the firm's siding. The ground frame is secured by a lock and the key is kept in Hunslet East box. When the ground frame is to be used the Guard or Shunter must obtain the key from the Signaller at that box. The key must be handed back to the Signaller immediately the work is completed.

HOLBECK AND WORTLEY WEST.

Catch points installed as follows and spiked out of use until further notice.

DOWN MAIN

M.	Chs.
0	12

HORTON PARK JUNCTION.

Horton Park Junction Signal Box has been closed but is operated as a ground frame under the direct supervision of the Yard Foreman or Head Shunter from City Road Goods Yard. The Down and Up lines from St. Dunstons to Horton Park Junction are worked as Arrival and Departure lines in accordance with the instructions on pages 22/23 of the General Appendix, headed "Regulations for Working Trains over Goods Lines not worked on any Block System (No Block Regulations)".

Movements to and from the coal sidings at Horton Park can only be made when no other train is on the Arrival line between St. Dunstons and Horton Park Junction.

During shunting, the provisions of Rule 111(b) apply to the operation of all points worked from Horton Park ground frame, even though fixed signals are provided.

GREETLAND NO.2.

Until further notice, contractors vehicles using temporary level crossings over the Main Lines at 39m. 70chs. and over the Branch Lines at 1 m.p. **Enginemen to keep a sharp lookout and sound engine whistles or horns on approaching these crossings.**

HEALEY MILLS YARD

Two Turntable Roads have been broken East of the table, and at a point approximately 200 yards further East, and the intermediate track has been removed. A siding at the West end of the table has also been removed, and the connection thereto spiked out of use. A buffer stop has been erected at the West end of the severed Turntable Road.

Until further notice restricted Motive Power facilities are available and all train engines which terminate at Healey Mills must perform loco. duties (including watering) at the shed to which they are booked.

Engines of inwards trains which work out again and require to turn must obtain water and perform loco. duties on No.6 Staging Siding, Then run to Horbury Junction and Crigglestone Junction to turn. Conductors will be provided where necessary.

The Turntable Road West of the former turntable has been removed and the connections thereto spiked out of use pending removal.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**HEALEY MILLS NEW MOTIVE POWER DEPOT.**

Until further notice, access to the new Diesel Depot must be obtained by proceeding to the East end of Engine Line "P" and travelling Westwards over that line to the temporary trailing connection immediately East of the Loco Washing Plant site. These temporary points are fitted with a two-way hand lever which must be operated by the enginemmen to allow the engine to set back into the Depot.

USER OF THE BOTTOMS OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE AND RAVENSTHORPE.

Conveyance of refuse in lorries is taking place over the above level crossing. Drivers must keep a sharp lookout when approaching this crossing.

★ CUDWORTH.**HOUGHTON COLLIERY SIDINGS.**

A double junction has been installed in the Down and Up Goods lines at 172¾ m.p. consisting of a trailing lead in the Down Goods line and a facing connection and diamond crossing in the Up Goods line.

These connections have been clipped, spiked and padlocked out of use until Sunday, 3rd July, except for the passage of Engineers ballast trains in connection with the construction of the new line to the Crofton West to Grimethorpe (Denaby Sidings) branch.

MILNERWOOD JUNCTION, OTLEY AND POOL IN WHARFEDALE

The above boxes have been closed and the lines between Burley Junction or Menston Junction and Arthington via Otley closed to traffic. Movements over these lines must only be made when authorised by special notice or the District Manager.

RESTRICTED CLEARANCES

Clearances at the undermentioned locations are restricted and Enginemmen are not to put their heads out when passing these locations.

Location	Between	Mileage
Standedge Slow Tunnel and Up Fast Tunnel	Diggle and Marsden	15 and 18¼m.p.
Bridge No.7	Crigglestone Junction and Horbury Junction	¾ and 1m.p.
Bridge No.6	Royston Junction and Crigglestone East	179¾ and 180m.p.
Bridge No.9	Royston Junction and Crigglestone East	180½ and 180¾m.p.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY, 1962).****ADD new rule:—**

Routine
maintenance
of signalling
equipment

RULE 77A. The provisions of Rule 77 must be carried out in connection with day-to-day maintenance except:—

(i) where there is no interference with the working of points and signals, or

(ii) in connection with items which will make points or signals inoperative for a very short period, when the Signaller must select a suitable opportunity between trains to enable the work to be completed without detriment either to safety or train working.

If the work cannot be completed in this short period, the apparatus concerned must be treated as being defective.

Before undertaking any day-to-day maintenance shown in paragraph (ii) above, the Signaller must advise the Signaller what requires to be done and come to an agreement with him as to when the work shall be carried out. Both men must co-operate throughout as necessary.

No entry need be made in the Train Register, apart from the entry made by the Signaller when attending at a signalbox to carry out routine maintenance.

RULE 189 (Page 12 Supp. No. 1) Clause 3.1.7.**AMEND to read:—**

3.1.7 Arrange for an Emergency Crossing Keeper to operate any automatic half barrier level crossings on the single line, in accordance with the special instructions for emergency working applicable to them, and also arrange for any crossings equipped with miniature red/green warning lights, on the single line, to be manned.

INDEX.**ADD:—****PAGE XXX****PAGE XXXiii**

Routine maintenance of signalling equipment
Signalling equipment routine maintenance.

Rule

77A

77A

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK BR. 29197 (Dated January, 1961).

PAGE 3 (Page 32 Supp. Oper. Instructions).

DELETE:—

Percy Main Signal Box to Percy Main
North Junction Signal Box.

If on Up Main, Down Main to be clear and
vice versa.

ALTERATIONS TO GENERAL APPENDIX.**PAGE 1.****TOWING AND LIFTING OF VEHICLES.**

ADD as final sentence to third paragraph:—

When towing by means of a shunting tractor, the hook on the draw chain or rope must be attached to the 'V' of the wagon axle guard or hole specially provided therein, unless otherwise authorised by Headquarters (Traffic).

PAGE 4**GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOMATIC VACUUM BRAKE.****DELETE:—**

Clause (iii) under the heading "NOTES" in the preamble to the Regulations.

INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES.

PAGE 44

ADD to clause 5 (v):—

In the case of route relay panels, the individual point switches must be operated to hold the points in the required position until the Signaller is satisfied that the machine has passed clear.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.**PAGE 45.****AMEND** clause 11 to read:—

- 11. Tamping machine running through section where it is not required to work**
- (i) On lines where Absolute Block Regulations apply the machine must be signalled and dealt with as a through ballast train, and may be accepted under Block Regulation 5, except when the line ahead of the home signal is fouled or about to be fouled by a train conveying passengers. After the machine has been accepted under Block Regulation 5, a train conveying passengers must not be allowed to foul the line on which the machine will run within the clearing point, until the machine has come to a stand.
 - (ii) On lines where Permissive Block Regulations or “No Block” Regulations apply, the machine must be signalled and dealt with as a through ballast train, but a following train must not be allowed to enter the section until the Tamping machine has passed the first stop signal at the signal box in advance.
 - (iii) For automatically signalled areas or sections controlled by Track Circuit Block, see clause 15.

PAGE 46—ADD to clause 15 as second sentence:—

For movements within the area controlled from one Signal Box, a train must not be allowed to follow the machine until the person in charge of the machine has advised the Signaller that the machine has been shunted clear of the line, or has passed beyond the overlap of a signal which can be controlled to Danger, the location of which must be advised to the person in charge of the movement prior to its commencement.

INSTRUCTIONS REGARDING THE RUNNING OF SELF PROPELLED TRACK RECORDING MACHINES.**PAGE 47.****ADD** to clause 10:—

- (d) On lines where Permissive Block Regulations or “No Block” Regulations apply, a following train must not be allowed to enter the section until the Track Recording machine has passed the first stop signal at the signal box in advance.

ADD to clause 11 (iv) as second sentence:—

For movements within the area controlled from one Signal Box, a train must not be allowed to follow the machine until the person in charge of the machine has advised the Signaller that the machine has been shunted clear of the line, or has passed beyond the overlap of a signal which can be controlled to danger, the location of which must be advised to the person in charge of the movement prior to its commencement.

ADD to clause 11 (vi):—

In the case of route relay panels, the individual point switches must be operated to hold the points in the required position until the Signaller is satisfied that the machine has passed clear.

INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES.**PAGE 49.****ADD** as final sentence to clause 10:—

On lines where Permissive Block Regulations or “No Block” Regulations apply, a following train must not be allowed to enter the section until the Ballast Cleaning Machine has passed the first stop signal at the signal box in advance.

ADD to clause 11 (iv) as second sentence:—

For movements within the area controlled from one Signal Box, a train must not be allowed to follow the machine until the person in charge of the machine has advised the Signaller that the machine has been shunted clear of the line, or has passed beyond the overlap of a signal which can be controlled to Danger, the location of which must be advised to the person in charge of the movement prior to its commencement.

ADD to clause 11 (vi):—

In the case of route relay panels, the individual point switches must be operated to hold the points in the required position until the Signaller is satisfied that the machine has passed clear.

Page 51.**PERMANENT SPEED RESTRICTIONS—INDICATOR SIGNS.****AMEND** reference to “white numerals”, in the preamble, to read “yellow numerals”.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES-continued.

PAGES 54/55.

DELETE:–**PROTECTION OF SIDINGS, GOODS SHEDS AND OTHER BUILDINGS TEMPORARILY IN THE OCCUPATION OF THE ENGINEERING DEPARTMENT** heading and item and **SUBSTITUTE:–****PROTECTION OF SIDINGS TEMPORARILY IN THE POSSESSION OF THE ENGINEERING DEPARTMENT.**

Whenever an Engineering Department requires to take possession of the whole or any portion of a siding it must be closed to traffic in the following manner:–

1. Arrangements for possession must be agreed between the Engineering Department man-in-charge of the work and the local Traffic Supervisor and they must reach a clear understanding as to what is required and the time of the possession.
2. Where the whole siding can be closed to traffic, the points must be set to prevent the entry of vehicles and clipped and padlocked in that position. If the points are worked from a signal box or ground frame, reminder appliances must also be used.
Where only a portion of a siding requires to be closed to traffic, a suitable baulk of timber must be securely fastened across the rails and a red danger signal showing in the direction from which vehicles approach must be provided.
3. Where necessary, arrangements must be made to protect both ends of the siding.
4. In the case of mechanised hump shunting yards the local Traffic Supervisor must advise the Control Tower Operator or person in charge of the hump, and any other Inspectors or staff affected, where necessary, at both ends of the yard. The points must be set to prevent vehicles entering the affected siding and reminder appliances must be used. The points leading to the affected siding must also be clipped and padlocked and a red danger signal exhibited. In the case of double ended sidings, this must be done at both ends.
5. The times the possession is taken and withdrawn must be recorded.
6. In the case of sidings used for repairing vehicles or for loading or unloading traffic, or leading to a goods shed, should it not be possible to close the siding, in addition to observing the provision of Rule 112, clause (a), a Handsignalman must be appointed who must place detonators on the rails at a sufficient distance from the men at work in the siding or goods shed, and also give effective warning of the approach of a vehicle or vehicles.

Pages 58/60.

REGULATIONS IN REGARD TO THE ACCEPTANCE AND CONVEYANCE OF PRIVATELY OWNED LOCOMOTIVES AND TRAVELLING CRANES RUNNING ON THEIR OWN WHEELS.**Clause 4–Accompanying and Indemnity.**

Amend heading of clause to read:–

Clause 4. Accompanying and Form of Request.Sub-clause (a) **DELETE** final phrase in parenthesis:–

“(See (c) below regarding Indemnity)”.

Sub-clause (c) **AMEND:–**

(c) A properly completed Form of Request, as shown in the Book of Charging Instructions, must be obtained in respect of all journeys of locomotives travelling under their own power.

PAGE 95**ADD:–****TANK WAGONS COUPLED INTO SETS.**

Certain oil tank wagons have been made up into sets comprising six wagons which must be regarded as one unit. These sets are readily distinguishable by their shortened intermediate buffers and special type of three-link coupling and the wagons must not be separated by traffic staff. In the event of a defect occurring, the whole set of six tank wagons must be treated as one vehicle for the purposes of Rule 170.

PAGE 95(Page 10, Supp. No.1)

CONDITIONS RELATING TO THE COMPOSITION OF FREIGHT TRAINS.**Classification****5****Conditions**

AMEND:–“One star tank wagons with a wheel base base of less than 10ft. when loaded” to read:–

One star tank wagons with a wheel base of less than 11ft.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

ALTERATIONS TO NORTH EASTERN REGION SOUTHERN SECTION APPENDIX.
SEQUENCE OF LINES USED THROUGHOUT THIS BOOK.

Page (ii)

Page in Table A.

