Private and not
for publication

BR30018/F

Employees supplied with this section must make themselves acquainted with it and will be held responsible for the observance of all instructions contained therein so far as they concern them

B R I T I S H R A I L W A Y S

SECTIONAL APPENDIX TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS

FRONTISPIECE AND GENERAL INSTRUCTIONS
(of Former Eastern Region Sectional Appendix)

NOTE

This publication must be read in conjunction with BR30018/1-8 Section No.1 - 8.

Published by Intercity EC Operations, York for and on behalf of all businesses having lines covered in BR30018.

YORK
MARCH 1994

Operations Manager
Intercity EC
Room W160
York

CONTENTS

DETAILS SHOWN IN TABLE A.

All information is shown in the Down direction unless otherwise stated.

LOCATION COLUMN

The location column includes the names of Junctions, Stations, signal boxes and ground frames. Signalboxes are identified by the . symbol and include the prefix used on signal plates.

Level crossings are indicated by the letters LC and are manned unless otherwise shown by one of the following abbreviations after the name:-

CCTV	Closed Circuit Television
RC	Remotely Controlled
R/G	Miniature Red/Green Warning Lights
TMO	Train Crew Operated
AHB	Automatic Half Barrier
ABCL	Automatic Barrier Crossing - road warning lights and barriers monitored by train crew
AOCL	Open Crossing - road warning lights monitored by train crew
OPEN	Open crossing without road warning lights

X shown after the above abbreviations for level crossing type (e.g. AHB-X, AOCL-X) indicates that the crossing concerned works automatically for movements in the wrong direction.

Other abbreviations:

GF	Ground Frame
GSP	Ground Switch Panel

MILEAGE COLUMN

The Mileage Column shows the position in miles and chains in relation to lineside mileposts for details shown in the location and the running line and speed restriction columns. The mileage at which there is a change in the permanent speed restriction is indicated by a following * symbol.

Changes in milepost mileage are shown thus

$$\frac{60\ 10}{0\ 00} \qquad \frac{74\ 50}{127\ 60}$$

RUNNING LINES AND SPEED RESTRICTIONS COLUMN

The Running Line and Speed Restriction column contains a geographical representation of all running lines and associated connections.

Passenger lines are indicated by a solid line, goods lines by a dashed line and Carriage/Reception or Siding lines by a dotted line.

The name of each line is indicated above or to one side of the line where there are two or more lines.

The following abbreviations are used:-

U = Up UM = Up Main UF = Up Fast US = Up Slow UA = Up Avoiding
UG = Up Goods UPL = Up Passenger Loop UGL = Up Goods Loop

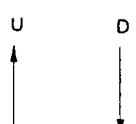
D = Down DM = Down Main DF = Down Fast DS = Down Slow
DA = Down Avoiding DG = Down Goods DPL = Down Passenger Loop
DGL = Down Goods Loop

Where other names are in use, details of the abbreviation are given in the Remarks column.

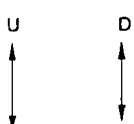
The running direction is indicated by arrow heads. Where a line is signalled for bi-directional working, an arrow head is shown at each end of the bi-directional section. Where a line is signalled for simplified bi-directional working, a double arrow head is used to signify the normal direction of running.

EXAMPLE

Unidirectional Up and Down line.



Bi-directional Up and Down line.



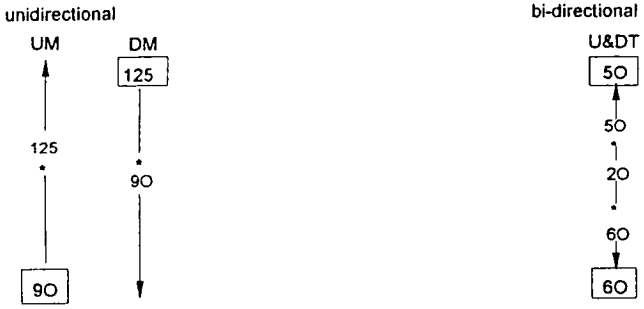
Simplified Bi=directional Up and Down line.

Speed Restrictions

The maximum permitted speed is shown in Miles per Hour on each running line. A change in Maximum Permitted Speed is shown by a * on the line. The mileage at which the speed changes is shown in the mileage column.

The speed which is carried forward from the previous page for Down lines or the next page for Up lines is printed at the top of the page for Down lines and the bottom of the page for Up lines. If the line is full bi-directional the speed will appear in a box at the top and bottom of the page.

For Example



Where a standard Speed differential is in force these are shewn as in the Appendix to the Rule Book Page 2. 2 e.g. 20

$\frac{}{40}$

The bottom figure (higher speed) shewn applies to all passenger(loaded or empty) postal and parcels trains, composed entirely of bogie vehicles, and to light locomotives and Class 140 to 144 trains except where the following letters follow the speed.

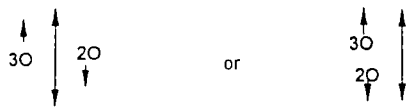
D = Applies to Diesel Multiple Unit trains only.
E = Applies to Electric Multiple Unit trains only.
M = Applies to Diesel and Electric Multiple Unit trains only
H = Applies to High Speed trains only.
S = Applies to class 150 to 158 trains only.

