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# BRITISH RAILWAYS 

## EASTERN REGION

SECTIONAL APPENDIX TO THE WORIING TMMETABLE AND BOOKS OF RULES AND REGULATIONS

NORTHERN AREA

Employees supplied with this book

# BRITISH RAILWAYS 

## EASTERN REGION

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

## NORTHERN AREA

## YORK

18th January, 1969

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## Alnmouth to Alnwick

Amtle Branch
Backworth Junction to Morpeth via Seghill (including Newsham to Blyth Links Road, $\quad \ldots \quad$ Netherton Colliery Branch, Low Pit Branch and. Newsham to Isabella Colliery)
Bedlington to Woodhorn (including Camtois Branch, Winning, to Marchey's House, Camtois Colliery Branch, and North Blyth Staiths)
Newcastle (Manors Junction) to Tynemouth via Backworth (including Benton Curves)
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|  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| List of Lines in the sequence used throughout the book |  |  |  |

## STANDARD SPEED RESTRICTIONS

When trains are running late, Drivers must endeavour to make up time, with due regard to the braking power of engine and train and provided all speed restrictions are strictly complied with and the maximum permissible speeds indicated are not exceeded.

Except where otherwise shown in Table "A", trains must not exceed the speeds set out below:-
m.p.h.

1. On double lines when passing through junctions between parallel lines or through cross-over roads, or when entering or leaving slow, goods, loop, platform or bay lines15
2. On single lines when passing through loop connections
20
3. When receiving, delivering or exchanging Train Staff or Electric Token by hand

## WORKING OF LOCOMOTIVES WITH TENDER LEADING

Tender locomotives must not exceed a speed of $45 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. when running with the tender leading, either when attached to a train or running light.

## SPEED OF LOCOMOTIVES RUNNING LIGHT

Locomotives, when running light, must not exceed the maximum speeds set out below:-


Note-(1) Where a lesser speed than mentioned above is laid down in Table "A" or in the weekly Programme of Engineering Operations, such speed restriction must be complied with.
(2) Where two or more locomotives are coupled together the speed must not exceed that laid down for the locomotive with the most severe restriction.

## STANDARD CODE OF LOCOMOTIVE WHISTLES

The undermentioned cod 3 of loso notive whistles amolies at all stations, junctions and sidings not otherwise soecially provided for in Table A or in the Local Cod= of Engine Whistles in Table E.

In order to avoid annoyancs to passengers at stations and residents in the neighbourhood of the Railway, Drivers are requested not to make more frequent use of the whistles than is absolutely necessary to ensure safe and efficient working in compliance with the Rules and Regulations:-

Note-The term "Slow Line" includes "Relief Line."


## STANDARD CODE OF LOCOMOTIVE WHISTLES-continued

Drivers of trains starting from or shunting at stations, sidings, loops, etc., between the point at which the whistles are normally given and the junction where they are diverting from the Main Line must, before leaving, give the routing whistle in addition to any local code of whistles which may be required.

The Signalman at the signal box where the whistles are given must pass on the information to the Signalman at the signal box concerned.

| Description | Whistles |
| :---: | :---: |
| To or from Goods Line or Slow Line or Loop and Main Line | 5 short |
| To cross from Main to Main | 4 short |
| Down Main or Fast, Slow or Goods or Loop to Down Sidings | 1 crow |
| Down Main or Fast, Slow or Goods or Loop to Up Sidings | 2 short, pause, 3 short |
| Up Main or Fast, Slow or Goods or Loop to Up Sidings | short, pause, 1 short |
| Up Main or Fast, Slow or Goods or Loop to Down Sidings | ort, pause, 2 short |
| To or from Bay or Platform Line | w, 1 long |
| Up Sidings to Down Sidings or vice versa | hort, pause, 3 short |
| Train ready to leave Sidings | rt, pause, 1 short |
| Shunt from Sidings to Main Line | hort, pause, 2 short |
| To or from Loco | 2 short |
| Express trains requiring fresh engine at next stopping place | 3 crows |
| $\ddagger$ Fire on Lineside | w, 1 long, |
| Engine requiring water | ong, 3 short |
| To indicate locomotive is clear of points which require to be turned | short |
| To indicate that train or locomotive has been shunted clear of points leading from one running line to another (Rule 69) | 1 crow, 1 short |
| To indicate that train or locomotive has been shunted clear of all running lines (Rule 69) | 3 short |
| Before starting train worked by two locomotives (Rule 133 (c)) | 2 crows |
| $\ddagger$ To be repeated when passing next Permanent Way men, Station, Signal Box or Crossing Keeper's hut. |  |

LIST OF SIGNAL BOXES, RUNNING LINES, ETC. Direction in which information is shown-Down (unless otherwise stated)

Explanation of References-
Passenger Line (Absolute Block unless otherwise shown)
Goods Line (Permissive Block unless otherwise shown) Passenger Line signalled in both directions (No Token) Goods Line Signalled in both directions (No Token)

UPL - Up Passenger Loop
UGL - Up Goods Loop
DPL - Down Passenger Loop
DGL - Down Goods Loop
CL - Crossing Loop
URS - Up Refuge Siding
DRS - Down Refuge Siding
E \& - Engine and Brake Van
C - Run-back catch points

- Run-back catch points controlled from signal box
- Spring trailing points
- Unworked trailing points
- Intermediate Block Section Signal
- where rumning lines between successive signal boxes are completely track circuited.
- the equivalent Appendix (pages Permissive Block on Goods Lines-See General
Appendix (pages 21-22).
- the equivalent of Permissive Block on Platform Lines for passenger trains-See General Appendix (pages 21-22).
the equivalent of Permissive Block on Passenger Lines for freight
trains-See General Appendix (pages 21-22).
NOTE:-The parent stations shown in italics in these tables are not on the line of route
Maximum Permissible Speeds have not been defined for certain lines. Until this information is available, Drivers of trains over these lines must work to the allowances shown in the Working Time Table, and in no case must a maximum speed of $60 \mathrm{~m} . \mathrm{ph}$. be exceeded.








* Distance through station 913 yards.

Branch and page 192 for Ferryhall No. 1 Fout


## Coxhoe

(See page 192 for Coxhoe Goods Branch)

- Tursdale
(See page 182 (See page 182
for Ferryhill for Ferrytill
(Tursdale) to Pelaw via Leamside)
Hett Mill
Durham
Browney
Relly Mill
(See nage 193 for Durhain, Relly Mill. to Bishop Auck-
- South
North
1.490 yards before reaching Turstale Down Fast Home signal
CW. Up Goods No. 1, with Un Stow line. 80 yards hefore reaching Up signal
Slow line. Over junction towards Coxhoe Goods Branch (Speed Limit)
All connections between Northallerton to Berwick and Fer $\quad$ yhill to Pelaw lines, 58 m .78 chs to 59 m .8 chs.

| 1L 2S | Trains for Darlington |
| :--- | :--- | :--- |
| and York. |  |

1L IS Trains for Sedgefield
4 L hill Yard entering yard
 Regulations will apply. Both way working is authorised over the platform lines, but in the case of passenger trains, will apply in emergency only.



* Absolute Block Working to be in operation when Passenger Trains are run.










CARCROFT (CASTLE HILIS) TO LEEDS CITY (WEST JUNCTION) (INCLUDING BRODSWORTH COLLIERY BRANCH, WAKEFIELD (AESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST AND LEEDS CITY (GELDERD ROAD JUNCTION) TO LEEDS CITY (HOLBECK WEST IUNCTION)
CARCROFT (CASTLE HILLS) AND WAKEFIELD (WESTGATE)

Carcroft
Castle Hills


South Elmsall South Ki
Junction Junction
(See page 5 for Sout Junction to Junction to Station)
Hemsworth
South
Station
Fitzwilliam

- Nostell
Hare Park Station (See page ${ }^{92}$
for Hare Park for Hare Park West)









** Entrance via W.D. Ground Frame controlled by Marston Moor

| RMGRNHELL iL.N.W. JUNCTION) TO LEEDS CIT Y (HOLBECK EAST JUNCTION)









Garforth
Station
(See page 45 for Leeds City to Hull
Paragon)

CASTLEFORD (OLD STATION) TO GARFORTH CASTLEFORD (OLD STATION) AND GARFORTH

Castleford Old Station

See page 52 for Normanton, Altofts to
York,
Chaloner's
Whin and
pages 55 for Castieford
East Branch)

NORVANFON (ALTOFTS) TO YORK (CHALONER S WHIN CASTLEFORDSTATON CASTEFORD GASCOIGNE WOO'D) , CASILEFORD EAST BR ANCH, MILFORD SO TH TO GASCOIGNE WOOD, SHERBURN-IN-ELMET SOUTH TO
NORMANTON (ALTOFTS) AND CHURCH FENTON

Ammanton
Sce page 124 for Darfield
to Leeds City
Available for Up or Down Trains. Entered by facing points in each direction.


CW. Down Goods Line, 3,218 yards before reaching Milford South Down
Goods Home Signal
$-\quad 40$ Bolton-on-Dearne mileage'

30 OYer junction towards Gasco igat Wood (Branch Speed Limit)
CW. Up Goods Line to Burton Salmon, clear of fouling point from Branch Line, 130 yards before reaching Up Goods Starting Signal

CW. Up Goods line, clear
700
of fouling point, 480 yard before reaching Mifford South Up Goods Home signal

30

CW. Down Goods line, clear or fouting point 3,120 yards before reachDown Goods Hom signal

55

Church Fenton
South*
(See page 5 for Church Fenton (South)
to Micklefield) Salmon to
winton Junction

| Milford South <br> (See page 56 <br> for Milford <br> South to <br> Gascoigne <br> Wood) | 1 | 1744 |
| :--- | :---: | :---: |
| Burton Salmon <br> Milford North | 0 | 1160 |
| Sherburn-in- <br> Elmet | 0 | 1692 |
| South <br> (See page 56 <br> for Sherburn- <br> in-Elmet <br> South to <br> Gascoigne |  |  |
| Wood) | 0 | 706 |



[^0]Does not signal additional Down line between Church Fenton South and North signal boxes




SWINTON (DEARNE JUN CIION TO BLRTON S ALMON (INCLUDLNG HICKLETON COLLERY EMPTY WAGOX BRANCH, MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION)

SWINTON (DEARNEJUNICTION) AND BURTON SALMON

Swinton

- Dearne
- Hickleton Main Colliery Siding
(See page 58 for Hickleton Colliery
Emply Wagon
Branch)
Moorthorpe
Frickley Colliery

South

Station
Station
(See page 59 See page
for Moorthorpe Station thorpe Sta
to South Kirkby Junction)

Pontefract (Baghili) South


60
60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES
1515 Over junction, to and from Mexboroagh and to and from with

45
43
17 mm .14 chs. to 17 mm .5 chs.
C. Down line, 920 yards before reaching Hickleton
Main Colliery Sidings Down Home signal
$151: 1 \mathrm{~L} 2 \mathrm{~S}$

$$
1 L_{11} 1 S
$$

$$
1 \mathrm{~L} 2 \mathrm{~S}
$$

To stop at Frickley Colliery
To detach at Pontefract
Mexboro' West
Wath Road
Wath

- Over junction towards South Kirkby (Branch Speed Lim it)
C. Down line, 907 yards before reaching D 10
C. Down line, 1,237 yards before reaching D. 9 signa
C. Down line, 1,090 yards before reaching D. 6 signal
C. Up line, 1,377 yards be-
fore reaching 4.9 signal
C. $\mathrm{U}_{\mathrm{p}}$ line, 1,363 yards be-
fore reaching U.9B signal
C. Up line, 657 yards before reaching U. 3 signal
C. Up line, 754 y yards before reaching Pontefract South
C. Up line $9+7$
C. Up line, 947 yards before reaching Pontefract South

326

186
150
160

122
152 152 No. 39 signal




HUL (west p ipade to seaver west incluplig hessle road, springrank north Junction to walto street, cotinngham branch and FILEY HOLID'ay CAMP R ailway VIA NORTH a ND SOUTH CURVES
HULL (WEST PARADE) A ND DRIFFIELD

West Parade
for Hull,
Botanic Garden
Hedon and
eeds City to
Hull Paragon)
West Parade
North Junction
or Cottingham
Branch)







$$
\begin{aligned}
& \text { for Hessle } \\
& \text { Road to }
\end{aligned}
$$

$$
\text { Road to } \text { Alexmndr }
$$

$$
\begin{aligned}
& \text { Alevandra } \\
& \text { Dock and }
\end{aligned}
$$

$$
\text { page } 72 \text { for }
$$

$$
\begin{aligned}
& \text { page } 72 \text { for } \\
& \text { Hutll Docks }
\end{aligned}
$$

$$
\begin{aligned}
& \text { Hetbert Dock } \\
& \text { Alber }
\end{aligned}
$$

$$
\begin{aligned}
& \text { Albert Doc } \\
& \text { Nortly and }
\end{aligned}
$$

$$
\begin{aligned}
& \text { North an } \\
& \text { South }
\end{aligned}
$$

Sout

Branches)
Neptan
Street
Menor House
(Not a Block
Post)
HESSLE HAYEV TO DAIRIY COATES WEST VLA P RIORY HESSLE HAVIEN AND D AIRYCOATES WEST VI A PRIORY YAIRD
Hessle
Hessle
Hessle Haven Soe page 48 for Leeds Cily Paragon

- Dairycoates Wairy
(See page 66
for Dairycoate
West to Manor:
House and
Dairycoates
West to
Hesste Haven
Yia Jnward
Yard and
Mage 69 for
Nrth Branch)



DAIRYCOATES WEST TO HESSLE ROAD (NORTH BRANCH)