★ **DELETE:-** Little Weighton to Hull (Springhead Locomotive Signal Box). 86**AMEND:-** Stainforth (Thorne Jn.) to Staddlethorpe (including Goole, Engine Shed to Potters Grange) 90

★

Page (ii) (Page 1 Supp. No.3)

DELETE:-

Crofton West to Grimethorpe (Denaby Sidings) (including Crofton South to East and Shafton to Brierley). 101

(Applies from 10th July)

ADD:-CUDWORTH, DEARNE VALLEY NORTH JUNCTION TO GRIMETHORPE
COLLIERY (DEARNE VALLEY NORTH BRANCH) 101CUDWORTH, DEARNE VALLEY SOUTH JUNCTION TO GOLDTHORPE
COLLIERY (DEARNE VALLEY SOUTH BRANCH) 102

Page (iii)

DELETE:- Spen Valley Junction to Farnley Junction via Heckmondwike 147**AMEND:-** Farnley Junction to Whitehall Junction (including Farnley Branch) 148
Apperley Junction to Ilkley Station 170**ADD:-**

Embsay Station to Embsay Junction etc. 170

Page (iii) (Page 1 Supp. No.3)

AMEND:- Bradford (St. Dunston's) to Horton Park Junction (including City Road Goods Branch) 125

★

Thornhill Jn. to Low Moor No.2 West (including Low Moor No.5 to No.1 and Heckmondwike Curve). 150

★

DELETE:-

Heckmondwike Jn. to Thornhill Jn. 153

PAGE 2

STANDARD CODE OF LOCOMOTIVE WHISTLES.

Description

Whistles

ADD:-

Distress signal

Series of short blasts (On diesel and electric traction, to be given on the high note of the warning horn.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

TABLE A.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Note indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow					
		M	Yds	Up	Down	Description	Stance age Wagons F. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

SHAFTHOLME TO NORTHALLERTON ETC.

Page 4 AMEND:-

SHAFTHOLME AND YORK,
SKELTON BRIDGE (3 M.P.)

90 90 MAXIMUM PERMISSIBLE SPEED ON MAIN
AND FAST LINES
60 60 MAXIMUM PERMISSIBLE SPEED ON SLOW LINES
40 40 MAXIMUM PERMISSIBLE SPEED ON GOODS LINE

Page 9 ADD:- after Skelton items.

YORK, SKELTON BRIDGE (3 M.P.)
AND NORTHALLERTON

100 100 MAXIMUM PERMISSIBLE SPEED ON MAIN
AND FAST LINES.
60 60 MAXIMUM PERMISSIBLE SPEED ON SLOW LINES

Page 10 (Page 3 Supp. No.3).

Thirsk
Station

AMEND:-

U-Down Fast 3960
connection
from Down
Slow 1075
yds before
reaching D24
signal.

ADD:-

S- Up Slow -
connection
from Up Fast
950 yds before
reaching TK5
Signal.
S- Down Slow -
connection
from Down
Fast 1090
yards before
reaching TK31
signal.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Note indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow				
		M	Yds	Up	Down	Description	Stand- age Wagon E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down	Up	For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

CARCROFT (CASTLE HILLS) TO LEEDS CENTRAL ETC.

Page 15 (Page 5 Supp. No.3).

Wakefield
(Westgate)
South

AMEND:-The additional lines between Wakefield Westgate (South) and (North) to be continuous lines with a letter "P" and the Main lines to be shown 'PF'.

Pages 16/17.

DELETE:-Additional Down running line between Wrenthorpe North and Lofthouse South.

Page 17 Lofthouse
South

DELETE:-Block post and mileage.
AMEND:-

C-Down Main, 132
410 yds. before
reaching
Lofthouse
North Outer
Home Signal.

North

AMEND:- 1 1105

DELETE:- DRS 45

Page 18 Beeston
Station

DELETE:-Signal Box and all relevant details

Leeds Central

Wortley South

AMEND:- 2 209

Page 19 Leeds Central
"B"

AMEND:-note
(See page 20
for Leeds Cen.
"B" to Northallerton)

WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST
Wakefield (K)

West

AMEND:-

C-Up Line, 100
203 yards
before
reaching
Starting
Signal.

LEEDS CITY WEST AND LEEDS CENTRAL "B" TO NORTHALLERTON, ETC.

Page 22 Weeton
Station

DELETE:-Signal Box and all relevant details.

Rigton

Amend:- 3 665

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

Page 29 YORK (WATERWORKS JUNCTION) TO SCARBROUGH ETC.

Haxby
Station

DELETE:-Signal Box and all relevant details.

Strensall
Station

AMEND:- 5 8

YORK (WATERWORKS JUNCTION) TO SCARBOROUGH, ETC.

Page 30 (Page 8. Supp. No.3)

Malton

West

DELETE:-All details

DELETE:-additional Up Goods line between Malton West and East
Station

DELETE:-block post dot and mileage (DO NOT DELETE SPEED RESTRICTION)

East

renamed

Malton

AMEND:- 6 782

ADD:-An * in Description of Block Signalling on Main Lines column.

ADD NOTE:-*The Down Main line through Malton Station Platform (Between Nos. 11 and 15 Points) is worked in both directions.

Page 31 (Page 9. Supp. No.3)

Ganton
Station

DELETE:-all details

Seamer

West

AMEND 5 1656

THORNHILL (LNW JUNCTION) TO HULL (PARAGON) ETC.

Pages 40, 41 (Page 10/11 Supp. No.3)

AMEND:-Between Mirfield (Thornhill LNW Jn.) and Lady Anne Crossing (renamed Batley)-
Description of Block Signalling to read:- TCB on Up and Down Main lines.

Thornhill LNW Junction.

AMEND:-

45 32m. 23chs. to 32m. 18 chs.

Dewsbury
(Wellington
Road)
No.1

DELETE:- All details (DO NOT DELETE SPEED RESTRICTION).

DELETE:- Down additional line between Dewsbury (Wellington Road) No.1 and No.2.
No.2

ADD:-

DRS 40

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued

Description of Block Signaling on Main Lines. Absolute Block unless otherwise known (note indicate Block Posts).	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Stand- age Wagons P. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

DELETE:-Signalbox, Block post dot and mileage.

Batley

West

AMEND to read Batley West (Controlled by Batley)

DELETE:-Block post dot and catch points

C-Down 119
485 yards
before
reaching
Home
signal

AMEND:- 2 1653

DELETE:-

UPL 28

CW-Up 138
Passr Loop (falling)
clear of
fouling point
with Up
Main

Birstall Jn.

DELETE:-All details including catch points

CW-Down 138
415 yds etc.

DELETE:-Additional Down running line between Birstall Junction and Lady Anne Crossing.

ADD:-

C-Down Level
700 yards
before
reaching
Batley 15
Signal

C-Down 143
630 yards
before
reaching
Batley 14
Signal

C-Down 19
530 yards
before
reaching
Batley 13
Signal

C-Down 119
720 yards
before
reaching
Batley 12
Signal

Lady Anne Crossing

**RENAMED
Batley**

AMEND:- 0 949

DELETE:-

CW-Down 138
501 yards
before
reaching
Starting
Signal

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

ADD:—

C—Down 138
595 yardsbefore
reaching
Batley 11
SignalC—Down 138
840 yardsbefore
reaching
Batley 10
Signal

Farnley Junction.

DELETE:—Note (See Page 147 for Farnley Junction to Spen Valley Junction).

AMEND:—Speed restriction 25 25 Farnley Junction over all connections 40m. 69chs.
to 41m. 3chs.

★ Leeds City

(South)

West

ADD:—

CW—Down 726

Goods line clear
of fouling point
with No. 17
Platform line

(Applies from 10th July)

PAGE 44 (Page 13 Supp. No.3)

DELETE:—Between Cross Gates Station and Garforth Station, description of block signalling

† T.C.B. on Down and Up Main lines and relative † note.

ADD:—Between Cross Gates Station and Mickfield Peckfield, description of block signalling to read T.C.B. on Down and Up Main lines.

Garforth

Station

ADD:—

C—Up line 600 147

yds. before reach-
ing Garforth 50
signal.

C—Up line 600 147

yds. before reach-
ing U11 signal.

Mickfield

Station

(See page 50 etc.)

AMEND:—

Station Jn.

(Controlled by
Peckfield Signal

Box)

(See page 50 for

Mickfield to

Church Fenton)

DELETE:—Block post dot.

C—Up line 594 yds. 149

before reaching
Peckfield P.1
signal.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts).	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Stand- age Wagon E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

MICKLEFIELD TO CHURCH FENTON SOUTH.

PAGE 50 (Page 15 Supp. No.3).

Micklefield

Station

AMEND

Station Jn.

(Controlled by
Peckfield Signal
Box)**DELETE:**--Block post dot

C-Up line 616 yds. 168

before reaching
Peckfield P.2
signal.C-Up line, 1324 133
yds. before
reaching Peck-
field P.2.
signal.**SWINTON (DEARNE JUNCTION) TO BURTON SALMON ETC.**Pages 58/59 **AMEND:**--Between Moorthorpe Station and Burton Salmon Station. Description of signalling to read
(Page 17 Supp. No.3) T.C.B. on Up and Down Lines.**Moorthorpe**

Station

ADD:--C-Down line, 326
907 yards
before reaching
D10 signal.C-Down line 151
1237 yards
before reach-
ing D.9 signal.C-Down line 186
1090 yards
before
reaching D.6
signal.C-Up line 150
1377 yards
before reaching
U9 signal.C-Up line 160
1363 yards
before reaching
U9B signal.**Pontefract**

(Baghill)

Brackenhill

DELETE:--all details.

South

AMEND:-- 6 1441**DELETE:**--C-Up line 122
690 yards
before
reaching Up
Colour light
Distant signal.C-694 yards 152
before
reaching
Pontefract
South Ho.40
Up Home
Colour Light
Signal.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Data indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

Pages 58/59-continued

ADD:-

C-Up line, 122
667 yards
before reach-
ing U.3 Signal.C-Up line, 152
754 yards
before reach-
ing Pontefract
South No.40
Signal.C-Up line, 152
947 yards
before reach-
ing Pontefract
South No.39
Signal.

Page 61

SHAFTHOLME TO FERRYBRIDGE.

Womersley

Station

ADD:-

"Spring Lodge Level Crossing-Drivers of
trains passing over the level crossing must
sound a short whistle at the two whistle boards
provided.

Cridling Stubbs

DELETE:-all details

ADD:-between Womersley Station and Knottingley
SouthC-Down line 220
3365 yds. before
reaching
Knottingley
South Down
Home Signal.Cridling Stubbs Level Crossing-Drivers of
trains passing over the level crossing must
sound a short whistle at the two whistle boards
provided.

Knottingley

South

AMEND 3 1469

HULL (WEST PARADE) TO SEAMER WEST, ETC.

Page 66.

Beverley

Station

DELETE:-Additional Up Goods line between Beverley Station and North.

HULL (WEST PARADE) TO WITHERNSEA, ETC.

★ Pages 70/71 (Page 20 Supp. No.3.)

AMEND:-heading Hull (West Parade) to Hedon (including Anlaby Loop)

AMEND:-sub-heading Hull (West Parade) and Marfleet 55 55 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Botanic Gardens

Station

DELETE:-

IS 2L

Goods
Line at
Stepney

DELETE:-Additional two-way N.B. line between Stepney Station and Wilmington Wincolmlee.

ADD:-subheading Marfleet and Hedon

30 MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE
(Both directions)

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow					
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

AMEND:-to show Single Line between Marfleet and Hedon worked as "One Engine in Steam"

Marfleet
Station

S-700 yards
before reaching
Signal Box, normally
laid for Up line

ADD:-

Hedon
Station

DELETE:-Block post dot.

AMEND:-

15 8 m. 11 chs. to 8 m. 15 chs.

(Both directions)

DELETE:-all of table after Hedon Station

PAGE 89 (Page 27 Supp. No.3)

DENABY "A" TO UPTON AND NORTH ELMSALL (WRANGBROOK).

Pickburn & B.

Station

ADD:-

S-At junction of
Single Line
from Denaby
normally laid
for Down Main
line. 528
(falling)

★ Page 90

AMEND:-line heading

STAINFORTH (THORNE JCT.) TO STADDLETHORPE (INCLUDING GOOLE (ENGINE SHED) TO GOOLE (POTTER'S GRANGE)

AMEND:-sub-heading

STAINFORTH (THORNE JCT.) AND STADDLETHORPE 70 70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

DELETE:-

Thorne North

Station

(Eastern Region)

and SUBSTITUTE

Stainforth

Thorne Jct.

(Eastern Region)

ADD:-

Thorne North

Thorne Moor

AMEND:- 2 1098

1L3S 1L3S Train for
Bramwith
direction
requesting
water at
the Down
Branch
column at
Stainforth
Jct.

Page 91 Saltmarshe
Station

DELETE:-

URS 62

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC.

Page 95.

AMEND:-Sub - heading.

WAKEFIELD (KIRKGATE) EAST AND GOOLE (GOODS JUNCTION)

50 50 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Wakefield Kirkgate

Calder Bridge.

ADD:-

40 40 48m. 56chs. to 49m. 0chs.

Oakenshaw

Junction

AMEND:-

35 35 49m. 32chs. to 50m. 16chs.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts).	Stations and Signal Boxes.	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow				
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

Page 97. Knottingley "A"

AMEND:-

30 20 58m. 16chs. to 58m. 27chs.

Knottingley "B"

ADD:-

40 40 58m. 27chs. to 59m. 4chs.

Page 98 Knottingley

Depot East

DELETE:-

60 60 60m. 20chs. to 61m. 20chs.

Whitley Bridge

Sudforth Lane

DELETE:-

55 55 62m. 41chs. to 62m. 63chs.

Page 100 (Page 30 Supp. No.3).

AMEND:-Description of Block Signalling on Main lines between Royston Oakenshaw North and Crofton East to read T.C.B. (G).

