



SD

EASTERN REGION
(SOUTHERN AREA)

38D

**GENERAL INSTRUCTIONS
AND
NOTICES**

SATURDAY 20 SEPTEMBER

TO

FRIDAY 17 OCTOBER 1975

INCLUSIVE

For additional items during the currency of this pamphlet, see Weekly Notices Section 'D'
Receipt of this Notice need not be acknowledged.



WARNING



G.N. SUBURBAN ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE TRACTION EQUIPMENT

From 00 01 on Monday 15 September 1975 the overhead line equipment on the Wood Green to Langley Junction (via Hertford North) line, between structures numbered $EH \frac{8}{38}$ and $EH \frac{44}{32}$ Down line, and between structures $EH \frac{8}{38}$ and $EH \frac{44}{32}$ Up line, will be energised. $\frac{41}{15}$

Thereafter, the conditions of the 'Working Instructions for A.C. Electrified Lines' (BR29987) dated 3 May 1975 will apply, and the isolation and earthing procedure detailed therein will be in operation.

The traction power supply to the overhead line equipment in the area referred to above will be transmitted from Wood Green Feeder Station by insulated cables situated beside the Down Slow line south of bridge No.31, and in the Down side cess to structure $EH \frac{9}{26}$ North of Bowes Park Station.

At Wood Green Traction Feeder Station an area has been defined by the temporary barriers and danger notices and the electrical equipment within this area will be energised from 00 01 on Monday 15 September 1975; thereafter, the defined area will be subject to the conditions of the 'Working Instructions for A.C. Electrified Lines' (BR29987) dated 3 May 1975, and the isolation and earthing procedure detailed therein will be in operation. (ME/S-GNS/0/1)

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

★ Denotes new or amended items.

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MISCELLANEOUS NOTICES

★ RULE BOOK – LOOSE-LEAF PAGES INCORPORATING AMENDMENTS – ISSUE NO.1 – BR.87109/23

Issue No.1 of loose-leaf pages incorporating amendments to the Rules, which will operate on and from **Saturday 18 October**, are now being distributed to all concerned.

Any person who has been issued with a Rule Book must advise his supervisor if he does not receive the revised loose-leaf pages by 3 October.

★ Locomotive-Hauled-Air-Braked Passenger Coaching Stock Working on East Coast Main Line Services

The experimental single-pipe air-brake system which has been in general operation on E.C.M.L. air-braked passenger train services since 15th October 1973, will cease as from 00 01 hours on **Monday 6th October, 1975**, from which time such trains will operate under the normal "two-pipe" air-brake system.

MISCELLANEOUS NOTICES – continued

**WORKING INSTRUCTIONS FOR RAIL MOUNTED
POCLAIN EXCAVATORS, TYPE TP.30**

1. WORKING TO AND FROM SITE OF WORK

Before proceeding to or from the site of work, the C.M. & E.E. Supervisor must ensure that the machine is secured in the travelling position and the slew limiting buffer stops are in the stowed position.

2. WORKING ON SITE

- 2.1 This machine must work only on lines under Absolute Possession; Alternatively, if the machine is to work only on the cess side of the line and provided it is marshalled in a train the provisions of the Rule Book, Section Q (Protection of Engineers' Trains Working on a running line not in the Absolute Possession of the Engineer) may be applied.
- 2.2 A C.M. & E.E. Supervisor must always be in charge of operations and he must make the necessary arrangements for the provision of lookout protection.
- 2.3 **When working on the cess side with the adjacent line open to traffic.**
 - 2.3.1 Before work is commenced, the C.M. & E.E. Supervisor must:—
 - (a) supervise the slewing of the eccentric to the working side of the vehicle,
 - (b) personally ensure that both slew limiting buffer stops are secured in the correct position to prevent the adjacent line being fouled,
 - (c) then set the system to the 180° slewing limitation position by means of the key switch, remove the key and retain it in his possession, and check that the indicator lights inside and outside the cab are illuminated.
 - 2.3.2 When the excavator bucket/grab is, or is about to be, manipulated above the height of an adjacent vehicle on the same line and a warning of the approach of a train on the adjacent line is given by the Lookoutman, work must cease immediately with the bucket/grab grounded in the track side or on the spoil vehicle. Work must not re-commence until the train has passed the site of work.
- 2.4 **When working towards a line which is open for traffic or if all the provisions of Clause 2.3.1 cannot be complied with**
The provisions of the Rule Book, Section T, Part IV must be complied with. Telephone/radio communication must be provided where necessary between the Operating Dept. Supervisor and the signalman and Handsignalman.
- 2.5 If, when operating in the 180° slewing limitation, the indicator lights (referred to in clause 2.3.1 above) cease to be illuminated, all work must stop until the C.M. & E.E. Supervisor has made a thorough check and either has the fault rectified or satisfied himself that the slew limiting device is fully operative and only the indicator lights are faulty.
- 2.6 Should a line open to traffic be accidentally fouled, the line concerned must be immediately protected in accordance with the Rule Book. Section T, Part I, Clause 2.1.

★ PROTOTYPE 313 ELECTRIC MULTIPLE UNIT

Introduction

The above unit is undergoing intensive proving trials to evaluate certain features of traction equipment and will operate shortly in the Clacton, Colchester and Chelmsford areas. It will be accompanied by technical staff who will afford assistance in the event of difficulties or failures.

The unit is not fitted with conventional draw-bar or buffing equipment and Drivers must exercise care, in bringing it to a stand short of stop blocks and other rail vehicles to prevent buffering up. Similar care must be taken when an assisting train or locomotive is approaching the unit. In the event of failure, the unit can only be assisted by use of the emergency adaptor coupling provided.