For Example

45 Sprinter Unit trains may travel at 75 mph, all other
75s trains must not exceed 45 mph.

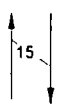
Where a special speed restriction applies the + symbol is used and details of the restriction is given in the Remarks column.

On single lines and bi-directional lines where different speeds apply for each direction the speeds will be shewn adjacent to the line together with an arrow head indicating the direction in which they apply:-



Connections

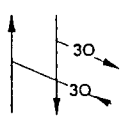
The speed through running line connections are shewn as in the following examples:-



Trailing Crossover, Maximum Speed 15 m.p.h. in either direction.

Facing Crossover, Maximum Speed 40 m.p.h. in either direction.

Single lead junction, Maximum Speed 25 m.p.h. in either direction.



Double lead junction, Maximum Speed 30 m.p.h. in either direction.

Connections to Sidings, Yards and Depots are shewn thus:

(Note entry on name is in Remarks column).

Unless indicated otherwise by speed signs, the Maximum Speed over the connections to sidings and yards is 15 m.p.h. and the Maximum Speed in Maintenance/Servicing Stabling Sidings or Depots is 5 m.p.h.

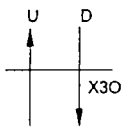
Level Crossings:

(Note: see Signalling & Remarks colume in Table A for details of Occupation, Accomodation, Bridleway and User Worked Crossings at which a Telephone is provided).

Level Crossings are shewn by a series of dashes across the running lines.

At a level crossing equipped to work automatically for movements in the wrong direction, the maximum speed for a wrong direction movement between the speed restriction sign and the level crossing is shewn preceded by the letter X. Previous linespeed resumes beyond crossing unless otherwise shown.

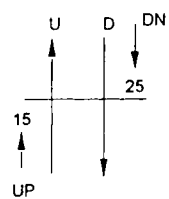
For example:



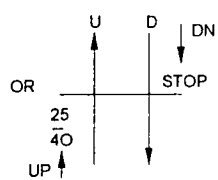
The Maximum Speed for a wrong direction movement over the Down line is 30 m.p.h. between the speed restriction board and the level crossing.

At AOCL and ABCL level crossings, there is a maximum speed when approaching the level crossing. These are shewn preceded by an arrow pointing in the direction of travel.

For example:

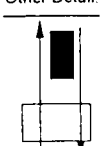


The maximum speed from the speed restriction board to the level crossing is 25 m.p.h. in the Down direction and 15 m.p.h. in the Up direction



Movements in the Down direction must be brought to a stand before proceediing over the level crossing. A differential speed restriction applies in the Up direction.

Other Detail:



Station Platform
(Platform number shewn as 5)

Tunnel

Signal box

Overhead Line Neutral Section (OHNS)

= see note for route in Remarks colunm

SIGNALLING AND REMARKS COLUMN

Signalling System

Where track circuit block is not in operation, the method of working between locations is shown using the following abbreviations:-

AB	-	Absolute Block
ET	-	Electric Token Block
NB	-	No Block
OTS	-	One Train Working with Train Staff
OTNS	-	One Train Working with No Train Staff
NST	-	No Signalman Token
NSTR	-	No Signalman Token with remote token station
TB	-	Tokenless Block

Where Permissive Working is authorised this will be indicated by the use of the following abbreviation with detail of the line on which it applies:-

PP - Permissive working on Platform line for Class 1, 2, 3, 5 and 0 train - (unless otherwise stated).

PF - Permissive working for Class 3 to 9 and 0 trains - (unless otherwise stated).

Remarks

The remarks column gives additional information as follows:-

1) Special Speed restrictions where denoted by • in the Running Lines and Speed Restriction Column.

2) Train Operated Staff Warning Systems using the abbreviation:

TOWS - Train Operated Warning System (applies to all lines unless otherwise shown).

3) AWS - Automatic Warning System. Detail is given for those lines or locations where the system is not fitted.

4) Loop and Refuge Siding Standage is given in Standard Length Units (SLU's) excluding one locomotive and brake van. e.g.: DGL 66.

The crossing loop length on a single line is denoted by CL ; e.g. CL 35.

5) Catch, Spring and unworked trailing points are shown using the following abbreviations in the Signalling and Remarks column:-

C	-	Runback Catch Point
CW	-	Runback Catch Point worked from Signal box.
S	-	Spring trailing point
U	-	Unworked trailing point

Where appropriate the distance from fixed signals is shown.

For example

C. Up slow at 28 60 (700 yards before reaching signal K674).

Trailing points giving trapping protection at the entrance to goods lines, loops, reception lines and sidings etc., are not shown.

6) The location of Occupation, Accommodation and Bridleway level crossings provided with a telephone will be indicated using the abbreviation T for telephone and UWC for User Worked Crossing, together with the name (if there is one) and mileage of the crossing.

For example

T = Ibbotsons UWC at 185 51.