★ Pages 101 to 104 (Page 31 Supp. No.3)

CROFTON WEST TO GRIMETHORPE (DENABY SIDINGS) (INCLUDING CROFTON SOUTH TO CROFTON EAST AND SHAFTON TO BRIERLEY)

DELETE:-heading and tables.(Applies from 10th July-see also new items for Dearne Valley North and South branches).

★ Page 101

ADD:- new table.

CUDWORTH (DEARNE VALLEY NORTH JN.) TO GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)

DEARNE VALLEY NORTH BRANCH

45 45

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Cudworth

Dearne Valley

North Junction

(Controlled by

Cudworth Station)

(See page 156 for

Darfield Station to

Leeds City North

Dearne Valley

South Junction - 238

(Controlled by

Cudworth Station)

(See page 102 for

Dearne Valley South

Branch)

Grimethorpe

15 15

Over junction to and from Houghton Colliery Branch

Colliery 2 1160

(Applies from Dearne Valley North Jn. to South Junction from 3rd July and forward to Grimethorpe Colliery from 10th July.)

★ Page 102

ADD:-new table

CUDWORTH (DEARNE VALLEY SOUTH JN.) TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)

DEARNE VALLEY SOUTH BRANCH

45 45

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Cudworth

Dearne Valley

South Junction

(Controlled by

Cudworth Station)

(See page 101 for

Dearne Valley

North Branch)

15 15

0m.11chs. (Dearne Valley North Branch mileage) to 0m. 13chs. (Dearne Valley South Branch mileage, 58m. 50chs. Crofton West to Grimethorpe, (Denaby Sidings) mileage)

15 15

60m. 79chs. to 61m. 20chs. (Crofton West to Grimethorpe) (Denaby Sidings) mileage)

Goldthorpe

Colliery 4 652

(Applies from 3rd July).

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Standard Wagon E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

Page 106 (Page 32 Supp. No. 3).

CHARLESWORTH'S TO CASTLEFORD (WHITWOOD) ETC.

Castleford

Charlesworth's

DELETE:-Dot denoting block post and

DRS 29 (DO NOT DELETE SPEED RESTRICTION)

INSERT:-In first column between Charlesworth's and Methley South "Down and Up Through Sidings".**LOFHOUSE NORTH TO STOURTON**

Page 116 Lofthouse

North

DELETE:-

DRS 45

★ **BEESTON JUNCTION TO HUNSLET EAST (GOODS LINES)**

Page 119 Hunslet East

Parkside

DELETE:-

Yard

DELETE:-all details including catch points

(Table now terminates at Parkside)

C-Up line, 115

648 yards before

reaching Home

Signal

Pages 125/6/7-AMEND heading:-**BRADFORD (ST. DUNSTAN'S) TO HORTON PARK JUNCTION (INCLUDING CITY ROAD GOODS BRANCH).**

(Pages 38/39 Supp No.3,

AMEND sub-heading:-**BRADFORD (ST. DUNSTAN'S WEST JUNCTION)****TO HORTON PARK JUNCTION**

25

25 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Horton Park**Junction****DELETE:-**all of table after **Horton Park Junction**(Do not delete speed restrictions at **Horton Park Junction**)**SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) ETC.**

Page 129 Halifax

Goods Yard

DELETE:-Dot denoting Block Post on Main line.**HEBDEN BRIDGE TO NORMANTON GOOSEHILL**

Page 133 (Page 41 Supp. No.3).

Todmorden**DELETE:-****Dover Bridge**

(London Midland Region)

ADD:-**Eastwood**

(London Midland Region)

AMEND:-between **Todmorden Eastwood** and **Hebden Bridge Station** Up 1B S 820 yards from **Hebden****Bridge Station Box.****ADD:-****Down 1BS**

1345 yards from

Eastwood Box).

UGL

No.1

UGL

No.2

C-Up Main 182

880 yards before

reaching

1BS Signal.

C-Up Main 182

652 yards

before

reaching

home 2 signal.

C-Up Main 109

1639 yards

before

reaching

home 1 signal.

Hebden Bridge**Station****AMEND:-** 2 501

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Data indicate Block Posts).	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Stand- age Wagons P. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main Fast	Slow Goods	Main Fast	Slow Goods	

Page 136 (Page 42 Supp. No.3).

Thornhill LNW Junction

AMEND:—

45 45 Slow lines 39 m. 71 chs. to 40 m. 2 chs.

45 — Slow line over junction towards Leeds City 32 m. 18 chs. to 32 m. 23 chs. (Manchester to Leeds City mileage).

ADD:—

30 30 All connections Fast or Slow and Slow and Fast 39 m. 68 chs. to 39 m. 75 chs.

★ Page 136/137 (Pages 42/43 Supp. No.3).

Thornhill
Junction

AMEND:—

Note

(See page

150 for

Thornhill Jct.

to Low Moor No.2

West and

Page 139

for Headfield

Branch)

DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)

Page 140 (Page 44, Supp. No. 3.)

Diggle
Junction

London Midland Region

DELETE:—

INSERT:—

40 40 Slow Lines 15m. 11chs. to 18m. 32 chs.

45 45 Slow Lines 15m. 11chs to 15m. 16chs.

40 40 Slow Lines 18m. 7chs. to 18m. 32chs.

(Note:— 18m. 7chs. is 23chs. on the Marsden side of the Down Slow Distant Signal.

★ Marsden
Junction
DELETE

URS 18

Golcar

Linthwaite

AMEND:—

C—Up Fast, 105
920 yds.
before
reaching
Home Signal
(as originally
printed)

Page 141

AMEND:—

C—Up Fast, 105
520 yds.
before
reaching
starting
signal

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

Pages 142/3.

Huddersfield

Spenn Valley Junction

DELETE:—Note

DELETE:— Speed restriction

25 — Slow line, over junction towards Farnley Junction, 0m. 0chs. to 0m. 5chs. (Spenn Valley Junction to Farnley Junction mileage.)

Page 143 KIRKBURTON GOODS BRANCH (GOODS LINES).

DELETE:—All of table after Deighton.

Page 144 (Page 46 Supp. No.3)

PENISTONE NORTH (EXCLUSIVE) TO HUDDERSFIELD (SPRINGWOOD JUNCTION) ETC.

AMEND:—line heading to read

PENISTONE HUDDERSFIELD JUNCTION (EXCLUSIVE) TO HUDDERSFIELD (SPRINGWOOD JUNCTION) (INCLUDING CLAYTON WEST BRANCH).

AMEND:—sub heading to read:—

PENISTONE HUDDERSFIELD JUNCTION (Exc.) AND SPRINGWOOD JUNCTION MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

DELETE:—Penistone North (Eastern Region) and SUBSTITUTE Penistone (Huddersfield Junction) (Eastern Region)

Shepley

Clayton West

Junction

AMEND:— 5 1308

Pages 147/8 (Page 47/8 Supp. No.3):

DELETE:—SPENN VALLEY JUNCTION TO FARNLEY JUNCTION (VIA HECKMONDWIKE) heading and table.

Pages 148/149.

AMEND:—line heading.

FARNLEY JUNCTION TO WHITEHALL JUNCTION (INCLUDING FARNLEY BRANCH)(GOODS LINES) Copley Hill

No.3

DELETE:—note and speed restriction 10 — Over junction towards Leeds Central "B" Box (Branch Speed Limit)

Page 150.

DELETE:—COPLEY HILL NO.3 TO LEEDS (CENTRAL) "B" BOX table.

★ Pages 150/2 (Pages 48/49 Supp No.3)

MIRFIELD No.3 TO LOW MOOR No.2 WEST (INCLUDING LOW MOOR No.5 TO No.1)

AMEND Line heading:—

THORNHILL JUNCTION TO LOW MOOR No.2 WEST (INCLUDING LOW MOOR No.5 TO No.1 AND HECKMONDWIKE CURVE)

AMEND Sub-heading:—

THORNHILL JUNCTION AND LOW MOOR No.2 WEST

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

DELETE:— all details Mirfield No.3 inclusive to Heckmondwike Junction inclusive.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

Description of Block Signaling on Main Lines. Absolute Block unless otherwise shown (dots indicate Block Posts).	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Stand- age Wagons P. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

Pages 150/2 - continued

ADD:-

Thornhill Jn.
(Controlled by
Healey Mills
Signal Box)
(See page 133

Up for Hebden
Bridge
to Normanton
Goose Hill)

330 points
Down Main
to Heckmond-
wike Curve,
controlled from
Healey Mills
Box (See page
153 for Heck-
mondwike
Curve)

Heckmondwike
Junction 2 331

20 - 2m. 23chs. to 2m. 27chs. (Heckmondwike Jn. to
Thornhill Jn. mileage)

Drivers must whistle when
approaching "Bottoms" Level
Crossing.

15 - Over junction to and from Heckmondwike Curve
(Branch Speed Limit)
C-Up line 155
705yds. before
reaching Outer
Home signal

0m. 20chs. (Heckmondwike Jn. to Thornhill Jn. mileage)
to 4m. 60chs. (Old Mirfield No.3 to Low Moor No.2 West
mileage).

† The Down Main line between Thornhill Junction and the connection to Heckmondwike Curve is worked
in both directions for trains proceeding to and from Liversedge via the Curve.

ADD:-

C-Down line 99
2m. 563yds.
before reaching
Home signal.
C-Down line 99
1663yds. before
reaching Home
signal.

Cleckheaton
South

DELETE:-block post dot, mileage and catch points (2 sets)

AMEND:-

25 25 2m. 46chs. to 2m. 31chs. (Old Mirfield No.3 to Low
Moor No.2 West mileage)

North
AMEND:- 2 1433
Low Moor
No.5

AMEND:-

25 25 0m. 34chs. to 0m. 8chs. (Old Mirfield No.3 to Low
Moor No.2 West mileage)

No.2 West

AMEND:-

10 - All lines, 0m. 8chs. to 0m. 0chs. (Old Mirfield No.3
to Low Moor No.2 West mileage)

TCB +

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

Description of Block Signalling on Main Line. Absolute Block unless otherwise shown (Data indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

★ Page 153 (Page 49 Supp. No.3)

HECKMONDWIKE JUNCTION TO THORNHILL JUNCTION.

DELETE:— heading and table

HECKMONDWIKE CURVE.

HECKMONDWIKE CURVE.

One
Engine
in
Steam
(No
Staff)

— 15
(Both
directions)

MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.

C.W.—clear of
fouling point
with Down Main
line.

Liversedge 1 500

ROYSTON JUNCTION TO MIDLAND JUNCTION

Page 155 (Page 50 Supp. No.3)

Crigglestone East

Middlestown Junction

DELETE:—

C—Up Line, 120
626 yds.
before
reaching
Home Signal

Midland Junction

AMEND:—

CW—Up 120
Line, 412
yds. before
reaching
Middlestown
Junction
Home Signal

DARFIELD STATION TO LEEDS CITY NORTH ETC.

★ Page 156 Cudworth

ADD:—† A" to the Down and Up Goods lines between Houghton Colliery Sidings and Cudworth Station

★ ADD:—Note "†" when Houghton Colliery Sidings is closed Absolute Block Working to be in operation on the Down and Up Goods lines between Cudworth Station and the next signal box open in the Darfield direction.

(Page Storrs Mill

50 Supp. Junction

No.3) DELETE:—all details.

★ Pages 156/7

ADD:— new junction between Houghton Colliery Sidings and Cudworth Station.

Dearne Valley — 484

15 15

Goods lines over junction to and from Dearne Valley North Branch.

(Applies from 3rd July, 1966)

North Junction

(Controlled by
Cudworth Station)

Goods lines
only)

(See Page 101

for Dearne

Valley North

Branch)

★ Page 157

Cudworth

Station

AMEND:— 2 321

Pages 158/159 (Page 51 Supp. No.3).

AMEND:—Additional Down Goods line to terminate at Oakenshaw South Junction and recommence at Oakenshaw North.

LEEDS CITY NORTH TO SKIPTON, SNAYGILL

SECTION D-GENERAL INSTRUCTIONS AND NOTICES -continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Data indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-crow					
												Down		Up		For	
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

Page 167

AMEND sub heading:-

KEIGHLEY AND SKIPTON(SNAYGILL) 75 75 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Pages 167/168

Keighley

Station Junction

2L IC

Settle not
stopping
Skipton

INSERT:-

1L IS

Fast line
at Snay-
gill and
going to

5S

Colne
Slow
line at
SnaygillAMEND:-Between Keighley Station and Cononley Station boxes:-Description of Block Signalling on
Down and Up Main lines to read T.C.B.

Kildwick

Station

DELETE:-All engine whistles.

Page 168 (Page 54 Supp. No.3).

WOMBWELL WEST (MONK SPRING JUNCTION) TO CUDWORTH STATION.

DELETE:-Heading and table.

Pages 170/172 (Page 55 Supp. No.3)

AMEND:-heading

APPERLEY JUNCTION TO ILKLEY STATION.

AMEND:-Sub heading :-

APPERLEY JUNCTION AND ILKLEY STATION

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Ben Rhydding

Station

DELETE:-Signal Box and all relevant details.

Ilkley

Junction

AMEND:- 3 396

DELETE:-line between Ilkley Station and Embsay Station

Addingham

Station

DELETE:-all details

ADD:-new line heading before Embsay Station

EMBSAY STATION TO EMBSAY JUNCTION.

ADD:-new sub-heading

EMBSAY STATION AND SKIPTON STATION NORTH JN.