MISCELLANEOUS NOTICES – continued

★PROTOTYPE 313 ELECTRIC MULTIPLE UNIT – continued

Use of the Emergency Adaptor Coupling

1. The hand brakes can be applied electrically from one driving cab, if the auxiliary battery supply is available. Should the auxiliary battery supply not be available each hand brake must be applied manually, by manipulation of the E.P. latched valve.
2. One end of the emergency adaptor coupling consists of a link which is placed over the draw hook of the assisting train, and secured with the locating pin provided.
3. The "SCHAKU" coupling of the unit, to which the assisting train will be attached, should be isolated electrically. To achieve this, the pivot handle located on the top of the coupling should be turned through 180° away from the sector, and secured with the safety device.
4. At a speed not exceeding 2 m.p.h., the assisting train may then approach the failed unit, for the purposes of coupling up. A pull - away test must be made to prove the coupling satisfactory.
5. The train must be manned and worked in accordance with Instruction 115 of the Working Instructions for A.C. Electrified Lines (BR 29987). For purposes of this instruction, even if the Westcode Brake is operative, the disabled train must be regarded as having a defective brake i.e. no automatic brake between the prototype unit, and the assisting train.
6. If the Westcode Brake is operative, and the compressors are able to run, the speed of the train must not exceed 30 m.p.h.
7. For the purposes of these Instructions, the Westcode Brake should be regarded as a hand brake.
8. If the Westcode Brake is inoperative, but the compressor supplies are still available and the spring parking brake is operative electrically the speed of the train must not exceed 20 m.p.h.
9. If the Westcode Brake, and compressed air are not available, reliance must be placed on the spring parking brake, In this event, procedure will be as shown below:—
10. If the failed unit is to travel a short distance only to clear the running lines, the movement may be made at a speed not exceeding 10m.p.h. ; the unit being moved with the parking brake applied. Care must be exercised not to allow the brake pad to become overheated, and the wheels to lock.
11. If a greater distance has to be covered to clear the running lines, and the assisting train is air-brake fitted, the C.M. and E.E. staff on the train will arrange for the connections to be made to allow the assisting train to charge the prototype units main air reservoirs. If the auxiliary battery supply is available, the spring parking brake may then be controlled in the usual manner, and the train may proceed at a speed not exceeding 20m.p.h.
12. If the assisting train is air-brake fitted, but no auxiliary battery supply is available the procedure in the foregoing paragraph must be followed, but each of the two E.P. latched valves must be manned, and operated manually. The train may then proceed at a speed not exceeding 15m.p.h.
13. If an air supply is not available from the assisting train, and the distance to be covered by the failed train to clear the running lines is great the parking brake isolating cocks must be closed and the latched E.P. valves moved to the release position.
14. When ready for movement, each motor coach parking brake may be released by operation of the foot pump. An adjacent gauge shows when the release pressure has been achieved. Due to leakage, it may be necessary to operate the pump during the journey, in order that the brake is held in release and the speed of the train in these circumstances, must not exceed 20m.p.h. To apply the parking brake, the E.P. latched valves must be operated manually to the "Apply" position.
15. In case of difficulty, the C.M. and E.E. staff accompanying the unit, are available to give guidance.
16. Before uncoupling the assisting train, all spring parking brakes on the unit must be applied, or the unit adequately scotched.
17. The emergency adaptor coupling must be returned to its storage place on the unit, after use.
18. This unit must be propelled, only by using the special coupling and then not exceeding a speed of 15m.p.h. Under no circumstances must the unit be propelled without the special couplings being in use.

MISCELLANEOUS NOTICES – continued**KING'S CROSS. REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK – GENERAL APPENDIX PAGE 75.**

As an experiment, during the hours of darkness or during fog or falling snow, Carriage and Wagon staff at King's Cross passenger station are using a red flashing light, in addition to a red flag, to indicate they are working on a train or vehicle. The flashing light and flag will be fixed to the end of the end coach of the train concerned, as required in Item 6 of the above mentioned instructions. MO/45/1419

★ BETWEEN VICTORIA PARK BOX AND POPLAR

The Departure line is out of use and trains in both directions is worked over the Single line (former Arrival line) in accordance with the Train Staff and Ticket Block Regulations.

The end of the Single line at Poplar in the Up direction is the "Stop For Orders" board on the approach side of Poplar station. The commencement of the Single line at Poplar in the Down direction is the "Limit of Shunt" board at the Victoria Park end of Poplar Up Platform.

All signals applicable to the former Arrival and Departure lines continue to apply to the new Single line.

The Chargeman at Poplar is the person authorised to receive or deliver the Train Staff and tickets at that end of the Single line.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Location	Nature of Work	Duration	Commencing date
King's Cross F.T. (No.3 Arch Arrival and OLE Depot)	Track and Earthwork	Continuous	
Hornsey Road Bridge Sidings (No.1 Siding)	Taking siding out of use.	Continuous	
Peterborough Depot Engine Shunt Road	Bridgework	Continuous	
March Diesel Depot (No.5 Road to Service Shed BLOCKED)	Reconstructing concrete Apron. Off track machines in use.	Continuous	
Barking (Ripple Lane) (Carriage and Wagon Depot)	Earthwork	Continuous	
Barking (Ripple Lane) (Diesel Service Depot)	Earthwork	Continuous	

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS (SOUTHERN AREA)

Front cover

Delete:-

Page

Alterations to Working Instructions for A.C. Electrified lines BR.29987..... 46
W.E.F. 15.9.75

Page 13

LOCOMOTIVE HAULED AIR-BRAKED PASSENGER COACHING STOCK WORKING ON EAST COAST MAIN LINE SERVICES



Add: termination date: "Until 00 01 hours on Monday 6 October, 1975".

Pages 46 and 47

**ALTERATIONS TO WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (BR29987)
DATED 1967.**

Delete heading and all items.

(W.E.F.15.9.75)

Page 48

**ALTERATIONS TO EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES
(BR29988) DATED 1967.**

Delete heading and item.

(W.E.F.15.9.75)

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (B.R.29987) DATED 3 MAY, 1975.

Pages 46 and 47 – Instruction 32**Add at end:-**

Should the electrical continuity of the running rails be interrupted as a result of a defect, this fact must immediately be reported to the representatives of the Chief Mechanical and Electrical Engineer and the Chief Signal and Telecommunications Engineer.