RULE BOOK GLOSSARY

DESIGNATED OPERATIONS OFFICER

From 1st April 1994 the term "Designated Operations Officer" or "Appropriate Operations Officer" when used in the Rule Book, Rule Book Appendix, Signalman's General Instructions or Signalling Regulations must be understood to refer to the Railtrack Zone Production Manager.

INSTRUCTIONS RELATING TO THE RULE BOOK

SECTION B - TRAVELLING IN TRAINS, DRIVING CABS, BRAKE COMPARTMENTS OR BRAKEVANS
Clause 5.1.1. (d) - In empty coaching stock trains

Employees travelling in the course of their duties or to or from their place of work are authorised to travel on empty coaching stock trains between the following places (both directions). This authority does not extend to vans, brake compartments or driving cabs:-

Kings Cross - Ferme Park - Bounds Green - Hornsey CS
Kings Cross - Hornsey EMUD
Leeds - Neville Hill
Newcastle - Heaton
Edinburgh - Craigentinny
Neville Hill - Leeds - Sheffield
Neville Hill - Leeds - Harrogate
Neville Hill - Leeds - Bradford FS

SECTION B - DETONATORS
Clause 5.3.5 - Failure of detonators to explode, or injury from explosion.

The person responsible for the issue of detonators must send the detonator concerned, or its remains, together with, if possible, the remaining detonators in the package from which the detonator was obtained, and a further unopened container from the same batch to

Stations/Depots north of Peterborough
Area Scientist, BR Research Department, Scientific Services Division, Hexthorpe Road, DONCASTER.

Three copies of the report of the circumstances must be completed and circulated as follows:-

1. By post to the Area Scientist concerned
2. Designated Operations Officer
3. Enclosed with detonators

The Area Scientist will report his findings to the Designated Operations Officer and send a copy to the person from whom the detonators were received.

SECTIONS D AND N - LEVEL CROSSINGS WITH CROSSING KEEPER OPERATED NON BLOCK SIGNALS.

Authority to pass over the level crossing during signal failure/ disconnection or Single Line Working.

At the level crossings listed at the end of this instruction, the protecting signals are not part of the block signalling and are only provided to protect the level crossing. The Driver will receive a green hand signal from the Crossing Keeper as authority to pass over the crossing :-

a) When due to failure or disconnection it is necessary to pass the protecting signal at Danger. The Driver must, after passing over the crossing, regulate the speed of his train, having regard to the aspect displayed at the section signal.

b) During Single Line Working when (in accordance with Rule Book, Section N, clause 4.2.1 (b)) a train in the wrong direction is authorised to pass over a level crossing, where the normal position of the gates or barriers is open for road traffic.

Ulceby North Jn. to Barton on Humber
* Barton Road
* Barrow Road (Single line)

Sutton Jn. to Shireoaks East Jn.
Norwood

York to Scarborough
Howsham

Wortley Jn. to York via Harrogate
* Belmont
* Wilstrop (Single line)
* Marston Moor (Single line)
* Hessay (Single line)

Leeds to Hull

* Oxmardyke
Cave (Up direction) (Note : Down protecting signal is also Broomfleet section signal
Crabley Creek (When closed as a block post)
Welton

Hull to Seamer West

* Gristhorpe (Single line)
* Cayton (Single line)

King Edward Bridge South Jn. to Carlisle Yard

* Milton Village
Denton Village
Lane Head

Bedlington to Lynemouth Colliery

* North Seaton

* - Crossings normally open for road traffic.

SECTION H - WORKING OF TRAINS

Clause 5 - Starting of Trains

Chesterfield
Sheffield

At the above stations a white disc held above the head will be used to give the following handsignals:-

Trains with slam doors:- Person in Charge of platform to Guard to indicate when station work is complete and the doors are properly closed.

Trains with power operated doors:- Person in Charge of platform to Guard (Driver of a D.O. train) to indicate when station work is complete and the doors are ready to be closed.

The provisions of the Rule Book, Section B, Clauses 7.6.1. and 7.7.1 and Section H, Clauses 5.2.1. and 5.4.1 are modified accordingly. (At night, if the use of a handlamp is necessary, a white light held steadily above the head will continue to be used).

SECTION N - SINGLE LINE WORKING

If single line working terminates at a junction with a Track Circuit Block single line and it is necessary for a train which has arrived in the wrong direction to pass at Danger the signal controlling entrance to the TCB single line, the Signalman must observe the provision of Track Circuit Block Regulation 11.3.

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

POWER OPERATED POINTS - WRONG DIRECTION MOVEMENTS

For the purposes of the Rule Book, Section N and Appendix No. 3. to the Rule Book instruction "Movement of vehicles conveying passengers over points not fitted with locking apparatus," all power operated points in running lines which are normally trailing, except those listed below, may be regarded as being equipped with facing point locks.

Signal Box	Point Nos.
Keadby Canal	1001, 1002 (Bridge bolt machines)
Prince of Wales	2098
Tinsley Yard	101, 125B, 155A, 158.