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Embsay

Station

DELETE:- 6 130

Page 172

AMEND:-line heading

EMBSAY STATION TO EMBSAY JUNCTION-continued.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

TABLE C

		Line	
From	To	Down	Up
PAGE 178.			
DARFIELD STATION TO LEEDS CITY NORTH, ETC.			
DELETE:-			
Normanton No.3 Sidings	Altofts	Nos. 2 and 4 Departure	—

TABLE E

PAGE 180.
YORK (WATERWORKS JN.) TO SCARBOROUGH ETC.
DELETE:-heading and items.

★ PAGE 182

AMEND:- HULL (WEST PARADE) TO HEDON (INCLUDING ANLABY LOOP)

TABLE F

TABLE 1			
From	To	Line	Number of Vehicles and Special Conditions
PAGE 187			
CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL) ETC.			
DELETE:-			
Lofthouse North	Lofthouse South	Up Main	E.C.S.
LEEDS CITY (WEST) AND LEEDS CENTRAL ("B") TO NORTHALLERTON (CORDIO JUNCTION) VIA ARTHINGTON AND SINDERBY.			
ADD:-			
Whitehall Junction	Wortley Junction	Down Slow	10 Freight wagons.
Wortley Junction	Wortley North	Down Main	10 Freight wagons.
†Geldard	Leeds Central 'B'	Up	12 fitted wagons and brake van

PAGE 187 (Page 58, Supp. No.3)

DELETE:-			
Skelton	York	Up Main	Freight wagons to and from Waterworks Siding.

PAGE 188 (Page 59 Supp. No.3)

DELETE:-			
†Malton East	Malton West	Up Main	} E.C.S. etc.
†Malton West	Malton East	Down Main	
†Malton Station	Malton West	Up Goods	E.C.S. etc.

THORNHILL (LNW JUNCTION) TO HULL (PARAGON) ETC.

PAGE 189 DELETE:-			
Batley West	Batley, Lady Anne Crossing	Down Main	1 wagon of fuel or empty wagon.

PAGE 190.
NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN JN.) ETC.

ADD:-			
Whitwood	Castleford (Gates)	Down Main	10 Freight wagons. Daylight.

★ PAGE 191

AMEND:- HULL (WEST PARADE) TO HEDON (INCLUDING ANLABY LOOP)

PAGE 191 (Page 60 Supplement No.3)

DELETE:-			
Stepney	Wincolmlee	Down Reception	Not more than 20 tanks, etc.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

TABLE F-continued.

From	To	Line	Number of Vehicles and Special Conditions
PAGE 192 (Page 61 Supp. No.3)			
HULL YARDS ETC.			
First item page 63 of Supplement No.3 should read:—			
ADD:—			
Hessle Road	Dairycoates West	Up North and South lines	} Freight wagons with or without brake van
Dairycoates West	Hessle Road	Down North and South lines	
DELETE:—			
†Springbank West	Springbank South	Down	Empty Coaching Stock or Freight wagons with or without brake van.
ADD:—			
Springhead Yard	Springbank South	Down	Empty Coaching Stock or Freight wagons with or without brake van.
Springbank South	Springhead Yard	Up	
Freight trains.			
★ PAGE 193.			
AMEND:—line heading.			
STAINFORTH (THORNE JN.) TO STADDLETHORPE (INCLUDING GOOLE ENGINE SHED TO POTTERS GRANGE)			
★ PAGE 196.			
DELETE:—			
BEESTON JUNCTION TO HUNSLET EAST.			
†Hunslet	Parkside	Up	8 wagons for Clayton & Sons. Pepper Road Siding etc.
PAGE 197 (Page 62 Supp. No.3)			
DELETE:—BRADFORD (ST. DUNSTAN'S) TO THORNTON ETC., heading and item.			
AMEND:—			
†Halifax East	West	Up Goods	} Coaching Stock
Halifax East	West	Nos. 1, 2 & 4	
Halifax West	East	Up lines	
		Nos. 3 & 5	
		Down lines	
PAGE 199			
AMEND:— line heading PENISTONE HUDDERSFIELD JN (EXCL.) TO SPRINGWOOD JN. ETC. FARNLEY JUNCTION TO WHITEHALL JUNCTION (INCLUDING FARNLEY BRANCH AND COPLEY HILL NO.3 TO LEEDS CENTRAL ("B") BOX.			
ADD:—			
Whitehall Junction	Copley Hill No.3	Up	10 Freight wagons.
PAGE 199 (Page 63 Supp. No.3)			
AMEND:—FARNLEY JUNCTION TO WHITEHALL JN. (INCLUDING FARNLEY BRANCH)			
DELETE:—			
Copley Hill No.3	Leeds Central 'B'	Down	12 Freight vehicles with 20 ton brake van.
Leeds Central 'B'	Copley Hill No.3	Up	20 Freight vehicles with 20 ton brake van.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

TABLE F—continued.

From	To	Line	Number of Vehicles and Special Conditions
★ PAGE 199 (Page 64 Supp. No.3)			
AMEND:—THORNHILL JN. TO LOW MOOR NO.2 WEST ETC.			
DELETE:—			
†Mirfield No.3	No.4	Down Goods	Freight wagons etc.
Mirfield No.3	No.4	Down Main	Freight wagons etc.
PAGE 201.			
LEEDS CITY NORTH TO SKIPTON (SNAYGILL).			
ADD:—			
Whitehall Junction	Wortley Junction	Down Slow	10 Freight wagons.
PAGE 202 (Page 64 Supp. No.3)			
DELETE:— APPERLEY JUNCTION TO EMBSAY JUNCTION ETC heading and item.			
PAGE 202			
PROPELLING FREIGHT BRAKE VANS			
DELETE:—from list of tunnels - Gildersome.			

TABLE G

From	To	Line		Remarks
		Down	Up	
PAGE 204 (Page 65 Supp. No.3)				
DELETE:-				
Batley, Lady Anne Crossing	Batley, Birstall Jn.	Through Siding	—	—
PAGE 205				
★	AMEND:—line heading.			
STAINFORTH (THORNE JN.) TO STADDLETHORPE (INCLUDING GOOLE ENGINE SHED TO POTTERS GRANGE).				
DELETE:-				
WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.				
Knottingley "A"	Knottingley "B"	—	Main	Clear weather only.
HULL (WEST PARADE) TO WITHERNSEA (INCLUDING ANLABY LOOP)				
DELETE:—heading and item				
PAGE 207				
HEBDEN BRIDGE TO NORMANTON (GOOSE HILL)				
DELETE:-				
Mytholmroyd West	East	—	Goods	Freight wagons without brake van. May be drawn only.
★	PAGE 208.			
AMEND:—THORNHILL JN. TO LOW MOOR NO.2 WEST ETC.				
DELETE:-				
Mirfield No.4	No.3		Main	Coaching Stock.
Mirfield No.4	No.3		Goods	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

TABLE HI

From	To	Line	Number of Vehicles and Special Conditions
PAGE 210			
DELETE:-			
Malton West	Malton East	Down Main	-
Malton East	Malton West	Up Main	-
		Up Goods	}
PAGE 212			
★ AMEND:-HULL (WEST PARADE) TO HEDON (INCLUDING ANLABY LOOP).			
DELETE:-			
Wincolmlee	Stepney	Down Reception	12 tank wagons, etc.
★ AMEND:-line heading.			
STAINFORTH (THCRNE JN.) TO STADDLETHORPE (INCLUDING GOOLE ENGINE SHED TO POTTERS GRANGE)			
PAGE 213			
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND NO.2 TO DRYCLOUGH JUNCTION, ETC.)			
ADD:-			
Halifax Goods Yard	Halifax East	Down Goods	Wagons to and from North Bridge Yard.
PAGE 215.			
★ AMEND:-THORNHILL JN. TO LOWMOOR NO.2 WEST ETC.			
★ DELETE:-			
Mirfield No.3	No.4	Down Main	20 Wagons.
		Down Goods	35 Wagons.
Mirfield No.4	No.3	Up Main	20 Wagons.
AMEND:-FARNLEY JUNCTION TO WHITEHALL JN.(INCLUDING FARNLEY BRANCH).			
DELETE:-			
Holbeck No.1 Frame	Leeds Central 'B'	Down Goods	35 in clear weather only.
AMEND:-			
BARNSELY (EXCHANGE) TO HORBURY JUNCTION (INCLUDING HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION)			
Horbury Flockton Siding	Horbury Junction	Down Main	40 wagons.
DARFIELD STATION TO LEEDS CITY NORTH.			
ADD:-			
Hunslet South Jn.	Wakefield Road	Up Goods	25 Wagons.
Wakefield Road	Stourton	Nos. 1 and 2	25 Wagons.
	Up Sidings	Up Goods	

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

TABLE H.2.

From	To	Line	Number of Vehicles and Special Conditions
PAGE 216			
DELETE:-			
Malton West	Malton East	Down Main	-
Malton East	Malton West	Up Main	-
		Up Goods	-
PAGE 216 (Page 69, Supp. No.3)			
AMEND:-			
WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST			
Wakefield (Westgate) South	Wakefield (Kirkgate) West	Down Main	22 Carflat/Cartic or 10 other type of vehicle
PAGE 217			
AMEND:-			
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL			
Wakefield West	Normanton, Goose Hill	Down Main	10

TABLE J

PAGE 218 (Page 70 Supp. No.3)

EXPLANATION OF REFERENCES**AMEND:-**N. Assisting STEAM locomotive must **NOT** be coupled to train.

From	To	Class of Train	Conditions	Remarks
PAGE 220				
DELETE:-				
Malton East	Malton West	PF	K	-
Malton Station	Malton			
	Scarboro Rd.	PF	K	-
Malton West	Malton Station	F	K	-
★ PAGE 221.				
AMEND:- HULL (WEST PARADE) TO HEDON (INCLUDING ANLABY LOOP)				
★ PAGE 222.				
DELETE:-				
BEESTON JUNCTION TO HUNSLET EAST.				
Hunslet East	Parkside	F	N	-
AMEND line heading:-				
BRADFORD (ST. DUNSTAN'S) TO HORTON PARK JN. (INCLUDING CITY ROAD GOODS BRANCH.				
PAGE 223.				
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) ETC.				
DELETE:-				
Greetland No.2	Dryclough Junction	P	N	
ADD:-				
Greetland No.2	Halifax East	P	-	Fireman to couple engine to the train at Greetland No. 2

★ **AMEND:-**THORNHILL JN. TO LOWMOOR NO.2 WEST ETC.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

TABLE J-continued.

From	To	Class of Train	Conditions	Remarks
PAGE 223 (Page 71, Supp. No.3)				
AMEND:-				
Greetland No:2	Halifax East	F	-	-
AMEND:-line heading PENISTONE HUDDERSFIELD JN. (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JUNCTION), ETC.				
AMEND line heading :-				
APPERLEY JUNCTION TO ILKLEY STATION				
ADD new line heading before Skipton Station North Junction item:-				
EMBSAY STATION TO EMBSAY JUNCTION.				

TABLE K1

		Line	
From	To	Down	Up
PAGE 224			
CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL) ETC.			
DELETE:-Heading and item			

TABLE K2

From	To	Line	
		Down	Up

★
PAGE 225

BRADFORD (ST. DUNSTANS) TO CULLINGWORTH, ETC.

DELETE:-Heading and items

AMEND:-FARNLEY JUNCTION TO WHITEHALL JN. (INCLUDING FARNLEY BRANCH).

TABLE M.

Signal Box	Line	Remarks
------------	------	---------

PAGE 228

AMEND:-line heading PENISTONE HUDDERSFIELD JN. (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JUNCTION). ETC.

AMEND:-THORNHILL JN. TO LOWMOOR NO.2 WEST ETC.

TABLE N

Tunnel	Between	Length	
		Miles	Yards

PAGE 229

THORNHILL (LNW JUNCTION) TO HULL (PARAGON) VIA LEEDS CITY SOUTH

Morley Tunnel

AMEND:-location to read Batley and Morley Low

PAGE 229 (Page 73, Supp. No.3)

SHAWCROSS COLLIERY BRANCH

DELETE:-Heading and Item

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

TABLE N-continued.

Tunnel	Between	Length	
		Miles	Yards
PAGE 230 (Page 73 Supp. No.3)			
AMEND:—line heading:—			
BRADFORD (ST. DUNSTAN'S) TO HORTON PARK JUNCTION ETC.			
AMEND:—line heading PENISTONE HUDDERSFIELD JN. (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JN.), ETC.			
AMEND:—			
Wellhouse	Penistone, Huddersfield Junction and Denby Dale	—	415
Thurstonland	Clayton West Junction and Lockwood	—	1631
Robin Hood	Clayton West Junction and Lockwood	—	228
SPEN VALLEY JUNCTION TO FARNLEY JUNCTION (VIA HECKMONDWIKE), ETC.			
DELETE:—heading and items.			
AMEND:—			
BARNSELY (EXCHANGE) TO HORBURY JN. (INCLUDING HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION.			
Woolley	Haigh Station and Crigglestone Jn.	—	1,745

TABLE O

From	To	Number of Vehicles
PAGE 232		
AMEND line heading:- APPERLEY JUNCTION TO ILKLEY STATION.		
ADD new line heading after Burley Jn. - Apperley Jn. item :-		
EMBSAY STATION TO EMBSAY JUNCTION.		
AMEND:-		
Embsay Station	Embsay Jn.	1
Embsay Junction	Embsay Station	1

TABLE P

Name of Crossing	Situated at or between	Remarks
★ PAGE 233 (Page 74 Supp. No.3)		
AMEND:-HULL (WEST PARADE) TO HEDON (INCLUDING ANLABY LOOP)		
DELETE:-		
Magdalene Gates, Ryehill) Station, Burstwick Gates,) Keyingham Station, Ott-) ringham Station,) Ottringham Baulk,) Winestead)	Hedon and Withernsea	-
ADD:-		
Preston Gates	Marfleet and Hedon	-

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

TABLE S1

Name of Siding	Situation	Line connected with	Method of control
PAGE 236.			
AMEND:-FARNLEY JUNCTION TO WHITEHALL JN. (INCLUDING FARNLEY BRANCH).			
AMEND:-BARNLEY EXCHANGE) TO HORBURY JN. (INCLUDING HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION)			
Crigglestone Station	Between Crigglestone Jn. and Haigh Up Main		Ground Frame electrically controlled from Crigglestone Jn.

