

NE/S



EASTERN REGION

(NORTHERN AREA)

SOUTHERN SECTION

**No.
3D**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 18 JANUARY

(4 WEEKLY PERIOD)

TO

FRIDAY 14 FEBRUARY 1969

INCLUSIVE

*
 ** 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.

SPEED RESTRICTION

NOTICE TO STAFF

LIMITING SPEED TO 45 M.P.H. ON ALL VEHICLES OF 10 FT. WHEELBASE

1. Until further notice, all 4-wheeled vehicles which a wheelbase of 10-ft. or less are subject to a speed restriction of 45 m.p.h.
2. **Where the wheelbase of the wagon is not indicated and any doubt exists it must be assumed to be 10 ft. or less.**
3. If it is necessary for any such vehicle to be conveyed on a Class 1, 2 or 3 train, the Guard must advise the Driver and instruct him that the speed of the train must not exceed 45 m.p.h. at any point on the journey.
4. Class 4, 4+ and 5 trains must not exceed a maximum speed of 45 m.p.h. at any point of the journey unless they are indicated in the Timetable by a "Club" symbol in which case a maximum speed restriction of 55 m.p.h. (Class 4) or 60 m.p.h. (Class 4+) will apply. Should it be necessary for a train indicated by a "Club" symbol to convey a 4-wheeled vehicle with a wheelbase of 10-ft. or less, the Guard must instruct the Driver not to exceed a speed of 45 m.p.h. at any point on the journey.
5. Drivers must pay particular regard to this instruction to 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.

MISCELLANEOUS NOTICES—continued

TRAINS CONVEYING SIX WHEELED NON-PASSENGER CARRYING COACHING STOCK

Until further notice,

- (a) 6 wheeled non-passenger carrying Coaching Stock (except milk tanks) must be restricted to a maximum speed of **75m.p.h.**
- (b) 6 wheeled Milk Tanks must be restricted to a maximum speed of **60m.p.h.** when loaded and **50m.p.h.** when empty.

In each case where these vehicles are marshalled in the train the Guard must advise the Driver that the speed of the train must not exceed that applicable to the vehicle(s) being conveyed at any point on the journey.

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 42 of Supplement No.2 to the General Appendix so far as these vehicles are concerned.

MAXIMUM SPEED OF FERRY WAGONS

Ferry wagons marked "S" must not exceed a maximum speed of **55 m.p.h.** In every case where these vehicles are being conveyed in the train the Guard must advise the Driver that the speed of **55 m.p.h.** must not be exceeded at any point on the journey.

SPEEDS OF FREIGHT ROLLING STOCK

UNTIL FURTHER NOTICE, the following wagons are restricted to maximum speeds as shown:—

Description of Wagon	Loaded Wagons	Empty Wagons
	M.P.H.	M.P.H.
BULK GRAIN VANS (Privately and Railway owned)	50	50
A.P.C.M. CEMFLO	35	50
FLY-ASH	50	50
56 TON IRON ORE	25	25
LOW MACS (fitted with frames to carry containers)	45	45
PRESFLO	50	50
100 TON BOGIE RAIL TANKS	60	45
80 TON BOGIE RAIL TANKS (owned by Shellstar Ltd.)	45	45

100 TON BOGIE RAIL TANKS

These vehicles are restricted to a speed of 5 miles per hour when being **PROPELLED** empty.

PLACING OF DETONATORS ON THE LINE FOR PROTECTION PURPOSES

Tests have revealed that when trains are running at high speed it is sometimes difficult for train staff to distinguish the individual explosions of three detonators when spaced at 10 yard intervals ; the explosions tending to merge into one.

In consequence it has been decided that, commencing forthwith, wherever staff are required to place three detonators on the line, the distance between the detonators must be increased to 20 yards and the relevant instructions contained in the Rules, Regulations and Appendices there to are amended accordingly.

In the interests of uniformity this alteration will apply on all lines.

FREIGHTLINER WAGONS**(3RD OR 4TH RAIL ELECTRIFIED LINES)**

Staff are warned that when opening the spares locker (containing the emergency screw coupling, etc.) on the end wagons of a freightliner set, the door when lowered to its fullest extent will make contact with the conductor rail.

Spares lockers situated over a conductor rail should therefore not be used and the necessary equipment should be obtained from a locker on the other side of the train.

FREIGHTLINER AND MOTORCAR TRAINS

Increasing number of Freightliner trains are now operating in all Regions. One respect in which these Freightliner trains differ from ordinary trains concerns the direction of travel of the container.

All Freightliner Terminals are laid out to deal with Containers facing in one direction only. This is to make possible a one way only circulation of road vehicles which is desirable for safety and necessary for speed of operation.

All Freightliner trains are carefully scheduled to ensure that they arrive at the Terminal with the Container doors, which are at one end only of the container, at the appropriate end. Containers are moreover, identified by their position from the leading end of the train.

As confusion and delay could arise from a Freightliner train arriving in the Terminal the wrong way round, steps should be taken, where necessary, to provide for the reversal of the complete train en route. Unscheduled diversions from agreed routes could result in trains arriving at Terminals the wrong way round. When diversions have to be made, the effect on the direction of travel must be considered and arrangements made, wherever possible, for the train to arrive at the destination Terminal facing the correct way. "Similar considerations apply to motorcar trains when the cars are normally driven the length of the train to an end dock unloading point and arrival with all the vehicles loaded wrongly round can entail considerable difficulty."

MISCELLANEOUS NOTICES – continued

FREIGHT TRAIN LOADS AND BRAKE POWER – NEW MARKINGS ON FREIGHT WAGONS

The new method of assessing the loads of Freight Trains scheduled to be introduced in October, 1968, has been deferred until May 1969.

The working of fixing the panels to the sides of wagons which give the essential details regarding the wagon characteristics will continue. Until further notice these panels are to be disregarded. Instructions for using them will be included in a revised edition of the Freight Train Loads Book which will be issued prior to the introduction of the new method.

FREIGHT TRAIN LOADS AND BRAKE POWER—WAGON PANELS

The following 16 ton mineral wagons are required at Mansfield Concentration Siding to have wagon panels affixed. When located arrange for them to be labelled to that point when empty.

16 ton mineral wagons.

B126400 – B126499

DEFECTIVE BRAKE REGULATORS ON FREIGHT VEHICLES

A defect has been found in the brake equipment on certain freight vehicles. These vehicles may be run as unfitted or piped vehicles, but as the hand-brakes are also defective, the vehicles must not be loose shunted.

In order that the vehicles may be readily recognised and properly dealt with, a white 'FOR MODIFICATION' label with the words 'DEFECTIVE BRAKE' printed across diagonally in red, will be fixed on both sides of the vehicles concerned. The label is as shown below:—

<u>BRITISH RAILWAYS</u>	
FOR MODIFICATION	
DATE	DEFECTIVE BRAKE
OWNER	
VEHICLE No.	
DEFECTIVE BRAKE REGULATOR	
SPECIALY AUTHORISED TO RUN AS AN UNFITTED WAGON	
NOT TO BE LOOSE SHUNTED	
ANY UNAUTHORISED PERSON OBSCURING OR REMOVING THIS CARD WILL RENDER HIMSELF LIABLE TO CRIMINAL PROSECUTION.	

Although these labels are marked 'Defective Brake' the provisions of Rule 170 Clause (b) are modified in respect of the vehicle to which the labels are attached in that it may be loaded and run in traffic as an unfitted or piped vehicle.

MISCELLANEOUS NOTICES—continued**TRACK CIRCUIT OPERATING CLIPS**

Track circuit operating clips, as described on Page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs brake vans and guards-compartments.

The equipping of every locomotive and vehicle will necessarily take some time, and during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip(s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in Rules 178, 179, 180 and 217.

STANDARDISATION OF 'WHISTLE' BOARDS

A new type of Whistle Board has been brought into use for a trial period, replacing the former boards at the following locations :—

- (1) On the Down Main line approaching Cartledge's Crossing at Morley Low.
- (2) On the Up Main Line approaching Green Lane Crossing at Milford North.

The new sign takes the form of a circular board, 2 ft. in diameter, with a luminous surface upon which is superimposed a large black "W".

The new sign which must be treated in the same way as existing Whistle Boards, by the sounding of engine whistles or horns.

WORKING OF FREIGHT TRAINS DOWN STEEP FALLING GRADIENTS—BOOKLET DATED 1955.

The above booklet is withdrawn from the 1st March 1967.

Attention of train crews is directed to the General Instructions for Descending inclines shown on pages 95 and 96 of the General Appendix and to Rule 131 Clause (ii).

Whenever it is shown in the Freight Train Loads Book that it is necessary to apply Wagon Brakes to descend a gradient with the quoted load or a reference is made to Rule 131 clause (ii) it will be the responsibility of the train crews to ensure that the relevant instructions are carried out.

**ABOLITION OF BRAKEVANS ON FULLY-FITTED FREIGHT
AND PARCELS TRAINS**

Guards on fully-fitted freight and parcels trains travelling in the rear cab of the locomotive must not, in any circumstances, interfere with or attempt to use, any of the driving controls.

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO-PIPE SYSTEM.

With reference to the instructions shown on page 4 (page 7 Supp. No.2) of the B.R. General Appendix, the following additional instructions apply:—

INSTRUCTIONS TO STAFF RESPECTING THE FAILURE OF DUAL AUTO AIR BRAKED LOCOMOTIVES WHEN WORKING AIR BRAKED TRAINS

If a dual auto air braked locomotive fails in traffic it must be ascertained from the driver if the locomotive can operate and maintain the brakes on the train. The following procedure must then be observed:

LOCOMOTIVES WORKING PASSENGER TRAINS

- (a) If the failed locomotive can operate and maintain the train brakes the train may be hauled by a vacuum braked diesel main line locomotive or by a dual auto air braked locomotive.
- (i) When a vacuum braked locomotive is used the driver of the leading locomotive must control the brakes on the two locomotives only, and the brakes on the remainder of the train must be controlled by the driver of the failed locomotive who must keep a sharp lookout and be prepared to operate the train brakes as necessary. The train may then proceed to the next point where a dual air braked locomotive is available and the speed must not exceed 40m.p.h.
- (ii) When a dual auto air braked locomotive is used the provision of the final sentence of clause (b) will apply.

MISCELLANEOUS NOTICES – continued**Instructions to Staff Respecting the Failure of Dual Auto Air Braked Locomotives when Working Air Braked Trains – continued****Locomotives Working Passenger Trains – continued**

- (b) If the failed locomotive is unable to operate and maintain the train brakes a dual auto air braked locomotive only may be used to haul the train. The brakes of both the locomotives and of the train must be controlled from the leading locomotive.
- (c) If assistance can only be provided from the rear, any type of locomotive may be used for the purpose.
 If the train locomotive is able to operate and maintain the train brakes the driver of that locomotive must control the train brakes.
 If the train locomotive is unable to maintain the air pressure required the provisions of Instruction 10 of the "Regulations for working the Automatic Air Brake on Locomotive operated trains conveying vehicles equipped with Distributors and operating on the two pipe system" must, so far as they are applicable, be observed. In either case, the train must travel at such reduced speed as is necessary having regard to the absence of, or reduced, air brake power and the train must NOT be assisted beyond the first point at which there are facilities for attaching a locomotive to the front of the train for forward working in accordance with clause (a) or (b) herein.

LOCOMOTIVES WORKING FREIGHT TRAINS (Other than Coal Trains formed of 26—or 32—ton capacity wagons and Freightliner trains—see instructions for these types of train in Supplement No.2 to the B.R. General Appendix).

When possible a dual auto air braked locomotive should be used to assist and the provisions of the final sentence of clause (b) above will then apply.

If a suitably equipped locomotive is not available, one of the following courses of action should be taken:

- (1) If the train locomotive is able to operate and maintain the train brakes, the train may be assisted forward at reduced speed to the nearest point where it can be shunted clear of the running lines by any type of locomotive which may be attached to the front or rear of the train. Assistance may also be given in the rear by a train.

When the assisting locomotive is attached to the front of the train, the provisions of Rule 135 will apply, except that the driver of the train locomotive will be responsible for the working of the air brake on the train and the driver of the leading locomotive responsible for applying the brakes of that locomotive when necessary.

- (2) If the train locomotive is not able to operate and maintain the air pressure required, the train may be assisted as an unbraked train to the nearest point where it can be shunted clear of the running lines, provided that a brake van or a locomotive or a braked train is attached in rear. The speed of the train must be kept within the capacity of the locomotive brakes and great care must be exercised by all concerned to ensure that control of the train is adequately maintained.

If the unbraked train has to be worked down gradients and the driver is in doubt as to his ability to maintain control, wagon brakes must be applied as necessary. In these circumstances, at least half of the train must have the brakes partially applied, but it is important that no wagon has its brakes hard on.

VEHICLES EQUIPPED WITH THE AUTOMATIC AIR BRAKE

All concerned must ensure that the hosepipe coupling heads on air brake stock, when not in use, are placed on the brackets provided for the purpose. If pipes are not secured in this way they are subject to damage and, in addition, the working of the air brake system may be affected by the entry of dust and dirt.

VEHICLES EQUIPPED WITH AIR BRAKES

The handle of the distributor isolating cock on air-braked vehicles must not be placed in the 'Brake Isolated' position except when it is necessary to isolate the brake equipment owing to defect in which case Regulation 9(c) (IV) (Page 4 of the General Appendix, Page 11 of supplement No.2 to the General Appendix) will apply.

MISCELLANEOUS NOTICES – continued

GUARDS' REPORTS ON DEFECTS IN COACHING STOCK

"A new form BR. 29206 has been introduced on all regions, as the standard form for reporting defects in coaching stock, replacing the existing form, BR. 30106. Instructions in regard to the compilation and disposal of the new form will be shown on its reverse side and read as follows:—

This form must be used by guards for reporting defects in coaching stock (e.g. heating or lighting systems, bell or telephone communication systems, rough riding, vibration, broken windows, defective door locks and other known failures. Excluding, however, hot axle boxes and wheel/axle failures which will continue to be reported separately) and rendered in accordance with the following procedure:

Multiple Unit Sets

(a) Where multiple unit trains consist of more than one set, and one or more of the sets is detached in the course of the journey, any report relating to the detached set (or sets) must be left in the guard's compartment.

The guard subsequently working the detached set onward will be responsible for handing the report to the driver for attaching to his repair book BR. 33063. This procedure will apply also in the case of multiple unit sets outstabled for varying periods away from maintenance depots.

(b) In the case of E.M.U. stock, the completed report must be handed to a station supervisor or other responsible person for transmission to the C. & W. supervisor or examiner. Where this cannot be done the report must be sent to the Divisional Manager for forwarding to the appropriate C. & W. supervisor.

(c) In all other instances, the completed report will also be handed to the driver for attaching to his repair book BR. 33063.

The new form BR. 29206 is only for the use of guards for reporting defects and form BR. 30106 should continue to be used by drivers and motormen as their report form.

LOCOMOTIVE HAULED STOCK (EXCEPT WESTERN REGION)

(a) At the termination of the journey the completed report must be handed to a station inspector or other responsible person for transmission to the C. & W. supervisor or examiner. When trains divide en route, the report must be left in the guard's compartment of the portion affected to enable the guard of that portion to carry out this instruction at the termination of the journey.

(b) When empty trains are proceeding to carriage sidings where supervisory staff are employed, the form must be handed in at that point.

(c) Should the empty stock be worked by a guard other than the train guard the form must be handed to the empty train guard or left in the van in which he will travel."