INSTRUCTIONS RELATING TO THE APPENDIX TO RULE BOOK

PAGE 1.10 VEHICLES ACTIVATING LINESIDE HOT AXLE BOXES

The Driving cabs of all InterCity East Coast HSTs, CL91s and MKIV DVTs are being equipped with "Tempilsticks" for use by Drivers (instead of the bare hand) when the train activates a lineside HABD.

The "Tempilstick" is a heat indicating crayon. When applied to a heated surface the "Tempilstick" will melt when its temperature rating is reached or exceeded. The change from a dry chalk like mark to a liquid smear is the only significant signal - any colour changes should be ignored.

Two "Tempilsticks" are provided. The ratings are:
169 degrees F (76C) and
200 degrees F (93C)

Use of the "Tempilsticks"

Note: The "Tempilstick" must be applied to the housing of the bearing and NOT to the axle end.

The 200 degrees "Tempilstick" must be applied to the suspect axle box and the axle boxes on either side of it. If the 200 degrees "Tempilstick" melts, the vehicle must be immediately withdrawn from service, in accordance with clause 3 of the above instructions.

If the 200 degrees "Tempilstick" does not melt, the 169 degrees "Tempilstick" must be applied. If the 169 degrees "Tempilstick" melts, the vehicle must be dealt with in accordance with Clause 2 of the above instructions.

If the 169 degrees "Tempilstick" does not melt, it must be placed on all other axle boxes on both sides of the vehicle and the vehicle next ahead and behind it. If the "Tempilstick" does not melt on any axle box examined, the axle box may be considered normal and the vehicle may proceed in accordance with Clause 2 of the above instructions.

General
The test using the "Tempilstick" is only valid when it is carried out within 10 minutes of the vehicle being brought to a stand. During the examination of the vehicle(s) any unusual details should be noted and brought to the attention of the Maintenance Controller at York on 03-75757 who will give technical advice to the Driver.

If the "Templstick" is not available then the examination must be carried out using the "bare hand" method, in accordance with the Rule Book Appendix 1 instructions, "Vehicles Activating Lineside Hot Axle Box Detectors".

WORKING OF MULTIPLE UNIT TRAINS WITH BRAKES ISOLATED

Rule Book Appendix 6 - Working of the Automatic Brake on Multiple Unit Trains clause 4(c)

On the sections of line listed below a train formed of a 2 car Multiple Unit must not be worked with the brake isolated on one vehicle or a 3 car Multiple Unit worked with the brake isolated on 2 vehicles. An assisting train must be attached so that the proportion of vehicles isolated does not exceed 1 in 4 if 2X2 car units are involved or 2 in 5 if a 3 car and 2 car unit are involved. A single Class 153 with brakes isolated must be assisted by at least 2 Class 153 or a 2 car unit.

The same proportion of vehicles must be applied to longer train formations, e.g. 3x2 car not more than 2 vehicles to be isolated.

Alternatively a locomotive can be provided to assist the train at the front.

If the first vehicle (or a Class 153) has the brake isolated the train must be assisted from the front.

Section of Sectional Appendix line is in.	Section of line over which restriction applies.	Direction in which restriction applies
4	Woodburn Jn to Nunnery Main Line Jn	Down
5	Chesterfield to Sheffield	Down and Up
6	Horsforth to Wortley Jn	Up
6	Wakefield Westgate to Whitehall Jn	Down and Up
6	Holbeck West Jn to Bradford Interchange	Down and Up
6	Gannow Jn to Hall Royd Jn	Down and Up
6	Halifax to Bradford Interchange	Down
6	Marsden to Huddersfield	Down
6	Morley to Holbeck East Jn	Down
6	Barnsley Station Jn to Huddersfield via Penistone	Down and Up
6	Skiers Spring to Wincobank Jn	Up
6	Skiers Spring to Horbury Jn	Down
8	Guiseley to Apperley Jn	Up
8	Guiseley to Burley-in-Wharfedale	Down
8	Guiseley to Shipley Guiseley Jn	Up
6	Bridlington to Humanby	Down and Up
7	Battersby to Middlesbrough	Up
7	Kildale to Battersby	Up
8	Settle Jn to Appleby	Down and Up

Rule Book Appendix 7 - Automatic Couplers

Clause 5.2

Class 91 locomotives. As there is not a normal requirement to use the buckeye coupler at the nose end of a Class 91 locomotive the coupler heads must be left down.

HAULING OF DEAD TRACTION UNITS

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

SNOW CLEARANCE ARRANGEMENTS

Referring to the instructions in the Appendix No. 1. to the Rule Book, the following is a list where snow ploughs are available in the former Eastern Region :-
Tender Mounted Ploughs - Shirebrook

BR Standard Independent Ploughs - Peterborough, Tinsley, Doncaster, Immingham

The instructions relating to the movement and use of BR standard Independent Snow Ploughs contained in Appendix No. 1 to the Rule Book, will apply to ploughs of this type in number range ADB965189 - ADB965243. These instructions will also apply to other independent snow ploughs fitted with an operative automatic brake with the exception that the reference to side flaps is not relevant.