PAGE 236 (Page 75, Supp. No.3)

DARFIELD STATION TO LEEDS CITY NORTH, ETC.**DELETE:-**Heading and items

TABLE S2

PAGE 237**AMEND:-**line heading **PENISTONE HUDDERSFIELD JN. (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JUNCTION) (INCLUDING CLAYTON WEST BRANCH).**

TABLE S3

Siding	Position	Remarks
PAGE 238 (Page 75 Supp. No.3)		
AMEND:- line heading – BARNLEY (EXCHANGE) TO HORBURY JUNCTION ETC.		
DARFIELD STATION TO LEEDS CITY NORTH, ETC.		
DELETE:- Heading and item		

TABLE X

Name of Tunnel	Between Signal Boxes	Length	
		Miles	Yards
PAGE 240			

THORNHILL (LNU JN.) TO HULL (PARAGON) ETC.**Morley Tunnel****AMEND** location to read:- Batley and Morley Low**DELETE:-BRADFORD (ST. DUNSTON'S) TO CULLINGWORTH ETC.,** heading and item.**PAGE 241 (Page 76 Supp. No.3)**

Thurstonland Tunnel.

AMEND:-Between Clayton West Junction and Lockwood.**SPEN VALLEY JUNCTION TO FARNLEY JUNCTION (VIA HECKMONDWIKE) ETC.****DELETE:-**heading and items.**AMEND:-BARNLEY EXCHANGE TO HORBURY JN. (INCLUDING HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION**

Wooley	Haigh Station and Crigglestone Junction	-	1,745
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SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

GENERAL INSTRUCTIONS.

PAGE 242

ADD:-

STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS.

Referring to pages 72/73 of the General Appendix (pages 6/7 of Supplement No.1); the following alterations apply on the North Eastern Region.

Description of Train	Maximum Speed M.P.H.	Classification (first frame of indicator box)	Headcode (white lights or discs)
----------------------	-------------------------	---	--

ADD:-

after seventh item.

† Freight train with fitted braked head	35	7 *	As for Class 7
--	----	-----	----------------

AMEND:-

Maximum speed of "† Through freight train not fitted with the automatic brake" to read	25
--	----

Maximum speed of "† Branch or Stopping freight train and Officers' Special train or ballast train, requiring to stop in section" to read	25
--	----

ADD:-

MAXIMUM SPEEDS OF FREIGHT TRAINS.

Referring to page 95 of the General Appendix (page 9 of Supplement No.1); the following alterations apply on the North Eastern Region:-

Classification	Maximum Speed m.p.h.	Minimum proportion of fully braked vehicles
----------------	-------------------------	--

ADD:-

7*	35	§
----	----	---

AMEND:-

8	25	†
9	25	†

ADD:-

NOTE:-§ The proportion of vehicles which must form the fitted head is shown in the Freight
Trains Loads books.

SNOW CLEARANCE ARRANGEMENTS.

PAGES 243/4 (Pages 79/80 Supp. No.3)

4. BUFFER BEAM SNOW PLOUGHS ALLOCATION**(a)(i) STEAM LOCOMOTIVES**

M.P. Depot	No. of Ploughs	For use on Single or Double Lines	Class of locomotive to which attached
DELETE:-			
Ardsley	1	Universal	8F (LM)
AMEND:-			
Wakefield	6	Universal	8F (WD)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued.
GENERAL INSTRUCTIONS—continued

OTHER EQUIPMENT

PAGE 245 (Page 80 Supp. No.3)

Place	Steam heater defreezers	Hand defreezers	Steam Lances
-------	----------------------------	--------------------	-----------------

DELETE:—

Motive Power Depots
 Ardsley

2

BREAKDOWN TRAIN ARRANGEMENTS

BREAKDOWN CRANES

PAGES 245–253 (Pages 81 to 92, Supp. No.3)

★ **PAGE 81**

DAIRYCOATES

AMEND:—

Hull (West Parade) and Hedon

★ **PAGE 82**

DAIRYCOATES

AMEND:—

Hull and Hedon

PAGE 83.

ADD:—

WAKEFIELD

No.160, 30 tons (Steam).

Crofton East (excl.) and Hensall Junction.

★ **Pontefract West and Prince of Wales Sidings (incl.)**

Restrictions

**Pontefract West and
 Methley Junction**

Permitted only in case of emergency and
 subject to 20mph speed restriction on
 section of line and crane to travel at
 10 m.p.h. over Bridge No.3 Methley and
 Pontefract Branch – Between 57m. 40chs.
 and 57m. 60chs. with adjacent line
 blocked

Cranes Affected

DB. 967159
 DB. 967160
 1049

PAGE 84.

ADD:—

WAKEFIELD

(**WAKEFIELD DISTRICT**)

Crofton East (excl.) and Hensall Junction (incl.)

★ **Pontefract West and Prince of Wales Sidings (incl.)**

PAGE 85.

WAKEFIELD

★ **DELETE:—**

Low Moor and Mirfield via Cleckheaton Heckmondwike Jn. and Thornhill Jn.

ADD:—

★ **Thornhill Jn. and Low Moor via Cleckheaton**

Heckmondwike Curve

AMEND:—

Wakefield East and Crofton East (incl.) including Turners Lane and Whitham's Sidings.
 St. Dunstan's and Horton Park Junction including City Road Goods Branch.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued..**GENERAL INSTRUCTIONS—continued.****PAGE 86****WAKEFIELD****AMEND:**—Huddersfield and Penistone (exclusive) and Branches.

LEEDS (HOLBECK)

(LEEDS DISTRICT)

No. 159 36 tons (Steam)

DELETE:—Farnley Junction and Spen Valley Junction via Heckmondwike.**DELETE:**—

Pontefract East and Methley Junction Charlesworths and Whitwood

PAGE 87**PROHIBITIONS****DELETE:**—

Charlesworths and Castleford (Whitwood)

RESTRICTIONS**DELETE:**—

Pontefract West and Methley Junction and relative remarks

PAGE 88.**MIRFIELD****ADD:**—Heckmondwike Curve.

★ Thornhill Junction to Liversedge (Central) (encl.).

WAKEFIELD**ADD:**—

Wakefield and Crofton East (incl.)

DELETE:—

Wakefield and Knottingley Depot East (excl.).

Knottingley Depot East and Hensall Junction (incl.).

★ Mirfield No.3 to Liversedge (Central) (encl.).

Thornhill to Heckmondwike.

PAGE 89**LOW MOOR****AMEND:**—St. Dunstan's and Horton Park Junction including City Road Branch.

FARNLEY (LEEDS DISTRICT).

DELETE:—Farnley Junction and Spen Valley Junction via Heckmondwike.

STOURTON (LEEDS DISTRICT)

DELETE:—both items.

LEEDS HOLBECK

DELETE:—Ardsley (Sidings) (Exclusive) and Cudworth Station.

★ GRASSINGTON BRANCH

AMEND:—Apperley Junction and Ilkley Station.**ADD:**—

Prince of Wales Sidings (excl.) and Methley Junction

Charlesworth's and Whitwood.

★ **ADD:**— Skipton (London Midland Region).
Embsay Station and Embsay Junction.**GRASSINGTON BRANCH****PAGE 91****Prohibitions****ADD:**—

Charlesworths and Whitwood

Restrictions.**ADD:**—**Pontefract West and
Methley Junction**Permitted only in case of emergency
and subject to 20mph speed restriction
on section of line and crane to travel at
10mph over Bridge No.3 Methley and
Pontefract Branch—Between 57m.40chs.
and 57m. 60chs. with adjacent line
blocked**Cranes Affected**

DB.967159, DB.967160

1049
DB.967159
DB.967160

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.**GENERAL INSTRUCTIONS-continued.****PAGE 92**

ROYSTON

DELETE:-Cudworth Station and Ardsley Sidings (Exclusive) via Chapeltown line.

STOURTON

ADD:-

Prince of Wales Siding (excl.) and Methley Junction Charlesworth's and Whitwood.

MANNINGHAM

AMEND:-Apperley Junction and Ilkley Station.**ADD:-**

Skipton (London Midland Region).

Embsay Station and Embsay Junction.

★ **PAGE 254 (Page 93 Supp. No.3).****WEEDKILLING TRAIN****AMEND** second clause:-**(2) FORMATION OF TRAIN.**

The vehicles must be arranged in the following order and the train may be hauled from either end:-

1 Brake Van - Vacuum braked.

6 Water/Chlorate Tanks - Vacuum braked.

1 Spray Coach - Vacuum braked.

1 Mess/Brake Coach - Vacuum braked.

The overall length is 318ft. and the laden weight 295 tons.

AMEND:-first sentence of second paragraph of Clause (5).**SPEED:-**

When spraying a speed of 30m.p.h. should be maintained as far as possible and must not exceed 40m.p.h.

ENGINEER'S RAIL MOTORS.**PAGE 259 (Page 94 Supp. No.3)****BETWEEN**

Signal Box

Signal Box

AMEND:-

Nostell

Castle Hills (Up and Down
Main Lines only)

Beeston Junction

Hunslet East, Parkside.



Wilmington

Hedon Station



Boothferry Road

Thorne Moor

DELETE:-

Batley East

Shawcross

Horsforth Station

Arthington South

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

GENERAL INSTRUCTIONS-continued

ENGINEER'S RAIL MOTORS-continued

BETWEEN	
Signal Box	Signal Box
ADD:-	
Moorhouse and South Elmsall Station	Moorhouse Junction
Geldard Junction	Wortley North
Headingley Station	Arthington North
Wortley Junction	Wortley North
Wortley Junction	Keighley Station Junction
Apperley Junction	Ilkley Junction
Guiseley Junction	Esholt Junction
Shipley (Leeds Junction)	Idle
Shipley (Leeds Junction)	Bradford Forster Square
Shipley (Bradford Junction)	Shipley (Bingley Junction)

INSTRUCTIONS FOR WORKING OVER COLOUR LIGHT SIGNALLED AREAS IN CONNECTION WITH THE MAINTENANCE OF SIGNALLING.

BETWEEN	
Signal Box	Signal Box
PAGE 262	
ADD:-	
Wortley North	Headingley Station
Keighley Station Jn.	Cononley

PAGE 266

GONGS IN TUNNELS		
Tunnel	Up or Down Line	Position of gong
DELETE:-		
Morley (Low)	Up	76 yards on the Morley side of the Lady Anne's Crossing Up Distant signal

PAGE 268 (Pages 97/99 Supp. No.3)**WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS****Clause 5-(Tail Traffic)****ADD:-**

1 Trains formed entirely or in part of Light Weight Units.

Route	Train Formation	Minimum Horsepower	Maximum Tail Load
Scarborough and Hull	2 Cars	300 BHP	1 vehicle, 17 tons gross.
	4 Cars	600 BHP	

2 Trains formed entirely of other than Light Weight Units.

Route	Train Formation	Minimum Horsepower	Maximum Tail Load
ADD:-			
Scarborough and Hull	2 Cars	300 BHP	1 vehicle 17 ton gross.
	4 Cars	600 BHP	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES-continued.**DELETE** all entries under **Following Authorities apply to Parcels Trains only** and **SUBSTITUTE:-**

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
Huddersfield and Bradford Ex. via Greetland and)	2 car	600 h.p.	40 tons gross
via Cleckheaton (both directions))	4 car	1200 h.p.	80 tons gross
Leeds City and Huddersfield	2 car	600 h.p.	40 tons gross
	4 car	1200 h.p.	80 tons gross
Huddersfield and Leeds City	2 car	600 h.p.	70 tons gross
	4 car	1200 h.p.	140 tons gross
Bradford Ex. and Leeds Central (both directions)	2 car	600 h.p.	40 tons gross
	4 car	1200 h.p.	80 tons gross
Leeds Central and Wakefield Kirkgate	2 car	600 h.p.	40 tons gross
	4 car	1200 h.p.	80 tons gross
Wakefield Kirkgate and Leeds Central	2 car	600 h.p.	70 tons gross
	4 car	1200 h.p.	140 tons gross
Bradford Ex. and Wakefield Kirkgate (both directions)	2 car	600 h.p.	40 tons gross
	4 car	1200 h.p.	80 tons gross
Bradford Ex. and Sowerby Bridge	2 car	600 h.p.	40 tons gross
	4 car	1200 h.p.	80 tons gross
Sowerby Bridge and Bradford Exchange	2 car	600 h.p.	70 tons gross
	4 car	1200 h.p.	140 tons gross
Normanton and Hebden Bridge (both directions)	2 car	600 h.p.	70 tons gross
	4 car	1200 h.p.	140 tons gross
Heckmondwike Jt. and Thornhill (both directions)	2 car	600 h.p.	70 tons gross
	4 car	1200 h.p.	140 tons gross
Huddersfield and Normanton (both directions)	2 car	600 h.p.	70 tons gross
	4 car	1200 h.p.	140 tons gross
Wakefield Kirkgate and Knottingley (both directions)	2 car	600 h.p.	40 tons gross

ADD:-**Clause 5a (Shunting of Tail Vehicles)**

When it is necessary for a propelling movement to be made when attaching or detaching vehicles, the Diesel Multiple Unit must be driven from the leading end and a guard or shunter must ride with the driver. The movement must be controlled by a shunter on the ground and must not be commenced until the route is set throughout.