Until present stocks are exhausted the existing form, BR. 30106, may continue to be used, but it should be dealt with as shown above.

**FREIGHT TRAIN LOADS BOOK
DIESEL HAULED TRAINS**

The booklet issued in April, 1966 for Diesel Hauled Freight Trains has been brought up to date so far as information is available and a new booklet has been distributed.

The new booklet supercedes the previous issue and all amendments thereto on and from 8th July 1967.

The Freight Train Loads Book issued 6th April 1964 must be retained for any steam loads which may be required.

CARTIC "4" TWO TIER CAR TRANSPORTERS

Cases have occurred recently where Cartic "4" transporter vehicles have been hump shunted and in each case damage has been caused. **Cartic "4" transporter vehicles must not pass over marshalling yard humps** even where the restriction "Not to be hump or loose shunted" is not shown on the vehicle.

MISCELLANEOUS NOTICES – continued**CONVEYANCE OF "DEAD" ELECTRIC MULTIPLE STOCK TO SOUTHERN REGION**

In connection with the movement of empty E.M.U. stock (converted Southern Region hauled stock) from York to the Southern Region via G.N. Main line, Ferme Park, Finsbury Park, Dalston and Stewarts Lane. These trains must be hauled by a dual fitted locomotive to permit the airbrake being coupled up and class 3 timings maintained.

In any case where the automatic brake cannot be coupled, the multiple unit must **not** be hauled at a speed exceeding **25m.p.h.** In addition two 20-ton brakevans must be marshalled at the front and one at the rear of such train and the brakevans at the front must be fitted and piped to the locomotive. In such circumstances, if it is necessary for the locomotive to be detached on the running line, the hand brakes in each of the brakevans must first be applied.

MAXIMUM LOADS FOR PARCELS TRAINS

The maximum load of a parcels train on the Eastern Region is 50 vehicles with a weight limit of 1,000 tons, irrespective of whether same conveys 4, 6 or 8 wheeled vehicles or a mixed load of these vehicles.

This loading is subject to route platform facilities permitting and inter – regional trains must be adjusted to conform with Other Regions regulations before leaving the Eastern Region.

USE OF ELECTRIC TAIL LAMPS ON DIESEL LOCOMOTIVES

In accordance with the addition to the glossary in Rule 16, an illuminated red electric lamp, or an illuminated red blind in the route indicator must be used in place of an oil tail lamp on all diesel locomotives which are running light or assisting trains in the rear or propelling trains or vehicles. Should the electric tail lamp fail, the driver's Bardic lamp may be used. Oil lamps should no longer be carried on diesel locomotives with the following exception:—

Where a locomotive is required to work with a brake tender attached, it is necessary for two oil lamps, complete with red shades, to be carried in order to enable the correct head code to be displayed when the brake tender is propelled, and for a tail lamp to be exhibited when drawn.

**PROPELLING OF BRAKE TENDERS BY TYPE 1 DIESEL LOCOMOTIVES
(SINGLE CAB)**

The propelling of brake tenders by Type 1 diesel locomotives (single cab), when running with bonnet leading is prohibited during fog or falling snow.

204 H.P. OR LESS DIESEL LOCOMOTIVES

Notwithstanding any previous instructions, all diesel locomotives of 204 h.p. or less, whether 4 or 6 wheeled, must not travel over any running line unless working in multiple, in tandem, or with at least one vehicle attached.

When working with one vehicle only, the vehicle, except in the case of a brakevan, must be regarded as part of the locomotive; it must be of low-sided, open type, with two lamp brackets at each end and with the vacuum brake in operation. One such vehicle may be propelled without restriction.

When it is necessary to couple or uncouple the one vehicle to or from a locomotive, this will be the duty of the Fireman or Secondman. If no Secondman is employed, it will be the duty of the Guard or Shunter. The duty of coupling and uncoupling the locomotive/vehicle to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendix.

A diesel locomotive running with one vehicle only attached must, for signalling purposes, be treated as a light engine. In all such cases the Signaller signalling the movement must advise the Signaller in advance, by telephone, that one vehicle is attached.

When working with the one vehicle attached, special care must be exercised in the carrying out of Rule 69.

MISCELLANEOUS NOTICES – continued**POST OFFICE LETTER MAILS : CONVEYANCE HANDLING ETC.**

In connection with the instructions on page 116 of the General Appendix the attention of Guards is directed to the fact that Post Office letter mails placed in their charge must be handed over to uniformed Postmen wearing a numbered Post Office badge (or in their absence to responsible Railway staff) **at the destination station or recognised transfer point only**. They should not be handed over before the destination station or recognised transfer point is reached.

When letter mail has been overcarried or misrouted instructions as to its disposal should be sought from Post Office staff at the next convenient station.

DEFECTS IN TRAIN TOILETS

In those cases where it is desirable to exclude the travelling public from defective or badly soiled train toilets, it will be necessary for Guards or Travelling Ticket Collectors to affix 'out of order' labels on the outside of the toilet door.

Supplies of these labels will be made available to staff concerned locally also placed in the desks of passenger brake vans or on a slip in the rack in guards compartments of D.M.U. sets.

SPECIAL TRAIN EXAMINATION AFTER ENGINEMEN ACCIDENTALLY HAVE LOST CONTROL OF THE DRIVER'S SAFETY DEVICE

When working a freight train, other than fully fitted throughout, if a driver accidentally loses control of the driver's safety device, he must stop the train and at once go back to the guard, examining the train en route, to ascertain whether any wagons are either buffer-locked and/or derailed, and whether the guard has been adversely affected.

He must not proceed with the train until this has been done and everything found to be in order.

If the train is able to proceed the driver must telephone the signalman at the first opportunity to account for time lost due to carrying out the above instructions.

A written report must be made on every occasion before the driver leaves duty.

MARSHALLING OF WAGONS CONVEYING OVERHANGING LOADS

"When a Conflat is used as an under-runner to an overhanging load the load must not be conveyed on a fully fitted train, or in the fitted portion of a partially fitted train."

LOADING OF PASSENGERS LUGGAGE IN D.M.U. SETS.

Delay and congestion are being caused through passengers loading their luggage or porters doing so on their behalf in such a position as to block the entrance and exit of vestibules on D.M.U. sets.

Guards and Station staff are to use their best endeavours to prevent this, and in particular staff handling luggage on behalf of passengers are on no account to store this in the position described.

Passengers luggage which cannot be accommodated on the racks should be put in the brake compartment.

HALF-MINUTE TIMINGS

The practice of showing half-minute timings in STN's train advices and WTT's has been discontinued with effect from 7 October, 1968 (Passenger WTT's from 6 May 1969) within the Eastern Region (except as shown below).

This in no way alters overall running time, but it is intended to simplify working documents and actual operation by train crew, signalmen, station staff and others concerned. Train timings will, therefore, be shown to the nearest minute in all train working documents except:—

The London suburban areas where the intensive passenger working necessitates the retention of timing information shown to the nearest half-minute:

Liverpool Street-Cambridge-Section G.

Liverpool Street-Ipswich-Section H.

L.T. and S.-Section J.

MISCELLANEOUS NOTICES – continued

NUMBERING OF LOCOMOTIVE STOCK

The use of the "D" prefix to the serial number of a means of identifying diesel locomotives is discontinued forthwith.

The prefix "E" will be retained for electric Locomotives.

**YORK STATION NO.9 PLATFORM
LOCOMOTIVE WATER (STEAM AND DIESEL)**

The steam locomotive water column fixed towards the North end of No.9 platform at York has been removed.

A facility for replenishing boiler water of diesel locomotives at Solebar level or top filler inlet (Type 4 2,500 HP only) has been fixed on the same site. The flexible pipe for fixing to the locomotive is kept in a wooden container and drivers should ensure that this pipe is replaced in the container after taking water.

**ENGLISH ELECTRIC 3300 H.P. "DELTA" DIESEL
ELECTRIC LOCOMOTIVES**

WISKE MOOR WATER TROUGHS BETWEEN NORTHALLERTON AND DARLINGTON

Until further notice the above locomotives must not exceed 70 miles per hour when taking up water at Wiske Moor Water Troughs in either direction.

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.**

MARKINGTON LEVEL CROSSING (BETWEEN NIDDBRIDGE AND WORMALD GREEN)

Before passing over Markington level crossing the driver must bring the train to a stand ascertain that the crossing is clear and sound the engine whistle before proceeding.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. **Enginemmen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.**

SELBY (BARLBY NORTH) TO DRIFFIELD STATION

Sections of the Down and Up lines between Barlby North and Cliff Common have been removed and the remaining portions of line slued to form a continuous single line. Temporary wheel chocks have been provided as necessary on the remaining broken sections of line.

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)

SHARLSTON COLLIERY

A temporary level crossing has been provided approx. 150 yards south of the bunker, and is being used by heavy lorries.

Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing.

MISCELLANEOUS NOTICES – continued**PONTEFRAC T WEST AND EAST**

A temporary sleeper crossing has been installed at the West end of Pontefract (Monkhill) Station. The crossing will be used by Contractor's plant between the hours of 07 30–17 00 daily and **Drivers must keep a sharp lookout** and sound horns or engine whistles when approaching the crossing. Hand-signalmen in attendance.

DEARNE VALLEY SOUTH CURVE – GOLDTHORPE

A temporary sleeper crossing has been installed at 62m. 10chs. and brought into use. The crossing is being used by contractors plant between the hours of 08 00 and 20 00 and **drivers must keep a sharp look-out and sound horns or engine whistles when approaching the crossing. Handsignalmen in attendance.**

CHARLESWORTH'S TO METHLEY SOUTH.

Until further notice, the Up line from Methley South to Charlesworth's is blocked and all traffic will travel over the Down Line in both directions. At Methley South, the Up Branch from Lofthouse Junction has been slewed into the existing Down Main to give access onto the Single Line via the existing facing lead, Down Main to Down Branch.

The single line between Methley South signal box and Charlesworth's is worked by train staff and ticket.

The Staff and Tickets are in charge of:—

Methley South signal box.....	Signalman
Charlesworth's.....	Staff Attendant
	(Person in Charge)

A notice has been provided 240 yds. on the approach side of the first connection to Newmarket Colliery worded on the Methley South side "STOP FOR ORDERS" and on the Charlesworth's side "STAFF and TICKET WORKING AHEAD."

BULLCROFT COLLIERY

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

ARDSLEY AND TINGLEY

A temporary level crossing has been installed and used by contractors plant and vehicles in connection with the construction of new bridge No.22c. at 180m. 12chs.

Drivers to keep a sharp lookout and sound engine whistle when approaching the crossing.

★ HORTON PARK JUNCTION

Horton Park Junction Signal Box has been closed but is operated as a ground frame under the direct supervision of the Head Shunter or Guard from Laisterdyke. 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.

LEEDS, WELLINGTON STREET HIGH LEVEL BRANCH

A temporary sleeper crossing has been provided, for use by contractors vehicles, over the single line between Geldard signal box and Wellington Street High Level Yard.

Drivers to keep a sharp look-out and sound horn or engine whistle when approaching the crossing.

MISCELLANEOUS NOTICES—continued**STEETON — OCCUPATION LEVEL CROSSING**

Contractors vehicles are using an existing occupation level crossing at 215m. 55chs. between 08 00 and 18 00 hours daily. A lookout man is provided.

Drivers must sound engine whistles or horns when approaching this crossing.

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 Tunnel (also abandoned 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.

**ALTERATIONS TO N.E.R. SUPPLEMENTARY OPERATING
INSTRUCTIONS BOOKLET BR.31293**

PAGES 1 to 4**ALTERATIONS TO B.R. RULE BOOK (Dated January, 1962)****DELETE** all details

(Items now included in Supplement No.3 to the B.R. Rule Book and as required in Supplement No.1 to the Booklet of Extracts to the B.R. Rule Book which has been distributed to all concerned).

PAGE 11

DELETE:— ACCIDENT PREVENTION : FLASHING HEADLIGHTS ON DIESEL MAIN LINE LOCOMOTIVES
heading and item.

PAGE 13

**CONVEYANCE OF TANK WAGONS OF 40 TONS
GROSS LADEN WEIGHT AND OVER**

ADD additional clause (d)

- (d) Full train movements of **empty** 100 tons gross laden weight tank wagons must only be moved under the authority of Form BR.29973A showing the speed maxima of 45 m.p.h. when running and 5 m.p.h. when propelling but omitting Route and Special Note 1, which will not be applicable.

CONVEYANCE OF UNCHAINED STEEL**AMEND** item to read:—**CONVEYANCE OF UNCHAINED STEEL ON B.B.H. WAGONS**

- (i) Loads may be conveyed unchained under normal conditions, i.e. on ordinary services in addition to through trains.
- (ii) Loads should be made as solid, and kept as low as possible, by making use of the full width of the wagon and should not exceed the height of the stanchions. The inner stanchions must be used to separate and secure the loads. Where the load is such that the full width of the wagon cannot be used, the inner stanchions must be so positioned that they secure the load, which must be placed either in the centre section of the wagon or equally on the two outside sections.
- (iii) The length of the load should not exceed 43ft. and should be loaded equal ended.
- (iv) Where the loads do not bear on all the bolsters, the stanchions should be positioned on the end bolsters to contain the load in the event of movement.
- (v) Loads which do not conform to clauses (ii) and (iii) above must be chained or otherwise prevented from movement by an approved method of securing.

ALTERATIONS TO N.E.R. SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET BR.31293—continued**PAGE 16****DELETE:—****THORPE MARSH POWER STATION**

Heading and item (Now included as a Local Instructions item on Page 168 of the Booklet of Instructions to be observed by Drivers, Guards and Others for working over Eastern Region Lines).

PAGES 61—81**ALTERATIONS TO FREIGHT TRAIN LOADS BOOK (DIESEL) DATED 8 JULY 1968****DELETE:—** all details

(Items now included in Supplement dated 16 December, 1968 which has been distributed to all concerned.)

PAGES 82 to 99**ALTERATIONS TO BRITISH RAILWAYS GENERAL APPENDIX****DELETE** all details

(Items now included in Supplement No.2 to the B.R. General Appendix which has been distributed to all concerned).

★ **PAGES 100—220****ALTERATIONS TO NE REGION SECTIONAL APPENDIX (SOUTHERN SECTION)****DELETE:—** all details

(Items now included in new Eastern Region Sectional Appendix (Northern Area) which has been distributed to all concerned).

425—461**ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES" BOOKLET****DELETE:—** all details

(Booklet obsolete. Trainmen concerned now issued with Eastern Region Sectional Appendix (Southern Area) and relevant four weekly General Instructions and Notices booklets).

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)**Rule 16****ADD** new NOTE (vi)

(vi) The term "section signal" refers to any stop signal controlling the entrance to the block section ahead.

Rule 50 clause (d)—**ADD** new item (20)

(The purposes for which a green hand signal is used are as follows:—)

- | | |
|--|---|
| 20. To authorise Driver to pass over level crossing equipped with automatic half-barriers or miniature red/green warning lights when a temporary Crossing Keeper is in attendance. | Green hand signal held steadily by Crossing Keeper. |
|--|---|

Rule 58 (d) — AMEND to read:—

The stock (including loose detonators and those supplied to Guards, Signalmen, Crossing Keepers, Gangers and Fog Signalmen also any kept on Diesel or Electric Locomotives or Multiple Unit trains and in Guards Brake Vans) must be examined during the first week in March and the first week in September. Detonators must be returned to the stores at once if the paint has flaked or worn off, or there is any sign of rust, or the clips have broken or if they appear unsatisfactory in any other way. Except where instructions are issued to the contrary, detonators which are over 5 years old at the 6 monthly examination must be returned to the stores for disposal.