NORTH BRAINCH
Dairycoates
West
(Priory Yard
Exit)
(See page 67
for Hessle
Haven to Dairy-
coates West via
Priory Yard
and below for
North Loop)
Hessle Road
(See page 70
Road to
Alexandra
Dock S.B.
NORTH LOOP
NORTH LOOP
Dairycoates
West (North
Branch Line)
(See page 68
for Hessle
Haven to
Dairycoates
West via
Inward Yard
and above for
North Branch)
Dairycoa
West
West
(Hessle Haven
to Dairycoates
Inward Yard
DAIRYCOATES WEST TO HESSLE ROAD (SOLTH BRANCH) DAIRYCOATES WEST A ND HESSLE ROAD (SOUTH BRANCH) 20 ( 20 MAXIMUM PERMISSIBLE SPEED ON MAIN IINES Darycoates
West
(See page 67/68
for Dairycoates
West to Hessle
Haven via
Inward and
Priory Yards






















BRAMTVTH (ExClusive) TO CARCROFT (ADWICK JUNCTION) (INCLUDLNG CARCROTT STATION TO SKELLOW JUNCTION, SKELLOW JUNCTION TO BELLCROFT (Evelasive) AND APPLEHURST LOOP)

BRAMWITF AND ADWICK JUNCTION

$\square 3$


15 - Owe junction towardis Carcrioft Station (Branc|h Speed Limit)

$$
\left\lvert\, \begin{array}{l|l} 
& \\
- & 15
\end{array}\right.
$$

15

CAEGKOFE STATIONTO|SKELLOW JUNCIION CARCKOFI GATION AND SKELLOW JUNCTION

Catert

| Sham |
| :--- |
| (Sce page 32 | ive Carcroit, Castle Hills to Leeds City (West Junction) Skellow

Itanction
in il
CARCROFT SKELLOW JUTNCTION TO BULLCRO FT (Exclusive) CARCROFT SKELLOW J UNCIION TO BULLCR OFT
Catera

- Skello

Junction
(See page co
or Braniowity
10 Ardwick
function)
Dencaic
Butheff

i

| Dethofl | 1 | 1474 |
| :--- | :--- | :--- |

APPLEFLLRST LOOP
APPLEHURST JUNCTION AND JOAN CROFT

- Aanic

Jumetion
She flouin
(Joan Crolt
fanction)
$0: 1056$
Se moe
ion shathone
io Nerth-
a!!(тon)
io Shatholne
io Nothl-
alloron)


NAAXMMUM PERMISSIRLE SPEEDON MAIN LINES

CW. Doun Linc, 404 yards . before reaching Starting Signal

- $10 \quad 160 \mathrm{~m} .19$ chs. 10160 m .14 chs.

CW. Up Line, 540 yards $\underset{\text { Up }}{265}$ before reaching Up (falling) Brancil Starting Signal


## LADSTERDYKE EAST TO QUARRY GAP

LAISTERDYKE EAST AN'D QUARRY GAP

| Laisterdyke | - | - | - |
| :--- | :--- | :--- | :--- |
| East | - | 616 | - |

## ARDSLEY TO MORLEY

ARDSLEY AND MORLEY

- Ardsley
(See page 34
for Carcroft
Castle Hills
to Leeds City
(West Junction)


## $\stackrel{\vdots}{A}$

Tingley
Station
$1 \quad 110$

NB

Down I.B.S.
880 yards from
Tingley

Morley
Station 1616




LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE (VIA NEW PUDSEY) ETC.--continued






## SOWERBY BRLDGE (MILNER ROYD JLNCTON TO BRADFORD (EXCHANGEI (LNCLLDING GRELILAND TO DRXCLOEGH JUNCTIOX AND

 LAISTERDYKE VEST TO LOWLING JUNCTION) (SEE PAGE 103 FOR MAMLILM PERNHSGLBLE SPEEDS AVD PERMANENT SPEED RESTRICTION APPLICAELE TO NLLIIPLE LNIT DIESEL TRAINS ONLY)MLLNER ROY D JUUCTION AND HALIFAX EAIST
Somerby Bridge
Milner Royd Junction (Sce page 106 for Hebden Bridge to Normanton Goose Hill)
(Down l.B.S. 1 m .324 yds. from Milne Signal Box

Lp I.B.S. 1 m
80 yds . from
Oryclough
Junction
Signal Box)
Halifax

- Dryclough Junction
Sce page 105
for Drycloug
Greetland

60 : 60 MAXIMUMI PERMISSIBLE SPEED ON MAIN LINES
C. Down Line, 396 yurd

115 Signal
$50: 29 \mathrm{ma} .34$ chso to 29 in .20 chs
$40 \quad 40 \quad 30 \mathrm{~m} .44$ chs. to 30 m .76 chs.

55

| 55 | 30 m .76 chs. to 31 m .46 chs. |
| :--- | :--- |

25 Over junction towards Greetland, 0 m. 0 chs. to: 0 m .4 chs Dryclough Junction to Greetland mileage)
C. Down Main, 914 yards Down Man, 914 yards
Home Signal
CW. Down Main, 632 yards Wefore reaching Holds worth Bridge Home Signal

10
10 All Lines other than Main Lises betwe en Holds worth Bridge and Haliax East, 31 m. 72 chs. to 32 m. 31 chs.
CW. Down Goods Line
clear of fouling point
with Main Line






$\div$ When Elland Signat Box is closed Absolute Block working is in operation throughout between Greeland and Brighouse.

$\left\lvert\, \begin{aligned} & \\ & \\ & \\ & \vdots \\ & \text { Sunctant } \\ & \text { Kontrolled by } \\ & \text { (Cealwy Mills } \\ & \text { H.B.) (See page }\end{aligned}\right.$ 121 for Midlund Junction to
Royston
Healey Mills
Horbwy Station Iunction
Controlled Healey Mitls S.B.)
(See page 119
for Horbury
Station to
(riggiestone)
Horbury
Junction
(See page 119 for Horbury unction to Barnsley
Exchange
Wakefield
(Kirkgate)
(Kirkg
West
(See page 36 for Wake ficld (Kirkgate) West to Wakefield (Westgate) South)

## --

Station

- East
(See page 80
for Wakeffeld
Karkgatc
Goole Goo
Junction)





PENISTONE HUDDEIRSFIE LD JUNCTION (EXCLUS IVE) TO HUDD ERSFIELD (SPRINGWOOD JUNCTION) (INCLLUDING CLAYTON WEST BRANCH)

PENISTONE HUDDERS FIELD JUNCTION (EXC LUSIVE) AND SPRING W OOD JU NCTION

Clayton West
Junction (See below for Clayton West Branch)

Lockwood
Lockwood

Hudderstield
Springwood Junction
(See page 112
for Diggle to Mirfield,
Heaton Lodg
Junction)
CLAYCON WEST BR/ANCH
CLAYTON WiEST AIND CLAYTON WEST JUNCTION
Clayton West Clayton
Station

Skelmanthorpe Station
Shepley
Clayton W
Junction

$-1-\begin{gathered}- \\ \\ \\ \\ \\ \vdots\end{gathered}$

5 | 1308 | $\vdots$ | $\vdots$ |
| :--- | :--- | :--- | :--- |
|  | $\vdots$ | $\vdots$ |

|  |  | M |
| :---: | :---: | :---: |
| 30 | 30 | 9 |
| $\cdots$ | 10 | 0 |


|  |  | M |
| :---: | :---: | :---: |
| 30 | 30 | 9 |
| $\cdots$ | 10 | 0 |

9 m .25 chs. to 9 m .72 chs.

|  |  | M |
| :---: | :---: | :---: |
| 30 | 30 | 9 |
| $\cdots$ | 10 | 0 |

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Over junction towards Clayton West, 7 m .66 chs s. to 7 m .70 chs . (Huddersfield to Clayton West mileage)
C. Up Line, 3 m .505 yds.
before

- Up
C. Up Line, 4 m. 863 yds. before reaching Distant Signal
$40-\quad-\quad 4 \mathrm{~m} .60$ chs. to 4 m .20 chs.
C. Up Linc, 532 yards before reaching LW. 3 Signal
97


20 :- Fast Line, 0 m. 48 chs. to 0 m. 40 chs
C. Up Branch, 524 yards
before reaching U. 0 Signal

MAXIMUM PERMISSIBLE SPEED ON SINGLE $\mid$ LINE
CW. Trailing end of connection from sand connection trom sand drag Skelmanthorpe


THORNHILI, IUNCTION T O LOW MOOR No. 2 W EST (TNCIUDING LOW MOOR No. 5 TO No. 1 AND, HECK MONDWIKE CURVE)

Y(JNCIION:ANI I AW MOOR No. 2 WEST Conlol Signal Box)
Up for Hebden Normanton

Dopoth to Hecknond ,
from Healey
Mills Box) (See
Heckmond-
wike Curve

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





A when Houghton Colijery Sidings Block when Crigglestone East is closed.
lines between lines between Cudworth Station and the next signal box open in the Darfield direction.


Lp I.B.S. 2 m 1,291 yds. from North Sixina Bor

Down I.B.S.
1 m .635 ycs. 1 ml .635 yes.
from Royston Junction Signal Box

Oakenshar
South Junctiont (Controlled by
Oakenshaw
North)
(See page 85 for Oakenshaw South Junction to Oakenshaw Junction and Oakenshaw South Junction to Croft

Oakenshaw
North

Vormanton
Snydale
(See page 1.3 ? for Snyd

Goow Hill
See page 11
Gee page 110
for Normantor Hebden Bridge

CW. Down Goods Line, clear of fouling point with connection

Freight trains stopping Carton Ex change Sidings Monk Bretton.
Trains terminating or detaching a Carlton North Sid ings or Loconnoives for Royston Sight.
Freight trains for Cudworth Station Sidings or Dearne Trains for Stairfoo rains for
direction.

30 (Manchester to Normanton mileage)
Down Goods Line, 184 m .57 chs. $186 \mathrm{~m}^{2} 2 \mathrm{chs}$.

Altofts and
Whitwood

Down I.B.S.
1,206 yards
before reach
ing Methley
Signal Box
Up I.B.S.
1,198 yards
before reach-
ing Altofts
Junction
Methley North
Methley Nort
Junction
(See page 87
for Methley
for Methley
North Junction
North Junction
(Monkhill)
West and
page 89 for
Methley North
Junction to
Castleford
(Whitwood)

Sidings

Woodlesford
Station

- Waterloo

Cothery
Sidings
Hunslet
Stourton
Junction

Stourton Up Sidings

CW. Up Goods No. 1, clear of fouling point with CW Up G
of Up Goods No. 2, clear of fouling point with
Up Main from York

## 10 Over junction towards Pontefract, 61 m .13 chsi. to 61 ml .9 chs.

 (Manchester to Methley North Junction mile age)| 1S 2L |  | Trains for Leeds City <br> Parcels Area |
| :---: | :---: | :---: |
| 2S IL |  | Kirkstall direct, not <br> stopping at |
| 3S IL |  | Hunslet Down <br> Sidings for traffic |
| SL |  | Hunslet Down <br> Sidings for traffic <br> Trains for Skelton <br> Grange C.E.A. |
|  |  |  |
| Sidings |  |  |

## CW. Down Goods Line, clear of fouling point with Main line

720

Wakefield
Pontefract dircction
at Methley North at Methley
Junction
Castleford Station direction at Methley North Junction

## $\vdots$ $\vdots$

$\stackrel{1}{+}$


[^1]$\square$ .

20
20 Goods Lines, 192 m. 50 chs. to 193 m, 38 chs.












# SHIPLEY (LEEDS JLNCTION) TO LDLE (GOODS BRANCH) 

SHIPIEY (LEEDS JUNCTION) AND S HIPLEY YARD
5
5 MAXIMUM PERMISSIBLE SPEED ON MIAN LINES


- Shipley

Shipley
Leeds Junction
(See page 000)
(See page 000)
Shipley Yard
Ide


CW. Up Line clear of fouling point with Down Fast

Station

NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALIERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, ALLHUSEN'S BRANCH, GATESHEAD HIGH STREFT JUNCTION TO GREENSFIELD JUNCTION
NORTHALLERTON (CORDIO JUNCTION AND EAGLESCLIFFE

Northallerton


70 70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

25 --. Over function towards North allerton (South), 41 m .17 cihs. to 41 m. 25 chs. (Leeds to Northallerton via| Sinderby mileage)
U. Trailing points at junc- 176 tion of Up Loop and Up (falling)
Main

- 30 Over junction towards Longlands Loop (Branch Speed Litmit)

$$
\begin{aligned}
& \text { 1L. } 3 \mathrm{~S} \\
& \text { IS } 1 \mathrm{~L}
\end{aligned}
$$

| 50 | 50 | 42 m .30 chs. to $42 \mathrm{~m} .66 \mathrm{cls}$. |
| :--- | :--- | :--- |

$-\quad 35 \quad$ Over junction towards Northalllerton Station, 0 m. 38 chs. to 0 m .131 chs. (Northallerton Station to Elast Junction mileage)

Water at 「hirsk
To attach or detach at Thirsk



* When Primrose Hill is switched out of circuit, Absolute Block Signalling applies.


Seaton Carew Seaton Snook (See page 203 for Seator-onTees Branch)

West Hartlepool Cliff House (See page 20 for Cliff House Branch)

DRS
82 Tees
Station 204 for Bage 204 on-Tees to Port Clarence)
BILLINGHAM-ON-TEES (65 m.p.) AND WEST HAR TLEPOOL (73 m.p.) WEST
Greatham
Cowpen
Station

CW. Down Goods Line, clear of fouling point
with Main Line, 440 wards Mefore Line, 440 yards before reaching Goods Home Signal

63 m .50 chs. to 63 m .70 chs.
Over junction towards Port Clarence, 0 m .0 chs. to 0 m .4 chs. (Bilingham to Port Clarence mileag. e )

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES MAXIMUM PERMISSIBLE SPEE D ON GOODS LINES

| IS 2L |  |
| :---: | :---: |
| IS 1L |  |
|  | 1L 1S |
|  | 1L 2S |
|  | IS 2L |

Goods Line at Cliff House South To detach for Cliff
House Branch

Up freight trains for
Stockton
Up freight trains for Norton West

Port Clarence

- 15

20

20
Over junction towards Seaton-on-Tees Branch, 0 m. 0 chs. to 0 m .2 chs (Seaton-on-Tees Branch mileage)
To and from Goods Lines, $6^{9} \mathrm{~m} .41 \mathrm{ch} 5$. to 69 m .45 chs.