PAGE 269**ADD:-****CONVEYANCE OF CERTAIN INTER-CITY DIESEL VEHICLES ON PARCELS AND OTHER TRAINS.**

Reference item on pages 40/41 of the General Appendix respecting the coupling and uncoupling of Multiple-Unit Mechanical Diesel Trains, the following additional instructions apply on the North Eastern and London Midland Regions:-

When coupling the non-gangwayed driving ends of Inter-City Diesel vehicles to vehicles of any other type, the Buckeye coupling must not be used. They must be screw-coupled, using an emergency screw-coupling with the buffers in the long position.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.**PAGE 276.****LAMPS FOR REPAIR.**

AMEND:—in two places, Locomotive Works Manager, North Road, Darlington to read, Works Manager, Shildon.

ADD:—

SECTIONS IN WHICH AUTOMATIC HALF BARRIER LEVEL CROSSINGS ARE SITUATED.

The following instructions will apply at the crossings shown in the table below.

Wrong Line Order "C" must not be issued for a movement which requires to pass over the crossing until permission has been obtained from the Signaller at the supervising box.

A ballast train which has passed over the crossing is prohibited from returning to the box in rear in accordance with Rule 175, clause (c).

A ballast train which has passed over the crossing must not be set back in accordance with the provisions of Rule 216, clause (j), if it will approach nearer than a quarter of a mile to the crossing.

A trolley must not be allowed to occupy any of the controlling track circuits without permission of the Signaller at the supervising box.

Prior arrangements must be made for a Crossing Keeper to be in attendance:—

- (i) If a train is required to stop in section (in accordance with Block Regulation 8) on any of the controlling track circuits or,
- (ii) If a tamping machine, track recording machine, ballast cleaning machine, Engineer's rail motor or a Rail Bus is required to run through the section.

Level Crossing	Signal Boxes Between	
	Supervising Box	
Spring Lodge	Womersley	Knottingley South
Cridling Stubbs	Womersley	Knottingley South

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

LOCAL INSTRUCTIONS

PAGE 284 (Page 103, Supp. No.3)

THIRSK

DOWN SLOW LINE—Water Column at South End.

AMEND:—heading and item to read:—

DOWN AND UP SLOW LINES—Water Columns North of Signal Box.

Drivers must in no circumstances take water at the water columns adjacent to signal TK9 on the Down Slow line and signal TK22 on the Up Slow line without first having obtained the permission of the Thirsk signalman by telephone.

PAGE 287 (Page 105 Supp. No.3)

LEEDS CENTRAL

AMEND commencement of additional paragraph under heading “Assisting of Passenger Trains to read:—

The 1E01, 07 25 SX Leeds Central to King's Cross and 1E03, 07 20 SO Bradford Exchange to King's Cross may be assisted etc (remainder as printed).

PAGE 291

MALTON

DELETE:—Heading and both items.

PAGE 293

THIRSK TOWN BRANCH

DELETE:—from first sentence “and to and from Toes’ standage at the dead end of the Branch”

INWARD TRAINS.

DELETE:—from second line “with the Sidings”.

OUTWARD TRAINS

AMEND:—item to read:—

The train must be propelled from the Goods Station to the dead end and when the locomotive is clear of the connection the train must be drawn forward to No. 37 subsidiary signal, where the person in charge must telephone the Thirsk signalman to inform him of the arrival of the train at this signal.

TOES’ STANDAGE

DELETE:—Sub-heading and item.

THORNHILL (LNW JUNCTION) TO HULL (PARAGON) ETC.

PAGE 295 (Page 107 Supp. No.3)

DEWSBURY (WELLINGTON ROAD)

DELETE:—heading and item.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MORLEY (LOW)

MORLEY TUNNEL—Failures of Instruments, Bells and Telephones.

AMEND in third line:—

Morley Station and Lady Anne's Crossing, or Birstall Junction Boxes, as the case may be, to read:—

Morley Station and Batley Boxes

PAGE 296

DELETE:—CROSS GATES—STATION SIGNAL BOX—Manston Ground Frame heading and item

PAGES 299/300 (Page 109 Supp. No. 3).

BOLTON—ON—DEARNE.

HICKLETON MAIN COLLIERY SIDINGS.

DELETE existing entry and **SUBSTITUTE:—**

BOLTON—ON—DEARNE.

HICKLETON MAIN COLLIERY SIDINGS. Empty Wagon Sidings.

Access to the Colliery empty wagon sidings is via the Empty Wagon Branch line, and all empty wagon trains must be propelled over that line to the sidings.

The Empty Wagon Branch is a single line and is worked in accordance with the Regulations for Working Single Lines by One Engine in Steam. A Train Staff is provided lettered "Hickleton Colliery Empty Wagon Sidings", and no locomotive or other vehicle (except as under) must be on the Branch, unless the driver, as regards the locomotive, or authorised person as regards other vehicle, is in possession of the Train Staff.

EXCEPTION.

Upon request by the Person in Charge of the N.C.B. Empty Weigh Office, the Signalman at Hickleton Main Colliery Sidings signal box, may give permission for the Colliery locomotive, with or without wagons, to occupy the Empty Wagon Branch Line in either direction without being in possession of the Train Staff, providing:—

- (i) The Train Staff is in possession of the Signalman at Hickleton Main Colliery Sidings signal box.

and

- (ii) When such permission is given, a Lever Collar is placed and maintained on the Train Staff until the movement has cleared the Colliery Empty Wagon Branch Line.

Before the Signalman at Hickleton Main Colliery Sidings signal box gives permission for the Empty Wagon Branch Line to be occupied by the Colliery locomotive, he must have a clear understanding with the Person in Charge of the N.C.B. Empty Weigh Office as to the movement it is required to be made, after which movements may be allowed as under:—

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

- (a) **FROM the EMPTY WAGON SIDINGS to the EMPTY WAGON BRANCH which do NOT require to travel throughout the EMPTY WAGON BRANCH LINE to Hickleton Main Colliery Sidings signal box.**

Person in charge of the N.C.B. Empty Weigh Office must first request the permission of the Signalman at Hickleton Main Colliery Sidings signal box for the Empty Wagon Branch line to be occupied, and after the movement has been completed, and the Empty Wagon Branch line is again clear, must again advise the Signalman accordingly.

- (b) **FROM the EMPTY WAGON SIDINGS to the EMPTY WAGON BRANCH which REQUIRES to travel throughout the EMPTY WAGON BRANCH LINE TO HICKLETON MAIN COLLIERY SIDINGS signal box.**

Person in charge of the N.C.B. Empty Weigh Office must first request the permission of the Signalman at Hickleton Main Colliery Sidings signal box for the Empty Wagon Branch line to be occupied, and after the movement has been completed, and the Empty Wagon Branch line is again clear, the N.C.B. Locomotive Driver, or N.C.B. Shunter, must advise the Signalman accordingly.

- (c) **FROM THE LOADED WAGON SIDINGS at Hickleton Main Colliery Sidings signal box to the EMPTY WAGON BRANCH and EMPTY WAGON SIDINGS.**

The N.C.B. Locomotive Driver or N.C.B. Shunter must first request the permission of the Signalman at Hickleton Main Colliery Sidings signal box for the Empty Wagon Branch line to be occupied, and after the Signalman has obtained the permission of the Person in Charge of the N.C.B. Empty Weigh Office for the movement to take place, the N.C.B. Driver, or Shunter may be advised accordingly. After the movement has been completed, and the Empty Wagon Branch line is again clear, the Person in Charge of the N.C.B. Empty Weigh Office must advise the Signalman accordingly.

In each case, until information is received that the Empty Wagon Branch is clear, no other movement over this line must be allowed to take place.

An entry must be made in the Train Register of all movements over the Empty Wagon Branch line without the Driver being in possession of the Train Staff in accordance with the foregoing instructions, denoting the time permission is given for the line to be occupied, and also when information is received the line is again clear.

WORKING OF B.R. EMPTY WAGON TRAINS TO EMPTY WAGON SIDINGS.

No B.R. train must proceed to the Empty Wagon Sidings without the Driver being in possession of the Train Staff, and the Signalman at Hickleton Main Colliery Sidings signal box having first obtained the permission of the Person in Charge of the N.C.B. Empty Weigh Office for the train to proceed.

The B.R. Shunter will obtain the Train Staff from the Signalman in respect of empty wagon trains from the Dearne Valley Line, and hand it to the Driver.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISHAPS OR OBSTRUCTION OF EMPTY WAGON BRANCH LINE.**

In the event of mishap or obstruction whereby the EMPTY WAGON BRANCH Line is blocked the N.C.B. staff or B.R. Staff must immediately advise the Signaller at Hickleton Main Colliery Sidings signal box, and take the necessary steps to afford protection. The Signaller must ensure that the Person in Charge of the N.C.B. Empty Weigh Office is aware of the circumstances.

SIGNALS ON EMPTY WAGON BRANCH LINE.

- (i) Semaphore signal, located on right hand of branch line when working to Empty Wagon Sidings, 450 yards from Signal box end.
- (ii) Colour light signal 465 yards from (i) approach side of Level Crossing, adjacent to N.C.B. Empty Weigh Office.
- (iii) Colour light signal to control movements FROM the Empty Wagon Sidings over the Level Crossing and to the Empty Wagon Branch line.

All these signals are operated by the N.C.B. staff.

Before the Person in Charge of the N.C.B. Empty Weigh Office gives permission to the Signaller at Hickleton Main Colliery Sidings signal box for a movement to proceed over the Empty Wagon Branch line to the Empty Wagon Sidings, he must first ensure that the barriers of the level crossing are secured against road traffic, and that the necessary signals are then cleared for the movement to proceed to the Empty Wagon Sidings. He must then advise the Signaller at Hickleton Main Colliery Sidings signal box accordingly, and at the same time inform him into which roads the wagons are to be placed when the train concerned is conveying empty wagons for the colliery.

A "STOP BOARD" is provided at the East end of the crossing to control movements from the EMPTY WAGON BRANCH LINE, near the dismantled overbridge, and the permission of the B.R. Shunter must first be obtained before movement is made past this Board.

Loaded Wagon Sidings. When more than one train is engaged in the Sidings at the same time, before giving the Guard of the second train permission to commence shunting, the B.R. Shunter (or in his absence the Guard) must satisfy himself that the first locomotive has gone beyond the signal applicable to the shunting neck. This instruction, however, will not apply to Dearne Valley trains.

In the case of a Dearne Valley train being in the National Coal Board's Sidings at the same time as a train from another direction the Dearne Valley train Guard will be held responsible for satisfying himself that the first train has gone beyond the signal, applicable to the shunting neck, or is clear on to the Dearne Valley line.

In the event of a train coming to a stand owing to the inability of the locomotive to draw out of the Sidings, the Guard must go back and arrange with the B.R. Shunter before instructing the Driver to set back.

If the signal controlling the exit from the National Coal Board's Sidings is not pulled off immediately after a locomotive requiring to leave the Colliery has whistled, the B.R. Shunter (or in his absence the Guard) must telephone to the Signaller in order to take any instructions the latter may have to give as to his future movements.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

PAGE 301 (Page 109 No. 3 Supp.).

FERRYBRIDGE.

DELETE existing entry and SUBSTITUTE:—

FERRYBRIDGE "C" POWER STATION.

The internal layout consists of an incoming line, leading to two hopper tracks (East and West) which converge at the exit end of the unloading area to form an Outgoing line.

A hand worked trailing connection in the incoming line gives access to the Contractor's siding which is on the left of that line. The limit of movement for B.R. locomotives is defined on the siding by notice board.

A connection from the East unloading track (exit end) to 'B' Power Station sidings and 'C' Station Cripple siding is worked from a ground frame released by Ferrybridge Signal Box.

All trains for the Power Station, including those serving the Contractors' siding must enter via the Incoming line and return to Ferrybridge via one of the hopper tracks and the Outgoing line.

Trains from Ferrybridge proceed to signal 1 which protects the points leading to the Contractors' siding—signal 2 controls movements from that siding—and from signal 1 or 2 to signal 3 thence via the East or West track to signal 4 or 5 respectively, pending entrance to the hoppers.

A series of ground position light signals, with an emergency red aspect fitted above the signals is provided for each hopper track. The first of these signals is immediately beyond the exit end of the hopper house and subsequent signals are 150 feet apart.

Two marker boards are provided alongside each unloading track between the last ground position light signal and Signals F.40 and F.41. These are lettered '30' and '38' and indicate to a Driver when the rear brake van of a train consisting of 30 or 38 wagons, as the case may be, is clear of the empty weighbridge.