When a packet of detonators is opened, the whole of them must be examined, and should any show signs of rust none of them must be used but the whole packet must be sent to the stores.

Rule 95 — Clause (a) — AMEND to read:—

During severe frost or falling snow, mechanically operated signals, points, locks and bars, which are vital to traffic movement must be frequently worked by the signalman when the section is clear and no train has been signalled, in order to prevent frost or snow impeding the working of such operations

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962) – continued**Rule 107—AMEND** to read:—

- (a) At level crossings, which are not block posts, where the gates are normally closed across the roadway and a telephone is provided between the crossing and a signalbox, the Crossing Keeper must not allow droves of animals or vehicles which, by reason of their length, width, weight or speed, are likely to occupy the crossing for more than the usual time, to cross the line until he has obtained the permission of the Signalman.
- The Signalman must not give such permission if he has cleared his signals for, or has allowed a train to proceed towards the crossing, nor when he has accepted a train from the box on the other side of the crossing unless he has satisfied himself that the train has passed over the crossing. After permission has been given, the Signalman must not allow any train to proceed towards the crossing nor must he accept a train from the box on the other side of the crossing until he has ascertained from the Crossing Keeper that the line is again clear. Where, however, a telephone is not provided the Crossing Keeper must not allow droves of animals, or vehicles which, by reason of their length, width, weight or speed, are likely to occupy the crossing for more than the usual time, to cross the line when any train can be seen, or is known to be approaching the crossing.
- (b) Station Masters must, as far as practicable, request users of accommodation and occupation crossings to give reasonable notice of their intention to pass over such crossings with vehicles which are unusually long, wide, heavy or slow moving. When so advised, Station Masters must arrange to secure the safety of trains during the passage of such vehicles across the line.

Rule 189 paragraph 4. 7—ADD at end of paragraph—

Where there is an automatic half-barrier level crossing or crossing equipped with miniature Red/green warning lights on the single line, the Pilotman must remind Drivers of the location of such crossing and instruct them not to pass over it until authorised by the Crossing Keeper.

★ * * **ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK BOOKLET (BR.29197)**

PAGE 2

Churnet Valley Line, platform lines at Uttoxeter Station.
 Loop Line Etruria to Kidsgrove.
 Buckley and Connahs Quay Branch.
 Dalston Station — Poplar Branch.
 St. Pancras, King's Cross Tunnel.

} Delete all reference.

Delete “* prohibited” and substitute:—
 “The adjoining line to be clear between the limit with L.M.R. maintenance and York Road Tunnel Mouth”.

PAGE 6

London Transport Executive.

ADD:—

St. Pancras, King's Cross Tunnel.

The adjoining line to be clear between the limit with L.M.R. maintenance and York Road Tunnel Mouth.

ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET

PAGE 1**CONTENTS****ADD** as 1st item:—

Regulations for train signalling on double lines by the Track Circuit Block System. See Supplement No.3

ADD as 8th item:—

Regulations for train signalling on single lines by the Tokenless Block System.

**ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS
BOOKLET—continued**

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

Class of Train	Description	Code
PAGE 4 (Supplement No.1)		
ADD:—		
3	Freightliner Train	3-2-5
PAGE 6		
ADD:— after "Is line clear for EMPTY TRAIN"		
	Freightliner Train	3-2-5

PAGE 48

Permissive Block System.

Regulation 4 – Clause (i) Goods Lines—ADD:—

During fog or falling snow:— a train following a Parcels train or a fully fitted freight train (Class 3 or 4) must not be accepted unless the line is clear to the Home Signal.

PAGE 85

ADD:—

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

(See Supplement No.4—issued only to staff concerned).

SIGNALMEN'S GENERAL INSTRUCTIONS

PAGE 122

ADD:—

FAILURE OF FLASHING RED ROAD SIGNALS AT 'OPEN' LEVEL CROSSINGS

If information is received that the flashing red road signals at an Open Level Crossing have failed, the Signal Technician must be advised and until the failure has been corrected, no train must be permitted to proceed towards the level crossing until the Driver has been instructed to stop at the crossing and not proceed over it until he is satisfied that it is safe to do so. Where necessary, the Signaller at the other end of the section must be advised.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF ROYAL
TRAINS BOOKLET**

PAGE 3—Instruction 6—Road Level Crossings

ADD as second paragraph to clause (c)—

At automatic half-barrier level crossings and at open level crossings, the road must be closed to road traffic, by the use of a rope with red/white pennants attached secured across the full width of the roadway on each side of the railway.

ALTERATIONS TO B.R. GENERAL APPENDIX

INDEX

PAGE iii

ADD:-

Girder Wagon Sets – Marshalling when running empty.

Page 95

★ WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS

WORKING INSTRUCTIONS

PAGE 43 (Page 23 Supplement No. 2)

ADD as clause 15:-

15 Isolating of Engines

A diesel mechanical multiple unit train must not be allowed to leave a Maintenance Depot with any engine isolated unless specially authorised by the Depot Superintendent.

If the engines fail in traffic and have to be isolated, the train may remain in service provided that not more than 1 in 4 engines is isolated. Trains of only one power car with two engines (or two car trains comprising power cars with one engine each) with one engine isolated and any train where more than one in four engines have been isolated must be taken out of service at the first opportunity.

Where trains are out-stabled, the Driver when leaving a train with any engine isolated must report the circumstances personally or by telephone to the Control Office or to the Maintenance Depot Foreman so that arrangements can be made for the train to be replaced or the defect rectified at the earliest opportunity.

Where there are severe gradients requiring special instructions, these will be issued regionally.

FREIGHTLINER TRAINS – WORKING INSTRUCTIONS

INSTRUCTION 2(b)

AMEND to read:-

(b) Sets of freightliner wagons may be worked as a class 7 train, as under:-

(i) Empty wagons only.

(ii) Wagons loaded with empty containers, provided all containers are secured as indicated in Instruction 7 or 10, as the case may be.

In this case a brake van, in which the guard must ride, must be attached in rear. The trains may be run at the maximum speed of, and be dealt with according to their class.

PAGE 43 (Page 26 Supp No.2)

AMEND:- Table as follows.

TABLE SHOWING THE MAXIMUM SPEEDS PERMISSIBLE
IF FOR ANY REASON BRAKES OF WAGONS HAVE TO BE ISOLATED

No. of wagons Unfitted or isolated	No. of wagons forming the train														
	4/5	6/7	8/9	10/11	12/13	14/15	16/17	18/19	20/21	22/23	24/25	26/27	28/29	30	
	(maximum speed – m.p.h.)														
1 Wagon	70	75	75	75	75	75	75	75	75	75	75	75	75	75	
2 Wagons	60	65	65	70	75	75	75	75	75	75	75	75	75	75	
3 Wagons	50	55	60	65	70	70	70	70	70	75	75	75	75	75	
4 Wagons	—	50	55	60	65	70	70	70	70	70	70	70	70	75	
5 Wagons	—	—	50	55	60	65	65	65	65	70	70	70	70	70	
6 Wagons	—	—	—	50	55	60	60	60	65	65	70	70	70	70	
7 Wagons	—	—	—	—	50	55	60	60	60	65	65	65	70	70	
8 Wagons	—	—	—	—	—	50	55	55	60	60	65	65	65	65	

ALTERATIONS TO B.R. GENERAL APPENDIX – continued**PAGE 65****ADD:–****LAYING IN NEW POINTS AND DISCONNECTION
OF REDUNDANT POINTS****1. NEW AND REDUNDANT POINTS**

When new points are installed in running lines but are not immediately connected to the signal box (or ground frame), or when points in running lines become redundant and are disconnected from the signal box (or ground frame) but are not immediately removed, the Permanent-way Inspector must ensure that they are secured in the following manner:–

- (a) The closed switch blade must be clipped and padlocked and further secured by a fish plate screwed to the sleeper by at least two screws or fang bolts.
- (b) The open switch blade must be secured in place by all the stretcher rods being properly fitted with all their bolts and also by the insertion of a scotch between the switch blade and the stock rail, the scotch being screwed to the sleeper or otherwise secured.

The key to the padlock must be held by the Permanent-way Inspector.

In the case of facing points provided with a facing point lock, the Signal Technician must ensure that the plunger is secured in the lock stretcher bar.

2. SPRING POINTS

Unworked spring points which are laid in but are not immediately brought into use or are put out of use but not immediately removed must be secured by similar means.

PAGE 68 (Page 35 Supplement No.2)**DETONATORS SUPPLIED TO TRAINMEN: RULE 58(d)****AMEND** first sentence to read:–

All detonators in the possession of Guards which are found to be over 2 years old at the 6 monthly examination of detonators in March and September must be collected.

COLOUR CODE FOR DETONATORS**ADD:–**

1969/70 – Green	1973/74 – White
1970/71 – Grey	1974/75 – Orange
1971/72 – Yellow	1975/76 – Red
1972/73 – Blue	1976/77 – Green

PAGE 76 (Page 38 Supplement No.2)**COUPLING AND UNCOUPLING OF VEHICLES****DELETE:–** Paragraph 2.6 (the provisions of paragraph 2.1 will apply)**PAGE 77****STEAM HEATING OF PASSENGER TRAINS – PERIODS DURING WHICH STEAM HEATING MUST BE APPLIED OR DISCONTINUED****DELETE:–** Existing instruction and **SUBSTITUTE:–**

Steam heating pipes to remain on coaching stock vehicle, and be coupled for use throughout the year. Heating to be made available as follows:–

- (a) Trains conveying sleeping cars – throughout the year.
- (b) Express passenger trains:–
 - (i) 1st October to 30th April.
 - (ii) While running between 17 00 and 10 00 hrs., from 1st September to 30th September and from 1st May to 15th June. Between 15th June and 1st September, heating may be provided according to prevailing weather conditions at Regional discretion.
- (c) On all other trains – from 1st October to 30th April.

NOTE – FOR DETAILED INSTRUCTIONS AS TO THE OPERATION OF STEAM HEATING APPARATUS, SEE SECTIONAL APPENDICES.

ALTERATIONS TO B.R. GENERAL APPENDIX -- continued

PAGE 90

LOCKING OF CORRIDORS AND GANGWAY DOORS**DELETE:**— Existing instruction and **SUBSTITUTE:**—

Corridor and gangway doors should be unlocked so as to provide free access through the train, except as shown below:—

1. Gangway doors at the extreme ends of the train to be locked. Care must be taken to ensure that when vehicles are detached from a train en route, the gangway doors at the point of detachment are locked.
2. Brake vans or brake compartments at the extreme ends of the train to be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train should be unlocked but should he leave the vehicle, the door must be locked on each occasion.
3. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:—
 - (a) Where a security cage is provided in the brake vehicle this must always be kept locked, except when loading or unloading traffic, and the corridor/gangway doors left unlocked.
 - (b) Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless
 - (i) there is a restaurant/buffet car on the train,
 - or
 - (ii) the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors,
 - or
 - (iii) the brake vehicle is empty.
4. Where the gangway connections cannot be made, then the door on either side must be locked.
5. The gangway doors at both ends of sleeping car accommodation on trains to be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a refreshment car during the time the refreshment service operates, the doors should be unlocked.
In laying down the marshalling of trains, passenger-carrying vehicles should, if possible, be placed so that sleeping cars are not between them and the brakevan in which the Guard is riding. In cases where, in the interest of the working this is not desirable, the door leading to the sleeping car must be left unlocked.
6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

PAGE 95

ADD:—**GIRDER WAGON SETS — MARSHALLING WHEN RUNNING EMPTY**

Girder Wagon Sets when running empty in all classes of freight trains must be marshalled next to the rear brake van.

PAGE 95 (Page 41 Supp. No.2)

MAXIMUM SPEED OF FREIGHT TRAINS**AMEND:**—heading of last column of table to read:—

“Minimum proportion of fully braked vehicles (Excluding brakevan)”.

CONDITIONS RELATING TO THE COMPOSITION OF FREIGHT TRAINS**AMEND:**—the second sentence of the conditions relating to Class 4 to read:—

“Vehicles with through pipes only may be in any position on the train except that when the last vehicle is not a brakevan, the last two vehicles must be fitted with the automatic brake in working order in accordance with Rule 153 (c).”

ALTERATIONS TO B.R. GENERAL APPENDIX – continued

PAGE 98

HAULING OF DEAD LOCOMOTIVES AND MULTIPLE UNIT STOCK ETC.
PART 11 MULTIPLE UNIT STOCK

PROCEDURE

(1) MOVEMENT

AMEND:— Clause (f) to read:—

“Not more than two lightweight vehicles may be conveyed “dead” in a train and they must be placed together at the rear of the train. Lightweight vehicles are distinguished by the letters ‘LW’ painted on the vehicle ends”.

PAGE 105

Advice to Passengers of delays to Trains

Clause 11

AMEND first paragraph to read:—

In the case of a serious accident to a passenger train, as soon as the Safety of the line has been provided for and all the necessary emergency arrangements have been made, all reasonable assistance must be given to passengers for the despatch of telegrams to relatives, etc. without charge. Such telegrams should be brief and to assist the G.P.O. in its delivery arrangements it is recommended that the messages commence with the words “Involved in railway accident at”. In the case of uninjured passengers, a multiple addressee telegram should be used with a list of names of senders and respective names and addresses of recipients; it is recommended that the message should read “Involved in railway accident at safe and unhurt”. All telegrams should be certified by or on behalf of the Area Manager/Station Manager.

DELETE:— last sentence of second paragraph

PAGE 115

Travelling Oil Tanks and Reservoirs

Clause 5

AMEND:—

5. No brake van with tail lamp, side lamp or stove alight or vehicle with oil tail lamp alight, must enter an Oil Company's installation where petroleum spirit or petroleum products are being loaded or discharged, neither must they be allowed within 50 feet of oil loading/discharge points in Railway sidings or depots.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA

★ The Northern and Southern Sections of the North Eastern Region Sectional Appendix dated 1st. October, 1960 have been combined as a new single publication operative on and from 18th January, 1969.

All amendments affecting the former Southern Section in the new book which have become applicable since the book went to press appear below.

LOCAL AND GENERAL INSTRUCTIONS – INDEX

PAGE 2

DELETE:— Darton – Local Instructions

Page
374

PAGE 3

DELETE:— Huddersfield Newtown Goods Branch – Local Instructions

373

PAGE 4

DELETE:— Newtown Yard – Local Instructions

373

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

SEQUENCE OF LINES USED THROUGHOUT THIS BOOK

PAGE 7

	Page in Table A
DELETE:— Hull (Botanic Gardens) to Hedon (inc. Anlaby Loop)	64
Anlaby Loop (Botanic Lines)	65
Wilmington to Hornsea	66
ADD:— Hessle Road to Alexandra Dock including Springhead Sidings	73
Hull, Hessle Road (Sweet Dews Sidings) to Marfleet	71
Cudworth South Junction to Cudworth (H and B Arrival Line)	
Yard South (Goods Lines)	75
Wilmington Branch (Goods Line)	71
AMEND:— Leeds City to Hull (Paragon) (inc. Neville Hill West Junction to Hunslet,	
Neville Hill West Junction to Neville Hill Depot (West End) Selby West	
to Canal)	44
Micklefield to Church Fenton	50
Hull Hessle Road (Bridges Junction) to King George Dock	71

PAGE 8

AMEND:— Leeds City to Skipton Station South.	127
DELETE:— Huddersfield, Newton Goods Branch.	114
Royston Junction to Midland Junction	120

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 times		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	Standage 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

CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION) ETC.