* The Down Main Line between Church Street and Clarence Road boxes is worked in both directions in accordance with the Absolute Block Regulations.


*T.C.B. on Down Main I.ine, only when Boldon Colliery Signal Box open.


-For distance High Street Junction to Greensfield Junction see "Via Curve" route on page 149.
The distance from High Street Junction to Newcastle is 775 yards.










South Gosforth
Station Junction (See page 159 for South Gosforth to Callerton) South Gosforth

| 0 | 712 |
| :--- | :--- |

## Long Benton

Station

Benton Station Junction
(Controlled by Benton Signal box)
(Sce page 158
and 159 for
Benton Curves)
Benton East
Junction
(Controlled by
Benton Signal
box)
(See page 159 for Benton

Backsorth
Junction
Junction
(See page 150
for Backworth
to Morpeth
via Seghill)

West Monk-
seaton Station Monkseaton

URS $34^{*}: 30$ Over junction towards Callertion (Branch Speed *Entrance and exit controlled by ground frame.








BENTON (EARSDON) TO TYNE COMMISSION QUAY (INCLUDING PERCY MAIN STATION TO NORTH, PERCY MAIN ENGINE SHED S.B. TO NORTHUMBERLAND DOCK)

BENTON (EARSDON) AND TYNE COMMISSION QUAY

## Benton

Farsdon
(See page 151
for Backworth to Morpeth via Seghill)

30 MAXIMUM PERMISSIBLE SPEED ON MAIN AND

CW. Up Line, 280 yards
before reaching Blue Bel No. 1 Ip Home Signal





*Entered by facing points



before reaching Down Main Home Signal
. Down Line, 378 yards Main Home Signal
C. Down Line, 1,088 yards Main Home Signal


















|  | Stations and Signal Boxes | Distance between signalboxes |  | Additional running lines | Loops and Refuge Sidings |  | Permanent Speed <br> Restrictions miles per hour |  | Catch points, spring or unworked trailing points |  | $\begin{gathered} \text { Engine Whistles } \\ \text { L-long S } \rightarrow \text { short C-crow } \end{gathered}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Down |  |  | Up | For |  |  |
|  |  | Miles | Yards |  | UpDown  <br>   | Description |  |  | Standage Wagons <br> E. \& V. | Down | Up | Position | (Rising unless otherwise shown) 1 in | $\begin{aligned} & \text { Main } \\ & \text { or } \\ & \text { Fast } \end{aligned}$ | $\begin{aligned} & \text { Slow } \\ & \text { or } \\ & \text { Goods } \end{aligned}$ | $\begin{gathered} \text { Main } \\ \text { or } \\ \text { Fast } \end{gathered}$ | $\begin{aligned} & \text { Slow } \\ & \text { or } \\ & \text { Goods } \end{aligned}$ |  |
| $\bullet$ $\vdots$ NB $\vdots$ $\vdots$ $\vdots$ | SEABANKS BR <br> SEABANKS B <br> Seaham <br> Hawthorn (See page 143 <br> for Northallırton to Gateshead via Horden) <br> Seabanks <br> Dawdon <br> (See page 143 for Northallerton to Gateshead via Horden and page 148 for Seaham Harbour Branch) |  |  | DS LINE) |  |  | $\begin{array}{r} 2 \\ \text { (Bo } \\ \text { direc } \\ \\ 10 \\ 15 \end{array}$ | thons) <br> 10 $\qquad$ | MAXIMUM PERMISSIBL <br> 0 m .0 chs. to 0 m .3 chs. CW. Down Line, clear of fouling point with Main Lines, 279 yards before reaching Down Branch Starting Signal <br> Over Bone Mill Level Crossi <br> 1 m .59 chs. to 1 m .67 chs . | E SPEE <br> 120 (falling) ng at 1 m | DON M <br> 20 chs. | $\mathrm{AlN} \mathrm{AN}$ | D SING | LE LIN |  |
|  | WEST HARTLE <br> WEST HARTL <br> West Hartlepool Cemetery North (See page 142 for Northallerton to Gateshead via Horden |  |  | ETERY NORTH) TO HA METERY NORTH) AND | WTHOR <br> CASTL | N COLL | IERY | (INCL <br> 25 | UDING SHOTTON AND T <br> MAXIMUM PERMISSIBL <br> 0 m. 5 chs. to 0 m .0 chs. <br> C. Down Line, 9,625 yards before reaching Wellfield Down Home Signal <br> C. Down Line, 7,565 yards before reaching Wellfeld Down Home Signal |  | EY COL <br> D ON M | $\begin{aligned} & \text { LIERY } \\ & \text { AIN } \\ & \hline \end{aligned}$ | BRANC NES | HES |  |








DARLINGTON (PARKGATE) TO WEAR VALLEY (INCLUDING NORTH ROAD LOCOMOTIVE WORKS LENE, SHILDON WORKS BRANCH, SHILDON (SHILDON NORTH JUNCTION) AND RANDOLPH COLLIERY AND BISHOP AUCKLAND WEST TO NORTH)

† When Westgate-in-Weardale Station box is closed "One Engine in Steam" Regulations apply "One Engine in Steam" Staff.











\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow[t]{3}{*}{Description
of BIock
Signalling
on Main.
Lines.
Absolute
Buock
unless
otherwise
shown
IDots
Indicate
Block Posis)} \& \multirow[b]{3}{*}{Stations and Signal Boxes} \& \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Distance between signai boxes}} \& \multirow[t]{2}{*}{Additional running lines} \& \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Loops and Refuge Sidings}} \& \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Permanent Speed Restrictions miles per hour}} \& \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Catch points, spring or unworked trailing points}} \& \multicolumn{5}{|c|}{\[
\begin{gathered}
\text { Engine Whistles } \\
\text { L-long S-short C-crow }
\end{gathered}
\]} \\
\hline \& \& \& \& \& \& \& \& \& \& \& \multicolumn{2}{|l|}{Down} \& \multicolumn{2}{|c|}{Up} \& For \\
\hline \& \& Miles \& Yards \& \begin{tabular}{l|l} 
Up \& Down \\
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\begin{gathered}
\text { Descrip- } \\
\text { tion }
\end{gathered}
\] \& Standage Wagons E. \& V. \& Down \& Up \& Position \& Gradient (Rising unless otherwise shown) 1 in \& Main \(\stackrel{\text { or }}{\text { Fast }}\) \& \[
\begin{aligned}
\& \text { Slow } \\
\& \text { or } \\
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\text { Slow } \\
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\text { Goods }
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\hline \multirow{4}{*}{} \& \begin{tabular}{l}
THORNABY (B \\
THORNABY \\
(B \\
Thornaby Bowesfield (See page 208 for Darlington South to Saltbuirn)
\end{tabular} \& OWES OWES \& \begin{tabular}{l}
FIELD \\
FIELD \\
-
\end{tabular} \& \multirow[t]{4}{*}{\begin{tabular}{l}
TO WELLFIELD (GOO \\
AND WELLFIELD
\end{tabular}} \& \multicolumn{2}{|l|}{\multirow[t]{4}{*}{DS LIN:ES)}} \& 25

20 \& 25 \& | MAXIMUM PERMISSIBL |
| :--- |
| CW. Up Line, clear of fouling point at Bowesfield |
| 0 m .10 chs, to 0 m .5 chs . | \&  \& D ON M \& AIN LI \& NES \& \& <br>

\hline \& Redmarshali South \& $$
3
$$ \& \[

813

\] \& \& \& \& \& \& | CW. Down Line, clear of fouling point with former Ferryhill line, 696 yards before reaching No. 13 Signal |
| :--- |
| C. Down Line, 4 m. 1,175 yards before reaching Wingate South Down Home Signal | \& \[

320
\]

$$
140
$$ \& \& \& \& \& <br>

\hline \& Wingate South (See page 191 Wingate South to Trimdon Grange) \& 8 \& 1667 \& \& \& \& 20 \& - \& Over junction towards Trimd \& on Grang \& e (Branch \& Speed Li \& \& \& <br>

\hline \& Wellfield Station (See page 189 for West Hartlepool Cemetery North to Hawthorn Colliery) \& 1 \& 714 \& \& \& \& \[
20

\] \& - \& | CW. Up Branch, clear of fouling point with Main lines, 290 yards south of Signal Box |
| :--- |
| 10 m .21 chs , to 10 m .26 chs. | \& 270 \& \& \& \& \& <br>

\hline
\end{tabular}

NABY EAST JUNCTION TO GUISBOROUGH JLNCTION (GOODS LINES), WLTTON WORKS BRANCH AND GRANGETOWN TO SHELL REFINERY (TEESPORT)

DARLINGTON SOUTH AND SALTBURN
Dariington T.C.B.

South
(See page 18 for Shaftholme
to Berwick)
Geneva
(See page 21
for Geneva
Loop)
Down I.B.H.
East of Geneva
Sist of Gex
Dinsfale Station
Dinsdale
Oinsuale Tree
Oak Tree
(See page 212 for Fighting Cocks
Branch)

Eaglescliffe

- Urlay Nook

Allens West Halt
Down I.B.H.
Signal 1,196
yds. East of


3

Signal Box

Eaglescliffe
South
(Seepage 138 for
Northallerton to Gateshead via Horden)






## Stockton Hartburı

(See page 139
for Northaller-
ton to Gates-
head via
Horden)
Thornaby
Bowesfeid






TABLE B.
NIL
TABLEC.

## LINES WORKED UNDER $R O$ BEOCR" REGULATIONS

Referring to the instructions on page 22 of the General Appendix, the following is a list of lines not included in Table ' $A$ ' which are worked under the Reguations for Goods Lines not worked on any Block System.

| From | To | Line |  |
| :---: | :---: | :---: | :---: |
|  |  | Down | Up |
| CARCROFT (CASTLE HILLS) TO LEEDS CITE ETC. |  |  |  |
| CUDWORTH YARD SOUTH TO MONCKTON EMPEY SIDINGS |  |  |  |
| Cudworth Yard South Cudworth Yard North | Cudworth Yard North Cudworth Yard South | Through Siding | Through Siding |
| HEBDEN BRIDGE TO NO Sowerby Bridge West | MANTON, GOOSE HHLL Sowerby Bridge Station | Through Siding | -_ |
| DARFIELD STATION TO LEEDS CITY (NORTH UUNCTION) ETC. |  |  |  |
| Normanton No. I Sidings Stourton Junction ... | Normanton North Jenction Warchield Road | Reception Through Reception | - |
| DARLINGTON (PARKGATE) TO WEAR VALIEX, ETC. |  |  |  |
| Shildon South ... ... | Simpasture ... | -- | No. 1 Reception |

TABLE DI.
NIL
TABLE D2.

## LINES WORKED UNDER THE ELECTRIC TRAIN TOKEN, TRAIN STAFF AND TICKET AND ONE ENGINE IN STEAM ARRANGEMENTS.

Referring to pages 23,27 and 37 of the General Appendix, the following is a list of places where persons other than the Signalman are authorised to receive or deliver the token or staff:-


TABLE D2-LINES WORKED UNDER THE ELECTRIC TRAIN TOKEN, TRAIN STAFF AND TICKET AND ONE ENGINE IN STEAM ARRANGEMENTS-continued

| Section of Line | Token or Stall Station | Person authorised to receive or deliver token or staff |
| :---: | :---: | :---: |
| GOOLE (MARSHLAND) TO EPWORTH (INCLUDIVG FOCKERBY BRANCH) |  |  |
| $\left.\begin{array}{l}\begin{array}{l}\text { Goole (Marshland) and } \\ \text { Reedness }\end{array} \\ \text { Reedness and Crowle } \\ \text { Fockerby Branch }\end{array}\right\}$ | Reedness | Station Master or competent clerk |
| $\left.\begin{array}{l} \text { Reedness and Crowle } \\ \text { Crowle and Belton } \end{array}\right\}$ | Crowle | Porter Signalman or Station Master or competent clerk |
| $\left.\begin{array}{l} \text { Crowle and Belton } \\ \text { Belton and Epworth } \end{array}\right\}$ | Belton | Porter Signalman or Station Master or competent clerk |
| Belton and Epworth ... ... | Epworth ... ... ... | Station Master or competent clerk |
| SHAWCROSS COLTHERY BRANCII |  |  |
| Batley Yard and Shawcross Colliery | Batiey Yard | Shunter |
| HEADFIELD BRANCH <br> Headfield Branch | Notice Board 310 yards north of C. and W. Sidings | Housed in receptacle on short post near notice board. |
| NEWCASTLE QUAYSIDE BRANCH |  |  |
| Newcastle Quayside Branch ... | Trafalgar Yard | Yard Inspector |
| STELLA GILL TO WASHINGTON CHEMICAL WORKS (INCLUDING PELTON COLLIERY |  |  |
| Pelton Colliery Branch ... ... | Stella Gill | $\begin{gathered} \text { Yard Inspector at Stella } \\ \text { Gill } \end{gathered}$ |
| MONKWEARMOUTH TO HYLTON COLLIERY |  |  |
| Hylton Colliery. Left-hand Line ... | Southwick Goods Yard | Shunter |
| Hylton Colliery. Right-hand Line-East Ground Frame | Wearmouth Colliery <br> Hylton Colliery | Colliery Weighman Colliery Weighman |
| FERRYHILL No. 1 TO KELLOE BANK FOOT |  |  |
| Ferryhill No. 1 and Kelloe Bank Foot | Ferryhill No. 1 | Head Shunter at Ferryhill Yard |
| THRISLINGTON COLLIERY BRANCH |  |  |
| Thrislington Colliery Branch ... | Ferryhill No. 1 | Head Shunter at Ferryhill Yard |

TABLE E.

## LOCAL CODES OF ENGINE WHISTLES

The following engine whistles must be given at the undermentioned places.
Where electric bell or telephone communication is provided, Drivers must make use of this instead of the engine whistle. Should the signal not be lowered within a reasonable time the bell or telephone must be again used.