Trains for automatic discharge should be brought to a stand at Signal 4 or 5 where the driver must engage the automatic slow speed control set for a speed of $\frac{1}{2}$ m.p.h. When the signal is cleared the train must proceed forward whilst the ground position light signals show 'Proceed' but must be brought to a stand immediately if they are restored to 'Stop' or if the emergency red flashing signals are operated. On arrival of the engine cab at the appropriate marker board the train must be brought to a stand for the Driver to change back from slow speed to normal control. The Carriage and Wagon Examiner will inform the guard when the train is in order to proceed and the Guard must then give the Driver a starting signal to draw forward to Signal F.40 or F.41. The Carriage and Wagon Examiner must also advise the C.E.G.B. Controller by telephone when the train is ready to leave or if there are any defective wagons to detach.

If the automatic unloading procedure is not fully operational because of a fault in the equipment, or for any other reason, the Driver and Guard will be advised of the method of working before leaving signal 4 or 5. If a train proceeding through the hopper house has to be hand-signalled the guard must take complete charge and handsignal the Driver as necessary.

In the event of it being necessary to detach any defective wagons into the Cripple Siding, the Guard must instruct the Driver accordingly and make the necessary arrangements with the Signaller by telephone from F.40 or F.41 Signal.

When the ground frame connection is to be used by trains for 'B' Power Station vehicles must not be left on an unloading track and the entire train must be placed in 'B' Power Station Sidings before attaching or detaching movements are commenced.

Trains which are not dealt with at the hoppers must be worked through the hopper house on one of the unloading tracks to Ferrybridge signal 40 or 41 and the ground position light signals will be cleared for the movement; thence forward as detailed in the previous paragraph.

A speed of 10 m.p.h. must not be exceeded when passing over the weighbridges located at the entrance to and exit from the hopper house on both East and West tracks. Subject to the above, a speed restriction of 15 m.p.h. will apply on all lines within the Power Station area.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

PAGE 302 (Page 110, Supp. No.3)

AMEND:-

HULL PRIORY YARD

The hold up points in the Up South main line, are laid towards the Empty Mineral Sidings and all Drivers must stop at the "Stop Board" and obtain the permission of the Yard Inspector on the telephone provided before proceeding towards the Loaded or Empty Mineral Sidings.

★ **PAGE 302/303** (Page 110 Supp. No.3)

HULL INWARD GOODS YARD

Nos. 1 and 2 Down North Main Lines and Nos. 1, 2, 3 and 4 -Departure Lines

ADD as last paragraph:-

In order to avoid delay, main line trains must be "rung out" to Dairycoates West Signal Box by the Inward Yard East end staff.

★

PAGE 310

AMEND heading:- **STAINFORTH (THORNE JN.) TO STADDLETHORPE (INCLUDING GOOLE ENGINE SHED TO GOOLE, POTTER'S GRANGE)**

PAGE 311.

GOOLE

ADD:-

Bridge Street Level Crossing:-Drivers requiring to work trains over this crossing must not foul the crossing until instructed to do so by the Shunter accompanying the movement. The Shunter must obtain an assurance from the Crossing Keeper that the crossing is clear and the gates have been secured across the road before instructing a Driver to proceed over the crossing.

PAGE 314 (Page 112, Sup. No.3)

ADD:-the work **INSERT** before the **TINGLEY GAS WORKS SIDINGS** item.

PAGE 315

★ **BEESTON JUNCTION TO HUNSLET EAST**

DELETE:-

FITTON'S SIDING heading and item

CLAYTON & SONS PEPPER ROAD SIDING BETWEEN PARKSIDE AND HUNSLET heading and item.

PAGE 318 (Page 113 Supp. No.3)

AMEND:-line heading **BRADFORD ST. DUNSTAN'S TO HORTON PARK JUNCTION INCLUDING CITY ROAD GOODS BRANCH.**

AMEND:-BRADFORD AND HORTON PARK JUNCTION.

Vehicles must not be on the line between St. Dunstan's and Horton Park Junction unless a locomotive or brake van is at the east end of the same.

PAGE 319 (Page 113 Supp. No.3)

HALIFAX

DELETE:-North Bridge Line

Vehicles must not be on either line of rails between Halifax and North Bridge without a locomotive, brake van or brake carriage at the Halifax end except in the case of vehicle attached outside the rear brake van of passenger trains.

★

FREIGHT TRAINS

DELETE:-First paragraph of instruction

★

PAGE 320

BRIGHOUSE

DOWN ARRIVAL LINE

DELETE:-from end of item "from the ground staff"

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**PAGE 320** (Page 113, Supp. No.3)**SOWERBY BRIDGE****AMEND:–**

Coupling up of Passenger Trains—The provisions of Rule 96 may be applied on the Up Loop line. During fog or falling snow, a competent man must meet the second train at the platform end and conduct it to the rear of the train in front.

PAGE 322 (Page 113 Supp. No.3).**RULE 41, Clause (a)****AMEND to read:–**

Rule 41, Clause (a). When a train is allowed to go forward under Absolute Block Regulation 5 a green hand signal will not be exhibited nor will the Driver be verbally instructed but when the section is clear to the next home signal at the box in advance but the station or junction is blocked, the train will be brought quite or nearly to a stand at the signal controlling the entrance to the section before it is taken off for the train to proceed.

PAGE 323**ADD:–****HECKMONDWIKE CURVE.**

The signals controlling movements to and from the Heckmondwike Curve are electrically controlled to prevent more than one train or engine being on the single line at the same time.

The line is worked under the Regulations for working Single lines by One Engine in Steam (subject to the modifications herein) so far as this is applicable but no train staff is provided.

Trains may be worked with an engine at each end. When a train is worked by two engines to Liversedge both engines must return with the train.

Section Obstructed.

If a train, proceeding to or from the curve, becomes disabled on the line between the connection to the curve and Thornhill Junction the instructions in the General Appendix "Wrong Direction Movements where track circuit block is in operation" will apply, subject to the provisions of the following paragraph:–

If the disabled train was proceeding to the curve, protection in accordance with Rule 179 must be carried out in the direction of Heckmondwike Junction by the Fireman. If assistance is required and it is to be provided from Thornhill Junction paragraph (b) of the instructions referred to above will apply, except that the protection 300 yards from the disabled train must be carried out in the direction of Thornhill Junction by the guard.

When the services of a Fireman are not available, the guard (or the driver in the case of trains or engines, the driving cabs of which are single manned) must carry out the duties laid down for the fireman.

Should the failure occur on the single line the guard must place three detonators, 10 yards apart, not less than 300 yards from the train on the Thornhill Junction side or at the trap points protecting the main line if within that distance, and advise the Healey Mills Signaller of the circumstances from the nearest signal post telephone.

The guard must exhibit a hand danger signal at the detonators and conduct the assisting engine to the disabled train.

Failure of track circuits and signals.

In the event of a failure of the signalling equipment or of a train on the single line a competent man will take charge of the connection to the Heckmondwike Curve under the instructions of the Signaller at Healey Mills box. No movements from or to the curve must be made until the driver has been instructed to do so by the man in charge on site. When these arrangements are in operation drivers will be so informed by the Healey Mills Signaller by means of the telephone at Signals HM.27 and 30. Drivers must arrange for the guard and driver of any assisting engine to be informed and the guard of each train or Fireman in the case of a light engine returning from the curve must advise the Signaller at Healey Mills, by telephone, when the train complete with tail lamp has passed signal HM.32.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

PAGE 324

★ MARSDEN

DOWN FREIGHT TRAINS

DELETE:—item

AMEND line heading:—PENISTONE HUDDERSFIELD JUNCTION (EXCL.) TO HUDDERSFIELD
(SPRINGWOOD JUNCTION) (INCLUDING CLAYTON WEST BRANCH).

PAGE 325

DELETE:—

HECKMONDWIKE (SPEN) heading and both items.

AMEND:—FARNLEY JUNCTION TO WHITEHALL JN.(INCLUDING FARNLEY BRANCH).

PAGE 325 (Page 115 Supp. No.3)

DELETE:—

LIVERSEDGE (SPEN)

OIL TANK TRAINS TO AND FROM ELLESMERE PORT heading and item

PAGE 326.

COPLEY HILL.

DELETE:—

TRAINS FROM COPLEY HILL TO LEEDS (WELL ST.) GOODS UP SIDE HIGH LEVEL
heading and item.

★ AMEND:—THORNHILL JN. TO LOW MOOR No. 2 WEST ETC.

PAGE 329 (Page 115, Supp. No.3)

NORMANTON.

AMEND:—

STATION:—Referring to Rule 44B(b); the calling on signal provided at Normanton Station North Signal Box below the Up Platform line starting signal, may be taken off before the train has been brought to a stand at it and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44B(a).

PAGE 329.

ADD:—

LEEDS CITY NORTH.

Leeds City Junction—Drivers of shunting movements at Leeds City Junction which require to draw forward towards Engine Shed Junction before setting back will not receive verbal instructions at Leeds City Junction box.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued

PAGE 330

LEEDS CITY NORTH TO SKIPTON (SNAYGILL).

KIRKSTALL.

DETACHING IN SIDING LEADING TO ELECTRICITY WORKS.

ADD to item:—

In addition the following instructions apply to fuel oil trains:—

1. Guards will be advised by the signalman whether C.E.G.B. staff are on duty or not and Guards must so advise Drivers.
2. When C.E.G.B. staff are not in attendance, the signalman will inform the Guard in which siding the tanks require to be positioned.
3. In all cases fuel oil trains must be drawn from the Main line into the Oil Storage Sidings.

CONONLEY

DELETE:—Heading and item.

PAGE 331 (Page 116 Supp. No.3)

AMEND heading to read:—

APPERLEY JUNCTION TO ILKLEY STATION.

PAGE 331 (Page 116 Supp. No.3)

SHIPLEY

ADD as second paragraph:—

Passenger trains (other than diesel multiple units with tail traffic) and parcels trains may be propelled, at Bingley Junction, from the Down Main Line to Platform No.1. In the case of parcels trains consisting of diesel multiple units with tail traffic the Guard must ride in the leading driving compartment and the movement must be supervised by the person in charge of Shipley station.

INDEX

	Page
PAGE 332	
ADD:—	
Conveyance of certain Inter-City Diesel vehicles on Parcels and Other Trains.	269
DELETE:—Dewsbury (Wellington Rd.)—Local instructions	295
ADD:—Headfield Branch—local instructions	323
Heckmondwike Curve—local instructions	326
DELETE:—Cononley—local instructions	330
PAGE 333	
ADD:—Maximum speeds of freight trains	242
★ DELETE:—	
Marsden – Local Instructions	324
PAGE 334	
ADD:—	
★ Sections in which automatic half barrier level crossings are situated.	276
Standard Classification and Code of Head Lamps or Discs.	242

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

ALTERATION TO FREIGHT TRAIN LOADS BOOK DATED 6TH APRIL, 1964.

Load Class of Locomotives			DIESEL							STEAM					See notes	Remarks
From/To	Length Limit	Class of Train	D12/1													
			D12/2													
			D11/1	D12/6	D25/1											
			D11/1A	D13/2	D17/3	D20/3	D25/1A	D27/2	4	5	6	7	8			
			Basic Wagon Units													

Alterations to Instructions etc. dated January, 1965

SECTION B

PAGE 12

AMEND

Healey Mills/ /Huddersfield	60	7												
/Hillhouse Huddersfield/	60	8												
/Healey Mills Hillhouse/	55	7												
		8												

All Sections

★ Page 4 (3) Calculation of Train Loads.

It is permissible for the following types of wagons to be loaded up to 10 cwt. above their plated capacity provided the wagon appears to be in a satisfactory condition as loaded:-

- 16 ton End Door Coal.
- 21 ton Flat Bottomed Coal.
- 24½ ton Flat Bottomed Coal.
- 21 ton Hoppered Coal.
- 24½ ton Hoppered Coal.

Page 5 Clause 3, paragraph (g)

Length of Trains ADD:-

The length limit for Class 4 and 5 trains over all Sections of the London Midland Region (Midland, Western and North Western Lines) is 70 wagons, except where a lower line maximum is shown on any of the pages in the North Eastern Region loads books or in the sections of the London Midland Region loads book referred to below:-

- N. E. Region. Section A. Pages 30, 35, 36, 38
- Section B. Pages 19, 20, 21, 22, 23, 24, 25, 29, 50.
- L.M. Region. (Midland Lines). Pages 32 - 56
- (North Western Lines). Pages 39-65
- (Western Lines). Pages 29-52

Page 6 Clause 4

CONDITIONS RELATING TO THE COMPOSITION OF FREIGHT TRAINS.

Classification 4.

Delete item 3 and substitute:-

"Two and three star tank wagons and all fitted bogie wagons may be conveyed by these trains. Bogie Strip Coil and Warwell wagons may be conveyed on Class 4 trains subject to a maximum speed of 50m.p.h. being observed."

Classification 5 Delete "One star wagons with a wheel base of less than 10 feet when loaded"

ADD additional note:-

"One star tank wagons with a wheelbase of less than 11 feet may be conveyed on Class 5 trains provided guard advises driver that such vehicles are being conveyed and that the train is subject to a maximum speed of 45 m.p.h.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO FREIGHT TRAIN LOADS BOOK DATED 6th APRIL, 1964—continued.

Load Class of Locomotives			DIESEL						STEAM					See notes	Remarks
From/To	Length Limit	Class of train	D12/1 D12/2		D17/3	D20/3	D25/1A	D27/2	4	5	6	7	8		
			D11/1A	D13/2											
Basic Wagon Units															

Basic Wagon Units

★ Sections A, B and C. Amend all relevant entries.