PAGE 33

South Kirkby
Junction

DELETE:— URS 39

PAGE 43

THORNHILL (LNW JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)

Dewsbury
(Wellington
Road)

AMEND:— 50 — 32m. 44chs. to 33m. 48chs.
ADD:— 25 — 33m. 48chs. to 33m. 74chs.
ADD:— 50 — 33m. 74chs. to 38m. 16chs.
DELETE:— DRS 40

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-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	Standage 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		

LEEDS CITY TO HULL (PARAGON) (INCLUDING NEVILLE HILL WEST TO HUNSLET AND SELBY WEST TO SELBY CANAL)

PAGES 44/45

AMEND line heading LEEDS CITY TO HULL (PARAGON) (INCL. NEVILLE HILL WEST JUNCTION TO HUNSLET AND LEEDS NEVILLE HILL WEST JUNCTION TO LEEDS NEVILLE HILL DEPOT (WEST END) ETC.)

AMEND:- Description of Block signalling between Leeds City East Junction and Micklegate Peckfield to read "T.C.B. on Down and Up Main lines".

Neville Hill

West

AMEND to read:-

Neville Hill

West

Junction

(Controlled by Leeds

SB)

(See page 49

for Neville

Hill West

Junction

to Hunslet

and Leeds

Neville Hill

West

Junction to

Neville Hill

Depot

West End)

DELETE:-Block post dots, mileage, all Engine whistles, and Down Goods line between Neville Hill West and Neville Hill East

Neville Hill

East

AMEND to read:-

Neville Hill

East

Junction

(Controlled

by Leeds

SB)

ADD:-

C.Down line 920
yds, before rea-
ching auto signal
789

AMEND:-

C.Down line 510 158
yds. before rea-
ching signal 797

C.Down line 600 235
yards before rea-
ching signal

799, 300 yards in
advance of Manston
Ground Frame

DELETE:-Block post dots and mileage.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-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	Ys	Up	Down	Description	Standage 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 44/45 -continued

Cross Gates

Station

DELETE:- all details

Garforth

Station

AMEND:- 7 784

PAGE 49

AMEND line and sub headings LEEDS NEVILLE HILL WEST JUNCTION TO HUNSLET (GOODS LINES)

NEVILLE HILL WEST JN. AND HUNSLET 20 20 MAXIMUM PERMISSIBLE SPEED ON ARRIVAL AND DEPARTURE LINES

AMEND:-

15

0m. 4chs. (Branch Mileage) to 18m. 70chs. (Leeds-Selby Mileage)

Leeds

Neville

Hill West

Junction

C. Down Departure Line

480 yards before

reaching 776 signal

ADD new table:-

LEEDS NEVILLE HILL WEST JUNCTION TO LEEDS NEVILLE HILL DEPOT (WEST END)

NEVILLE HILL WEST JUNCTION AND

NEVILLE HILL DEPOT (WEST END)

Neville Hill West Junction

(772 Signal) --

Neville Hill Depot

West End 0 486

(Stop for orders

board)

10 - MAXIMUM PERMISSIBLE SPEED ON ARRIVAL LINE

NB (Depot
Arrival)

PAGES 50/51

MICKLEFIELD TO CHURCH FENTON SOUTH

AMEND:-line heading and Sub. heading.

MICKLEFIELD TO CHURCH FENTON

MICKLEFIELD AND CHURCH FENTON

Micklefield

Station Jn.

(controlled by

Peckfield

Signal Box)

ADD:-

C-Up Line 1324 133

Yds. before reach-

ing Peckfield P.2

signal.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A—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	Yes	Up	Down	Description	Standage 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 50/51—continued

Church Fenton

South

AMEND:—*Church Fenton**South Junction*

(Controlled by

Church Fenton SB)

C—Up Line 220

yards after 145

passing Church

Fenton Up

Starting Signal

U—Up Leeds 861

Yards before reach-

ing 714 Signal.

ADD:—**DELETE:—** notes, mileage, Block post dot (DO NOT DELETE SPEED RESTRICTIONS)**ADD to table :—****Church** 5 409**Fenton**

(See page 52 for

Normanton

Altofts to York

Chaloners Whin)

ADD:— Additional Up line between **Church Fenton** South Junction and **Church Fenton**.

NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN) ETC.

PAGE 52

Castleford

Gates

DELETE:— Additional Down Goods Line between **Castleford** Gates and Station.

PAGE 53

Sherburn-in-**Elmet****AMEND:—**Description of block signalling on Main lines column :— Between **Sherburn-in-Elmet** North and **Church Fenton** Church Fenton, "TCB" on Down and Up Main Lines.**Church Fenton**

South

AMEND to read :—*Church Fenton**South Junction*

(Controlled by

Church Fenton SB)

DELETE:—Notes Block Post dot, mileage, and Additional Up and Down lines between **Church Fenton** South and **Church Fenton** North (DO NOT DELETE ADDITIONAL TWO WAY LINE)**ADD:—**

15 15

All connections between Normanton and Leeds lines 10m. 77chs. to 10m. 67chs.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A—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 times		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L-long S-short C-low					
		M	Yds	Up	Down	Description	Stations & Sigs	Down	Up	Position	Gradient (feet unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

PAGE 53—continued

Church Fenton

North

AMEND to read :—

Church 2 556

Fenton

ADD note :—

(See Page 50

for Church Fenton

to Mickfield)

AMEND:—

25 25

All running connections between Leeds and
Normanton Line 10m. 39chs. to 10m. 27chs.

PAGE 58

SWINTON (DEARNE JUNCTION) TO BURTON SALMON ETC.

Hickleton

Main

Colliery

Sidings

DELETE:—

URS* 85

DRS 90

DELETE:— * Entered by facing points

PAGES 64/65

HULL BOTANIC GARDENS TO HEDON (INC. ANLABY LOOP)

DELETE heading and whole of table

ANLABY LOOP (GOODS LINES)

DELETE:—whole of table

★PAGE 66

WILMINGTON TO HORNSEA

DELETE:— heading and whole of table

★HULL YARDS

DAIRYCOATES WEST TO MANOR HOUSE, HESSLE HAVEN TO DAIRYCOATES WEST VIA PRIORY YARD HESLE HAVEN TO DAIRYCOATES WEST ETC.

AMEND:—line heading

DAIRYCOATES WEST TO MANOR HOUSE, HESSLE HAVEN TO DAIRYCOATES WEST VIA PRIORY YARD, HESSLE HAVEN TO DAIRYCOATES WEST VIA INWARD YARD, DAIRYCOATES WEST TO HESSLE ROAD NORTH BRANCH, NORTH LOOP, DAIRYCOATES WEST TO HESSLE ROAD (SOUTH BRANCH), HESSLE ROAD TO ALEXANDRA DOCK (INCLUDING WILMINGTON BRANCH), HESSLE ROAD (BRIDGES JCT) TO KING GEORGE DOCK, HESSLE ROAD (SWEET DEWS SIDINGS) TO MARFLEET AND SPRINGHEAD YARD TO HESSLE ROAD (SPRINGHEAD JCT.)

PAGE 71

SOUTHCOTES TO KING GEORGE DOCK

AMEND:—heading and sub heading:—

HULL HESSLE ROAD (BRIDGES JCT) TO KING GEORGE DOCK

HULL HESSLE ROAD (BRIDGES JCT)

AND KING GEORGE DOCK

10 10

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A-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			
													Down		Up	
			M	Md	Up	Down	Description	Standards 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 71-continued

DELETE:-

Southcoates

Station
and SUBSTITUTE:-

Hull

Hessle Road

(Bridges Jct)

(See below for
Marfleet Branch)

AMEND:-

Hull

King George

Dock 1 1431

AMEND:-

Description of signalling between **Hull** Hessle Road (Bridges Jct) and **Hull** King George Dock to read "TCB"

ADD:-new tables:-

HULL HESSLE ROAD (Sweet Dews Sidings) TO MARFLEET

HULL HESSLE ROAD (Sweet Dews
Sidings) AND MARFLEET15 MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE
(Both directions)

One Engine in Steam	●Hull Hessle Road		
	(Sweet	—	—
	Dews Sidings)		
	Marfleet	1	1171

WILMINGTON BRANCH (GOODS LINE)

WILMINGTON BRANCH

15

MAXIMUM PERMISSIBLE SPEED ON MAIN LINE

● Hessle

Road 0 0

(both directions)

Stoneferry 0 500

68

(falling)

Loop

(Stop/
Proceed ifline is
clear board)Special
Instructions
(See page 355)

PAGE 73

ALEXANDRA DOCK SIGNAL BOX TO KING GEORGE DOCK SIGNAL BOX

Graving Dock

DELETE:-block post dot and mileage

(DO NOT DELETE SPEED RESTRICTIONS)

Holderness

Drain South

AMEND:- 1336

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – 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	Standage 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 75

CUDWORTH SOUTH TO MONCKTON EMPTY SIDINGS ETC.

DELETE:— heading and table

CUDWORTH SOUTH JUNCTION TO CUDWORTH YARD SOUTH (GOODS LINES)

AMEND table to read:— CUDWORTH SOUTH JUNCTION TO H. and B. YARD

CUDWORTH SOUTH JUNCTION AND

10 — MAXIMUM PERMISSIBLE SPEED ON ARRIVAL LINE.

H. and B. YARD

Cudworth — —

South
Junction
(See Page
122 for
Darfield to
Leeds City

CW—Down Line
Clear of foul-
ing point with
Up Slow Line.

211

'NB'
Arrival
Line.

North
Jct.)

H. and B.
Yard 0 1200
Stop for
orders
Notice
Board

WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC.

PAGES 81/83

AMEND:— in description of Block Signalling on Main Lines Column. 'T.C.B' between Featherstone Station and Mensall Station.

Featherstone

DELETE:— Additional Up and Down Goods lines between Station and Snydale East

Station

DELETE:—

CW Up Goods
line clear of foul-
ing point with Main
Line.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A—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 times		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles				
												Down		Up		For
		M	Yds	Up	Down	Description	Standard Wagons E & V	Down	Up	Position	Working unless otherwise shown	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 81/83—continued

Pontefract

Monkhill

West

AMEND:— to read

Pontefract

Monkhill

Prince of Wales

West Junction

(Controlled

by

Prince of Wales

Box)

(See Page

105 for

Pontefract

Monkhill

Prince of Wales

West Junction

to Methley

North Jn.)

DELETE:— Block post dots

T.C.B. (G)

To

Prince of Wales
368 Signal.

ADD:—

C—Up Line 150

670 yards before

reaching

Prince of Wales

374 Signal.

C—Up Line 150

990 yards before

reaching

Prince of Wales

360 Signal.

CW—Up Line 890 150

yards before

reaching 354

Signal.

C—Up Line 150

910 yards before

reaching 352

Signal.

C—Up Line 150

920 yards before

reaching 350

Signal.

Pontefract

Monkhill

East

DELETE:— all particulars

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A-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	Standage Wagons E & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		Fm
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 81/83 – continued

Pontefract

Monkhill

AMEND:—

Goods Jn. 1 0042

(Controlled

by

Knottingley

S.B.)

(See Page

101 for

Ferrybridge

Goods Branch)

Whitley

Bridge

Sudforth

Lane

ADD:—

URS 340

DRS 227

CW-Up Line Level

755 yards

before reaching

Knottingley

376 Signal.

C-Down Line

196 yards after 157

passing 468

signal Clear of

junction with

C.E.G.B. lines.

DELETE:—Block post dot and mileage

AMEND:—to read:—

Whitley Bridge

Junction

(Controlled

by Sudforth

Lane)

Hensall

Station

AMEND:— 3 678

PAGE 86

FERRYBRIDGE GOODS BRANCH

AMEND:—

Pontefract

Monkhill

Goods Junction

(controlled by

Knottingley SB)

CW(controlled 144

by Ferrybridge)

Up Line 875 yds.

before reaching

Knottingley 377

Signal

PAGE 87

METHLEY NORTH JUNCTION TO PONTEFRAC (MONKHILL) WEST

AMEND line heading :— METHLEY NORTH JUNCTION TO PRINCE OF WALES WEST JUNCTION

Castleford

Whitwood

Sidings

DELETE:— all particulars

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A—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, siding or unworked trailing points		Engine When the following is shown			
		M		Yds		Up		Down		Position		Down		Up	
						Description	Stand-off Wagons E & V				Position	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods

PAGE 87—continued

Cutsyke

AMEND:— 1 905

AMEND:— CASTLEFORD CUTSYKE AND PRINCE OF WALES WEST JUNCTION

30 30 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

AMEND:—

Pontefract

Monkhill

Prince of Wales

●

TCB(G)

C. Down Methley 162

Main 756 yards

before reaching

35 signal

CW — Down Goods Line

Clear of fouling point with Main line.

DELETE:—

West

Junction

(controlled by

Prince of

Wales SB)

DELETE:—Block post dots

AMEND:—Description of signalling between **Castleford Cutsyke Pontefract Monkhill** Prince of Wales and West Junction to read TCB.

PAGE 93

AMEND line heading and sub-heading:—

ARDSLEY TO MORLEY

AMEND:—Description of Block Signalling on main lines between **Tingley Station** and **Morley Station** to be dotted line (Goods Line) with letter 'A'

Morley

Station

DELETE:—

DRS 37

PAGES 95/96

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC.

DELETE:—Between **Leeds Wortley West**, **Armley Moor Station** and **Bramley Station** the Down and Up Additional Goods Lines.

Bramley

Station

DELETE:— note

25 — Over junction towards Pudsey etc.

15 — Goods Line over junction towards Pudsey etc.

PAGES 96/97

Laisterdyke

East

AMEND:— in note "and Page 118 for Dudley Hill to Laisterdyke East"

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A — 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	Standage 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 97

Bradford (Exchange)

St. Dunstons

AMEND:— in note

"Cullingworth" to read "Horton Park"

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) ETC.

PAGE 101

Halifax

Holdsworth

Bridge

DELETE:— Block post dots, mileage and additional Down Goods Line between Halifax Holdsworth Bridge and Halifax West
 CW Down Goods
 Line clear of
 fouling point
 with main line.

Halifax

West

ADD:—

DRS 48

AMEND:— 0 1,309

HEBDEN BRIDGE TO NORMANTON, GOOSE HILL

PAGE 109 (Page 43 Supp. No.3)

Wakefield

(Kirkgate)

Station

ADD:—

(Signals

Down Lines

only)

PAGE 113

DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)

Huddersfield

Hillhouse No.1

ADD:—

URS 60

Hillhouse No.2

DELETE:—All details

Red Doles

DELETE:—All details

Kirkburton Junction

AMEND:— 1 650

PAGE 114

HUDDERSFIELD NEWTOWN GOODS BRANCH (GOODS LINE)

DELETE:—whole of table

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A—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	Standage 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 115

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

Lockwood

Lockwood

DELETE:—Block post dot, mileage and engine whistle

AMEND:—

C Up line 5m. 100
1037 yards before
reaching Clayton
West Jct. Distant
signal

Huddersfield

Springwood

Junction

AMEND 7 432

C Up Branch 524 258
yards before
reaching 177
signal

AMEND:—Between **Shepley** Clayton West Junction and **Huddersfield** Springwood Junction. Description of Block Signalling to read 'TCB on Down Main line'

PAGE 120

ROYSTON JUNCTION TO MIDLAND JUNCTION

DELETE:—heading and whole of table

PAGE 122 DARFIELD STATION TO LEEDS CITY (NORTH JCT.) ETC.