A temporary bond must be placed across the break as soon as possible to the satisfaction of the representatives of the Chief Mechanical and Electrical Engineer and the Chief Signal and Telecommunications Engineer.

In the case of a running rail which has broken and parted so as to form a complete gap, the bond must be applied with care, since current may flow as soon as it is applied and some arcing may occur. There is, however, no danger of electric shock.

Pages 127 and 128 – Instruction 100 Bell Code**Add:-**

Driver to stop at first available telephone to request Police assistance *9 rings.

*This code to be used by the Guard should he experience difficulty with unruly passengers on the train. On receipt, the Driver should stop the train at the first available telephone to request Police assistance at a convenient stopping point ahead.

WORKING MANUAL FOR RAIL STAFF

GREEN PAGES

E Instructions relating to particular traffic

E2/3 – cars, vans, lorries, four wheeled tractors etc. and chassis exceeding five feet six inches in height in all cases.

Add:—

★ All concerned to note that the undermentioned dispensation has been granted for the loading of cars from Knowle and Dorridge to Parkeston Quay.

1. Range Rovers up to and including 5 ft. 9 ins. in height and

2. Land Rovers up to and including 6 ft. 4 ins. in height, may be loaded and secured without their front ends being secured by ropes or straps.

No other exception to Instruction E2/3 is permitted.

3 Miscellaneous

(vii) Iron Ore Tipplers loaded with sand.

E.3/19 Item withdrawn.

MT9/1.2(3)

Part 7 BUFF PAGES

C5/6(a) (Page 68 Supp. Optg. Instns.)

Amend to read:—

★ Those weighing 20 tons or less may be marshalled in any position of the train.

(MO11/002)

**"ROUTE AVAILABILITY OF DIESEL & ELECTRIC LOCOMOTIVES
CRANES AND PLANT BOOKLET DATED SEPTEMBER, 1969"**

Page 30 – HEATON TO TYNEMOUTH VIA WALLSEND

★ Delete Ref. to classes 44, 45, 46 & 47 in 'remarks' column

Page 57 – ELY DOCK JUNCTION TO HAUGHLEY JUNCTION

Amend RA Group to '8'

Delete existing remarks and insert:

RA6 locomotives and above restricted to 30m.p.h. over Bridge 2235 at 11 miles 36 chains between Soham and Ely (River Ouse Viaduct).

Page 84 – FRICKLEY COLLIERY

★ Insert in remarks column:—

B.R. locomotives not to pass notice prohibiting entry to empty bank siding.

Page 86 – PRINCE OF WALES COLLIERY

★ Insert in remarks column:—

B.R. locomotives not to pass prohibition board in sidings 1 to 6 (incl) and notice prohibiting entry into sidings 7 to 16 (incl)

Page 114 – DRAX POWER STATION

Amend RA Group to '8'

M.P.150

"ROUTE AVAILABILITY OF DIESEL & ELECTRIC LOCOMOTIVES CRANES AND PLANT BOOKLET DATED SEPTEMBER, 1969" – continued

Page 122 – BALM ROAD/UP SIDINGS

★ **Insert** Class 40 as additional type permitted.

HUNSLET UP AND DOWN YARDS

Insert Classes 45 & 46 as additional types permitted.

Page 129 – CASE TRACTOR CO's SIDINGS & COHENS SIDINGS

★ **Delete** entries.

(M.P.150)

ALTERATIONS TO RULE BOOK

Section H 4.4.2

★ **Amend** to read: –

When a brakevan is not provided, the Guard must ride in the trailing cab of the locomotive or leading locomotive when the train is double-headed in multiple. If double-headed in tandem, the Guard must travel in the trailing cab of the rear locomotive.

Section H Clause 5.1.

★ **Delete** complete clause and **substitute**:

5.1. Equipment – additional

The Guard must have in his possession a carriage key, gangway door key, padlock and key and, where required, electric light key.

Section M Clause 2.1.1

Amend the Note to: –

Note: Track circuit operating clips of the "stamp on" type must not be used on electrified lines equipped with conductor rails.

Section O Clause 1.1

Amend the Note to: –

Note: On continuously track circuited sections of line, the Patrolman must also carry a track circuit operating clip.

ALTERATIONS TO GENERAL APPENDIX

Page 3 – PROTECTION OF OBSTRUCTIONS – TRACK CIRCUIT OPERATING CLIPS

Delete complete instruction under this heading and **substitute**: –

Track circuit operating clips consist of two metal spring clips connected by a wire bond which, if correctly applied to the running rails, will operate track circuits, thus affording an immediate and additional means of protecting an obstruction in emergency on a track circuited portion of line.

Except as shown below, the clips must be used whenever it is necessary to carry out emergency protection in accordance with the Rule Book, Section M and Section T, clause 2.1.1, and by station or other staff should an emergency occur necessitating the stopping of approaching trains.

THIS EQUIPMENT IS NOT TO BE REGARDED AS TAKING THE PLACE OF, OR REDUCING THE URGENCY OF, ANY OTHER PROTECTIVE MEASURES REQUIRED BY THE RULES.

ALTERATIONS TO GENERAL APPENDIX – continued**Page 3 – Substitute – continued**

There are two types of track circuit operating clips:—

- (a) "Stamp on" clips, which **MUST NOT BE USED ON ELECTRIFIED LINES EQUIPPED WITH CONDUCTOR RAILS.**
- (b) Clips with handles, which may be used on all British Railways lines. Clips must **NOT** be used on any London Transport line.

When being placed in position,

- (i) the "stamp on" clips must be stamped down firmly, one over the top of each running rail.
- (ii) the clips with handles must be applied firmly by hand, one clip to each running rail. On electrified lines equipped with conductor rails, **the clip must always be applied first to the running rail furthest from the conductor rail (furthest from the positive rail in the case of "fourth rail" track).**

When a track circuit operating clip has been used, it must not be removed from the line until the conditions are such that normal working can be resumed or protection has been afforded by alternative means.