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR high level bridge including king edward bridge south east curve |  |  |
|  |  |  |
| YORK Yards and stobswood colliery |  |  |
|  |  |  |
| Station | Coal Depot to Up Sidings | 2 short, 2 long |
|  | Up Sidings to Short End | 1 short, 2 long |
|  | Turntable to proceed round angle | 1 short, 1 crow |
| $\begin{aligned} & \text { Darlington- } \\ & \text { South } \end{aligned}$ |  |  |
|  | No. 1 Siding to Up Goods Loop | 2 short, 2 long |
|  | Up Goods line to Branch Down Goods | 1 short, 1 long |
|  | No. 1 Siding to Branch Down Goods line ... | 2 short, 1 long |
|  | No. 2 Siding to Branch Down Goods line | 3 short, 1 long |
|  | No. 2 Siding to Up Goods Loop . | 3 short, 2 long |
|  | To or from Station Back Road | 1 long, 1 short, 1 long |
|  | Out of No. 2 or 3 Platform Sidings | 1 short, 1 crow |
| North | To or from Station Back Road | 1 short, 1 long, 1 short |
| Ferryhill- |  |  |
| No. 3 | Up Goods line to Middlesbrough line Up Goods line to Darlington | 3 long, 1 short 3 long, 2 short |
| No. 1 | Team Valley to Goods lines (yard) ... | 1 long, 1 crow |
|  | Up Slow to Goods line | 2 long, 1 cro ${ }^{\text {N }}$ |
|  | Hartlepool line to Darlington | 3 long, 2 short |
|  | Hartlepool line to Stockton line | 3 long, 1 short |
|  | Hartlepool to Goods lines ... ... | 3 long, 1 crow |
|  | Down Slow Main or Bay platforms or Goods line to Hartlepool line | 2 long, 4 short |
| Morpeth-. <br> Station | Mineral trains from North Main line Collieries to Blyth and Tyne line | 1 long, 1 crow |
| Alnmouth- |  |  |
| Station | Branch platform or Engine Shed to Alnwick Branch platform or Engine Sheds to Up | 2 short, 1 long <br> 2 short, 3 long |
|  |  | 2 short, 3 long |
|  | Branch platform or Engine Shed to Down Main | 2 short, 2 long |
| LEEDS CITY TO HULL (PARAGON) ETC |  |  |
| Hull- | For "F" linz ... | 2 long, 4 short |
| NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN) (INCLUDING WHITWOOD |  |  |
| BRANCH, CASTLEFORD STATION TO CUTSYKE, CASTLEFORD EAST BRANCH, |  |  |
| SHERBURN-IN-ELMET SOUTH) |  |  |
| Castleford- |  |  |
| Gates ... | Down Yard to Lumb's New Yard | 1 short, 2 long |
|  | Down Yard to Lumb's High Town Siding | 2 short, 2 long |
|  | No. 1 Group to Down Main ... | 2 short, 1 long |
|  | No. 1 Group to Up Main ... ... | 1 short, 1 crow |
|  | No. 1 or No. 2 Group to Shunting Neck | 2 short, 1 crow |
|  | No. 2 Group to Down Main <br> No. 2 Group to Up Main ... ... | 3 short, 1 crow <br> 4 short, 1 crow |

TABLE E-LOCAL CODE OF ENGINE WHISTLES-continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| hUlL (WEST PARADE <br> NORTH JUNCTION <br> HOLDAY CAMP RA <br> Bridlington- <br> South ... | TO SEAMER WEST (INCLUDING HESSLE TO WAETON STREET, COTTMNGHAM WAY VIA NORTH AND SOLTH CURVES <br> To or from No. 1 Platfom and Main line To or from No. 2 Platfom and Main line To or from No. 3 Bay and Main line To or from No. 4 Plaffom and Main line To or from No. 5 Platform and Main line To or from No. 6 Bay and Main line To or from No. 7 Platform and Main line To or from No. 8 Platform and Main line | ROAE, SPRTNGBANK BRANC: AND FLLEY <br> icrow, 1 long <br> 1 crow, 2 long <br> 1 crow, 3 long <br> ${ }^{1}$ crow, 4 long <br> 1 crow, 5 long <br> 1 crow, I long, 1 short <br> 1 crow, 1 long, 2 short <br> 1 crow, 1 long, 3 short |
| HULE BOTANIC GARD <br> Wiimington- <br> Station <br> Dansom Lane <br> Southcoates- <br> Station | ENS TO HEDON (INCLUDING ANLABY <br> Shunting line to Up Main <br> Shunting line to Earle's Siding High Level.. <br> Shunting line to Earle's Siding Low Level... <br> Earle's Siding to or from Down Goods line <br> For use of Shunting Neck either way <br> To Reception No. 1 <br> From Reception No. 2 <br> To or from Goods Down Siding <br> Shunting Signal Engine Siding-both ways <br> Up Ho.ne Goods No. 1 <br> Depot Siding to Shunting Neck <br> Up Home Goods No. 2 | QOP) <br> 1 crow, 4 short 1 crow, 3 short 1 crow, 2 short 2 short. 1 long <br> 2 short. 2 long <br> 1 crow, 1 long <br> 2 short, 1 long <br> 2 short, 2 long <br> 1 crow, 2 long <br> 1 short, 2 crows <br> 1 short, 1 crow <br> 1 short, 3 crows |
| HULL YARDS, ETC. <br> Hull- <br> Dairycoates West <br> Albert Dock <br> Springbank South | No. 7 Section to Priory Yard <br> No. 7 Section to New Inward Yard <br> Found out to Up Main line Albert Dock (North Side) to Up Main line Down Main line to Albert Dock (North Side) Up Goods line No. 2 to Exchange Sidings Down Main to Exchange Sidings <br> Dairycoates Sidings to Springbank North Dairycoates Sidings to Springhead Yard | 2 long, 4 short <br> 2 long. 1 crow <br> 3 short, 1 long 4 long, 1 short 4 short, 1 long 2 long, 1 crow 4 short, 1 crow 1 crow, 2 long <br> 1 long. 1 crow |
| HULL DOCKS, ETC. <br> Alexandra Dock | Old No. 2 to No. 2 Shunt <br> Old No. 1 to No. 2 Shunt <br> No. 7 to No. 1 or 2 Shunt <br> To and from Crow Hill Siding and Down Main. <br> Old No. 1 to Up Main <br> Oid No. 2 to Up Main <br> No. 10 Marshalling Sidings to Nos. 1 and 2 Shunts <br> No. 10 and Marshalling Sidings to Up Main <br> Up Mineral line to Nos. 1 and 2 Shunts <br> Up Mineral line (No. 9) to Up Main <br> Down Mineral line (No. 8) to Up Main and <br> Nos. 1 and 2 Shunts <br> To and from No. 2 Shunt and Pier and South lines <br> To and from No. 2 Shunt and Up and Down <br> Minerals and Sidings 10 to 16 <br> To and from No. 2 Shunt and South Quay | 1 long, 2 short, 1 crow <br> 1 long, 1 short, 1 crow <br> 1 long, 4 short <br> 2 crows. 3 short <br> 2 crows, 2 short <br> 2 crows, 1 shori <br> 4 long. 1 crow <br> 5 long <br> 6 long, 1 crow <br> 6 long <br> 6 long, 2 short <br> 3 long. 2 crows <br> 3 long. 1 crow <br> 3 long, 4 shorl |

TABLE E-LOCAL CODE OF ENGINE WHISTLES--continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| HULL DOCKS, ETC.--continued |  |  |
| Alexandra Dock (continued) | To and from No. 2 Shunt and North and West Quays <br> To and from No. 2 Shunt and King George Dock and High Level <br> To and from No. 1 Shunt and Passenger line (Middle and New Road) <br> To and from No. 1 Shunt and South Quay... <br> To and from No. 1 Shunt and North and West Quays <br> To and from No. 1 Shunt and High Fell To and from Main line and Up Mineral (No. 9) <br> To and from Niain line and Down Mineral (No. 8) <br> To and from Main line and South Quay To and from Main line and North and Wesi Quays | 3 long, 3 short <br> 3 long, 2 short <br> 2 long, 1 crow <br> 2 long, 5 short <br> 2 long, 4 short <br> 2 long, 3 short <br> 6 long <br> 6 long, 2 short <br> 4 long, 3 short <br> 4 long, 2 short |
| Graving Dock | No. 7 Hoist to Main line <br> No. 5 or 6 Hoist (Low Level) to Shunting line <br> No. 4 Hoist (High Level) to Shunting line To and from High Level and Shunting line | 2 short, 3 long <br> 5 short, 1 crow <br> 4 short, 1 crow <br> 4 long, 2 short |
| Holderness Drain South | To and from Wool Shed Siding and Up Main line <br> Humber Coal Storage Sidings to Up line .. To and from King George Dock (Low Level) <br> To and from King George Dock (High Level) <br> North East Corner for shunting purposes only <br> To and from North East Corner, Alexandra Dock | 2 long, 1 crow <br> 2 short, 2 long <br> 2 crows, 2 long <br> 2 crows, 1 long <br> 4 short, 1 crow <br> 1 short, 3 long |
| King George Dock | Quay to across Goods Sidings <br> Quay to Goods Sidings <br> Low Level to Quay line <br> Low Level to High Level <br> Middle Bridge to Low Level <br> Middle Bridge to N.E. Up Mineral <br> No. 2 Bridge to Low Level <br> No. 2 Bridge to N.E. to Shunt | 1 long, 2 crows <br> 1 long, 1 crow <br> 2 crows, 1 long <br> 2 lcng, 1 crow <br> 1 crow, 4 short <br> 3 long, 1 short, 1 long <br> 3 long, 2 short <br> 3 long, 1 short |
| LEEDS CITY (WHTEEHALL JUNCTION) TO BRADFORD EXCHANGE ETC. |  |  |
| Bradford- <br> Mill Lane Junction | Sidings to West side <br> Sidings to East side | 2 short, 1 crow 3 short, 1 crow |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO RRADFORD EXCHANGE INCLUDING GREETLAND TO DRYCLOUGH JUNCTION AND LAISTERDYKE WEST |  |  |
| Bradford- <br> Mill Lane Junction | Sidings to West side <br> Sidings to East side <br> Sidings to Low Moor | 2 short, 1 crow <br> 3 short, 1 crow <br> 4 short, 1 crow |

TABLE E-LOCAL CODE OF ENGINE WHISTLES-continued


TABLE E-LOCAL CODES OF ENGINE WHISTEES-continued


TABLE E-LOCAL CODES OF ENGINE WHISTLES-continued


TABLE E-LOCAL CODES OF ENGINE WHISTLES-continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| BENTON (EARSDON) STATION TO NORTH DOCK-continued Percy Main-continued No. 2 Commissioners-c | O TYNE COMMISSION QUAY (INCLU PERCY MAIN ENGINE SHED S.B. TO <br> ntinued <br> Platform Crossing to platform line <br> No. 2 line to No. 2 Crossing <br> No. 2 Crossing to No. 2 line <br> Albert Edward Dock to or from Low Crossing <br> Albert Edward Dock to Independent, via High Crossing <br> Independent to Albert Edward Dock, via High Crossing | DING PERCY MAIN NORTHUMBERLAND <br> 1 long, 1 crow <br> 2 short, 1 long <br> 2 short, 2 long <br> 3 short, 1 long <br> 3 short, 2 long <br> 4 short, 1 long |
| NEWCASTLE TO CARL <br> Scotswood- <br> Station <br> Blaydon- <br> Station ... | SLE (DURRAN HILL, EXCLUSIVE) <br> To or from Branch Goods Yard To or from Armstrong's Siding <br> Up Main to Redheugh Branch Up Reception Reception going West Reception to Redheugh Branch | 2 short, 1 crow 1 short, 2 long <br> 1 short, 2 long 1 long, 4 short 4 short, 1 crow |
| CONSETT NORTH TO O <br> AND ANNFIELD TO <br> Consett- <br> North ... <br> Carr House West <br> Carr House East | USTON JUNCTION (INCLUDING CARR H OXHILL) <br> To or from Shunting Neck <br> To or from Waskerley Branch and Shunting Neck <br> To or from Annfield Plain Branch and Shunting Neck <br> Consett Iron Works to Main Up Sidings Consett Iron Works to or from Mineral Sidings <br> Consett Iron Works to or from Down Goods line <br> Consett Iron Works to or from Goods Yard Blackhill to or from Goods Yard Blackhill to or from Down Goods line Warehouse line to Down Main To or from Crookhall Sidings To or from Mineral Sidings ... | OUSE WEST TO FELL <br> 1 short, 1 long 1 short, 2 long <br> 1 short, $\mathbf{3}$ long <br> 1 short, 1 long, 2 short 1 short, pause, 4 short <br> 1 short, 1 long, 2 short <br> 1 short, 1 long, 1 short <br> 1 short, 3 long <br> 1 short, 2 long <br> 1 short, pause, 4 short <br> 3 short, 1 long <br> 1 short, pause, 2 short |
| GATESHEAD (GREENS <br> WOOD (INCLUDING <br> FELL SIDINGS JUNC <br> Dunston- <br> Norwood <br> Derwenthaugh <br> Dunston Staiths--Old Side-(River Side) ... <br> Dunston Staiths-New Side-(Basin Side) ... | IELD JUNCTION) DUNSTON LINES TO DUNSTON STAITHS, SWALWELL COLL TION TO BENSHAM CURVE JUNCTION <br> Up or Down to Dunston Staiths <br> Up or Down to Norwood Coke Works <br> Up or Down to Garesfield or Swalwell Colliery Branch <br> Up or Down to West Dunston Loaded Sidings <br> Up or Down to West Dunston Empty Sidings <br> To No. 1 or High End Berth <br> To No. 2 or Middle Berth To No. 3 or Low End Berth <br> To No. 1 or High End Berth To No. 2 or Middle Berth ... To No. 3 or Low End Berth... | BLAYDON, VIA NORERY BRANCH, LOW ETC.) <br> 3 short, 1 long <br> 3 short, 2 long <br> 2 short, 1 long <br> 2 short, 2 long <br> 2 short, pause, 4 short <br> 1 short, 1 long <br> 2 short, 1 long <br> 3 short, 1 long <br> 1 short, 1 crow, 1 short 1 crow, 2 short 1 crow, 3 short |