Cudworth

South Junction

AMEND:— Note (See page 86 for
Cudworth South
Junction to Cudworth
H. and B yard arrival
line)

15 — Slow Line over junction towards Cudworth H. and B.
arrival line.

Cudworth

Carlton Main

Sidings

DELETE:—

1L1S 2L1S — — Middles-
town or
Thornhill

PAGE 123

Normanton

Snydale

★ DELETE—Block post dot, mileage and note.

Goose Hill

★ AMEND:— 2 453

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A-continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Postal)	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	Standage 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 127 to 131

LEEDS CITY TO SKIPTON (SNAYGILL)

AMEND line heading LEEDS CITY TO SKIPTON (STATION SOUTH)

Calverley
and

Rodley

Station

DELETE:-

URS 42

Apperley Bridge

Station

DELETE:-all particulars

Viaduct

AMEND:- 1 484

Saltaire

Hirstwood

DELETE:-

Front R.S. 42	} applicable to both Down and Up lines
Back R.S. 29	

AMEND Sub heading KEIGHLEY AND SKIPTON (STATION SOUTH)

Keighley

Station Junction

AMEND:-

1L1S	-	-	-	Going to Colne
5S	-	-	-	Slow line Snaygill.

DELETE:-

PAGE 131

Skipton

Snaygill 1 1278

(London

Midland

Region)

AMEND to read

Skipton

Station

South 2 1586

(London

Midland

Region)

ADD:-

- 40 40 Main line between Skipton Station South Down Home Signal and Skipton North Junction.
- 10 - Back platform line Skipton Station and entering or leaving that line.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE D2

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
PAGE 218		
★ ADD:—		
HULL HESSLE ROAD (Sweet Dews Sidings) TO MARFLEET		
Marfleet Branch	Sweet Dews Yard	Yard Foreman
PAGE 219		
ADD:—		
HULL HESSLE ROAD (BRIDGES JN.) TO KING GEORGE DOCK		
Hedon Branch	Sweet Dews Yard	Yard Foreman West End

TABLE E

Whistle to be given at	Movement required	Whistle
PAGE 220		
AMEND line heading LEEDS CITY TO HULL (PARAGON) (inc Neville Hill West Junction etc.)		
Neville Hill East		
DELETE :— all whistles.		
PAGE 221		
HULL BOTANIC GARDENS TO HEDON (INCLUDING ANLABY LOOP)		
★ DELETE :— Heading and all items.		
PAGE 222		
HULL DOCKS, ETC.		
Graving Dock		
★ DELETE :— all whistles.		

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
PAGE 236			
AMEND line heading LEEDS CITY TO HULL (PARAGON) (inc Neville Hill West Junction etc.)			
DELETE :—			
Neville Hill West	Neville Hill East	Down Goods	Freight wagons etc.
Hunslet Goods Yard	Neville Hill West	Up	6 Freight wagons etc.
ADD :—			
Neville Hill	Marsh Lane	Up Sidings	{ 15 Coaching Stock Vehicles 30 Freight wagons 15 fitted wagons without brake van.
West Junction	Junction	to Up Goods	
		186 signal	
		Down Sidings	{ 15 Coaching Stock vehicles or 2 Stores Vans.
		to Up Goods	
		186 signal	

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE F-continued.

From	To	Line	Number of vehicles and special conditions
PAGE 237			
NORMANTON (ALTOFTS) TO YORK ETC			
DELETE:-			
†Church Fenton North	Church Fenton South	Up Normanton	{ ECS etc.
†Church Fenton South	Church Fenton North	Down Normanton	
HULL BOTANIC GARDENS TO HEDON (INCLUDING ANLABY LOOP)			
★ DELETE :- Heading and all items.			
PAGE 238			
HULL DOCKS, ETC.			
★ DELETE :- existing authorities and SUBSTITUTE :-			
Holderness Drain South	Alexandra Dock	Up	{ Freight wagons with or without brake van.
Alexandra Dock	Holderness Drain South	Down	
Holderness Drain South	King George Dock	Down	
King George Dock	Holderness Drain South	Up	{ 15 Freight wagons with or without brake van.
			{ Freight wagons with or without brake van.
PAGE 240			
WAKEFIELD (KIRKGATE) EAST TO GOOLE GOODS JUNCTION ETC.			
ADD:-			
Sharlston Station	Streethouse West	Down	{ Freight Wagons. Fitted wagons without brakevan
AMEND:-			
Sharlston Station	Prince of Wales	Down Main	{ 1 Brake van during fog or falling snow.
Prince of Wales	West Junction	Up Main	
West Junction	Sharlston Station		
DELETE:-			
Pontefract (Monkhill)	East	Down Main	{ Freight wagons without brake van.
West			
† Pontefract (Monkhill)	East	Down Goods	
West			{ Freight wagons without brake van.
Pontefract (Monkhill)	West	Up	
East			
METHLEY NORTH JUNCTION TO PONTEFRACT (MONKHILL) WEST			
DELETE:-heading and all items.			
PAGE 241			
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) ETC.			
DELETE:-			
Halifax			{ Freight wagons without Brake van.
Holdsworth Bridge	West	Down Main	
Halifax			{ Freight wagons without Brake van.
Holdsworth Bridge	West	Down Goods	

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE F – continued.

From	To	Line	Number of Vehicles and Special Conditions
PAGES 241/242			
HEBDEN BRIDGE TO NORMANTON GOOSE HILL			
ADD:—			
Wakefield	East	Up Main	} Coaching Stock Clear weather only
Turners Lane			
Wakefield Turners Lane	East	Up Goods	
Wakefield East	Turners Lane	Down Main	
Wakefield East	Turners Lane	Down Goods	
DIGGLE TO MIRFIELD ETC.			
DELETE:—			
Huddersfield Red Doles Junction	Hillhouse No.2	Up Slow	1 Brakevan during fog or falling snow.
Hillhouse No.2	Red Doles Junction	Down Slow	1 Brakevan during fog or falling snow.
Huddersfield Bradley Junction	Hillhouse No.2	Up Fast and Slow	1 Wagon of fuel or empty wagon.
HUDDERSFIELD NEWTOWN GOODS BRANCH			
DELETE:— whole table			
PAGE 243			
ROYSTON JUNCTION AND THORNHILL (MIDLAND JUNCTION)			
DELETE:— heading and item.			
DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION) ETC.			
ADD:—			
Carlton South Yard	Cudworth North	Up Main	6 Wagons without brakevan in clear weather only.
ADD:—			
CUDWORTH NORTH JUNCTION TO MONK BRETTON			
Cudworth North	Monk Bretton	Single	6 Wagons without brakevan in clear weather only.
AMEND line heading:—			
LEEDS CITY TO SKIPTON STATION SOUTH			

TABLE G

		Line		
From	To	Down	Up	Remarks
PAGE 251				
AMEND lineheading LEEDS CITY TO HULL (PARAGON) (inc. Neville Hill West Junction etc.)				
ADD:—				
Leeds Neville Hill West Junction 775 Signal	Leeds Neville Hill West Junction 780 Signal		Up Goods Loop	15 Coaching Stock veh- icles, 15 fitted vehicles without Brake Van. 30 Freight wagons.

PAGE 252
HULL DOCKS ETC.

★ **DELETE:— heading and item.**

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE G — continued.

		Line		
From	To	Down	Up	Remarks
PAGE 252				
WAKEFIELD KIRKGATE TO GOOLE ETC.				
DELETE:—				
Pontefract Monkhill East	Pontefract Monkhill West		Main Goods	—
ADD:—				
Rawcliffe Bridge Junction	Beverley Sidings	—	Goods	Light Engine
METHLEY NORTH JUNCTION TO PONTEFRACT (MONKHILL) WEST				
DELETE:— heading and items.				

TABLE H1

From	To	Line	Number of Vehicles and Special Conditions
PAGE 254			
SHAFTHOLME TO BERWICK			
York	York Yard South	Down Doncaster Goods	—
		Down Leeds Goods	
		Down Goods	
York Yard South	York	Up Doncaster Goods	—
		Up Leeds Goods	
York Yard South	York Yard North	All Down Goods Lines	—
York Yard North	York Yard South	All Up Goods Lines	—
York Yard North	Skelton	All Down Goods Lines	—
Skelton	York Yard North	All Up Goods Lines	—

PAGE 256**AMEND:—**line heading **LEEDS CITY TO HULL (PARAGON) (inc. Neville Hill West Junction etc.)****AMEND:—**

Neville Hill West Junction	Hunslet	Arrival	6 wagons or 20 Tanks etc.
-------------------------------	---------	---------	---------------------------

NORMANTON (ALTOFTS) TO YORK ETC.**DELETE:—**

Church Fenton South	Church Fenton North	Down Normanton No.3 platform	—
Church Fenton North	Church Fenton South	Up Normanton No.3 platform	—

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE H1—continued.

From	To	Line	Number of Vehicles and Special Conditions
PAGE 256 – continued			
HULL (BOTANIC GARDENS) TO HEDON (INCLUDING ANLABY LOOP)			
★DELETE:– heading and all items.			
PAGE 257			
HULL DOCKS ETC.			
★DELETE:– existing authorities and SUBSTITUTE:–			
King George Dock	Holderness Drain South	Up	–
Holderness Drain South	King George Dock	Down	–
Holderness Drain South	Alexandra Dock	Up	–
Alexandra Dock	Holderness Drain South	Down	–
MOORHOUSE AND SOUTH ELMSALL TO MOORHOUSE JUNCTION			
ADD:–			
Frickley Colliery	Moorhouse Junction Siding	Arrival and departure line	Brake van marshalled next to engine and brakes pinned down as necessary.
WAKEFIELD KIRKGATE TO GOOLE ETC.			
DELETE:–			
Pontefract (Monkhill) West	East	Down Main and Down Goods.	} 20 loaded or 30 empty wagons.
Pontefract (Monkhill) East	West	Up Main	
PAGE 258			
METHLEY NORTH JUNCTION TO PONTEFRACT (MONKHILL) WEST			
DELETE:– heading and items.			
AMEND line heading:–			
LEEDS CITY TO SKIPTON STATION SOUTH			

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H2

From	To	Line	Number of Vehicles and Special Conditions
PAGE 264			
SHAFTHOLME TO BERWICK			
ADD:—			
York	York Yard South	All Down Goods	—
York Yard South	York	All Up Goods	—
York Yard South	York Yard North	All Down Goods	—
York Yard North	York Yard South	All Up Goods	—
York Yard North	Skelton	All Down Goods	—
Skelton	York Yard North	All Up Goods	—

PAGE 265**AMEND** line heading **LEEDS CITY TO HULL (PARAGON) (inc. Neville Hill West Junction etc.)****DELETE:—**

Neville Hill West	Hunslet East	Down	10 Coaching stock vehicles
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ADD:—

Neville Hill West Junction	Leeds City East Junction	Up Main Up Goods Loop	—
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PAGE 265**AMEND** line heading:—**LEEDS CITY TO SKIPTON STATION SOUTH**

TABLE J

From	To	Class of train	Con- ditions	Remarks
PAGE 268				
LEEDS CITY TO HULL (PARAGON) ETC.				
ADD:—				
Leeds Neville Hill West Junction	Leeds City East Junction	ECS	K	—
Leeds Neville Hill East Junction	Garforth	F	—	—
DELETE:—				
Neville Hill Coaching Stock Depot	Leeds City East Junction	ECS	K	—

HULL (BOTANIC GARDENS) TO HEDON (INCLUDING ANLABY LOOP)★ **DELETE:—** Heading and item

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE K2

From	To	Down	Up
PAGE 272			
WAKEFIELD (KIRKGATE) TO GOOLE (GOODS JUNCTION) ETC.			
ADD :—			
Crofton West	Prince of Wales West Junction	Main	
Prince of Wales West Junction	Crofton West		Main

TABLE M

Signal box	Line	Remarks
------------	------	---------

PAGE 274
HULL DOCKS ETC.

★ **DELETE:—**heading and item

PAGE 275
AMEND line heading :—
LEEDS CITY TO SKIPTON STATION SOUTH

TABLE N

Tunnel	Between	Length	
		Miles	Yards
PAGE 275			
CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION) ETC.			
DELETE:—			
Ardsley	Ardsley Station and Gelderd Road Junction	0	297

TABLE P1

LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN

Name of Crossing	Situated at or between	Remarks
------------------	------------------------	---------

PAGE 277
HULL BOTANIC GARDENS ETC.

★ **DELETE:—**heading and item

WILMINGTON TO HORNSEA

★ **DELETE:—**heading and all items

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

PAGE 278—AMEND:—

TABLE P.2 LEVEL CROSSINGS — AUTOMATIC HALF-BARRIERS

The following equipment is provided at automatic half-barrier level crossings:—

- (i) a half-barrier on each side of the crossing which closes the nearside of the road;
- (ii) twin red flashing road lights on either side of the road visible along the road in both directions;
- (iii) a single tone bell on each side of the crossing;
- (iv) whistle boards on each rail approach to the crossing.

The normal position of the half-barriers is raised, the twin red road lights normally out, and the bells normally silent. The approach of a train will, by track circuit and treadle operation, set in motion the following sequence of events, provided the rail movement passes in the right direction:—

- (i) the twin red road lights flash and the bells sound;
- (ii) after an initial warning period, the barriers fall;
- (iii) when the barriers are lowered, the bells cease to sound;
- (iv) the barriers remain lowered and the twin red road lights continue to flash until the whole of the train has cleared the crossing;
- (v) the barriers then rise and the twin red road lights are extinguished, unless a second train is closely approaching the crossing.

A telephone is provided on each side of the crossing, giving communication with the supervising signalbox.

The following instructions will apply at the level crossing(s) shown in the table below.

- (a) Drivers must sound a short warning on the horn at each of the two whistle boards on the approaches to the crossing. The horn must not, however, be sounded between 23 30 hours and 07 00 hours, except in emergency.
- (b) Wrong Line Order form "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 signalbox.
- (c) A ballast train which has passed over the crossing is prohibited from returning to the signalbox in rear in accordance with Rule 175, clause (c).
- (d) A ballast train which has passed over the crossing must not be set back in accordance with Rule 216, clause (j) if it would approach nearer than $\frac{1}{4}$ mile from the crossing.
- (e) A trolley must not be allowed to occupy any of the controlling track circuits or treadles without permission of the Signaller at the supervising signalbox.
- (f) In any of the following circumstances, a Crossing Keeper must be appointed who will operate the barriers locally:—
 - (i) A failure of the apparatus affecting the normal working of the barriers.
 - (ii) A disabled train or portion of a train is occupying the controlling track circuits or has actuated the controlling treadles, resulting in the barriers being lowered.
 - (iii) Road works in the vicinity of the crossing which are likely to affect the normal flow of road traffic over the crossing.
 - (iv) A wrong direction movement is to be authorised to pass over the crossing on any line.
 - (v) Single line working is to be brought into operation.
 - (vi) A trolley is to be placed on the line and will occupy any of the controlling track circuits or actuate any of the controlling treadles.
 - (vii) The Engineer is to take Absolute Possession of one or more lines unless specific arrangements are made to prevent the controlling treadles or track circuits being actuated.
 - (viii) A train requiring to stop in section on any of the controlling track circuits or within the controlling treadles, is to be allowed to enter the section.
 - (ix) A Tamping machine, Track Recording machine, Ballast Cleaning machine, Engineer's Rail Motor or a Rail Bus requires to run through the section.

NOTE: Item (ix) will not apply at those crossings indicated by * in the table below.