The Signaller must be advised when each track circuit operating clip is removed from the line.

Two sets of equipment will be carried on every locomotive, or each Engineers' on track machine, in brake vans and Guards' compartments, also one set in each driving cab on multiple-unit trains. Sets will be provided at each station or siding situated on lines where Track Circuit Block is in operation, and will also be provided for permanent way staff responsible for continuously track circuited sections of line.

Page 62— INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEERS' SELF-PROPELLED "ON-TRACK" MACHINES

Instruction 4(b) – **Delete** last sentence of first paragraph.

Page 72 – Add:—

FISONS VACUUM BRAKED PUSH/PULL WEEDKILLING TRAIN

1. This train must be signalled as a Class 6 (b) freight train.
2. **Composition and working of train**
 - 2.1 Locomotive, tank wagons, mess coach, workshop coach, stores van, driving trailer. The workshop coach is provided with a Guard's compartment in which scotches are provided. Screw couplings are fitted on all vehicles.
 - 2.2 The driving trailer at the opposite end to the locomotive is equipped with the necessary controls for the driver to take charge of the train. Locomotives carrying "Blue Star" coupling symbols and equipped with the automatic vacuum, EQ, or dual brake must be used to operate this train – with the exception of Class 73/0 and 73/1.
 - 2.3 The driving trailer is equipped with fire bells, which give an indication of fire in the locomotive engine room.
 - 2.4 Additional vehicles must not be attached outside the driving trailer.
3. **Coupling and Uncoupling of Locomotive**
 - 3.1 Before coupling/uncoupling the locomotive to/from the train, the Guard or Shunter must first obtain the authority of the Driver, and ascertain that the controls are in the correct position and the parking brake has been applied.
 - 3.2 The Guard or Shunter must ensure that the Guard's handbrake has been applied.

Coupling

The Guard or Shunter must:—

- 3.3 Remove the vacuum brake hose from the dummy coupling of the locomotive.
- 3.4 Couple the screw coupling of the locomotive to the train.
- 3.5 Connect main reservoir hoses on one side and open cocks.

ALTERATIONS TO GENERAL APPENDIX – continued**Page 72 – Add – continued****3. Coupling and Uncoupling of Locomotives – continued****Coupling – continued**

- 3.6 Connect both control jumper cables, ensure safety catches are secured, and chains are connected (where fitted).
- 3.7 Connect the regulating air hoses on one side only and open cocks.
- 3.8 Connect vacuum hoses.

Uncoupling

- 3.9 After carrying out 3.1 and 3.2, the Guard or Shunter must uncouple the hoses etc. referred to in clause 3.8 to 3.3, in that order.

4. Speed of Train

- 4.1 When the locomotive is leading, the maximum speed will be that of the vehicles forming the train.
- 4.2 When the locomotive is trailing, i.e. being driven from the driving trailer, the maximum speed is limited to 45 m.p.h.

5. Rules and Regulations

- 5.1 The Rules and Regulations are modified as under:–
- 5.2 **Rule Book, Section H. Clause 3.22**
A Driver is forbidden to leave charge of his train without:–
 - (a) Stopping the engine in the locomotive.
 - (b) Removing the master key and making a full emergency brake application.
 - (c) Applying the parking brakes or placing scotches.

6. Vacuum Brake Regulations

- 6.1 A brake continuity test must be carried out in accordance with Regulation 3 (b) of the General Regulations for Working the Standard Automatic Vacuum Brake with the Driver on the locomotive and the Guard at the opposite end of the train, by easing the rear hosepipe off the dummy coupling. The required vacuum in the driving trailer cab is between 19 and 21 inches.
- 6.2 Following the brake continuity test, the Guard may after, returning to his compartment, authorise the Driver to proceed if less than 19 inches of vacuum is shown on the Guard's brake gauge but he must observe that this rises to at least 19 inches after starting.

7. Assisting A Disabled Train

This may only be done when the locomotive is leading.

8. Tail Lamps

- 8.1 A tail lamp must be attached on the rear of the train on either the locomotive or driving trailer, according to the direction of travel.
- 8.2 The fixed electric lamps of the locomotive or driving trailer must not be used as a tail light.
- 8.3 (Applicable to the Southern Region only) When Class 33 locomotive are being used, and the train is being driven from the driving trailer, the red blind may be used as a tail lamp.

Page 90 (page 22 Supplement No. 1)**PROVISION OF ELECTRIC POWER SUPPLY TO LOCOMOTIVE-HAULED TRAINS FOR HEATING, AIR CONDITIONING ETC.****13. Precautions in Case of Fire**

Add as new fourth sentence

If smoke is being drawn into the coach, the air conditioning system should also be switched off.

ALTERATIONS TO GENERAL APPENDIX – continued**Page 102****LOCKING OF CORRIDOR AND GANGWAY DOORS**

- ★ Add as new sentence to clause 3 (a) :
 Where the security cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.

Page 128**POST OFFICE LETTER MAILS ; CONVEYANCE, HANDLING, ETC.**

- ★ Add as new sentence in fourth paragraph
 Where the security cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.
-

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 5	Page
★ Conveyance of 'Dead' Diesel Multiple Unit Stock	293
★ 'Dead' Diesel Multiple Unit Stock Conveyance of.	293
 Page 7	
Delete :-	
★ Lea and Sons Private Sidings – Meadow Hall.	419
★ Meadow Hall.	419
 Page 8	
Add :-	
★ Royston – local instructions.	357

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 19 & 20	KING'S CROSS TO DONCASTER (MARSHGATE JN.) Amend Up additional running lines Holloway South Up Holloway North Down Finsbury Park Station										

[illegible]