TABLE E-LOCAL CODES OF ENGINE WHISTLES--continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| STELLA GILL TO WASHINGTON CHEMICAL WORKS (INCLUDING PELTON COLLIERY |  |  |
| BRANCH) |  |  |
| Stella Gill- |  |  |
| Stella Gill Flatts | To and from Busty Sidings | 5 short, 1 long |
|  | To and from No. 4 Group | 4 short, 1 long |
|  | To and from No. 3 Group | 3 short, 1 long |
|  | To and from No. 2 Group .. .. .. | 2 short, 1 long |
|  | To and from No. 1 Group | 1 short, 1 long |
|  | To and from South Side, Pelton Colliery or Turntable | 1 short, 2 crows |
|  | To and from West side | 1 short, 1 crow |
| Washington- South .. | See page 229 |  |
| HEDWORTH LANE TO TYNE DOCK BOTTOM (INCLUDING BOLDON COLLIERY TO |  |  |
| GREEN LANE, GRE | LANE TO HARTON AND HARTON TO | WHITBURN) |
| Tyne Dock- |  |  |
| Bank Top | *Dock Bottom to Van Sidings, Coal Stage or Shed | 1 short, 1 crow |
|  | No. 4 Engine Shed Road to No. 5 or 6 Shed Road | 4 long, 1 crow |
|  | No. 3 Engine Shed Road to No. 5 or 6 Shed Road | 3 long, 1 crow |
|  | No. 2 Engine Shed Road to No. 5 or 6 Shed Road | 2 long, 1 crow |
|  | No. 1 Engine Shed Road to No. 5 or 6 Shed Road | 1 long, 1 crow |
|  | From Van Siding or Coal Stage . . | 1 long, 4 short |
|  | Coal Stage or Van line to Dock Bottom | 1 long, 2 short, 1 crow |
|  | Van Sidings to Up Main ... .. | 3 long, 1 short |
|  | No. 2 Standage Sidings to Up Main No. 1 Standage Sidings to Up Main | 2 long, 1 short, 1 long |
|  | No. 1 Standage Sidings to Up Main <br> Van Siding to Up Main | 1 long, 1 short, 1 long <br> 1 long, 1 short, 2 crows |
|  | No. 5 Hole to Up Main | 1 long, 1 crow |
|  | Up Main to Green Lane - | 1 short, 1 long |
|  | West Siding to or from Van Siding | 6 short |
|  | No. 5 Engine Shed Road to or from Van Siding | 5 short, 1 crow |
|  | No. 4 Engine Shed Road to or from Van Siding | 4 short, 1 crow |
|  | No. 3 Engine Shed Road to or from Van | 3 short, 1 crow |
|  | Siding |  |
|  | No. 2 Engine Shed Road to or from Van Siding | 2 short, 1 crow |
|  | No. 1 Engine Shed Road to or from Van Siding | 1 short, 1 crow |
|  | Van Siding to No. 3 Shop Siding .. | 3 short, 1 long |
|  | Van Siding to No. 2 Shop Siding | 2 short, 1 long |
|  | Van Siding to No. 1 Shop Siding | 1 short, 1 long |
|  | No. 3 Shop Siding to Down Main | 3 short, 1 long |
|  | No. 2 Shop Siding to Down Main | 2 short, 1 long |
|  | No. 1 Shop Siding to Down Main :- | 1 short, 1 long |
|  | Down Main to Coal Stage or Van Sidings | 1 short, 1 long, 1 short |
|  | Down Main to No. 2 Standage Sidings | 1 short, 2 long, 1 short |
|  | Down Main to No. 1 Standage Sidings | 1 short, 2 long |
|  | Down Main to Dock Bottom *--To be given on approaching Bank Top | 1 short, 3 long |
| Green Lane | Engines going right away, in addition to ordinary whistle from Hole, and again on passing Signal Box | 1 short |
|  | Engine from No. 3 or 4 Holes to Shed or Bank, in addition to ordinary whistle from Hole | 3 long |

TABLE E--LOCAL CODES OF ENGINE WHISTLES-continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| HEDWORTH LANE TO TYNE DOCK BOTTOM (INCLUDING BOLDON COLLIERY TO GREEN LANE, GREEN LANE TO HARTON AND HARTON TO WHITBURN--continued |  |  |
|  |  |  |
| Tyne Dock-continued Green Lane-continued |  |  |
|  | Engines from Shed to Harton | 1 short, 2 crows |
|  | Engines from Shed to Stanhope Sidings | 1 short, 1 crow |
|  | Engines from Shed to No. 1, 2, 3 or 4 Bank | 2 short, 1 crow |
|  | Nos. 1, 2, 3 and 4 Holes to No. 4 Bank | 4 short, 1 long |
|  | Nos. 1, 2, 3 and 4 Holes to No. 3 Bank | 1 short, 2 crows |
|  | Nos. 1, 2, 3 and 4 Holes to Harton. | 1 short, 3 crows |
|  | Nos. 1, 2, 3 and 4 Holes to Stanhope Sidings | 1 short, 1 crow |
|  | Pontop Down Goods to Stanhope sidings | 2 crow, 1 short, 2 crows |
|  | Pontop Down Goods line to Harton | 2 crows, 1 short |
|  | Pontop Down Goods line to No. 1 Bank | 2 crows, 1 short, 1 crow |
|  | Pontop Down Goods line to No. 2 Bank | 2 crows, 2 short |
|  | Pontop Down Goods line to No. 3 Bank | 2 crows, 3 short |
|  | Pontop Down Goods line to No. 4 Bank | 2 crows, 4 short |
|  | Pontop Down Goods line to Dock Bottom | 2 crows, 5 short |
|  | Pontop Down Main to Stanhope Sidings | 1 long, 2 crows |
|  | Pontop Down Main to Harton | 1 short, 1 long |
|  | Pontop Down Main to No. 1 Bank. | 1 short, 1 long, 1 short |
|  | Pontop Down Main to No. 2 Bank.. .. | 1 short, 2 long |
|  | Pontop Down Main to No. 3 Bank.. .. | 1 short, 3 long |
|  | Pontop Down Main to No. 4 Bank.. | 4 long |
|  | Pontop Down Main to Dock Bottom | 5 long |
|  | Boldon Colliery Down Main to Stanhope Sidings | 1 short, 1 crow, 1 short |
|  | Boldon Colliery Down Main to Harton | 1 long, 1 crow |
|  | Boldon Colliery Down Main to No. 1 Bank. | 1 long, 1 short, 1 crow |
|  | Boldon Colliery Down Main to No. 2 Bank | 1 short, 2 long, 1 short |
|  | Boldon Colliery Down Main to No. 3 Bank | 3 long, 1 short |
|  | Boldon Colliery Down Main to No. 4 Bank | 4 long, 1 short |
|  | Boldon Colliery Down Main to Dock Bottom | 5 long, 1 short |
|  | Dock Bottom Up Main to Pontop . . . | 1 short, 1 long |
|  | No. 4 Hole Up Main to Pontop | 3 short, 1 long |
|  | No. 3 Hole Up Main to Pontop .. | 1 short, 1 long, 2 short |
|  | Nos. 1 and 2 Holes Up Main to Pontop | 1 short, 1 long, 1 short |
|  | Stanhope Sidings Up Main to Pontop | 1 short, 2 long |
|  | Harton Up Main to Pontop | 1 short, 1 long |
|  | Dock Bottom Up Main to Boldon Colliery | 1 short, 3 long |
|  | No. 4 Hole Up Main to Boldon Colliery . | 3 long, 3 shord |
|  | No. 3 Hole Up Main to Boldon Colliery | 3 long, 2 shor: |
|  | Nos. 1 and 2 Holes Up Main to Up Goods | 1 short, 1 crow |
|  | line |  |
|  | Nos. 1 and 2 Holes Up Main 10 Boldon Colliery | 3 long, finhort |
|  | High Batch Up Main to Up Goods line | 1 short, I crow |
|  | Stanhope Sidings Up Main to Boldon | 2 long, 3 short |
|  | Colliery |  |
|  | Harton Up Main to Up Goods line | 1 short, 1 crow |
|  | Harton Up Main to Boldon Colliery | 1 short, 3 long |
| Tyne Dock Bottom | Down Main to Up Bede | 1 long, 2 crows |
|  | Up Main to East Up Main backover | 3 short, 3 long |
|  | Up Main to Relief Siding backover. | 3 short, 1 long |
|  | East Main to Green Lane . . | 2 short, 3 long |
|  | Relief Siding to or from East Up Main | 1 short, 3 crows |
|  | To or from Old Road | 1 short, 2 crows |
|  | From Tank Siding | 1 long, 5 short |
|  | Relief Siding to Green Lane | 4 long |
|  | West Up Main to Relief Siding | 2 short, 2 long |
|  | West Up Main to Green Lane | 2 short, 1 long |
|  | To or from High New Yard | 1 short, 3 long |
|  | Up Main to West Up Main (Yard) | 2 long, 4 short |
|  | Up Main to Green Lane . . | 2 long, 3 short |
|  | Up Main to Bede Down backover | 1 short, 1 long, 1 short |
|  | Down Main to West Up Main | 1 long, 1 short, 1 long |

TABLE E-LOCAL CODES OF ENGINE WHISTLES-continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| PELAW TO SOUTH SHIELDS (INCLUDING TYNE DOCK BOTTOM BRANCH) |  |  |
|  |  |  |
| Harton . | Down Main to Pontop Branch | 1 short, 1 long |
|  | Pontop Branch to Down Main | 2 short, 1 long |
|  | Pontop Branch to Harton Branch | 2 short, 2 long |
|  | Pontop Branch to Up Main | 2 short, 3 long |
|  | To Down Pontop (from Boldon Colliery) | 1 short, 2 long |
|  | Harton Branch to Down Main | 3 short, 1 long |
|  | Harton Branch to Down Pontop .. ${ }^{\text {a }}$ | 3 short, 2 long |
|  | Up Pontop (Whitburn Colliery Junction to Up Main) | 1 short, 1 crow |
|  | Up Pontop (to Boldon Colliery .. .. | 2 short, 1 crow |
| Tyne Dock Bottom | Up Bede to Jarrow Branch . | 6 short |
|  | Down Bede to West Up Main | 1 long, 1 crow |
|  | Down Bede to Up Main | 1 short, 1 long |
|  | *To or from No. 3 Reception Siding | 5 long, $\mathbf{1}$ crow |
|  | *To or from No. 2 Reception Siding | 3 long, 1 crow |
|  | *To or from No. 1 Reception Siding | 2 long, 1 crow |
|  | *To or from Down Bede Sidings <br> *-From South End of Reception Sidings to or from Train Sidings | 1 long, 1 crow |
| FERRYHILL (TURSDALE) TO PELAW, VIA LEAMSIDE (INCLUDING WASHINGTON COLLIERIES BRANCH) |  |  |
| Fencehouses--Station .- |  |  |
|  | Goods Yard to South End of the Lambton Sidings | 3 short, 1 crow |
|  | Mineral Sidings to Lambton line .. | 3 short, 1 long |
|  | Engine or Train Down Main line to or from Lambton line | 1 short, 1 crow |
| Washington South |  |  |
|  | To or from Calder's Works ..il . $\quad .$. |  |
|  | Mineral Trains from Stella Gill requiring to detach traffic at Washington Goods Yard or Chemical Co.'s Siding | 1 short, 1 crow |
|  | Down Pontop to Tavern Siding | 5 short, 1 crow |
|  | Down Pontop to Down Goods No. 1 | 4 short, 1 crow |
|  | Down Pontop to Goods Yard ... | 3 short, 1 crow |
|  | Up Goods and Mineral Trains for Lambton Railway | 2 short, 1 crow |
|  | Drivers of trains for Washington or Wardley |  |
|  | Collieries and Calder's Works must whistle for the Dyke Siding, and this siding must, |  |
|  | as far as possible, be used for trains on the Up Pontop, the engines of which require to |  |
|  | run round their loads. After engines have |  |
|  | run round their loads the following whistles must be used. |  |
|  | Calder's Works .. .. ... .. |  |
|  | Washington Colliery or Oxclose Sidings.. | 5 short, 1 long |
|  | Tyne Dock direction to Dyke Sidings .. | 1 short, 2 long |
|  | Tyne Dock direction to Up Goods Loop (towards Penshaw) | 4 short, 1 long |
|  | Goods Yard to Stella Gill | 3 short, 1 long |
|  | Goods Yard to Up Main to shunt | 2 short, 1 long |
|  | Goods Yard to Up Main .. | 1 short, 1 long |
| HYLTON FORD WORKS TO HENDON JUNCTION (INCLUDING PALLION TODEPTFORD) |  |  |
| $\underset{\text { Station }}{\text { Pallion- }}$ |  |  |
|  | Shipyard Sidings to Branch Sidings for shunting purposes | 1 short, 1 crow |
|  | Shipyard Sidings to Lambton Down line | 3 short, 1 long |
|  | Up Lambton line to Shipyard Sidings | 1 short, 1 long |
|  | Up Lambton line to Down Main .. .. | 1 short, 1 crow |
|  | Goods Yard to Up Main for shunting purposes | 1 short, 1 crow |
|  | Goods Yard to or from Shipyard Sidings Goods Yard to or from Lambton line | 3 short, 1 crow 2 short, 1 crow |