When ploughs are moved from one area to another they should be marshalled either side of the locomotive using the screw coupling where possible, or in the case of a single plough this should be hauled. For parking the ploughs in sidings or positioning for maintenance the emergency drawbar may be used.

Independent Ploughs not fitted with Continuous Brakes

Snow ploughs in the series ADB 981 - ADB 992 are vaccuum piped and handbrake fitted only. Allocation is as follows:-

ADB 987 & ADB 988	Thornaby
ADB 990	Colchester
ADB 991 & ADB 992	Leeds PCD
ADB 981 - ADB 986	In existence but not in use

The following instructions, additional to those in Appendix 1 to the Rule Book, must be applied to the movement of these ploughs:-

1. The Driver must be accompanied by a Traction Inspector at all times.

2. A Guard must ride in each plough and be prepared to operate the handbrake as necessary. When ploughing the Traction Inspector may authorise the Guard to travel in the locomotive.

3. Maximum Speed 25mph.

4. Before the train moves onto a running line the Traction Inspector must tell the Signalman that the snowplough(s) are vacuum piped and handbrake fitted only and this information must be passed forward from box to box.

When ploughs are moved from one area to another they should be marshalled either side of the locomotive using the screw coupling where possible, or in the case of a single plough this should be hauled. For parking the ploughs in sidings or positioning for maintenance the emergency drawbar may be used.

BR standard Miniature Snowploughs :-
Complete sets of 3 part miniature snowploughs (2 centre sections, 2 left hand blades and 2 right hand blades comprising one set) will be fitted to locomotives allocated to the following Traction Maintenance Depots during the period 1 December to 1 April.

Immingham 3 sets Thornaby 6 sets Tinsley 6 sets

The Depot Engineer will be responsible for ensuring that the centre portion of the ploughs are removed by 1 April and any repairs effected before the ploughs are required for the next winter period.

The BR Standard Miniature Snowplough is designed not to protrude beyond a fully compressed locomotive buffer but care must be exercised when coupling such a locomotive to a train and especially when coupling two so fitted locomotives to each other in order that personal injury is avoided.

When locomotives fitted with snowploughs are taken into sidings or depots, Drivers must prevent damage to the plough blades by stopping short of any buffer stops, scotches or wheel stops.

OTHER GENERAL INSTRUCTIONS

INDEX

OTHER GENERAL INSTRUCTIONS

NOTE: THERE WILL BE A ROUTE AVAILABILITY BOOKLET COVERING THE FORMER EASTERN REGION AND ADJACENT FORMER OTHER REGIONS LINES WORKED BY FORMER E.R. TRAINCREW ISSUED SEPARATELY. THIS WILL REPLACE THE INFORMATION THAT HAS PREVIOUSLY BEEN SHOWN IN THIS SECTION.

CRANES ON BRIDGES - WORKING OF

The permission of the Civil Engineering Department must be obtained before a crane is allowed to work or is prepared for use while standing on a bridge, arch, viaduct or in a station platform.

Similarly, the local Civil Engineering Department representative must be consulted before a crane is taken into or worked in sidings to ensure that it will not foul permanent structures or traffic on adjoining lines and that curves, platforms and underbridges can be safely negotiated.

ENGINEERS GAUGING TRAIN - PROPELLING

An Engineer's gauging train consisting of a locomotive, gauging van and saloon may be regarded as an Officer's Special Train for the purposes of propelling, as provided for in the Rule Book, Section H, provided the automatic brake is operative and the Guard has access to the automatic brake in the leading compartment in which he must ride.

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

Except where special instructions are issued, the following instructions and Rule Book, Section J, clause 4.7 and Signalmens' General Instruction 17 apply :

1. When it is required, to operate a ground frame or ground switch panel, the operator must advise the Signalman of the intended movements and ask for the release, where necessary, operating the Permission or Switch lever. When the ground frame/switch panel is released, it may be operated as required.

2. When the movements have been completed and the ground frame levers/switches have been restored to normal, the operator must advise the Signalman who must then relock the ground frame/switch panel. The operator must not leave until he has ascertained that this has been done.

3. In the event of any failure of the apparatus, the operator must act in accordance with the instructions given by the Signalman.

4. The operator must advise the Signalman if a mishap occurs which fouls any of the running lines and take whatever action is necessary to protect the obstruction.

5. Additional instructions applicable to ground switch panels :

5.1 Before authorising a movement, the operator must check that the indicators show the points to be set in the proper position and if Single line working is in operation, place and maintain reminder appliances on the point switches until the movement has passed clear of the points.

5 2 When a ground switch panel is not in use, or if the operator has to leave the immediate vicinity of the ground switch panel when it is released, the cabinet door must be closed and locked.

5 3 A crank handle or detachable handle and key is provided at most ground switch panels and must only be used in accordance with the instructions of the Signalman.

LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS

Running Signals except as shown below. The lamps of all running signals must be lighted during the hours of darkness and during fog or falling snow whilst the line is open to traffic, whether the signal boxes are open or closed.