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 41 (Page 89 Supp. Optg. Insts.) HITCHIN (CAMBRIDGE BRANCH JUNCTION) TO SHEPRETH BRANCH JUNCTION Cambridge Branch Jn. ★ Amend:— ★ Delete all details Baldock to Shepreth and substitute:— TCB Down only { Baldock Station Ashwell Station Litlington (LC) (P2) Royston Station TCB { Meldreth Station Meldreth Road (LC) Shepreth Station (LC)											
		1	1347			URS	40		40	Up Cambridge to Up Slow 32m. 37chs. to 32m. 11chs.	
		8	302			DRS URS	29 37			C.Down line 2270 yards before reaching R961. C.Down line 719 yards before reaching R961 signal. CW.Up line 711 yards before reaching R976 signal.	197 197 163
								50	50	44m. 70chs. to 45m. 20chs. C.Up line 700 yards before reaching R984 signal. C.Up line 700 yards before reaching R986 signal.	175
		5	120					50	50	49m. 40chs. to 50m. 0chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 55 ★	LIVERPOOL STREET TO NORWICH (VIA IPSWICH) <i>Stratford Western Jn.</i> Add:—							30	30	Goods lines 3m. 61chs. to 3m. 75chs.	
Page 55 (Page 89 Supp. Optg. Insts.) LIVERPOOL STREET TO NORWICH (VIA IPSWICH) <i>Maryland Station</i> Amend:—							60	60	Main lines 4m. 20chs. to 7m. 36chs. (All trains other than Passenger and Empty Coaching Stock trains.)	
Pages 60/	61 LIVERPOOL STREET TO NORWICH (VIA IPSWICH) Amend description of Block Signalling between Manningtree South Junction and Ipswich Station to 'TCB'. <i>Bentley Junction</i> Delete All details. <i>Ipswich Station</i> Amend:—	9	144								
Page 64 ★	STRATFORD CENTRAL JUNCTION EAST TO COPPER MILL NORTH JUNCTION Add:— STRATFORD CENTRAL JUNCTION EAST TO LEA BRIDGE LONDON SIDE (6m. 15chs.)							30	30	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
★	<i>Laughton Branch Jn. South</i> Amend:—							—	20	Goods line over junction towards Channelsea North Junction (Branch Speed Limit)	
Page 65 (Page 36 Supp. No. 1, Page 92 Supp. Optg. Insts.) ★ <i>Temple Mills East</i> Delete:—							20 20 10	20 20 10	Goods lines 4m. 47chs. to 4m. 52chs. Main lines 4m. 47chs. to 4m. 52chs. Goods lines over connection Down Goods to Up Goods at 4m. 47chs. etc.	
★	Add:—							20	20	Main and Goods lines 4m. 47chs. to 4m. 52chs.	
★	<i>Manor Yard</i> Add:—							20	—	Goods line 5m. 48chs. to 5m. 53chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 68 ★	STRATFORD, CHANNELSEA NORTH JN. TO LOUGHTON BRANCH JN. SOUTH Loughton Branch Junction South Delete							15	—	0m. 56chs. to 0m. 59chs.	
Page 81 ★	WESTERFIELD TO FELIXSTOWE TOWN STATION Amend description of Block signalling in first column between Trimley and Felixstowe Town Station to "Special Instructions — See Page 373". TRIMLEY (FELIXSTOWE BEACH JUNCTION) TO FELIXSTOWE BEACH Amend description of Block signalling in first column between Felixstowe Beach Junction and Felixstowe Beach to :— "Direction lever — see page 335".										
Page 118 ★	UPPER HOLLOWAY (L.M.R.) TO BARKING WEST JUNCTION South Tottenham Jn. West Add							10	—	5m. 25chs. to 5m. 28chs.	
Page 132	GREETWELL JUNCTION TO PYEWIPE JUNCTION (LINCOLN AVOIDING LINE) Pyewipe Junction Delete :—									CW. Avoiding line, from Tuxford Branch etc.	400
Page 187	HASLAND (L.M.R.) TO WATH ROAD JUNCTION VIA SHEFFIELD Chesterfield Station Amend :—									S. Up Goods 1155 yards before reaching S4 signal.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 191	HASLAND (L.M.R.) TO WATH ROAD JUNCTION VIA SHEFFIELD Harrison and Camms Sidings Delete: – all details Holmes Junction (LC) Amend: –	1	1263								
Page 203	WINCOBANK STATION JUNCTION TO QUARRY JUNCTION Chapelton South Station Amend: – Skiers Spring Amend: – Wombwell West Station Amend: –	1	1190					40	40	171m. 35chs. to 171m. 65chs.	
		1	1485								

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE F – PROPELLING TRAINS OR VEHICLES
PROPELLING FREIGHT BRAKEVANS

From	To	Line	No. of vehicles and Special Conditions.
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Page 216

KING'S CROSS TO DONCASTER (MARSHGATE JUNCTION)

Add :-

★ Hornsey Signals WG. 446/420	Harringay to rear of GPL Signals WG 81/ 419/421	Up Goods No.1, Up Goods No.2, Up Slow, Up Engine	Empty Coaching Stock.
★ Hitchin GPL Signal HT 234	Hitchin Signal L690	Down Cambridge Down Slow	25 S.L.U. or empty coaching stock.
★ Hitchin GPL Signal HT 217	Hitchin Signal HT 699	Up Slow Up Fast Down Fast	25 S.L.U. or empty coaching stock.
★ Hitchin Signal HT 699	Hitchin Signal HT 711	Down Fast Down Slow	25 S.L.U. or empty coaching stock.
★ Hitchin GPL Signal HT 223	Hitchin Signal HT 711	Down Slow	25 S.L.U. or empty coaching stock.