TABLE E-LOCAL CODES OF ENGINE WHISTLES-continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| SOUTH DOCK BRANCHES |  |  |
| South Dock-Londonderry |  |  |
|  | Flats to or from No. 3, 4 or 5 Siding Flats to or from No. 1 or 2 Siding | 4 short, 1 long, 1 short 4 short, 1 crow |
|  | Flats to or from Londonderry | 4 short, 2 long |
|  | Flats to or from Hendon Side or Water Column | 4 short, 1 long |
|  | No. 30,31 Top and 31 Hole to or from No. 3, 4 or 5 Siding | 1 short, 2 long, 1 short |
|  | No. 30, 31 Top and 31 Hole to or from No. 1 or 2 Siding | 1 short, 1 long, 1 short |
|  | No. 30,31 Top and 31 Hole to or from Londonderry Up | 1 short, 1 crow |
|  | No. 30, 31 Top and 31 Hole to or from Hendon or Water Column | 1 short, 2 long |
|  | No. 23 to or from Hendon or Water Column | 2 long, 1 short, 4 long |
|  | No. 23 Staiths to or from No. 3, 4 or 5 Siding No. 23 to or from No. 1 or 2 Siding | 2 long, $\mathbf{1}$ short, 2 crows 2 long, 1 short, 1 crow |
|  | No. 23 to or from Londonderry Side | 2 long, 1 crow |
|  | No. 22 West to or from Hendon or Water Column | 1 long, 3 short, 4 long |
|  | No. 22 West to or from No. 3, 4 or 5 Siding | 1 long, 3 short, 2 crows |
|  | No. 22 West to or from No. 1 or 2 Siding .. | 1 long, 3 short, 1 crow |
|  | No. 22 West to or from Londonderry Side.. No. 22 East to or from Hendon or Water | 1 long, 3 short, 3 long <br> 2 long. 2 short, 4 long |
|  | Column |  |
|  | No. 22 East to or from No. 3, 4 or 5 Siding. | 2 long, 2 short, 2 crows |
|  | No. 22 East to or from No. 1 or 2 Siding | 2 long, 2 short, 1 crow |
|  | No. 22 East to or from Londonderry Side No. 21 West to or from Hendon or Water | 2 long, 2 short, 1 long <br> 2 long. 3 short, 4 long |
|  | Column |  |
|  | No. 21 West to or from No. 3, 4 or 5 Siding. | 2 long. 3 short, 2 crows |
|  | No. 21 West to or from No. 1 or 2 Siding | 2 long, 3 short, 1 crow |
|  | No. 21 West to or from Londonderry Side. <br> No. 21 East to or from Hendon or Water | 2 long, 3 short <br> 3 long, 1 short, 4 long |
|  | Column |  |
|  | No. 21 East to or from No. 3, 4, or 5 Siding. | 3 long, 1 short, 2 crows |
|  | No. 21 East to or from No. 1 or 2 Siding | 3 long, 1 short, 1 crow |
|  | No. 21 East to or from Londonderry Side No. 19 to or from No. 3.4 or 5 Siding | 3 long, 1 short 2 short, 2 crows |
|  | No. 19 to or from No. 1 or 2 Siding | 2 short, 1 crow |
|  | No. 19 to or from Londonderry Side . | 2 short, 3 long |
|  | No. 19 to or from Hendon or Water Column | 2 short, 4 long |
|  | No. 18 to or from No. 3, 4 or 5 Siding | 3 short, 2 crows |
|  | No. 18 to or from No. ${ }^{\text {No. }} 18$ or 2 Siding Nor from Londonderry Side | 3 short, 1 long |
|  | No. 18 to or from Hendon or Water Column | 3 short, 4 long |
| Hendon. . | Ryhope to Goods 1 To and from Coal S | 3 short, 1 long $\mathbf{1}$ short, 3 long |
|  | Penshaw Branch to Coal Stage or Dock Bottom | $\mathbf{3}$ short, 1 crow |
|  |  |  |
|  | Hendon Mineral Sidings to Londonderry Junction | 2 long, 3 short |
|  |  | 1 short, 2 long |
|  | Sidings Nos. 1 to 12 to Up Main Light Engine from Up Main requiring to pass round load on Down Main or to Goods Yard | 1 long, 1 crow |
|  |  |  |
|  | Up Main to Coal Stage, Dock Bottom or Coal Stage Top | 1 crow, 2 long |
|  |  |  |
|  | Down Goods line or Van line to or from Nos. 1 to 6 Sidings or Gullet or Up Goods line to Van Sidings | 2 short, 1 crow |
|  |  |  |
|  | Dock Bottom to Goods Yard Dock Bottom or Gullet to Penshaw Branch Sidings Nos. 1 to 18 to Penshaw Branch . | 1 short, 1 long |
|  |  | 2 short, 3 long |
|  |  | 2 short, 2 long |

TABLE E-LOCAL CODES OF ENGINE WHISTLES-continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| SOUTH DOCK BRAN Ryhope Grange- | ES--cominued <br> South Dock to Silksworth Colliery South Dock to Ryhope Colliery South Dock to Refuge Siding Hendon Branch to Silkswortin Colliery Hendon Branch to Ryhope Colliery Hendon Branch to Refuge Siding Hendon Branch to Seaton direction Hendon Branch to Seaham direction | 3 short, 1 long <br> 2 short, 1 long <br> 2 short, 1 crow <br> 3 short, 1 long <br> 2 short, 1 long <br> 3 short, 1 crow <br> 1 short, 2 long <br> 1 short, 1 long |
| WEST HARTLEPOOL SOUTH HETTON, SH West HartlepoolCemetery North | EMETERY NORTH) TO HAWTHORN CO TON AND THORNLEY COLLIERY BRAN <br> Castle Eden to Sidings Castle Eden to Hartlepool Hartlepool to Castle Eden Sidings to Castle Eden | LIERY (INCLUDING CHES) <br> 2 short, 2 long <br> 1 short, 2 long <br> 3 short, 2 long <br> 1 long, 2 short, 1 long |
| SOUTH HETTON COLLIERY BRANC RyhopeStation . . | LIERY TO RYHOPE GRANGE (INCL <br> Trains requiring pilot | DING SILKSWORTH <br> 2 short, 1 long |
| BISHOP AUCKLAND <br> Willington- <br> Brancepeth Colliery | ST TO DURHAM RELLY MILL <br> To or from Laden Sidings <br> To or from "C" Pit | 2 short, pause, 1 short. pause, 1 short <br> 1 short, 1 crow |
| DARLINGTON (PARK WORKS LINE, SHIL AND RANDOLPH ShildonSimpasture <br> Shildon | TE) TO WEAR VALLEY (INCLUDING ON WORKS BRANCH, SHLDDON, SHILDO LLIERY AND BISHOP AUCKLAND WES <br> No. 1 Reception line to Main No. 2 Departure line to Main Shunting line to Main <br> No. 1 Reception line to Down Main to Shildon <br> No. 2 Departure line to Down Main to Shildon <br> Down Main to Goods Yard Down Main to Shildon Works Empty Sidings to Shildon Works Empty Sidings to Goods Yard Goods Yard to Up Reception Goods Yard to Shildon Works Goods Yard to Empty Sidings | ORTH ROAD LOCO. N NORTH JUNCTION TO NORTH) <br> 2 long, 2 short, 1 long <br> 3 long, 2 short <br> 4 long, 2 short <br> 2 long, $\mathbf{1}$ crow <br> 3 long, 1 crow <br> 1 short, 1 long <br> 1 long, 1 short, 1 long <br> 2 short, 1 long <br> 1 short, 1 long <br> 2 long, 3 short <br> 2 long, 1 crow <br> 2 long, 1 short, pause, 1 short |
| FERRYHILL No. 3 T <br> WEST TO EAST) FerryhillMainsforth | NORTON-ON-TEES SOUTH (INCLUDIN <br> Half train ready to work into the Goods line | NORTON-ON-TEES <br> 2 long, 1 crow |
| WEST HARTLEPOOL <br> West Hartlepool-Greenland | OODS AND DOCK LINES <br> To and from Main lines and Receptions To and from Main lines and Jetties. To and from No. 1 Exchange Sidings and Down Main <br> To and from No. 2 Exchange Sidings and Down Main | 1 short, 2 long 1 short, 3 long 1 short, 1 long 2 short, 1 long |

TABLE E-LOCAL CODES OF ENGINE WHISTLES-continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| WEST HARTLEPOOL <br> West Hartlepool-continue <br> Greenland--continued | OODS AND DOCK LINES-continued <br> To and from No. 1 Exchange Sidings and No. 2 Reception <br> To and from No. 2 Exchange Sidings and No. 2 Reception <br> To and from No. 1 Exchange Sidings and Jetties <br> To and from No. 2 Exchange Sidings and Jetties <br> To and from No. 1 Exchange Sidings and Albert Quay <br> To and from No. 1 Exchange Sidings and No. 1 Reception <br> To and from Bond Yard and Main line To and from Bond Yard and No. 2 Reception To and from Bond Yard and Jetties <br> To and from Main line and Left-hand High Road <br> To and from No. 2 Reception and Left-hand High Road <br> To and from Main line and Stanley Sidings. . To and from Main line and Stanley New Sidings <br> To and from No. 1 Reception and Stanley New Sidings <br> To and from No. 2 Reception and Stanley New Sidings <br> To and from Main line and Middle Road . . To and from No. 1 Reception and Middle Road <br> To and from No. 2 Reception and Middle Road <br> To and from No. 1 Reception and the straight <br> To and from No. 2 Reception and the straight <br> To and from the straight and the Gas Works <br> From the straight and Up Main <br> Albert Quay to Up Main <br> To and from New Bond Sidings <br> Engines requiring water must give the standard whistles after ordinary whistle. <br> Engines from B and C Jetties to give three short, three long after the ordinary whistles. <br> To and from Central Dock <br> From West Side Polefield <br> From Jubilee .. <br> Mick's Siding .. <br> From East Side Polefield <br> From Splash Siding | 2 short, 1 long, short <br> 2 short, 2 long <br> 1 short, 1 long, 1 short <br> 2 short, 3 long <br> 2 short, 1 long <br> 4 short, 1 long <br> 1 long, 1 short, 1 long <br> 1 long, 2 short, 1 long <br> 1 long, 3 short, 1 long <br> 1 long, 1 short, 2 long <br> 1 long, 2 short, 3 long <br> 1 long, $\mathbf{3}$ short, 4 long <br> 1 long, 3 short, 3 long <br> 3 short, 1 long <br> 4 short, 1 long, 1 short <br> 2 short, 2 long <br> 3 short, 2 long <br> 4 short, 2 long <br> 1 short, 3 long, 1 short <br> 3 short, 3 long, 1 short <br> 2 long, 1 short, 1 long <br> 2 long, 2 short, 2 long <br> 2 long, 1 short, 3 long <br> 5 short, 1 long <br> 1 short, 3 long <br> 2 short, 2 long <br> 3 short, 1 long <br> 3 short, 2 long <br> 3 short, 3 long <br> 3 short, 4 long |
| DARLINGTON SOUTH BRANCH, HARTBUR BOROUGH JUNCTIO <br> Eaglescliffe- <br> South and North <br> Thornaby-Bowesfield | O SALTBURN (INCLUDING GENEVA LO CURVE AND TEES, THORNABY EAST (GOODS LINES) ETC. <br> See Northallerton to Gateshead via Horden Line <br> Shunting line to Shunting Neck <br> Shunting line to South Stockton Goods Yard Shunting line to Tees Bridge Sidings | P, FIGHTING COCKS JUNCTION TO GUIS- <br> 2 short, 1 long <br> 1 short, 1 long <br> 3 short, 1 long |

TABLE E-LOCAL CODES OF ENGINE WHISTLES-continued

| Whistle to be given at | Movement required | Whistle |
| :---: | :---: | :---: |
| DARLINGTON SOUTH TO SALTBURN (INCLUDING GENEVA LOOP, FIGHTING COCKS BRANCH, HARTBURN CURVE AND TEES, THORNABY EAST JUNCTION TO GUISBOROUGH JUNCTION (GOODS LINES) ETC.-continued |  |  |
|  |  |  |
| Middlesbrough Dock Hill |  |  |
|  | No. 2 Up Goods line to Up Goods line | 1 short, 1 long |
|  | No. 2 Up Goods line to the Shunting line | 1 short, 2 long |
|  | To and from Goods line and Down Sidings | 2 short, 1 long |
|  | To and from Shunting line and Down Siding | 2 short, 2 long |
|  | Dock line No. 1 to Up Goods line | 3 short, 1 long |
|  | Dock line No. 1 to Shunting line | 3 short, 2 long |
|  | To and from Dock line No. 2 and Shunting line | 4 short, 2 long |
|  | Down Goods line to No. 2 and No. 3 Down Goods lines | 1 short, 3 long |
|  | Down Goods line to Dock line No. 2 | 2 short, 3 long |
| Guisborough Junction | No. 2 Down Goods line to Down Main line. . | 2 short, 3 long |
|  | No. 1 Up and No. 1 Down Goods lines to Guisborough Branch | 1 short, 4 long |
|  | From No. 2 Up and No. 2 Down Goods lines and Nunthorpe Branch | 2 short, 4 long |
|  | To and from Up Goods line to No. 2 Up Goods line and No. 2 Down Goods line to Down Goods line | 3 short, 3 long |
|  | Dock lines to No. 2 Up Goods line | 4 short, 2 long |
|  | To and from Dock lines and No. 1 Up and No. 1 Down Goods lines | 4 short, 1 long |
|  | Dock Hill Sidings and No. 3 Down Goods | 5 short, 4 long |
|  | line to Nunthorpe Branch |  |
|  | Dock Hill Sidings and No. 3 Down Goods | 5 short, 2 long |
|  | line to Down Goods line |  |
|  | Dock Hill Sidings and No. 3 Down Goods line to Main line | 5 short, 3 long |
| Cargo Fleet Whitehouse | Up Goods line to Cochrane's Works |  |
|  | Station Sidings to Up Goods line | 3 short, 1 long |
|  | To and from Goods lines and Long Roads.. | 1 short, 1 long |
|  | Long Roads to and from Cochrane's Sidings | 2 short, 1 long |
|  | To and from Whitehouse Branch | 2 short, 2 long |
| Station | No. 1 Up Goods line to and from Cargo Fleet Works | 2 short, 1 long |
|  | Cargo Fleet Works to and from Shunting line | 1 short, 3 long |
|  | Eston Branch to and from Shunting line .. | 1 short, 2 long |
| South Bank- |  |  |
|  | North Sidings to and from Up Goods line .. | 2 short, 2 long |
| RedcarTod Point |  |  |
|  | To and from Ironworks line and Coatham Receptions | 1 short, 1 long |
|  | To and from Ironworks line and Coatham Sidings. | 3 short, 1 long |
|  | Redcar Ironworks No. 1 to Up Main .. | 2 short, pause, 1 short, 1 long |
|  | Redcar Ironworks No. 2 to Up Main | 2 short, pause, 1 short, 2 long |

## TABLE F.

PROPELLING OF TRAINS OR VEHICLES
When trains or vehicles are being propelled in accordance with Rule 149, the undermentioned conditions must be complied with.