Except during fog or falling snow the signals should not be lighted on lines where the train service is confined to the hours of daylight, but the lamps must be kept in readiness for immediate use if necessary.

When it is necessary for any signal which forms one of a group to be alight, the whole of the lamps must be lighted.

Shunting signals. At places where shunting operations are seldom carried out after dark, lamps of ground shunt signals need not be lighted.

Should it be necessary for a shunting movement to be made during darkness at places where there are no lights in the ground signals, the Guard or Shunter (a Driver in the case of a light locomotive) must see that the signal is cleared or turned off before any movement is made over points to which such signals apply.

REACH WAGONS - OIL AND CHEMICAL DEPOTS

Where a stop board prevents a BR locomotive from placing or withdrawing vehicles at an Oil or Chemical Depot, a vehicle (or vehicles) with a minimum length of 30 feet must be marshalled between the locomotive and the train for positioning purposes.

Reach wagons are provided for this purpose at the following Depots :
Gainsborough Lea Road, BP Developments 26103
Jarrow. Shell 13033

These Depot based reach wagons must be detached before the train departs and must NOT be allowed to leave the allocated depot unless authorised by the Operations Director Trainload Freight, York.

In addition to the above are other reach wagons which work permanently between certain terminals, travelling with the trains. These wagons are stencilled accordingly.

WORKING INSTRUCTIONS FOR RAIL MOUNTED POCLAIN EXCAVATORS
TYPE TP30

1. WORKING TO AND FROM SITE OF WORK
Before proceeding to or from the site of work, the M & EE 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 on lines under Absolute Possession : Alternately, 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 H, clause 6.6 may be applied.

Clause 2.2 missing.

2.3 When working on the cess side with the adjacent line open to traffic.

2.3.1 Before work is commenced, the M & EE Supervisor must :-
(a) supervise the slewing of the eccentric to the working side of the vehicle,
(b) personsally 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 degrees 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 on 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 degree slewing limitation, the indicator lights (referred to in Clause 2.3.1 above) cease to be illuminated, all work must stop until the M & EE supervisor has made a thorough check and either had 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 1.

WORKING OF OFFICERS SPECIALS

Trains comprising of a locomotive and saloon only, run for Railway Officers, will not be accompanied by a Guard. Drivers and Trainmen when working such trains, must carry out the Rules and Regulations applicable to men in charge of a light locomotive.

The Driver will be responsible for satisfying himself that the saloon is properly coupled to the locomotive, including the brake pipe, and for ensuring a satisfactory brake test is made from the saloon.

Trains conveying more than a simple saloon must be accompanied by a Guard.

Subject to the instructions on page 2.3 of Appendix No.2 to the Rule Book and any other permanent or temporary speed restrictions, officers' saloons may run at the speed stencilled on them when hauled. When propelled speed must not exceed 30 m.p.h.

WORKING OTHER THAN DC ELECTRIC TRAINS OVER OR IN THE VICINITY OF DC ELECTRIFIED LINES INSTRUCTIONS TO TRAINCREWS AND OTHER STAFF CONCERNED

1. Description of System

1.1 DC electrified lines may consist of either:-

(a) one (positive) conductor rail located on the sleeper ends in the cess and/or six-foot ways in addition to the two running rails, one of the running rails is electrically bonded over the joints and acts as a conductor for the return (negative) current.

(b) one (positive) conductor rail located on the sleeper ends in the cess and/or six-foot ways and one (negative) conductor rail is installed in the centre of the four-foot way, the (negative) conductor rail is electrically bonded to the running rail used for the return traction current.

2. Danger of Live Equipment

2.1 It must be assumed that the conductor rails and connections are always live.

2.2 The conductor rail is charged with electricity and it is dangerous to step upon, touch or come into contact with either the conductor rails or their connections. In addition, staff must not step upon conductor rail protection boarding.

2.3 On no account must a broken or displaced conductor rail be touched until it has been isolated.

2.4 Although the traction return current flows through the running rails and the negative conductor rail where provided, these rails are not dangerous to human life.

2.5 It is dangerous to pour water, on to, or in the immediate vicinity of, the live conductor rail, or to allow water issuing from locomotives, hose pipes, hydrants, etc., to come from locomotives, hose pipes, hydrants, etc., to come into contact therewith.

2.6 Not to Cross Track more than Absolutely Necessary
Staff are warned against crossing the conductor rail more than is absolutely necessary in the discharge of their duties and great care must be taken to avoid contact with the conductor rail. When Possible use must be made of lifts, overbridges, barrow or other crossings where these are provided.

3. Electrification Telephones

3.1 Special telephones are provided at signal boxes, ground frames, passenger stations, inspection sheds and other points on the electrified lines. The locations of electrification telephone instruments are indicated by an identification plate showing a red telephone on a white background together with the word "electrification" printed in red.

3.2 These telephones must only be used for communicating with the Electrical Control Operator and all messages must be repeated back to ensure that they are correctly understood.