Page 221

Add :-

BARKING EAST JUNCTION TO TILBURY RIVERSIDE

★ West Thurrock Junction	Grays Station	Down Main and Third Line	15 S.L.U.'s Clear weather only.
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Page 227

HASLAND (LMR) TO WATH ROAD JUNCTION VIA SHEFFIELD

Delete:—

Harrison and Camms Sidings	Holmes Junction	Down Main	20 wagons.
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Amend:—

Wincobank Station Junction	Holmes Junction	Down Main	
Holmes Junction	Wincobank Station Junction	Up Main	

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Up	Remarks
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Page 235

Add:—

MASBOROUGH SOUTH JUNCTION TO HOLMES JUNCTION

Holmes Junction	Masborough South Junction	Down Holmes Curve	—	13 S.L. Units. Clear weather only.
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ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE H1 – WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

From	To	Line	Number of vehicles and special conditions.
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Page 236

KINGS CROSS TO DONCASTER (MARSHGATE JUNCTION)

Add :—

★ Hitchin GPL Signal HT 234	Hitchin Signal L 690	Down Cambridge Down Slow	25 S.L.U.
★ Hitchin GPL Signal HT 217	Hitchin Signal HT 699	Up Slow Up Fast Down Fast	25 S.L.U.
★ Hitchin Signal HT 699	Hitchin Signal HT 711	Down Fast Down Slow	25 S.L.U.
★ Hitchin GPL Signal HT 223	Hitchin Signal HT 711	Down Slow	25 S.L.U.

Page 241

HASLAND (LMR) TO WATH ROAD JUNCTION VIA SHEFFIELD

Amend :—

Wincobank Station Junction	Holmes Junction	Down Main
Holmes Junction	Wincobank Station Junction	Up Main

TABLE N1

Page 255 (Page 110 Supp. No.1)

KINGS CROSS TO DONCASTER (MARSHGATE JUNCTION)

★ Delete heading and all entries

TABLE P2 – AUTOMATIC HALF-BARRIERS

Name of Crossing	Signal boxes between (Supervising box first)
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Page 263

HITCHIN (CAMBRIDGE JUNCTION) TO SHEPRETH BRANCH JUNCTION

★ Amend :—

Litlington	Royston – Baldock
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Page 279

INSTRUCTIONS RELATING TO THE RULE BOOK

SECTION H – WORKING OF TRAINS

Clauses 3.6 and 11.2 – Station Yard Working

★ Add :—

Royston	Up Platform line in both directions.
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ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

Page 293

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

- ★ **Add :-**
- CONVEYANCE OF 'DEAD' DIESEL MULTIPLE UNIT STOCK**

Referring to the instructions contained in the General Appendix :-

1. The service for conveyance of "Dead" DMU stock must be pre-arranged.
 2. Where a "Dead" lightweight DMU vehicle is at the rear and the trailing end is not fitted with a tail lamp bracket, it may be marshalled inside a vehicle not exceeding 17 tonnes gross weight on which the tail lamp can be correctly displayed. In such circumstances a second "Dead" lightweight DMU vehicle must not be conveyed.
 3. When a DMU vehicle is conveyed on a locomotive hauled train, the vacuum train pipe only must be used. This pipe is painted white and when viewed by a person facing the end of the vehicle, is on the right-hand side of the draw gear.
-

OTHER GENERAL INSTRUCTIONS

Page 330 (Page 131 Supp. No.1) (Page 107 Supp. Optg. Insts.)

AIR BRAKED NETWORK SERVICES**Add to list of trains :-**

6E34 22 30 SX Morris Cowley – Parkeston Quay

6V55 08 25 MSX Parkeston Quay – Morris Cowley

6V55 08 21 SO Parkeston Quay – Hinksey

Page 335

LIST OF SINGLE LINES CONTROLLED BY TRACK CIRCUITS AND DIRECTION LEVERS/SWITCHES**Delete :-**

TRIMLEY STATION TO FELIXSTOWE TOWN

LOCAL INSTRUCTIONS

Page 357

**HITCHIN (CAMBRIDGE BRANCH JUNCTION) TO SHEPRETH BRANCH JUNCTION
ROYSTON**

- ★ **Add:-**

WORKING OVER UP PLATFORM LINE – The Up Platform line is signalled for working in both directions, and after a train has entered the Platform line when unoccupied and has come to a stand, a train may be Signalled to enter the same platform line from the opposite end.

Drivers of trains arriving at Royston, on passing signal R.977 in the Down direction or signal R.984 or subsidiary signals R.245, R.247 or R.249 in the Up direction must be prepared to stop at the illuminated 'STOP HERE' sign situated near the road overbridge.

After coming to a stand at the 'STOP HERE' sign, the Driver must not move towards the signal ahead until either the signal is cleared or he is personally instructed to do so by the person in charge even though the 'STOP HERE' sign may have ceased to be illuminated.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued**

Page 373

WESTERFIELD TO FELIXSTOWE TOWN STATION**Add :—**

TRIMLEY TO FELIXSTOWE TOWN STATION – The single line between Trimley and Felixstowe Town Station is controlled by track circuits and associated signalling to prevent more than one train or locomotive being on each section of the single line at the same time. No train staff is provided.

Disabled Train. Should a failure occur, the Secondman, (or Guard in the case of a locomotive which is single manned) must place three detonators on the line 20 yards apart not less than 100 yards from the train in both directions and advise the signalman at Trimley of the circumstances.

The Secondman (or Guard) must conduct the assisting train to the disabled train. In the case of a failure between Felixstowe Beach Junction and Felixstowe Town, it will only be necessary to protect the train on the Trimley side of the train.

Failure of Signalling Equipment. In the event of a failure of the signalling equipment controlling movements to and from this line, working by Pilotman will be introduced..

Page 382 (Page 113 Supp Optg Insts)

BARKING EAST JUNCTION TO TILBURY RIVERSIDE**P.L.A. DOCK ESTATE****Add sub heading :—****SEABROOKS SIDINGS****Amend first paragraph :—**

The B.R. shunter will be responsible for the acceptance and dispatch of all trains into and out of Seabrooks Sidings and for the operation of all hand points.

**Add new second paragraph :—**

The B.R. shunter must obtain permission from the signalman at Grays before authorising a movement past the 'Stop and Await Instructions' board situated at the Grays end of the sidings, towards Grays Station.