Prior arrangements must be made for the Crossing Keeper to be in attendance in the case of items (vii), (viii) and (ix) and whenever possible in connection with items (iv), (v) and (vi).

- (g) During the time the Engineer has Absolute Possession of a running line(s), should it be necessary for a movement to be made over the crossing on the blocked line(s), the Person in charge of the Possession must arrange for the Driver to be reminded of the location of the crossing and instructed not to pass over it until he has received authority from the Crossing Keeper. Where practicable, the Crossing Keeper must be advised of the movement.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

PAGE 278—continued

AMEND:—continued

TABLE P.2 LEVEL CROSSINGS – AUTOMATIC HALF-BARRIERS – continued

Name of Crossing	Signal boxes between (supervising box First)
WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC. Snaith and Pontefract Highway *	Hensall Station – Sudforth Lane

PAGE 279

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

Name of Crossing	Located between	At
LEEDS CITY TO HULL (PARAGON) (inc. Neville Hill West Junction etc.) ADD:— Manston	Neville Hill East Junction – Garforth	14 miles 77 chains.

TABLE S1

Name of Siding	Situated at or between	Line connected with	Method of control
PAGE 282 AMEND:— LEEDS CITY TO HULL (PARAGON) (inc. Neville Hill West Junction etc.) Manston Ground Frame	Between Neville Hill East Junction and Garforth	Down Main	Ground frame Electrically released from Leeds S.B.
ADD:— METHLEY NORTH JUNCTION TO PONTEFRACHT MONKHILL WEST Prince of Wales Colliery Siding	Between Prince of Wales and Cutsyke	Up Methley Main	Ground Frame electrically controlled by Prince of Wales box.

AMEND line heading:—

LEEDS CITY TO SKIPTON STATION SOUTH

TABLE S.3

Siding	Position	Remarks
PAGE 284 ADD:— WAKEFIELD KIRKGATE EAST TO GOOLE ETC. Ackton Hall Colliery	Between Snydale East and Featherstone Station	Ground Frame electrically controlled from Snydale East signal box.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE U

Place	Line	Remarks
-------	------	---------

PAGE 285

SHAFTHOLME TO BERWICK

DELETE:- heading and item

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

DELETE:- heading and item

TABLE W

Signal Box	Movement	See Special Inst. on page.
------------	----------	----------------------------

PAGE 287

DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION)

ADD:-

Stourton Junction Up Main to Down Goods or Down Main

TABLE X

Name of Tunnel	Between Signal Boxes	Length	
		Miles	Yards

PAGE 288

AMEND line heading

LEEDS CITY TO SKIPTON STATION SOUTH

★ TABLE Z - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line(s)	Remarks
------	----	---------	---------

PAGE 289

DELETE:- line heading

SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE ETC.

Shaftholme York, Holgate Up and Down Mains

ADD:-

Shaftholme	York, Chaloner's Whin	Up and Down Mains
York, Chaloner's Whin	York, Holgate	Up and Down Leeds
		Up and Down Doncaster
Leeds City, East Junction	Micklefield, Station Junction	Up and Down Mains
Micklefield, Station Junction	Church Fenton	Up and Down Mains
Church Fenton	York, Chaloner's Whin	Up and Down Normanton
		Up and Down Leeds

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

PAGE 297

BREAKDOWN CRANES, LEEDS DISTRICT

Healey Mills

No. 107 45 tons (steam)

ADD:—

Dewsbury Railway Street Branch

PAGE 305 CLAUSE 16

ADD:—

STEAM HEATING OF PASSENGER TRAINS

Should the steam heating apparatus of a locomotive fail during a journey the driver must intimate, by whistle, that a fresh locomotive is required and he must inform the guard of the failure at the next stopping point.

ENGINEERS RAIL MOTORS

BETWEEN

Signal Box

Signal Box

PAGE 308

DELETE:—

Wilmington

Wilmington

King George Dock

Hedon Station

Hornsea

Southcoates Station

PAGE 315

TRACK CIRCUIT BLOCK REGULATIONS – DEFINITION OF STATION LIMITS (RULES 149 and 153)

Signal Box

Line

Station Limits

★ DELETE:—

Neville Hill East

Neville Hill East

Down Main

Up Main

First Controlled signal to No.20 signal.

From No.122/123 signals to last Controlled signal.

ADD:—

Sudforth

Lane

Down Goole

Up Goole

From the first Controlled signal to No. 465 signal.

From signal No. 464 to the last Controlled signal.

PAGE 313

RULE 39(a)

Signal Box

Signal at which
Rule 39 Clause (a)
is exempt

Remarks

AMEND:—

Wakefield East

Up Home No. 2 to

Up Platform

Up Branch Home

to Up Platform

DELETE:—

Pontefract Monkhill East

Down Main Home

In clear weather only

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

★ PAGE 316

PROVISION OF PROTECTION BY DETONATORS AND SITING OF WARNING BOARDS ON HIGH SPEED LINES**DELETE:**— Rule 107 (c) and relevant details.

PAGE 318

SHUNTING LOCOMOTIVES – OPERATING OF TRACK CIRCUITS**DELETE:**— Second paragraph

PAGE 319

ADD:—**WORKING OF OFFICERS SPECIALS**

Referring to page 57 of the General Appendix, the trains comprising an engine and saloon only run for Railway Officers will not be accompanied by a Guard. Drivers and secondmen when working such trains must carry out the Rules and Regulations as applicable to men in charge of a light engine. The driver will be responsible for satisfying himself that the saloon is properly coupled to the engine including the brake pipe and for testing the vacuum brake from the saloon. Trains consisting of more than a saloon must carry a Guard.

LOCAL INSTRUCTIONS

PAGE 341

SOUTH KIRKBY COLLIERY SIDINGS**DELETE:**—existing entry**ADD:**—

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the signalman will obtain an assurance that the three sets of facing spring points in that line are re-set in the correct position for the movement to be made, but when no shunter is on duty the signalman must advise the guard of the circumstances and instruction to examine the spring points before hand signalling the driver forward over them. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3 m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthestmost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of 1/2 m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the low speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings. Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

PAGE 341—continued

SOUTH KIRKBY COLLIERY SIDINGS—continued

ADD:— continued

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge.

The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box.

PAGE 342

HORSFORTH AND ARTHINGTON

BRAMHOPE TUNNEL

1st paragraph **AMEND** Arthington and Horsforth to read

Arthington (or Rigton when Arthington is closed) and Horsforth

5th paragraph **AMEND** Horsforth and Arthington in last line to read Horsforth

6th paragraph **To Call DELETE** "give code"

7th paragraph (The following code of rings etc.)

DELETE all paragraphs and codes

PAGE 346

LEEDS CITY

ADD:—

LEEDS SIGNAL BOX—TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS—When a train comes to a stand and only the locomotive, or one vehicle in the case of a D.M.U., is ahead or partially ahead of the running signal which controlled the movement, the train must not proceed until the Driver has received verbal instructions to do so from the Signaller or a person acting under the Signaller's instructions, in addition to the Guard's "right away" signal when necessary. In all other circumstances the provisions of the second paragraph of clause (b) of the instructions on page 61 of the General Appendix are applicable.

LEEDS CITY STATION – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE

Instructions on page 4 of the General Appendix (Pages 7 to 12 of Supp. No.2) are modified as under in respect of air-braked trains which reverse at Leeds City Station and leave with vehicles behind the rear brake van:—

Regulation 2. Attaching locomotive.

Immediately the locomotive which has worked the train to Leeds has been detached, the Carriage and Wagon Examiner must carry out the guard's duties as detailed in item (i).

Regulation 4. Testing Brakes.

- (A) **'Simple' brake test.** When the locomotive which is to work the train forward has been attached and the driver and guard have carried out the provisions of item (ii) the guard must, after ascertaining that the driver has released the brake and is ready for the further brake test proceed to the rear of the train and so inform the Carriage and Wagon Examiner. The latter must then carry out the guard's duties in respect of the brake test detailed in item (iii) and the guard must observe that this is done.

NEVILLE HILL

DELETE:— Neville Hill Carriage Sidings, heading and entry.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

PAGE 346—continued

ADD:—

NEVILLE HILL COACHING STOCK DEPOT – LOUD SPEAKERS

2-way loud speaker apparatus is provided at each of the Notice Boards reading “STOP FOR ORDERS” located at the West End of the Coaching Stock Depot at the following points:—

- (1) On the Depot Arrival Line.
- (2) On the Up Local Line at clearance point with the Departure Sidings.
- (3) At the West End of each of the two groups of the Departure Sidings.
- (4) On the Loco Line West opposite West End Control Cabin.

Method of Communication

The talk-back equipment at each Notice Board is track circuit activated except at the two boards for each group of the Departure Sidings, which will be activated by the person in charge of the West End Console, when the illuminated sign reading “SPEAK” will be displayed at the board applicable.

For movements from the Shunt Neck adjacent to the Depot Arrival Line, an over-ride button is provided on the Arrival Line Talk-Back Equipment to enable staff to communicate with the person in charge of the Console. The button must be depressed continuously until an answer is received.

When speaking the person must talk towards the loud speaker and be within 10 yards of it. The loud speakers are sensitive to all sounds over a wide range and drivers must keep locomotive noise to a minimum to assist in the efficient working of the apparatus.

PAGE 347

HULL

PARAGON SIGNAL BOX – Platform Starting Signals

AMEND:—second paragraph to read

When the locomotive of a loaded passenger train is ahead of the Platform Starting Signal the proceed aspect of the relative subsidiary signal will be given and the Inspector or person responsible for starting trains must instruct the driver verbally to start, but this verbal instruction must not be given until the Guard has given his handsignal to start.

PAGE 351

HUNSLET EAST OIL TERMINAL

AMEND:—

Neville Hill West to read Neville Hill West Junction

Down Branch to read Arrival line

and “passed” in last sentence to read “past”.

PAGES 355/356

HULL (BOTANIC GARDENS) TO HEDON

★ DELETE:—heading and all items

★ ADD:—

WORKING OF WILMINGTON SINGLE LINE BRANCH

The Single Line Branch between Hessle Road HR54 signal and the Run-Round at Stoneferry Loop is controlled entirely by Hessle Road signal box.

A single lever ground frame is provided situated adjacent to the Wilmington Branch on the right hand side of the line (to trains travelling towards Wilmington). This ground frame controls the connection to Hornsea Sidings and is fitted with an Annetts Lock.

A telephone is provided at this ground frame.

In the event of a train failing or becoming disabled on the Single Line, the Guard or Second Man must communicate with the Signaller at Hessle Road signal box, by telephone, as quickly as possible.

HULL YARDS

PAGE 356

DAIRYCOATES WEST TO MANOR HOUSE. HESSLE HAVEN ETC.

★ AMEND:—line heading

DAIRYCOATES WEST TO MANOR HOUSE, HESSLE HAVEN TO DAIRYCOATES WEST VIA PRIORY YARD, HESSLE HAVEN TO DAIRYCOATES WEST VIA INWARD YARD, DAIRYCOATES WEST TO HESSLE ROAD NORTH BRANCH, NORTH LOOP, DAIRYCOATES WEST TO HESSLE ROAD (SOUTH BRANCH), HESSLE ROAD TO ALEXANDRA DOCK (INCLUDING WILMINGTON BRANCH), HESSLE ROAD (BRIDGES JN.) TO KING GEORGE DOCK, HESSLE ROAD (SWEET DEWS SIDINGS) TO MARFLEET AND SPRINGHEAD YARD TO HESSLE ROAD (SPRINGHEAD JN.)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

PAGE 356

HULL PRIORY YARD

DELETE:— heading and item.

PAGE 357

HULL YARDS ETC.

ARRIVAL OF TRAINS ON RECEPTION LINES FROM THE DIRECTION OF HESSLE HAVEN

ADD:— "In the case of fully fitted trains where there is no brake van the Guard should secure his train by pinning down sufficient number of hand brakes on the wagons at the rear of his train".

PAGE 358

HULL DOCKS, ALBERT DOCK NORTH BRANCH ETC.

★ **AMEND:**—in line heading "SOUTHCOATES STATION" to read "SWEET DEWS SIDINGS".
KING GEORGE DOCK SIGNAL BOX

★ **DELETE:**—in 2nd paragraph "or by the signalman at Graving Dock".

★ **AMEND:**—in last paragraph Southcoates Station to read Sweet Dews Sidings.

KING GEORGE DOCK AND SOUTHCOATES STATION BOXES

★ **DELETE:**—heading and item.

PAGE 358

KING GEORGE DOCK EASTERN ACCESS ROAD LEVEL CROSSING

AMEND:—last paragraph to read

Drivers must bring their trains to a stand before arriving at the crossing and after ensuring the crossing is clear etc.

PAGE 360

HEMSWORTH

UPTON AND NORTH ELMSALL

DELETE:— heading and entry.

MOORHOUSE AND SOUTH ELMSALL

DELETE:—all existing instructions and **SUBSTITUTE**

FRICKLEY COLLIERY SIDINGS – WORKING OF BUNKER LOADED TRAINS

Trains arriving at Frickley Colliery from the Frickley Colliery Signal Box end will proceed to No.5 G.P.L. Signal and the locomotive will run round. Prior to loading each train will be hauled through the Bunker from No.2 G.P.L. at a maximum speed of 3m.p.h. to enable "Tare" weighing to be completed and after passing through the Bunker each train must proceed to the farthest Bunker loading signal. The guard will alight at the Bunker installation and ascertain that the points are in the correct position for the loading operation and advise the Bunker operator. When the Bunker operator is ready to commence loading the signal for the train to propel through the Bunker, three vertical white lights in the Bunker loading signal will be received and the Driver must engage the Slow speed control to maintain a speed of ½m.p.h. during the loading operation.

The guard must position himself at the Bunker and when the last wagon has entered the Bunker must operate the Bunker loading signal by means of the lineside plunger to stop the train when the last wagon is positioned under the Bunker for loading and this wagon will be loaded whilst stationary. The guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so. Trains leaving via Frickley Colliery Signal Box can be allowed to proceed towards the departure signal after the guard has informed the Bunker operator that it is ready. Guards of trains leaving via Moorhouse and South Elmsall Box must inform the Bunker operator that they are ready to depart and all trains must depart locomotive leading.

WORKING AT FRICKLEY COLLIERY

In the event of a train requiring to stand on the Colliery Branch Up line waiting to enter the colliery the locomotive must not, after being detached to be returned to the rear of the train, rejoin its train until the train may be allowed to enter the colliery, but should it be necessary to leave the train on the Colliery Up Branch line owing to congestion in the empty sidings the locomotive may be allowed to rejoin the train for the purpose of removing the brake van.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

PAGE 362

ADD:—SHARLSTON COLLIERY RAPID LOADING FACILITIES

Trains arriving at Sharlston Colliery for Bunker loading must enter the colliery with locomotive leading and will proceed from No.1 G.P.L. signal through the Bunker at a maximum speed of 3m.p.h. to enable "Tare" weighing to be completed. After passing through the Bunker the train must proceed to the farthest Bunker loading signal. The guard will ascertain that the points are in the correct position for the loading operation and advise the Bunker operator. When the signal is received, three vertical white lights in the Bunker loading signal, the driver must engage the slow speed control to maintain a speed of ½m.p.h. during the loading and gross weighing operation. The guard will position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the guard must operate the Bunker loading signal by means of the lineside plunger to stop the train before the locomotive enters the Bunker to enable the last wagon to be loaded whilst stationary. The guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to re-commence loading until he is satisfied it is safe to do so. After the loading operation the train must be brought to a stand behind No.1 G.P.L. signal the locomotive run round and the guard will collect the train weighbill from the Bunker operator. All trains leaving the colliery must then draw up to the STOP AWAIT INSTRUCTIONS board.

**WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC
SHARLSTON**

WHITLEY BRIDGE : EGGBOROUGH POWER STATION**AMEND:—** heading to read:— **EGGBOROUGH POWER STATION****AMEND:—** in 2nd, 8th and 9th paragraphs Whitley Bridge to read Whitley Bridge Junction.**AMEND:—** 3rd paragraph to read:—

Trains from Sudforth Lane 468 signal proceed to signal 471, thence to P.2 etc.

PAGES 364/365

CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY**ADD:—****GOLDTHORPE COLLIERY**

TRAINS arriving for Bunker loading must proceed through the Bunker at a maximum speed of 3 m.p.h. to enable 'tare' weighing to be carried out and must be brought to a stand on the empty siding. The locomotive must then be detached for the purpose of running round and proceed via the engine run-round line to the 'STOP TELEPHONE' notice board situated adjacent to the bunker. After proceeding through the Bunker back on to the train and when No.1 GPL signal is cleared the driver must engage slow speed control to maintain a speed of ½ m.p.h. and proceed through the Bunker for loading and gross weighing. The train will be brought to a stand by means of the Bunker loading signals when the first wagon of the train is under the bunker and will be signalled forward by the Bunker loading signals when loading is to commence. The guard must position himself at the Bunker during loading operation and operate the Bunker loading signals by means of the lineside switch to stop the train, should this be necessary at any time during the movement, and must not allow loading to re-commence until he is satisfied it is safe to do so. When the loading movement is complete and the train has proceeded to the farthest Bunker loading signal the guard will collect the train weighbill from the Bunker operator and inform him that the train is ready to depart.

Conventional trains must proceed to the colliery by the empties siding line and depart from the colliery via the run-round line.

METHLEY NORTH JUNCTION TO PONTEFRACT(M) WEST**DELETE:—** heading and item

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE) ETC.

PAGE 366

DELETE:—

WORKING OF PASSENGER TRAINS OVER DOWN GOODS LINE FROM WORTLEY WEST TO BRAMLEY — heading and item.

PAGE 371

WAKEFIELD (KIRKGATE)

AMEND:—Rule 44 (b)

The Calling on signals provided at East and West Signal Boxes below the Down Through and Up and Down Platform Starting signals (outer Home Signals for Kirkgate Station Box in the Down direction) may be — — — etc.

WAKEFIELD STATION SIGNAL BOX

AMEND:—Drivers of trains on the Down Through and Up and Down platform lines entering a section — — — etc.

★ **PAGES 372/373**

ADD:—

HUDDERSFIELD STATION

Propelling movements — A propelling movement must not be made until the signalling staff at Huddersfield have been advised that a propelling movement is intended.

Empty diesel multiple units must not be propelled except:—

- (i) When it is impracticable, because of the formation of the train set for the Driver to walk through the train from one end to the other.
or
- (ii) When in the event of the driving apparatus in the leading compartment becoming defective the train cannot be driven from the leading end.
If, in accordance with (i) above, it is necessary to make a propelling movement at the West end of the station, the empty diesel multiple unit must be propelled into the tunnel to enable the driver to be in the leading cab for the return movement.

HUDDERSFIELD NEWTOWN GOODS BRANCH

DELETE:—heading and item.

PAGE 374

BARNESLEY (EXCH.) TO HORBURY JUNCTION ETC.

DARTON

DELETE:—heading and item.

ROYSTON JUNCTION TO THORNHILL (MIDLAND JUNCTION)

DELETE:—heading and items.

DARFIELD TO LEEDS CITY ETC.

CUDWORTH STATION — LOCOMOTIVE RUNNING ROUND TRAIN

DELETE:—heading and item.

PAGE 375

NORMANTON

★ **ADD:—**

SOUTH YARD

When Normanton No.1 Goods box is closed and it is necessary for movements to be made to the South Yard Sidings, the train concerned will be brought to a stand at Goosehill Junction Box and the trainmen will be advised accordingly.

A second movement will not be allowed to enter the Sidings until the first movement has returned to Goosehill Junction Box or in the case of emergency a proper understanding has been reached with all concerned.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LEEDS CITY TO SKIPTON (SNAYGILL)****PAGE 377****AMEND:—** line heading.**LEEDS CITY TO SKIPTON (STATION SOUTH)****LEEDS CITY****ADD:—**

LEEDS SIGNAL BOX – TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS – When a train comes to a stand and only the locomotive, or one vehicle in the case of a D.M.U., is ahead or partially ahead of the running signal which controlled the movement, the train must not proceed until the Driver has received verbal instructions to do so from the Signaller or a person acting under the Signaller's instructions, in addition to the Guard's "right-away" signal, when necessary. In all other circumstances the provisions of the second paragraph of clause (b) of the instructions on page 61 of the General Appendix are applicable.

ADD:—**LEEDS CITY – WORKING INTO PARCELS AREA**

When a train is entering the Parcels Area or Parcels Reception Siding under the authority of subsidiary Signal No.97 the trainmen are not required to ensure that the points are correctly set and the provisions of Rule 111 are amended accordingly.

ADD:—**LEEDS CITY STATION – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE**

Instructions on page 4 of the General Appendix (pages 7 - 12 of Supplement No.2) are modified as under in respect of air-braked trains which reverse at Leeds City Station and leave with vehicles behind the rear brake van:—

Regulation 2. Attaching locomotive.

Immediately the locomotive which has worked the train to Leeds has been detached the Carriage and Wagon Examiner must carry out the guard's duties as detailed in item (i).

Regulation 4. Testing Brakes.

- (A) **'Simple' brake test.** When the locomotive which is to work the train forward has been attached and the driver and guard have carried out the provisions of item (ii) the guard must, after ascertaining that the driver has released the brake and is ready for the further brake test, proceed to the rear of the train and so inform the Carriage and Wagon Examiner. The latter must then carry out the guard's duties in respect of the brake test detailed in item (iii) and the guard must observe that this is done.

ALTERATIONS TO FREIGHT TRAIN LOADS BOOK (DIESEL) DATED 8TH JULY, 1967**PAGE 7****(4) Maximum Speed and Composition of Freight Trains****Insert new paragraph:—****(iv) Provision of Fitted Heads**

Empty Vanfits must not be used in the fitted heads of heavy mineral and oil trains or as barrier wagons on loaded oil trains.

ALTERATIONS TO FREIGHT TRAIN LOADS BOOK (DIESEL) DATED 8TH JULY, 1967 – continued

LOAD CLASS OF LOCOMOTIVE			DIESEL TYPE								Coupling of loco or unit Standard coupling	REMARKS
			1	1	2	2	3	1	4	4		
			D.8.10	D.10.3	D.11.1	D.12.1	D.12.3	D.22.3	D.22.3	D.22.3		
BETWEEN			BASIC WAGON UNITS								Coupling of loco or unit Standard coupling	REMARKS
Length Limit	Class of train											

PAGE 37 Concentrated Loads (Oil)

Delete:—

Port Clarence Weaste
via Diggle

Insert:—

Port Clarence Weaste
via Hebden Bridge

- 4 A Class 37 (1750 h.p.) locomotive may convey 660 tons.
A Class 45 (2500 h.p.) locomotive may convey 1080 tons.
A Class 47 (2750 h.p.) locomotive may convey 1165 tons.
- 5 A Class 37 (1750 h.p.) locomotive may convey 780 tons.
A Class 45 (2500 h.p.) locomotive may convey 1265 tons.
A Class 47 (2750 h.p.) locomotive may convey 1330 tons.

via Diggle

- 4 A Class 37 (1750 h.p.) locomotive may convey 550 tons.
A Class 45 (2500 h.p.) locomotive may convey 905 tons.
A Class 47 (2750 h.p.) locomotive may convey 960 tons.
- 5 A Class 37 (1750 h.p.) locomotive may convey 660 tons.
A Class 45 (2500 h.p.) locomotive may convey 950 tons.
A Class 47 (2750 h.p.) locomotive may convey 1080 tons.

Port Clarence Leeds O.R.T.

- 4+ A Class 37 (1750 h.p.) locomotive may convey 17x45 t. G.L.W. Tanks.

PAGE 38 LOADS BOOK. Page 9 Supplement

Amend:—

Ellesmere Thornhill
Port or Jct. for
Stanlow Liversedge
via Diggle

- 5 A Class 40 (2000 h.p.) locomotive may convey 23 x 45 ton G.L.W. Tanks
or a mixed train of 14 x 45 ton and 10 x 40 ton G.L.W. Tanks.

Insert:—

A Class 47 (2750 h.p.) locomotive may convey 25 x 45 ton G.L.W. Tanks.

PAGE 60 Via Horns Bridge and Wichnor Jn.

Amend:—

Tees Yard Bescot 50
Great Bridge 60

PAGE 66 Special Loads to L.M. Region.

Insert:—

Port Clarence Weaste
via Hebden Bridge

- 7* A Class 37 (1750 h.p.) locomotive may convey 1100 tons.
A Class 45 (2500 h.p.) locomotive may convey 1410 tons.
A Class 47 (2750 h.p.) locomotive may convey 1650 tons.

via Diggle

- 7* A Class 37 (1750 h.p.) locomotive may convey 825 tons.
A Class 45 (2500 h.p.) locomotive may convey 950 tons.
A Class 47 (2750 h.p.) locomotive may convey 1080 tons.

ALTERATIONS TO FREIGHT TRAIN LOADS BOOK (DIESEL) DATED 8TH JULY, 1967 – continued

★ Page 66a—Insert:—

Special Loads from London Midland Region

Maximum through load for Class 7* trains composed of loaded 26/27 ton Iron Ore Tipplers from Wellingborough to Hartlepool or Normanby Sidings (Cargo Fleet or South Bank).

No. of Standard Braked Vehicles	Class of Diesel Locomotives						
	Class 20 1000hp in multiple	Class 20 1000hp	Class 25 1250hp	Class 37 1750hp	Class 40 2000hp	Class 45/46 2500hp	Class 47 2750hp
No. of loaded 26/27 ton Iron Ore Tipplers							
0	13	26	13	16	16	16	16
1	14	27	14	18	18	18	18
2	16	28	15	20	20	20	20
3	17	30	17	22	21	22	22
4	18	32	18	23	22	24	24
5	—	—	19	24	23	25	25
6	—	—	20	25	25	27	27
7	—	—	22	27	26	28	28
8	—	—	23	28	27	30	30
9	—	—	24	24	28	31	31
10	—	—	—	30	29	33	33
11	—	—	—	32	31	34	34
12	—	—	—	—	32	35	35
13	—	—	—	—	33	37	37
14	—	—	—	—	34	38	38
15	—	—	—	—	35	40	40
16	—	—	—	—	36	41	41
17	—	—	—	—	—	43	43
18	—	—	—	—	—	44	44
Maximum Loads:— Hartlepool Normanby) Cargo Fleet) or South Bank)	18	32	23	30	30	38	38
	18	32	24	32	36	44	44

LOAD CLASS OF LOCOMOTIVE			DIESEL TYPE								Drawbar Limit Standard Coupling	Notes	REMARKS
			1	1	2	2	3	4	4	4			
			D.8 '10	D.10 '3	D.11 '1	D.12 '1	D.17 '3	D.20 '3	D.25 '1	D.27 '2			
BETWEEN			BASIC WAGON UNITS										
	Length Limit	Class of train											

PAGE 77 Insert:—

Frickley	Frickley S.B.	45	7*8	45	45	55	55	80	80	90	100	100
Colliery			and 8T									
Frickley S.B.	Frickley	45	7*	100	100	120	120	160	160	180	180	180
Colliery			8	48	50	50	65	65	65	65	65	
			8T	68	70	70	70	85	85	85	85	

PAGE 82 Insert:— Castleford East Branch

Castleford	Castleford	All	10	10	—	—	—	—	—	—	
Old	East										
Castleford	Castleford	All	15	15	—	—	—	—	—	—	
East	Old										

Insert:—

Selby Canal	Selby West	5	27	34	37	43	57	70	92	97	180
Selby West	Selby Canal	7*	85	85	100	100	135	135	170	170	
		8	85	85	85	85	105	105	105	105	
		8T	85	85	100	100	135	135	135	135	

ALTERATIONS TO FREIGHT TRAIN LOADS BOOK (DIESEL) DATED 8TH JULY, 1967 - continued

LOAD CLASS OF LOCOMOTIVE			DIESEL TYPE								Drawing Limit Standard Compliance	Remarks
			1	1	2	2	3	4	4			
			D.8/10	D.10/3	D.11/1 D.11.1A	D.12/1 D.12.6	D.17.3	D.20.3	D.26.1	D.27.2		
BETWEEN	Length Limit	Class of train	BASIC WAGON UNITS									

PAGE 80 Stourton/Bradford-Ilkley Amend

Apperley Jn.	Ilkley	30	7* and 8	20	25	30	36	43	43	43	43	73	
or													
Guisley Jn.			8T	20	25	30	36	50	50	60	60		
Ilkley	Apperley	46	7* and 8	26	28	28	28	36	36	36	36	83	
	Jn. or												
	Guisley Jn.		8T	42	44	44	44	50	50	50	50		

PAGE 84 Leeds Area Insert

Geldard	Leeds	55	7* and 8	48	48	48	48	56	56	56	56	180	♦ From Geldard
Stourton	Wellington												
	St. Low Yard		8T	48	48	48	48	56	56	56	56		
			7* and 8	30	30	30	30	39	39	39	39		
Low Yard	Geldard	55	7* 8 and 8T	35	35	40	40	50	50	60	70	76	
	Stourton												

PAGE 91 Laisterdyke-Bradford A St. and Exchange

Amend:-

Laisterdyke	Bradford	50	7* and 8	20	23	23	23	30	30	30	30	180	
E.	Exch. and		8T	32	35	35	44	44	44	44	44		
	St. Dunstons East												

PAGE 92 Amend:-

Bradford	Laisterdyke	45	7* 8 or 8T	22	22	27	27	40	40	44	44	63	
A. St.	E.												
Bradford													
Exch.													