3.3 Contact With Electrical Control Room. Contact with the Electrical Control Operator can be made either by the electrification telephones described above, or by ringing the numbers shown below:-

Location	British Telecom	ETD	NRP
Hornsey	081-348-9542	00 -59420	400 (Band 2)
		00 -59421	2174 (Band 3)
Willesden	081-965-2304	00 -40594	200 (Band 2)
		00 -46161	2172 (Band 3)
		00 -46211	
		00 -46335	
		00 -46336	
Hall Road	051-709-8202 extn 2394	051-2394	
Liverpool DC lines	051-924-5367 emergency only		

4. Switching off Electricity in Emergency

4.1 Any person becoming aware of a derailment, mishap or other emergency requiring or likely to require, the electricity to be switched off, must telephone the Electrical Control Operator at once, or arrange for this to be done

4.2 If it would save time, radio or any lineside or other telephone may be used for communicating with the Electrical Control Operator as an alternative to using an electrification or special ETD telephone.

4.3 When a lineside telephone communicating with a signal box is used, the messages between the Person requesting the isolation and the Electrical Control Operator must be relayed by the Signalman without delay.

4.4 Before telephoning for the electricity to be switched off, Traincrews must ensure that where a line(s) other than that on which their train is standing is obstructed, such line(s) is protected in accordance with the provisions of the Rule Book, Section M.

4.5 The person contacting the Electrical Control Operator must :-

(1) state that this is an EMERGENCY call,
(2) state his name, grade and department or employer,
(3) state where speaking from,
(4) state the location of the incident and line(s) concerned.
(5) state why it is necessary to have the electricity switched off and in all cases state whether any person is in danger. Particular mention must be made if emergency services (Fire Brigade, Ambulance, Police) are waiting to render assistance.
(6) remain in contact until either:-
(a) assured by the Electrical Control Operator that the electricity has been switched off and the equipment made safe, or
(b) alternative arrangements have been agreed.

4.6 The person making the request will be known as the Person in charge of the isolation and he alone must be responsible for dealing with the Electrical Control Operator in these circumstances. If this person is relieved, he must advise the Electrical Control Operator the name and grade of the man left in charge of the isolation, who must also confirm to the Electrical Control Operator that he is now in charge. The Electrical Control Operator must satisfy himself that the relief is fully aware of the limits of the isolation. Electricity will be restored only for, or after consultation with, the Person in charge of the isolation.

5. Procedure in Case of Fire

5.1 Any outbreak of fire on or near to the electrified lines must be reported immediately to the Electrical Control Operator.

5.2 In reporting fire, care must be taken to state the exact location and which line(s) are affected.

5.3 Urgent measures must be taken to extinguish fires likely to affect cables or other electrical equipment. In addition, the existing procedure regarding lineside fires, shown in the Rule Book, Section B, clause 2.4 should be observed as applicable. The local instructions regarding procedure in case of fire, embodied in the Local Information Card, should be carried out.

5.4 Extinguishers painted yellow or with a yellow band are suitable for use on fires on, or in the immediate vicinity of, electrified lines, cables or train equipment which may be alive.

5.5 Dry sand or earth is suitable for extinguishing fires, but water or extinguishers containing water must NOT be used under any circumstances until electricity has been switched off from the vicinity of the fire. Even then water must not be used if other means of extinguishing the fire are available.

6. Damage of Conductor Rails and Cables

6.1 When damage, smoking, excessive flashing (except normal sparking caused by a passing electric train), or fusing is noticed, the matter must be reported immediately by telephone to the Electrical Control Operator, stating the location and which line(s) are affected.

7. Interference with Electrical Equipment

7.1 All staff must exercise vigilance to prevent interference with any portion of electrical equipment.

8. Flooding of Permanent Way

8.1 Whenever an electrified line is flooded above sleeper level, any person observing or becoming aware of such flooding must arrange for Operations Control to be at once informed, reporting the location, depth and extent of flooding and any subsequent change of conditions.

8.2 All concerned are warned that when flood water is lying on the surface of the permanent way, they must take care not to step into the water, as it may be highly charged with electricity.

8.3 Where circumstances arise causing it to be necessary for any person to step into the water, the conductor rail must be isolated before he does so.

9. Wagon Sheets

Great care must be exercised in securing sheets on wagons routed over electrified lines so as to prevent the sheets being dislodged by wind. Sheet strings must not be allowed to hang loosely.

10. Securing of Couplings and Brake Pins

10.1 Guards and Shunters working trains over electrified lines must see that brake pins or long couplings are not allowed to hang down. The attention of the M&EE's C&W staff must be called to all brake levers which are found to be less than 6 inches from the rail level when in their lowest position. Guards and Shunters are responsible for walking round their train to see that all is in order in this respect prior to leaving the last depot or yard before they pass over electrified lines. The middle link of loose couplings must be pushed up in order to clear the conductor rail.

10.2 Drivers are responsible for seeing that screw couplings attached to their locomotives are clear of the conductor rails.

10.3 Traincrew when pinning or unpinning hand brakes, coupling or uncoupling vehicles, etc., must as far as practicable, work on the side of the vehicles at which there is no conductor rail.