When coaching vehicles are propelled on a running line or loop, the Guard, Shunter or person in charge must ride in the leading vehicle when it is fitted with a brake valve. If not so fitted, he must ride in the next vehicle fitted with a brake valve from which he can obtain a satisfactory view of the line ahead. If, however, these conditions cannot be complied with, the Guard, Shunter or person in charge must ride in the leading vehicle or first vehicle in which he can travel and from which he can obtain a satisfactory view of the line ahead, provided he can keep in touch with the Driver by hand signals.

When coaching vehicles are gravitated within station limits on a running line or loop, the Guard, Shunter or person in charge must ride in the leading vehicle when it is fitted with an internally operated hand brake. If not so fitted, he must ride in the next vehicle fitted with an internally operated hand brake from which he can obtain a satisfactory view of the line ahead.

## TABLE F. PROPELLING OF TRAINS OR VEHICLES-continued

Drivers will not be relieved of responsibility for observing fixed signals, but the Guard, Shunter, or person in charge must keep a sharp lookout, warn any person who may be on or near the line, observe fixed signals, and be prepared to give any necessary hand signal to the Driver. Drivers must keep a sharp lookout and be prepared to act immediately upon any signal which may be given by the Guard, Shunter, or person in charge.

When propelling freight vehicles outside station limits a Guard's brake van must be the leading vehicle, unless otherwise indicated, and the Guard or Shunter must ride therein.

Where authority is given to propel freight vehicles without a brake van leading, the Guard or Shunter must ride in the leading suitable vehicle.

The speed must not exceed $20 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. and down inclines steeper than 1 in 200 , through station platforms and over level crossings must not exceed 15 m .p.h. (This paragraph does not apply to Officer's specials.)

The engine whistle must be sounded when approaching stations and level crosings, also where there is not a good view of the line ahead.

Where the line is on a falling gradient a sufficient number of wagon brakes must be pinned down whenever there is a doubt as to whether the brake van will hold the train should it become divided, or where there is no brake van attached.

In all cases where coaching stock or fitted vehicles are authorised to be propelled, the automatic brake must be connected up and in use.

Vehicles conveying passengers must not be propelled under this arrangement except in the case of items marked $\mathbf{P}$.

One wagon of fuel or stores for signal boxes and stations, or the empty wagon in connection therewith, may be propelled without a brake van between any two signal boxes provided the signal boxes concerned are not more than one mile apart.

The sections of line where propelling outside station limits is authorised are shown below.
$\dagger$ Indicates must only be accepted at "Line Clear".

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE (INCLUDING KING EDWARD BRIDGE SOUTH EAST CURVE, YORK YARDS AND STOBSWOOD COLLIERY) |  |  |  |
|  |  |  |  |
|  |  |  |  |
| $\dagger$ Selby South | Selby (Canal) | No. 1 Up Goods | Freight wagons with or without Brake van. |
| $\dagger$ Selby South | Selby (Canal) | No. 2 Up Goods | Freight wagons with or without brake van. |
| Selby (Canal) | Selby South . . | Down Main | 3 Freight wagons with or without brake van. |
| $\dagger$ Selby (Canal) | Selby South | Nos. 1 and 2 Down Goods | Daylight and clear weather. |
| $\dagger$ Barlby | Barlby North | Down Main . | 20 Freight wagons with or without brake van. Daylight and clear weather. |
| $\dagger$ Barlby North .. | Barlby | Nos. 1 and 2 Up Goods | Freight wagons with or without brake van. |
| York (Holgate Jn.) .. | York Yard South .. | All Down Goods | Empty coachingstock. Freight wagons with or without |
| York Yard South | York (Holgate Jn.) .. | All Up Goods | $\left\{\begin{array}{l} \text { brake van. Movements must } \\ \text { not be authorised if section } \\ \text { is occupied. } \end{array}\right.$ |
| $\dagger$ York Yard South | York Yard North | All Down Goods | \{ Empty coaching stock. |
| †York Yard North | York Yard South | All Up Goods. . | $\int$ Freight wagons with or without brake van. Movements must not be authorised if section is occupied. |
| York Yard North | Skelton | Down Goods | Empty coaching stock. Freight wagons with or without brake van. Movements must not be authorised if section is occupied. |
| †Skelton | York Yard North | Up Goods | Empty coaching stock. Freight wagons with or without brake van. |
| York Yard South | York . | Down Scarborough Goods | Empty coaching stock. 20 freight wagons. Clear weather. Movement |
| York . . | York Yard South .. | Up Scarborough Goods | $\left\} \begin{array}{l} \text { must not be authorised if } \\ \text { section is occupied. } \end{array}\right.$ |

TABLE F-PROPELLING OF TRAINS OR VEHICLES-continued

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE (INCLUDING KING EDWARD BRIDGE SOUTH EAST CURVE, YORK YARDS AND STOBSWOOD COLLIERY)-continued |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Darlington South | Darlington North | Down Up Through (Station) | "P'" Empty coaching stock with or without brake van. Also vehicles with or without passengers for attaching, transfer, or disposal after detaching, except that when loaded passenger vehicles are concerned not more than three vehicles, including those without passengers, may be propelled. These propelling movements also apply in the wrong direction where the latter working is authorised. |
| Darlington North | Darlington South |  |  |
| Darlington South | Darlington North | Down Goods Up Goods Down Goods | Freight wagons. <br> Freight wagons. <br> 12 Empty coaching stock vehicles during clear weather. |
| Darlington North | Darlington South |  |  |
| Darlington North | Parkgate . |  |  |
| Parkgate | Darlington North | Up Goods | Wagons of cattle with or without brake van. Freight wagons during daylight or clear weather. |
| Ferryhill No. 2 | Ferryhill No. 1 | Down platform | "' $P$ '" Loaded passenger trains. Engine must be brought to rest opposite buffer stop of No. 6 Bay platform. |
| Ferryhill No. 3 | Ferryhill No. 2 | Down Goods <br> Nos. 1, 2 and 3 | Freight wagons with or without brake van. |
| Ferryhill No. 2 Ferrybill No. | Ferryhill No. 1 Ferryhill No. 2 | Down Goods Nos. 1 and 2 | Freight wagons with or without brake van. |
| Ferrybill No. 1 | Ferryhill No. 2 | Up platform .. | ''P'' Loaded passenger trains not exceeding 7 bogie vehicles. Engine must be brought to rest before reaching a point opposite the buffer stop of No. 3 Bay platform. |
| Ferryhill No. 1 <br> $\dagger$ Ferryhill No. 1 | Ferryhill No. 3 Coxhoe | Up Goods Nos. 1 and 2 Down Slow | Freight wagons with or without brake van. |
| $\dagger$ Ferryhill No. 1 $\dagger$ Durham South | Coxhoe Durham North | Down Slow Down Main Down platform | Freight wagons. <br> (a) Vehicles fitted with continuous brake in use, with or without brake van. |
| $\dagger$ Durham North | Durham South | Up Main Up Platform | (b) Vehicles not fitted with continuous brake in use, with or without brake van. Not more than one unbraked vehicle to be propelled from South to North. <br> (c) "P' An Up train conveying passengers not exceeding 8 vehicles may be propelled from the Up line at South Box to the Down platform line when necessary to effect a quick clearance of the Up line if Platform 4 is not available. Drivers must bring their trains to rest opposite the signal bridge carrying Durham South Up Home sional. |

TABLE F--PROPELLING OF TRAINS OR VEHICLES-continued


TABLE F-PROPELLING OF TRAINS OR VEHICLES-continued


TABLE F-PROPELLING OF TRAINS OR VEHICLES-continued

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| HULL YARDS, ETC. $\dagger$ Albert Dock. . <br> $\dagger$ Dairycoates West <br> Hessle Road <br> Dairycoates West | Dairycoates West Albert Dock. <br> Dairycoates West . . <br> Hessle Road. . | Up <br> Down <br> Up North and South lines Down North and South lines | E.C.S. or freight wagons with or without brake van. <br> E.C.S. or freight wagons with or without brake van. <br> Freight wagons with or without brake van. |
| HULL DOCKS, ETC. <br> †Graving Dock <br> $\dagger$ Alexandra Dock <br> Holderness Drain South <br> $\dagger$ Graving Dock <br> $\dagger$ Holderness Drain <br> South <br> Holderness Drain North <br> $\dagger$ King George Dock | Alexandra Dock <br> Graving Dock <br> King George Dock <br> Holderness Drain South Graving Dock <br> King George Dock <br> Holderness Drain South | Up <br> Down <br> Down (High Level) <br> Down <br> (Low Level) <br> Down .. <br> Up <br> Down .. <br> Up | Freight wagons with or with$\int$ out brake van. <br> Freight wagons with or without brake van. <br> 15 freight wagons with or without brake van. <br> Freight wagons with or without brake van. |
| CUDWORTH YARD <br> Cudworth, Monckton Empty Sidings Cudworth South Junction <br> Hemsworth South Hemsworth South Hemsworth East | OUTH TO MONCK <br> Cudworth South Junction <br> Cudworth Yard North <br> Hemsworth East <br> Hemsworth East <br> Hemsworth South | ON EMPTY SIDI <br> Up Main <br> Down Main <br> Down <br> Down <br> Up | NGS, ETC. <br> 1 brake van during fog or falling snow. <br> 10 freight wagons. <br> Stores vans. Freight wagons. \} |
| MOORHOUSE \& SO Moorhouse Junction | UTH ELMSALL TO Moorhouse and South Elmsall | MOORHOUSE J Single | NCTION <br> 45 freight wagons. Clear weather only. |
| STAINFORTH (THO <br> ENGINE SHED TO $\dagger$ Engine Shed <br> Potters Grange | RNE JUNCTION) T POTTERS GRANGE Potters Grange <br> Engine Shed | STADDLETHO <br> Down | RPE (INCLUDING GOOLE <br> Clear weather. 40 freight wagons. Before offering a train which is to be propelled, the Signalman at Engine Shed Junction must inform the Signalman at Potters Grange that the train is to be propelled and its destination. <br> Fog or falling snow. 10 Freight wagons with brake van leading. To apply only to trains reversing direction at Potters Grange. <br> Freight wagons with or without brake van. |

TABLE F-PROPELLING OF TRAINS OR VEHICLES-continued


TABLE F-PROPELLING OF TRAINS OR VEHICLES--continued

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| WAKEFIELD (KIRKG <br> Sharlston Station <br> Pontefract West <br> $\dagger$ Featherstone, <br> Snydale East <br> Pontefract (Monkhill) <br> West <br> $\dagger$ Pontefract (Monkhill) West <br> Pontefract (Monkhill) East <br> $\dagger$ Goole, Rawcliffe Bridge <br> $\dagger$ Goole, Beverley Sidings <br> $\dagger$ Goole, Beverley Sidings <br> $\dagger$ Goole, Engine Shed <br> $\dagger$ Goole, Engine Shed <br> $\dagger$ Goole, Mineral Junction <br> $\dagger$ Goole, Mineral Junction <br> $\dagger$ Goole, Goods Yard | ATE) EAST TO GOO <br> Pontefract West Sharlston Station Station <br> East <br> East <br> West . . <br> Beverley Sidings <br> Rawcliffe Bridge <br> Engine Shed <br> Beverley Sidings <br> Mineral Junction <br> Engine Shed <br> Goods Yard <br> Mineral Junction | E GOODS JUN <br> Down Main Up Main Down Goods <br> Down Main <br> Down Goods Up <br> Down <br> Up <br> Down <br> Up <br> Down <br> Up <br> Down <br> Up | CTION, ETC.-continued <br> 1 brake van during fog or falling snow. <br> Freight wagons without brake van. <br> Freight waguns without van. <br> Freight wagons without brake van. <br> 25 wagons without brake van. <br> Freight wagons without brake van. <br> 25 wagons without brake van. <br> Freight wagons without brake van. <br> Freight wagons without \} brake van. <br> Freight wagons without brake van. |
| METHLEY NORTH J <br> Pontefract West <br> Castleford, Whitwood Pontefract (Monkhill), Prince of Wales Sidings Pontefract (Monkhill), $\dagger$ Prince of Wales Sidings <br> Pontefract (Monkhill) West | UNCTION TO PONT <br> Castleford, Whitwood <br> Pontefract West West . . <br> West . . <br> Prince of Wales Sidings | FRACT (MONK Up <br> Down <br> Down Main <br> Down Goods <br> Up Main | ILL) WEST <br> 1 brake van during fog or falling snow. <br> Freight wagons without brake van, daylight and clear weather. Great care must be excercised when passing over Skinner Lane Level Crossing. |
| HARE PARK TO CR Hare Park | OFTON WEST Sharlston West | Down | 45 empty wagons in clear weather only. The Guard must pin down sufficient brakes to ensure train being under complete control |
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE (VIA NEW PUDSEY) <br> (INCLUDING WORTLEY SOUTH JUNCTION TO WEST) |  |  |  |
| Laisterdyke East | Laisterdyke West | No. 1 Down | Trains to be crossed to Up Main as necessary at West Box. |
| Laisterdyke East <br> St. Dunstans, North Junction <br> Bradford Exchange .. | Laisterdyke West <br> St. Dunstans West Junction <br> St. Dunstans, North Junction | No. 2 Down Down .. <br> Up | 26 wagons. <br> 5 Empty coaching stock, without brake van leading. In clear weather only. The St. Dunstans North Up Main to Branch Home signal must not be cleared until the Down Branch Starting from Bradford can be cleared. |