TILBURY FREIGHTLINER DEPOT**Delete sub heading BERTHING INWARDS LINER TRAINS and****Substitute :— TILBURY R.C.T. – ARRIVAL OF FREIGHTLINER TRAINS**

Page 383

**Delete sub heading DEPARTURE OF FREIGHTLINER TRAINS and****Substitute :— TILBURY R.C.T. – DEPARTURE OF FREIGHTLINER TRAINS**

Page 392 (Supplement No.1 Page 157)

WELBECK COLLIERY : RAPID LOADING FACILITIES

(a) Terminal Procedure : Merry-Go-Round Trains.

**Amend Paragraph 9, first sentence to read:—**

"The Guard must obtain the Key Token from the Driver in order to release and operate No.2 Ground Frame, to enable the locomotive to proceed on to the Run-Round line."

Add as second paragraph to paragraph 10:—

"The Bunker Operator" will then hand the loading documents to the Guard."

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued**

Page 404 (Page 161 Supplement No.1)

Immingham Lindsey Oil Company's Sidings★ **Delete heading and instructions and Substitute:—****Immingham Lindsey Oil Refinery Sidings.**

Stop signals together with associated subsidiary signals and controlled by the Lindsey Control Tower are provided to control the entrance to and exit from the Lindsey Oil Refinery Sidings. Movements within the sidings are controlled by ground position light signals and stop boards.

The stop boards must only be passed under the authority of the Lindsey Oil Refinery Staff.

Train ready to start plungers are provided at the south end of each Departure Siding, also the Engine Release line.

Guards must use the telephone adjacent to the plungers to advise the Signaller at Reception Sidings box details of the train prior to departure. The plunger must be operated when the train is ready to proceed.

Page 404 (Page 164 Supplement No.1)

LINDSEY OIL REFINERY & HUMBER OIL REFINERY**BATTERY ELECTRIC TAIL LAMPS**★ **Delete the existing Instructions and substitute:—**

Use of Bardic Battery Electric Tail Lamps on trains arriving at and departing from the Refineries is authorised within the confines of the Refineries subject to the following conditions:—

- (a) The on/off switch must not be operated inside the Refineries except in the locomotive cab. Guards making a change of lamps at Lindsey Oil Refinery must operate the on/off switch in the charging room located at ground level in the Control Tower building.
- (b) Use is confined to the area of the main rail sidings, the lamps must enter and leave the refineries by the rail access only, and under no circumstances must a lamp be taken within a radius of 50ft. of the loading area.

Page 406.

COTTAM POWER STATION BRANCH**COTTAM POWER STATION**★ **Amend:—**

Fifth paragraph, second and third sentences:—

Drivers must bring their trains to a stand at signal 5H or 6H irrespective of the aspect being displayed, in order to change back to normal control but thereafter must work to the aspect displayed by the signal concerned. If signal 5H or 6H is displaying a proceed aspect, the driver may proceed to No.7 or 8 signal at normal speed.

Pages 415/416

MEXBOROUGH EAST JN. TO BARNSLEY JN. (VIA BARNSLEY)**MANVERS WASHERY BRITISH RAILWAYS EMPTIES BRANCH****INSTRUCTIONS TO BRITISH RAILWAYS TRAIN CREWS****Delete last three paragraphs and substitute:—**

After disposing of the train in the Empties Sidings the locomotive and brake van must proceed over the Engine Line up to the Loading Sidings Stop Board which must only be passed on the authority of the Loaded Sidings Shunter.

Loaded trains must only leave the Sidings via the existing Manvers Washery Ground Frame.

ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 419

ECCLESFIELD EAST GROUND FRAME TO TINSLEY STATION JUNCTION

MEADOW HALL

★ **Delete:**– sub heading and item.

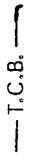

ALTERATIONS TO INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WHEN WORKING ACROSS LONDON INTO THE LONDON MIDLAND REGION, SOUTHERN REGION AND WESTERN REGION AND ON TO LONDON TRANSPORT (B.R.30058) – PART 1 – LONDON MIDLAND REGION.


NIL

ALTERATIONS TO BR.30058 – PART 2 – SOUTHERN REGION.

INSTRUCTIONS AFFECTING E.R. TRAINMEN WHEN WORKING ACROSS LONDON INTO LONDON MIDLAND REGION, SOUTHERN REGION AND WESTERN REGION AND ON TO LONDON TRANSPORT

ALTERATIONS TO BR 30058 - PART 2 - SOUTHERN REGION - continued
TABLE A - LIST OF SIGNAL BOXES, RUNNING LINES, ETC.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) † in
Page 57	BRICKLAYERS ARMS TO CRYSTAL PALACE (Page 50 of SOI) Amend MAXIMUM PERMISSIBLE SPEEDS and entries Bricklayers Arms Depot to New Cross Gate Station :- BRICKLAYERS ARMS AND SYDENHAM							70†	70†	MAXIMUM PERMISSIBLE SPEED ON FAST LINES	
								60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
	SYDENHAM AND CRYSTAL PALACE							60	60	MAXIMUM PERMISSIBLE SPEED († Vacuum braked trains not to exceed 60m.p.h.).	
	Bricklayers Arms Depot										
	North Kent West Jn.	—	—					30	30	Between North Kent West Jn. and Bricklayers Arms Jn.	
	Bricklayers Arms Jn. (Controlled from London Bridge (L)).	0	860					20	20	Through junction. Up Slow to Up Fast.	
								25	30	Fast to Slow.	
								25	—	Up Fast to Down Fast via South Crossover.	
								25	—	Fast to Slow.	
	New Cross Gate Station							20	—	Slow to Fast.	
	* "No Block" on Up Line. T.C.B. on Down Line.										
	Forest Hill Station Delete:—							—	25	Through connection local to beyond JC.171 signal.	Through
	Add:— Sydenham Station							65	—	Fast line 5½m.p. to 6m.p.	
	Add:—							—	25	Slow to Fast beyond L.600 signal.	