NEW PAGE 92a

Insert:-

St. Dunstons	St. Dunstons	}	7*	30	30	35	35	45	45	55	65	180	
N.	W.		8	30	30	35	35	45	45	45	45		
St. Dunstons	St. Dunstons	}	8T	30	30	35	35	45	45	55	60		
W.	N.		7* and 8	30	33	33	33	42	42	42	42	180	
St. Dunstons	St. Dunstons	}	8T	46	49	49	49	58	58	58	58		
E.	W.		7*, 8 and 8T	24	24	28	28	42	42	48	48	78	
St. Dunstons	St. Dunstons	}	7*, 8 and 8T	24	24	28	28	42	42	48	48	70	
W.	E.		7*, 8 and 8T	24	24	28	28	42	42	48	48		
St. Dunstons	Horton Park	}	7*, 8 and 8T	24	24	28	28	42	42	48	48		
W.	Jn.		7*, 8 and 8T	24	24	28	28	42	42	48	48		
Horton Park	St. Dunstons	}	7* and 8 8T	23	26	26	26	33	33	33	33	180	
Jn.	W.		7*, 8 and 8T	24	24	28	28	42	42	48	48		
Horton Park	City Road	}	7*, 8 and 8T	24	24	28	28	42	42	48	48		
Jn.	Goods		7*, 8 and 8T	24	24	28	28	42	42	48	48		
City Road	Horton	}	7*, 8 and 8T	24	24	28	28	42	42	48	48		
Goods	Park Jn.		7*, 8 and 8T	24	24	28	28	42	42	48	48		

ROUTE AVAILABILITY OF LOCOMOTIVES BOOKLET DATED APRIL 1964

Page No.	Item No.	Section of Line	R.A. Group	Additional Classes Permitted	Notes
AMEND:- 20	172	To Read:-Cudworth Station to Ardsley Sidings (N.E.R. Boundary) towards Stairfoot.	9	—	—
20	173	Cudworth South Junction to Cudworth Yard South	AMEND to read 8	DELETE All Classes	—
22	204	Knottingley 'A' Junction to Goole, Goods Junction	AMEND to read 9	DELETE Reference to Locos in Groups 5 to 9	DELETE speed Restrictions over Bridge 47
24	231	Alexandra Dock S.B. to King George Dock S.B.	5	ADD:- 10/3, 20/3, 27/2.	—
24	240	Alexandra Dock. North side—Alexandra Dock Box to Holderness Drain South Box		ADD:- 10/3, 11/1A, 12/1, 20/3, 27/2	ADD:- 10/3, 11/1A, 12/1, 20/3, 27/2 to locos permitted in Crowhill and High Level Sidings.
25	242	King George S.B. (Hull) to Saltend Holderness Drain South Box to East End Hedon Rd. Sidings		ADD:- 10/3, 11/1A, 12/1, 20/3, 27/2.	17/3, 20/3, 27/2 permitted in Wool Shed Sidings.
		Southcoates Lane Bridge to King George Dock High and Low Levels.		ADD:- 10/3, 11/1A, 12/1, 20/3, 27/2.	—
		East End of Hedon Road Siding to Saltend		ADD:- 10/3, 11/1A, 12/1, 20/3, 27/2	20/3, 27/2 prohibited from King George Dock 'B' Sidings

ROUTE AVAILABILITY OF LOCOMOTIVES BOOKLET DATED APRIL 1964 – continued

Page	Item No.	Yard Siding or Depot	Class of Loco Permitted	Restrictions	Class of Loco Prohibited
57 (Page 35 Supp.Opps.)	47	Brough		DELETE Reference to Greshams Timber Siding.	
58 (Page 36 Supp.Opps.)	20	Goole-Glossop & Burley (Maltsters) Siding		DELETE Entry.	
60 (Page 37 Supp.Opps.)	204	Rawcliffe Bridge Thomson's (Turners) Paper Mill		DELETE Entry.	
AMEND:—					
61 and P. 38 SUPP. OPTG. INSTS.	40	Frickley Colliery Sidings (Burton Salmon and Swinton Line).	Groups 1 to 8	To work only as authorised locally until repairs and remodelling completed. ADD. May work through No. 6 empty Sdg. at a speed not exceeding 5m.p.h.	—
61 and P. 38 SUPP. OPTG. INSTS.	40	Frickley Colliery Sidings (H & B)	Groups 1 to 8	- do -	—
61 (Page 37 Supp.Opps.)	264	Watton Petrol Depot		DELETE Entry.	
66 (Page 51 Supp.Opps.)	59	Waterloo Sidings (For Skelton Grange C.E.A.)	Groups 1 to 8	DELETE Restriction on Engines passing over Bridge.	

ROUTE AVAILABILITY OF LOCOMOTIVES

Booklet – North Eastern Region – April 1964
as amended by Supplementary Operating Instructions dated 25 November 1967

Page No.	Item No.	Section of Line	R.A. Group	Notes
AMEND to read:—				
10	23	Leeds City (Wortley Jct.) to Melmerby	—	—
	26	Crossgates to Harrogate (Crimple)	—	DELETE entry.
	28	Church Fenton North to Wetherby East	—	DELETE entry
	29	Wetherby East to South	—	DELETE entry
13	63	Selby (Brayton) to Barlow & Drax Power Station	8	DELETE additional classes
(Page 21 Supp Opps)				
	64	Selby (Barlby North) to Market Weighton West	—	DELETE entry
	67	Pilmoor to Malton (Scarborough Road)	—	DELETE entry
	68	Thirsk Town Bch (Thirsk Stn to Thirsk Town Gdns)	—	DELETE entry
	70	Cordio Loop (Northallerton)	—	DELETE group No.
16	102	Arthington South to Ottey Station	—	DELETE entry
	103	Arthington North to West Junction	—	DELETE entry
	105	Pateley Bridge Bch (Nidd Bridge (Ripley) to Pateley Bdge.)	—	DELETE entry
19	153	Cross Gates Goods Branch	—	DELETE entry
	154	Goole (Marshland) to Epworth	—	DELETE entry
	155	Hatfield Moor Branch (Epworth to Hatfield Moor)	—	DELETE entry
	156	Fockerby Branch (Reedness Jct to Fockerby)	—	DELETE entry
21	192	Ottey Station to Burley Junction	—	DELETE entry
	193	Menston Junction to Milnerwood Jctn.	—	DELETE entry
24	232	Little Weighton to Hull (Springhead—Loco—Jct.)	—	DELETE entry
	235	Hessle Road to Dairycoates East	—	DELETE entry
	236	Hessle Road to Cottingham South	—	DELETE entry
INSERT new entry:—				
	236	Hull, Anlaby Road to West Parade North Jct. (Cricket Ground Curve)	9	—
	238	Hessle East to Albert Dock S.B.	—	DELETE entry
	245	Springbank North to Springbank West	—	DELETE entry
25	246	Springhead, Locomotive S.B. to Springbank South	—	DELETE entry.
(page 25 Supp. Opps.)				
INSERT new entry.				
	246	Springhead Yard to Springbank South	8	—
	247	Springhead, Locomotive S.B. to Springbank North	—	DELETE entry.
26	254	Southcoates Station to Southcoates Lane (Dock Engineer's Boundary)	AMEND group No. to 8	—
	257	Stoneferry Branch (Wilmington to Stoneferry Goods)	—	DELETE entry.
AMEND to read:—				
	260	Hull (Botanic Gardens) to Hedon	—	—
	263	Wilmington to Hornsea	—	DELETE entry.
	265	Market Weighton East to Beverley North	—	DELETE entry.
	266	Market Weighton East to Driffild Station	—	DELETE entry.
27	270	York (Bootham) to Market Weighton East	—	DELETE entry.
	271	Malton East to Malton (Scarborough Road)	—	DELETE entry.
	272	Rillington to Pickering	—	DELETE entry.
	277	Pickering (Mill Lane) to Thornton Dale	—	DELETE entry.
	278	Gilling to Kirkbymoorside	—	DELETE entry.
	281	Knaresborough Goods to Brafferton	—	DELETE entry.

ROUTE AVAILABILITY OF LOCOMOTIVES—continued.

YARDS AND SIDINGS

Page No.	Item No.	Yard, Siding or Depot	Class of Loco. Permitted	Notes
AMEND				
(page 34 Supp. Opps.)	1	Northallerton Station Goods Yard	DELETE specified Locos and INSERT 'GROUPS 1 to 8'	Under restrictions INSERT All locos prohibited from coal cells
DELETE				
(Page 35 Supp. Opps.)	264	Arram	—	—
	264	Bempton	—	—
	264	Beverley	DELETE all reference to	—
	47	Broomfleet	Naylors Timber Siding	—
	264	Burton Agnes	—	—
(Page 36 Supp. Opps.)	58	264 Carnaby	—	—
	47	Caville Bridge	—	—
	47	Chalk Lane Coal Yard	—	—
	47	Chalk Lane Storeyard	—	—
DELETE				
(Page 35 Supp. Opps.)	58	264 Cottingham Waterworks	—	—
	264	Driffield Coal Yard	—	—
	264	Driffield Down Yard/Sidings	—	—
	47	Ferriby	—	—
	264	Filey	—	—
(Page 35 Supp. Opps.)	264	Flamborough	—	—
AMEND				
	50	Goole Glossop & Burleys (Malsters) Siding	AMEND 'Groups 1 to 7' to read 'Groups 1 to 8'.	—
INSERT				
	260	Hedon	Groups 1 to 8	Under restrictions INSERT 'D + Caution passing front loading dock, and when passing corner of dock if for back/coal cells siding.
DELETE				
	47	Hessle Gas Siding	—	—
AMEND				
	47	Hessle Quarry Siding	DELETE 17/3 and INSERT Groups 1 to 8	—
DELETE				
	263	Hornsea Bridge	—	—
	263	Hornsea Town	—	—
	260	Hull, Botanic Gardens Sidings	—	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued.

YARDS AND SIDINGS — continued

Page No.	Item No.	Yard, Siding or Depot	Class of Loco Permitted	Notes
AMEND				
	47	Hull, British Extract Siding	DELETE reference to BI' and INSERT 'Groups 1 to 8'.	DELETE reference to 17/3 in last column.
DELETE				
	249	Hull, Burleigh Street Siding	—	—
AMEND				
	243	Hull, Cannon Street Sidings (including Gibson Street Coalyard)	Groups 1 to 5 and 3/1, 3/1A and 10/3.	DELETE 17/3 from prohibited col. INSERT under restrictions. 'D + prohibited from Sidings Nos. 79 & 48 (Diagram No. 1321).
DELETE				
	236	District Engineer's Storeyard	—	—
AMEND				
59	239	Hull Drypool Yard	AMEND 'Groups 1 to 7' to read 'Groups 1 to 8'	—
(Page 36 Supp. Opps.)				
	249	Hull, Ella Street Sidings	INSERT 'Groups 1 to 8'	DELETE 17/3 from prohibited col.
AMEND				
59	259	Hull, Loaded Mineral Sidings.	—	DELETE all remarks in restrictions column.
(Page 36 Supp. Opps.)				
	259	Hull, Loaded Mineral Sidings to Priory Sidings via Single line.	DELETE 17/3 and INSERT Groups 1 to 8	DELETE Speed restriction shown for 17/3 loco.
DELETE				
	256	Hull, Neptune Street H & B to N.E. (via 5 way)	—	—
AMEND				
	256	Hull, North and South Independents and main line to Manor House Yard	DELETE 17/3 and INSERT Groups 1 to 7	—
DELETE				
	259	Hull, Old Priory Sidings	—	—
	259	Hull, Outward Yard (Including No.4 Section)	—	—
(Page 36, Supp. Opps.)				
	259	Hull, Priory Yard	—	—
AMEND				
	247	Hull, Springhead Sidings	DELETE 17/3 and INSERT Groups 1 to 8	—
DELETE				
	260	Hull, Stepney.	—	—
60	264	Hunmanby	—	—
	264	Hutton Cranswick	—	—
AMEND				
	264	Ideal Standards Siding	DELETE 17/3 and INSERT Groups 1 to 8	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued.

YARDS AND SIDINGS — continued

Page No.	Item No.	Yard, Siding or Depot	Class of Loco. Permitted	Notes
DELETE				
	232	Little Weighton Station Sidings	—	—
	232	Little Weighton, Dannetts Quarry Siding	—	—
	264	Lowthorpe	—	—
INSERT				
	260	Marfleet Yard	Groups 1 to 8	—
	260	Marfleet—Dawney's (Steel) Ltd. Siding	Groups 1 to 8	D + not to pass notice board
DELETE				
	47	Howden	—	—
	204	Rawcliffe Station Sidings	—	—
	50	Saltmarshe	—	—
AMEND				
	249	Sculcoates	INSERT Groups 1 to 8	DELETE 17/3 from locos. prohibited
INSERT				
	249	Sculcoates Electricity Sidings	Groups 1 to 8	D + not to pass notice board.
INSERT				
60	249	Sculcoates, Gasworks Siding	Groups 1 to 8	B.R. Engines not to pass notice board and prohibited from weighbridge.
DELETE				
	62	Sidings between Selby Barby North and Driffield Station	—	—
	63	Sidings between Goole (Oakhill) and Selby Brayton	—	—
	260	Sidings between Southcoates and Withernsea	—	—
	204	Snaith, Clog Mill Sidings	—	—
	204	Snaith Station Sidings	—	—
	264	Speeton	—	—
61	263	Whitedale	—	—
	232	Willerby	—	—
	43	Church Fenton South Sidings	—	—
(Page 38 Supp. Opps.)		Church Fenton West Sidings	—	—
		Church Fenton Firth Blakeleys Sdgs.	—	—
INSERT				
	63	Drax Power Station	Groups 1 to 8	—
DELETE				
	5	Hessay Station Sidings	—	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued.

YARDS AND SIDINGS — continued

Page No.	Item No.	Yard, Siding or Depot	Class of Loco Permitted	Notes
(Page 38 Supp. Opps.)				
	AMEND			
	65	Knapton, Associated British Maltsters	AMEND 'A1' to read 'Groups 1 to 8'	—
	43/44	Milford Ballast Sidings	AMEND 'Groups 1 to 7' to read 'Groups 1 to 8'	—
(Page 38 Supp. Opps.)	43/44	Milford Down Sidings	AMEND 'Groups 1 to 7' to read 'Groups 1 to 8'	DELETE reference to 'Old Shunt Siding'
(Page 38 Supp. Opps.)				
	DELETE			
	28	Newton Kyme	—	—
	272	Pickering Station	—	—
(Page 38 Supp. Opps.)				
	273	Pickering, New Bridge Quarry	—	—
	AMEND			
62	47	Selby British Sugar Corporation Sidings	AMEND 'groups 1 to 7' to read 'groups 1 to 8'	—
(Page 39 Supp. Opps.)				
	DELETE			
	43	Sherburn, Yorkshire Bacon Factory Siding	—	—
(Page 39 Supp. Opps.)				
	43	Sherburn Station Sidings	—	—
(Page 39 Supp. Opps.)				
	28	Tadcaster, Colleys Malt Kiln Siding	—	—
	28	Tadcaster Station	—	—
	DELETE			
62	28	Thorp Arch	—	—
	47	Thorp Gates	—	—
(Page 39 Supp. Opps.)				
64	23	Arthington North	—	—
	26	Bardsey	—	—
65	26	Collingham Bridge	—	—
	23	Horsforth	—	—
	47	Micklefield	—	—
66	102	Otley	—	—
	23	Pannal	—	—
	102	Pool	—	—
	26	Scholes	—	—
	26	Spofforth	—	—
	28	Stutton Goods	—	—
	26	Stutton Goods	—	—
	26	Thornor	—	—
	23	Weeton	—	—
	28	Wetherby Goods	—	—
	26	Wetherby Station	—	—

RESTRICTIONS ON DOUBLE HEADING OF TRAINS

PAGES 67 and 68 – DELETE – All Items

PAGE 67 – INSERT:–

R. A. Item No.	SECTION OF LINE		Restriction on Double-heading (other than passenger or No. 4 Speed trains unless shown)
	From	To	
LEEDS DIVISIONAL MANAGER'S AREA			
136	Criggleston	Horbury Junction	Locomotives of R. A. Group 5 and above not permitted to Double Head

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER SCOTTISH REGION LINES (WESTERN SECTION)

This booklet is now obsolete. On and from 18th. January, 1969 Eastern Region trainmen who work over the Scottish Region lines will be issued with the Scottish Region's Sectional Appendix and Four Weekly General Instructions and Notices booklet.

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

YORK
6 January, 1969.

MO45/NE/S No. 3D.

F.J. BURGE.
Movements Manager.

*If this notice is not received by the normal time advise your superior Officer by telegram as follows:–
NILE FOUR WEEKLY GEN. INST. BKT. NE/S No. 3D.*