11. Traincrew alighting from Locomotive and/or Examining etc. their train

When working over electrified lines, traincrews must not alight from the locomotive more than is necessary. Before examining, adjusting, repairing etc., any part of a vehicle which is near to the conductor rail, arrangements must be made for the current to be switched off.

12. Detraining of Passengers in Emergency

Should it be necessary for passengers to be detained, other than at a platform, the current must be switched off before they are allowed to leave the train. The conductor rail of the line upon which the train is standing and also any conductor rails alongside or over which the passengers may have to walk must be isolated.

13. Prevention of Damage and Obstruction to Conductor Rail
Contact must be prevented between any object or ballast and a live conductor rail and material must not be dragged across or dropped on such rail.

14. Dangerous to touch Collector Shoes
Collector shoes of an electric multiple unit are connected together by cables and whether in contact with the conductor rail or not must be considered dangerous to life.

WORKING OF TRAINS NOT FITTED THROUGHOUT WITH THE CONTINUOUS BRAKE

1. Trains not fitted throughout with the continuous brake may only run where specially authorised in Table B of the Sectional Appendix.

2. A Brake van, in which the Guard must ride, must be provided at the rear of the train.

The Guard must ensure that two side lamps are carried on the rearmost brakevan. During darkness, fog or falling snow or when passing through a tunnel, they must show a white light forward. The indication to the rear must be red except as follows:-

(a) trains in the reverse direction on a bi-directional double line must exhibit a white light on the side next to the other line and a red light on the opposite side.

(b) trains on a relief or slow line and trains on a goods line or loop adjacent to a main or fast linne must exhibit a white light on the side next to the main or fast line and a red light on the opposite line.

The Guard must change the side light indication as necessary during the journey. The side lights must be removed when the train has passed into a reception siding.

The Guard must apply the hand brake as necessary to steady the train when travelling down a gradient and take care not to lock the wheels. He must also apply the hand brake as soon as he becomes aware that the Driver is applying the brakes unless instructions are issued to the contrary. If the Driver requires the Guard to apply the hand brake, he must give three short blasts on the horn and repeat this as necessary.

The Guard must apply the hand brake before leaving his brakevan.

3. Speed must not exceed 25 mph or such lower speed as may be laid down.

The Driver must look back frequently, particularly when accelerating, to check that the whole train is following in order. If the train is stopped abruptly, the Driver must go back and ascertain whether any vehicle is lock buffered or derailed or the Guard is hurt.

4. The train must stop before descending any steep incline specified in the Working Timetable or loads tables and any other incline as required by the Driver.

Unless the Driver is then satisfied that the load is small enough to ensure that the train can proceed without applying the wagon brakes; the Guard must apply the number of wagon brakes required by the Driver, these must be immediately behind the locomotive or fitted head. The train may then be restarted and drawn slowly on to the incline. If there are too few (too many) brakes applied, the Driver must stop immediately and give six blasts on the horn (given 3-3). He must then instruct the Guard to adjust the brakes accordingly. The Driver must carefully control the speed of the train down the incline and the guard must observe the speed. The locomotive and brakevan brakes must be kept in reserve and used only if necessary to stop the train. The train must stop at the foot of the incline to enable the brake to be released.

WORKING OF TRAFFIC ON A RECEPTION LINE/SIDING

When vehicles are to be placed on a Reception Line/Siding through a connection not operated from a signal box, the person-in-charge must first obtain permission from the Signalman, giving details of the movement involved. Should the movement be contrary to the direction in which trains normally enter the Reception Line/Siding the

Signalman must be advised when the vehicles are stopped , and no further backward movement is to be made. In such circumstances the Signalman must not allow a train to enter the Reception Line/ Siding until he has received this advice.

A tail lamp showing a red light must be placed on the rearmost vehicle facing the direction from which trains normally enter the Reception Line/Siding. Where a Reception Line/Siding is normally worked in both directions a tail lamp must be placed at both ends of the vehicles.

MULTIPLE UNIT TRAINS EQUIPPED WITH AUTOMATIC COUPLERS

To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, T&RS staff will fix a yellow and black "Non Multi-" sign, black and white example shown overleaf, to the offside windscreen of the cab concerned so that the sign will be directly opposite the driver of another train.

During normal working, no attempt should be made to couple an automatic coupler so identified.

In the event of a train equipped with automatic couplers becoming disabled and requiring assistance, the trainman of the disabled train must, when requesting assistance, specifically advise the signalman whether or not a "Non Multi-" sign is displayed in either of the end cabs of the train. Similarly, the driver of the assisting train, before proceeding towards the disabled train, must specifically advise the signalman whether or not a "Non Multi-" sign is displayed in the cab at the end which would be coupled to the disabled train.

If circumstances arise where assistance can only be provided in such a manner that one or other of the cabs to be coupled has a "Non Multi-" sign displayed, technical advice must be obtained. Under no circumstance should any attempt be made to couple the trains until this advice is received. Technical authority may be granted to couple the trains using the automatic couplers but subject to conditions which will be specified at the time. If such authority is not granted, it will be necessary to use an emergency coupling.

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