*  T.C.B.

GENERAL INSTRUCTIONS

Page 76 – STATION LIMITS – TRACK CIRCUIT BLOCK LINES

Signal Box/Location	Line	Portion of Line between
Add:– Bricklayers Arms Junction/ New Cross Gate area	Down	Signals L.539 (Down Slow), L.541 (Down Fast), L.543 (reversible), L.545 (Down Spur), L.547 (Down Goods) and shunting signals L.1584 (Down Slow), L.1586 (Down Fast).
	Up	“Limit of Shunt” indicators at Brockley side of New Cross Gate station (Up Slow and Up Fast) and signals L.534 (Up Fast), L.536 (reversible), L.538 (Up Spur).

Page 78

ELECTRIFIED LINES

★ **Add** as additional tenth paragraph

“STAMP ON” type track circuit operating clips **MUST NOT BE USED** on electrified lines equipped with conductor rails.

LOCAL INSTRUCTIONS

Page 80 – NORWOOD JUNCTION

Delete instruction and **substitute:–**

NORWOOD JUNCTION

The Rule Book, Section J, Clause 4.1. – Drivers are authorised to proceed from the up gullet line to the down or up yard when the relevant shunting signal has been cleared.

CROSSING MOVEMENTS – The yard staff must advise the signalman the length of movements from the up to the down side and vice versa. Provided the movement does not exceed 27 SLU it may be signalled via the gullet.

NORWOOD YARD

DOWN YARD – Shunting signal JC.83 applies for movements towards the goods road or via the ground frame crossover towards the through road.

Freight trains on the goods road must carry side lights on the brake van in accordance with the Rule Book, Section H, Clause 7.4.1 (b).

Movements passing down ‘B’ gullet, goods road or the through road must not foul ‘C’ section without the permission of the person-in-charge.

Before a movement is allowed to pass from the through road to the goods road at the south end during darkness, fog or falling snow, a red light must be placed in position to protect the crossing.

Vehicles in ‘C’ gullet must be protected by a red light on the rear vehicle.

The hand operated shunting signal between the goods road and ‘E’ section immediately north of ‘E’ section converging point applies for movements along the goods road southwards only. The person-in-charge of a movement from ‘E’ section to the goods road and vice versa must first ensure that the shunting signal is at danger.

Propelling movements from ‘C’, to ‘B’ or ‘A’ sections must be preceded by a shunter on the ground and, during darkness, fog or falling snow, a white light must be exhibited on the leading vehicle.

Before a movement is made along goods road No.1 beyond Tennison Road bridge towards Norwood Junction station, the permission of the Norwood Junction signalman must be obtained.

UP YARD – Ground frame B, situated opposite the yard manager’s office, controls movements within Norwood up yard, loco sidings and Selhurst depot, also inwards and outwards movements to and from Selhurst depot via the old siding.

LOCAL INSTRUCTIONS – continued**Page 80 – Substitute – continued**

The double sided ringed arm 'Stop Shunting' signal is normally in the off position indicating that parallel movements may be made within the up yard and between Selhurst depot and the washing machine road simultaneously, under the authority of the shunters. When this signal is replaced to danger for crossing movements to and from Norwood up yard and Selhurst depot via the ground frame operated points all movement must cease within the area bounded by the old siding, up yard, coal road, Selhurst depot, washing machine road and loco sidings stopping clear of the route between Selhurst depot and the old siding until crossing movements are completed, and the 'Stop Shunting' signal is again cleared.

Inwards movements are not controlled by fixed signals, but are controlled by hand signals.

Ground Frame 'A' controls the crossover between the old siding and the fork arrival road near Tennison Road Bridge. The shunting signal in the fork arrival road controlling movements towards Gloucester Road Junction and the shunting signal in the old siding controlling movements towards Norwood Junction station operate only for movements through this crossover.

These two signals must be passed at danger under the shunters authority for movements straight along the respective siding.

A shunting signal is provided in the fork arrival road and controls movements along that siding towards Norwood Junction station.

Movements must not be made down the fork arrival road from Tennison Road Bridge without the permission of the signalman at Gloucester Road Junction and must be preceded by a shunter on the ground as far as shunting signal CY.41. During darkness, fog or falling snow, the shunter must exhibit a red light in the direction of travel.

Before a movement is made to or from the fork arrival road and the field sidings or contractors siding over No.39 points also before the hand operated shunting signal is cleared the permission of the signalman at Gloucester Road Junction must be obtained.

The old siding may be used for propelling movements down from Tennison Road Bridge, restricted to 15 SLU if shunting is taking place in the field siding or 'A' or 'B' sections. During darkness, fog or falling snow, a red light must be exhibited on the leading vehicle in the direction of travel.

When a train or light locomotive is ready to depart via Selhurst the driver or secondman must advise the signalman at Gloucester Road Junction particulars of the train or locomotive, class and destination, from shunting signal CY.62 or CY.63.

UP GOODS LOOP – This siding leads from the Up Through line at Windmill Bridge Junction to the Up Local line at Norwood Fork Junction with access by a subsidiary signal controlled from Gloucester Road Junction signal box. When a train in this siding is to be worked forward by another locomotive the Guard must telephone the signalman from signal CY.36 when the train locomotive is ready to depart, when the changeover locomotive can be admitted to the siding, and when the train is ready to proceed.

ALTERATIONS TO BR. 30058 – PART 3 – WESTERN REGION**Page 102 TABLE L.1****ACTON WELLS JUNCTION TO SWINDON**

Delete : – Slough Up Sidings No. 2

Page 114**SWINDON – ROLLING STOCK RESTRICTION**

★ Delete:– entry relating to B.R.E.I. (Swindon Works)

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

YORK
2 SEPTEMBER, 1975

F.J. BURGE
Chief Operating Manager

If the SD notice is not received by the normal time advise your superior officer by telegram as follows:–
NILE FOUR WEEKLY GEN. INST. BKT. SD–