The length Limit of 55 Standard wagons applicable to Tyne Up and Down Yards is increased forthwith as under:—

70 4 and 5
60 6 to 8

★ Section A. Pages 21, 22, 29, 32 41.

Amend length limit to and from Millerhill via Berwick and Dunbar for Class 4 and 5 trains only to 70.

SECTION B

PAGE 23

ADD:—

		5							39	45	50	50	50
		6							50	55	61	67	74
Stourton/Tinsley	65	8	50	56(a)	71	76	91	96	51	56	62	69	75
Normanton Yard				(a) D12/2 and D13/2									
Carlton													
Tinsley/Carlton	90	6							50	55	61	67	74
/Normanton		8	62	83	83	83	83	83	68	75	83	91	100
/Stourton													

PAGE 25

Fourth entry. **Delete** "Healey Mills" and length limit 55.Fifth entry. **Delete** "Wrenthorpe" and insert "Healey Mills"**Amend** length limit to 55.

PAGE 26

ADD:—

Healey/Tinsley	65	8	40	45(a)	62	65	70	70					
Mills / Yard			40 T	45 T(a)	62 T	65 T	72 T	75 T					
via Oakenshaw Jn.				(a) D13/2 — 50 and 50T									

ADD:—

Tinsley/Healey	50	8	40	40(a)	55	55	55	55					
Yard / Mills			60 T	60 T(a)	75 T	75 T	75 T	75 T					
via Middlestown Branch				(a) D13/2 — 55 and 75T									

▲ At Middlestown Jn.

AMEND:—

Healey Mills/ Carlton	48
Healey Mills/ Tinsley via Oakenshaw Jn.	48

PAGE 35

Skellow/Thorpe
Junction/Marsh
Power Station

INSERT:— A Type 4, D27/2 may convey 40 x 24½T=120 BWU

Speed must not
exceed 10 m.p.h.
between Skellow
and Bullcroft Jn.

INSERT

Skellow Jn./ Thorpe Marsh	52
------------------------------	----

Page 36

Last entry. **Amend** 60 (a) (a) Healey Mills — 55.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

ALTERATIONS TO FREIGHT TRAIN LOADS BOOK DATED 6th APRIL, 1964—continued.

Load Class of Locomotives			DIESEL							STEAM					See notes	Remarks
			D12/1	D12/2	D12/6	D25/1	D20/3	D25/1A	D27/2	4	5	6	7	8		
From/To	Length Limit	Class of train	D11/1	D13/2	D17/3	D20/3	D25/1A	D27/2	4	5	6	7	8			
Basic Wagon Units																

PAGE 39

Lofthouse/Stourton Newmarket

AMEND first entry to read:—

Lofthouse/E.&W 9
Colliery Sidings

48

INSERT

E.&W. /Robin Hood 9
Colliery
Sidings

60

PAGE 45

ADD:—

Dewsbury/Turners
Railway Lane
St.

A. 204 h.p. diesel locomotive may convey 28 BWU

▲ River Bridge to
Dewsbury
sidings. Load
applies in both
directions

PAGE 56

ADD:—

Brierley/Cudworth 8
Junction

102 ▲

PAGE 58

Thornhill LNW Jct., Mirfield, Huddersfield, Diggle

DELETE AND SUBSTITUTE

Thornhill/Heaton 60 8
L.N.W. / Lodge

76 85 93 103 113

Heaton

Lodge/Hillhouse 60 8

51 56 62 68 75

Hillhouse/Diggle 60 8

47 51 56 62 68

Diggle/Hillhouse 60 8

70 77 84 93 102 ▲

Hillhouse/Heaton 60 8
Lodge

71 79 87 96 105

Heaton/Thornhill

Lodge L.N.W. 80 8

88 98 108 118 130

Huddersfield/Newton

Yd.60 8

47 51 56 62 68

Newtown/Huddersfield

Yard 60 8

47 51 56 62 68

SECTION E.

PAGE 24

Leeds—Pontefract via Ledston.

ADD:—

Prince of Wales 9
Colliery/York
via
Ferrybridge New Curve 9

58 64 68▲

Speed not to
exceed 10 m.p.h.
over new curve.

73 80 88 ♦

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

DIESEL HAULED TRAINS (FREIGHT TRAIN LOADS BOOK) : SUPPLEMENT DATED APRIL 1966

The loads quoted in this Supplement supersede any which may be shown in the current Loads Book for Diesel Hauled trains between the same points. Reference to the Loads Book is only necessary in cases where loads have not been supplied, e.g. York to Hull, for Special loads which have been quoted previously and for Steam loads.

AMENDMENTS.**Page 3. Class 7* trains.**

6 Axles braked. **Delete** Code 20/1 locomotive numbers D.800 – D.802 and **Insert** under 4 axles braked.

Amend Locomotive numbers D.300–D.399 under Code 20/3 to read D.200–399.

Amend locomotive numbers D.1707 – D.1723 under Code 27/2 to read D.1707 – D.1733 and D.1758 – D.1799 under Code 27/2A to read D.1758 – D.1999.

Page 4 Clause 4(b) Conditions relating to the Composition of Freight Trains.

Notes. **Amend:**—"The fitted portion of partially filled trains etc. to read " partially fitted trains, etc.,"

Page 5. Drawgear limit column.

Second and third entries (150 (b) and 150) refer to Doncaster to Tees Yard and Doncaster to Hull respectively.

★ **Pages 5, 7, 8, 10, 11 and 16. Amend all relevant entries.**

The Length Limit of 55 Standard wagons applicable to Tyne Up and Down Yards is increased forthwith as under:-

70 4 and 5
60 6 to 8

Page 9. Remarks column fourth entry. **Delete** Ferme Park – 60.

Page 10. Last entry. Bracket with previous entry. Same details apply.

Page 11. Remarks column third entry. **Delete** Ferme Park – 60.

Fourth entry. **Amend** length limit to 70(a) and

Delete three entries (a) in "Remarks" and insert Stockton – 60.

Page 12. First three entries – **Amend** "Yard" in Remarks to read "York".

Page 16. Remarks column last entry. **Delete** Ferme Park – 60.

Load Class of Locomotive		DIESEL TYPE AND B.H.P.							Drawgear Limit Standard Coupling	Notes	Remarks
		1	2	2	3	4	4	4			
Between	Length Limit Class of Train	900	1160	1250	1750	2000	2500	2750	Basic Wagon Units		

Page 15. Class 4 and 5 trains. DOWN.

Insert:-

Stourton	All Sections	70	4	—	32	37	48	60	77	85
Hunslet	L.M.R.(North West lines)		5	—	37	43	57	70	77	85
	via Snaygill									

The following locomotive types may convey:-

Type Code Class 4 Class 5
2 D10/3 23 27
4 D23/1 — 70

Page 16. Class 4 and 5 trains. UP.

Insert:-

Stourton	All Sections	70	4	23	32	37	48	60	77	85
	L.M.R.		5	27	37	43	57	70	77	85
	(Midland Lines)									
	via Cudworth									

The following locomotive types may convey:-

Type Code Class 4 Class 5
2 D10/3 23 27
4 D23/1 — 70

SECTION D-GENERAL INSTRUCTIONS AND NOTICES - continued.

ROUTE AVAILABILITY OF LOCOMOTIVES BOOKLET DATED APRIL, 1964.

ADD * to R.A. Group Number of following items:-

Page	9	Item	5
"	16	"	104
"	27	"	272

Page No.	Item No.	Yard, Siding or Depot	Class of Locomotive permitted	Restrictions	Class of Locomotive Prohibited
INSERT:-					
61	2	Askern Colliery Loaded & Empty Sidings Coalite Sidings	All —	— —	— All
61	40	Frickley Colliery (Burton Salmon & Swinton Line) Nos. 2,3,4,5 & 9 Loaded (Despatch) Sdgs. Empty Reception Sidings	All All	— Locomotives may proceed over the switches and crossings only sufficiently to propel wagons into these sidings but BR Locomotives must NOT travel into the sidings.	— —
61	5	Goldsborough	Groups 1 to 8	—	—
61	104	Harrogate Goods	Groups 1 to 8	D+ prohibited from Loading Dock on No.10 (Back) Siding	—
61	5	Hessay Station Sidings Royal Ordnance Depot Sidings	Groups 1 to 8 Groups 1 to 8	— —	— —
61	65	Malton Down Yard	Groups 1 to 8	D+ caution passing canopy roof of Warehouse (Formerly Silcock's Store) Loading Dock D+ caution passing side of water tank & Engine House if on No.1 Coal Drops Siding.	—
		Top/East Yard	Groups 1 to 8	D+ prohibited from passing Goods Shed Loading Dock.	—
61	23	Melmerby Ordnance Depot	Groups 1 to 8	B.R. Locomotives not to go beyond Exchange Siding within Depot	—
61	272	Pickering Station	Groups 1 to 8	D+ not to pass Cattle Dock, or to pass over Weighbridge on Warehouse Siding.	—

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

ROUTE AVAILABILITY OF LOCOMOTIVES BOOKLET DATED APRIL, 1964-continued.

Page No.	Item No.	Yard, Siding or Depot	Class of Locomotive permitted	Restrictions	Class of Locomotive Prohibited
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INSERT:-

62	23	Ripon Goods	All	D+ caution passing Down Side Loading Dock (behind Signal Box) and Dock alongside Alton's Siding. D+ prohibited from Warehouse Dock on Up Side.	-
62	65	Scarborough			
		Station & Carriage Sidings	Groups 1 to 8	-	-
		Washbeck Coal Yard	Groups 1 to 7	-	-
		Gas Works Down Sidings	Groups 1 to 8	-	-
		Gas Works Up Carriage Sidings	Groups 1 to 8	-	-
		Gas Works (N.E.G.B.) Sidings	Groups 1 to 8	D+ Not to go beyond Gateway into Gas Works Sidings	-

AMEND:-

62	275	Scarborough Gallows Close Goods Yard	ADD:-3/1,10/3,11/3 11/4A,12/2,12/5, 13/2,15/6,17/7,20/3 22/1,27/2	ADD:-All locomotives not to go beyond entrance to Chadwick Hargreaves Coal Siding.	-
----	-----	--------------------------------------	--	--	---

DELETE:-11/6, 11/6A

62	65	Seamer	Groups 1 to 8	D+ Not to pass limestone loading ramp on Up Cattle Dock D+prohibited from passing high limestone loading dock on Up Siding between Seamer Station and Seamer West	-
62	5	Starbeck			
		O. Atkinson's Sidings	Groups 1 to 8	D+extreme caution passing either side of loading dock within the Works.	-
		Goods Yard	Groups 1 to 8	D+caution passing loading docks in goods yard D+prohibited from all loading docks inside Warehouse	-
62	1	Thirsk	All	-	-
62	65	Weaverthorpe	Groups 1 to 8	D+caution passing Up Side Loading Dock.	-

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER
SCOTTISH REGION LINES (WESTERN SECTION) —(B.R.30038).

TABLE A

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow			
												Down		Up	
		M	Yds	Up	Down	Description	Stand- age Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods

GRETNNA JUNCTION TO GLASGOW (ST. ENOCH)

Page 58 (Page 201 Supp. No.3.)

Hurlford

DELETE:-

20 Through Junction to Darvel

1L IS 2L IS Darvel

Page 59 Kilmarnock

DELETE:—Between No.3 and No.4 Boxes, the "PF" on the No.5 Up Additional running line
No.4DELETE:—all details
No.2

AMEND:— 0 587

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

TABLE E

PAGE 64

Kilmarnock No.2

AMEND—references to Up Goods line to read:— Woodhill Sidings line

PAGE 65 (Page 203 Supp. No.3)

Kilmarnock No.4

DELETE—all details.

TABLE F

From	To	Line	No. of vehicles and special conditions
GRETNA JN. TO GLASGOW (ST. ENOCH)			
PAGE 66			
DELETE—			
Kilmarnock No.2	Kilmarnock No.4	No.5 Platform	ECS
AMEND—			
Kilmarnock No.2	Kilmarnock No.3	Up through and Up platforms	ECS

TABLE G

From	To	Line	Remarks
PAGE 68.			
Gretna Jn. to Glasgow (St. Enoch).			
DELETE:—			
Kilmarnock No.3	Kilmarnock No.4	No. 5 Up Platform line	L.E's. or E.C.S.
Kilmarnock No.4	Kilmarnock No.2	No.5 Up Platform line	L.E's. or E.C.S.

LOCAL INSTRUCTIONS.

PAGE 76.

KILMARNOCK.

DELETE:—Woodhill signalbox and all details.**ADD:—****Woodhill sidings line**—Worked as a yard from Kilmarnock No.2 Box. Only one train at a time must be worked on this line.

The connection to the Brickworks sidings is worked from a padlocked ground frame. Before the points can be operated, the signal from Hillhead Brickworks, which is normally in the clear position, must be placed to danger. After the work at the sidings is completed the signal from Hillhead Brickworks must be restored to the clear position, and the ground frame padlocked in the normal position.

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

York,
6th June, 1966

M.54/1383/NE/S No. 25D

J. R. SAMPSON
Movements Operations Manager.

If this notice is not received by the normal time advise your superior Officer by telegram as follows:—

NILE FOUR WEEKLY SIG. PROG. NE/S No. 25D