TABLE F-PROPELLING OF TRAINS OR VEHICLES-continued

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| LeEDS CITY (Whitehall junction) To BradFord exchange (via new pudsey) (INCLUDING WORTLEY SOUTH JUNCTION TO WEST)--continued |  |  |  |
| St. Dunstans, West Junction | Bradford Exchange.. |  | Empty coaching stock. In clear weather only. |
| Bradford Exchange | St. Dunstans, East Junction | Up | Empty coaching stock fitted with buck-eye couplings. In clear weather only. |
| Broomfield Sidings Bradiord Exchange | Bradford Exchange Broomfield Sidings | Down Up | Empty coaching stock. |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE INCLUD- |  |  |  |
|  |  |  |  |
| Ing greetland to dryclough junction, and laisterdyke west to |  |  |  |
| BOWLING JUNCTION |  |  |  |
| $\dagger$ Halifax East | West | Up Goods |  |
| Halifax, East | West | Nos. $1,2, \& 4$ Up lines | Coaching stock. |
| Halifax, West. | East | No. 3 \& 5 <br> Down lines |  |
| Halifax, Dryclough | East | Down | Wagon of fuel without brake |
| Junction |  |  | van. |
| Halifax, Holdsworth Bridge .. | West . | Down Main | Freight wagons without |
| $\dagger$ Halifax, Holdsworth | West . | Down Goods | brake van. |
| Bridge |  |  |  |
| Halifax, West | Goods Yard | Down Goods | Coaching stock. |
| Halifax, Goods Yard | East | Down Goods | Coaching stock. |
| Halifax, Goods Yard | East | Wall Siding and South Parade Yard to Down Goods | 30 freight wagons. |
| Low Moor | Between all Signal Boxes | All | Coaching stock without brake van leading but during fog or falling snow if more than four vehicles a brake van must be the leading vehicle. In all weathers before a propelling movement is made on the Up Main line between Low Moor No. 2 West and No. 5 the Home signal at Low Moor No. 5 must be cleared. |
| Low Mour No. 1 | No. 5.. | Up Main | 330 freight wagons. |
| Low Moor No. 5 | No. 1. | Down Main |  |
| Bradford Exchange Station | Mill Lane |  | 2 coaching stock vehicles without brake van. |
| Bradford Exchange | Broomfield Sidings . |  | $\}$ Empty coaching stock. |
| Broomfield Sidings | Bradford Exchange | Down |  |
| HEBDEN BRIDGE TO NORMANTON GOOSE HILL |  |  |  |
| Mirfield No. 2 | No.3.. .. | $\begin{aligned} & \text { Down Fast } \\ & \text { and Slow } \end{aligned}$ | $\} \frac{12}{}$ vanagons without brake |
| $\dagger$ Mirfield No. 2 | No. 3. | Down Goods |  |
| Horbury Junction <br> P. Wakefield West | Healey Mills | Up Slow | 25 freight wagons. |
|  | Station | Down Platform | 6 coaching stock in clear weather only. |
| $\dagger$ Waketield, Kirkgate Station | West | Up Platform | Coaching stock. |
|  | Station | Up Platform .: | Coaching stock. |
| $\dagger$ Wakefield East | West | "Down and Up" Goods | 20 freight wagons without brake van. |
| Wakefield East <br> $\dagger$ Wakefield East <br> tWakefield. Turners | Turners Lane | Down Main .. | Freight trains or 30 wagons |
|  | Turners Lane | Down Goods |  |
| $\dagger$ Wakefield. Turners Lane | East .. | Up Goods |  |

TABLE F-PROPELLING OF TRAINS OR VEHICLES-continued

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| HEBDEN BRIDGE TO <br> Wakefield Turners Lane <br> Parkhill Colliery <br> $\dagger$ Parkhill Colliery <br> Wakefield, Locke's Siding | NORMANTON GOO <br> Parkhill Colliery <br> Turners Lane <br> Turners Lane <br> Parkhill Colliery | SE HILL-contin Down Main . . <br> Up Main Up Goods Up Main | $\begin{aligned} & \text { Freight trains or } 30 \text { wagons } \\ & \int_{\text {Fagon of coal. }} \text { without brake van. } \\ & \text { Wag. } \end{aligned}$ |
| DIGGLE TO MIRTIE <br> Huddersfield, Red Doles Junction Hillhouse No. 2 <br> Huddersfield, Bradley Junction | D, HEATON LODG Hillhouse No. 2 <br> Red Doles Junction <br> Hillhouse No. 2 | JUNCTION Up Slow Down Slow Up Fast and Slow | 1 brake van during fog or falling snow. <br> 1 brake van during fog or falling snow. <br> 1 wagon of fuel or empty wagon. |
| KIRKBURTON GOOD <br> Kirkburton Junction <br> Notice Board at I.C.I. Sidings | S BRANCH <br> Notice Board at I.C.I. <br> Sidings <br> Kirkburton Junction | Single | Freight wagons. <br> 20 freight wagons. |
| HUDDERSFIELD, NE <br> Huddersfield, Red <br> Doles <br> Huddersfield, <br> Newtown Yard | WTOWN GOODS <br> Newtown Yard <br> Red Doles |  | $\}$ Freight wagons, |
| PENISTONE HUDDE ETC. <br> Clayton West Junction | SFIELD JUNCTION Clayton West Station | (EXCLUSIVE) TO <br> Single | SPRINGWOOD JUNCTION <br> 1 brake van during fog or falling snow. |
| FARNLEY BRANCH Farnley Branch Junction | Dunlop and Ranken Sidings | Single | 10 freight wagons. |
| THORNHILL JUNCT TO No. 1) Low Moor | ON TO LOW MOOR <br> Between All Signal Boxes | No. 2 WEST (IN <br> All lines | LUDING LOW MOOR No. 5 <br> Coaching stock without brake van leading but during fog or falling snow if more than 4 vehicles a brake van must be the leading vehicle. In all weathers before a propelling movement is made on the Up Main line between Low Moor No. 2 West and Low Moor No. 5, the Home signal at Low Moor No. 5 must be cleared. |
| BARNSLEY EXCHANGE TO HORBURY JUNCTION (INCLU JUNCTION TO CRIGGLESTONE JUNCTION) |  |  | ING HORBURY STATION |
| JUNCTION TO CR <br> Horbury Junction | IGGLESTONE JUNC <br> Flockton Sidings | Up Main | Freight wagons without brake van. |

TABLE F-PPROPELLING OF TRAINS OR VEHICLES-continued

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| DARFIELD STATION | TO LEEDS CITY (NORTH JUNCTION, ETC.) |  |  |
| Carlton North Sidings | Carlton Main Sidings | Shunting line | Freight wagons without brake van. |
| Carlton Main Sidings | Carlton North Sidings | Shunting line | $\} 1$ brake van during fog or |
| Carlton North Sidings | Carlton Main Sidings | Shunting line | falling snow |
| Cudworth, Carlton Main Sidings | Royston Station .. | Down Slow | 10 wagons in clear weather only. |
| $\dagger$ Cudworth, Carlton North Sidings | Royston Station | Down Goods | 10 wagons in clear weather only. |
| Royston Station | Cudworth Carlton Main Sidings | Up Slow | 15 wagons in clear weather only. |
| Normanton Station South | Normanton Station North | Down Through and Down Platform | Coaching stock trains. |
| Normanton Station North | Normanton Station South | Up Through and Up Platform | Coaching stock trains. |
| $\dagger$ Waterloo Colliery Sidings | Woodlesford | Up Main .. | 40 wagons in clear weather only. |
| Engine Shed Junction | Leeds City North Junction | Down Normanton | 3 fitted vehicles without brake van-clear weather only- |
| Leeds City North Junction | Engine Shed Junction | Up Normanton | see local instructions on \} page 346 or 378 . |
| Engine Shed Junction Whitehall Junction | Whitehall Junction Engine Shed Junction | Down Whitehall Up Whitehall |  |
| LEEDS CITY TO SKIPTON, SNAYGILL |  |  |  |
| Leeds City Station . . | Whitehall Junction | Down Main Up Main | $\left\{\begin{array}{l} 3 \text { fitted vehicles without brake } \\ \text { van-clear weather only. } \\ \text { See local instructions on } \\ \text { page } 346 \text { or } 378 . \end{array}\right.$ |
| Whitehall Junction | Leeds City Station |  |  |
| Wellington Street Departure Spur | Up Shipley Low | - | 8 wagons. Propelling movement to terminate when engine clear of No. 56 signal |
| Shipley, Guiseley Junction | Shipley, Bingley Junction | Down | 3 coaching stock in clear |
| Shipley, Bingley Junction | Shipley, Guiseley Junction | Up | $\int$ weather only. |
| Shipley, Guiseley Junction | Shipley, Leeds Junction | Down Fast | 1 brake van during fog or falling snow. |
| HUNSLET LANE GOODS BRANCH |  | Up |  |
| Hunslet Lane | Hunslet Goods Junction |  | 10 wagons in clear weather only. |
| SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) (INCLUDING SHIPLEY, BRADFORD JUNCTION TO BINGLEY JUNCTION) |  |  |  |
|  |  |  |  |  |  |
| Shipley, Leeds Junction | Shipley, Bradford Junction | Down Main | 1 brake van during fog or falling snow |
| Manningham Station | Bradford Forster Square | East and West Arrival | 1 brake van during fog or falling snow. |
| SHIPLEY (LEEDS JUNCTION) TO IDLE (GOODS BRANCH) |  |  |  |
| Shipley Yard .. .. | Shipley, Leeds Junction | Down Main | 1 brake van during fog or falling snow. |

TABLE F-PROPELLING OF TRAINS OR VEHICLES--continued


TABLE $F$-PROPELLING OF TRAINS OR VEHICLES--continued

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| BEDLINGTON TO WOODHORN (INCLUDING CAMBOIS BRANCH, WINNING TO <br> MARCHEY'S HOUSE, CAMBOIS COLLIERY BRANCH AND NORTH BLYTH STAITHS) |  |  |  |
|  |  |  |  |
| $\begin{aligned} & \text { Bedlington "A" Pit } \\ & \text { Sidings } \end{aligned}$ | $\begin{aligned} & \text { Bedlington "Dr" Pit } \\ & \text { Sidings } \end{aligned}$ | Colliery | Freight wagons with or without brake van. |
| NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH (INCLUDING |  |  |  |
| BENTON CURVES) |  |  |  |
| Tynemouth North | Tynemouth South .. | Up Main and Up Platform | Empty coaching stock or freight wagons with or without brake van. |
| Tynemouth South | Tynemouth North | Down Main and Down Platform | Empty coaching stock or freight wagons with or without brake van. |
| SOUTH GOSFORTH TO CALLERTON (I.C.I. SIDINGS)Coxlodge Station |  |  |  |
| Coxlodge Station | Rowntrees Down Sidings | Single | 20 freight wagons with or without brake van. |
| Callerton | East Walbottle Colliery | Single | 20 freight wagons with or without brake van. Daylight |
| Callerton Station | 1.C.I. Sidings | Single | and clear weather. <br> 6 freight wagons. |
| BENTON (EARSDON) TO TYNE COMMISSION QUAY (INCLUDING PERCY MAIN STATION TO NORTH, PERCY MAIN, ENGINE SHED SIGNAL BOX TO NORTHUMBER- |  |  |  |
|  |  |  |  |
| ILAND DOCK) |  |  |  |
| Percy Main North | Percy Main North ... | $\begin{aligned} & \text { Up } \\ & \text { Down } \end{aligned}$ | Freight wagons. Breakdown train. |
|  | Independent (Siding No. 36) or Shed Battery Siding No. 37) |  | Brake van to be leading vehicle and points set for Lines 36 or 37 , before propelling movement commences. |
| $\dagger$ Percy Main | Percy Main North | Down Main | Freight wagons. |
| $\dagger$ Percy Main North | Percy Main | Upown Goods | Freight wagons. |
| Engine Shed . . | Northumberland Dock | Down . | Freight wagon. |
| NEWCASTLE QUAYSIDE BRANCH |  |  |  |
| Trafalgar South | Quayside Yard | Down Direction | Equal to 10 10-ton freight |
|  |  |  | wagons. 20 -ton brake van to be leading vehicle. |
| WEATHERILL TO CONSETT NORTH (GOODS LINES) |  |  |  |
| Waskerley | Burnhill Sidings | Single | 40 freight wagons. <br> 40 freight wagons. |
| Waskerley | Black Cabin Sidings | Single | 2 freight wagons with or without brake van. |
| CONSETT NORTH TO OUSTON JUNCTION (INCLUDING CARR HOUSE WEST TO |  |  |  |
| FELL AND ANNFIELD TO OXHILL) |  |  |  |
| Carr House East | Carr House West | Up Main |  |
| Carr House West Carr House West |  | Down Goods | $\}$ |
|  | Carr House East | Down | Freight wagons. |
|  | Fell (C.I.C.) | Up | 1120 -ton freight wagons or equivalent with or without brake van. |

TABLE F-PROPELLING OF TRAINS OR VEHICLES-continued

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| CONSETT NORTH T <br> FELL AND ANFIEL <br> Fell (C.I.C.) <br> Annfield | O OUSTON JUNCTI D TO OXHILL)-con Carr House West .. <br> Oxhill | ON (INCLUDING inued Down <br> Single | CARR HOUSE WEST TO <br> 11 20-ton freight wagons or equivalent with or without brake van. The points at Carr House West must be set for Down Goods line before the propelling movement commences. <br> 25 freight wagons. Daylight and clear weather only. |
| STELLA GILL TO WA BRANCH) Waldridge Bank Foot Waldridge Bank Head Stella Gill Flatts South Pelaw Washington South Chemical Works | SHINGTON CHEMIC <br> Waldridge Bank Head <br> Eden Hill Bank Foot South Pelaw. <br> Stella Gill Flatts <br> Chemical Works <br> Washington South | L WORKS (INCL <br> Single <br> Single <br> All Down <br> All Up <br> Down <br> Up | UDING PELTON COLLIERY <br> Freight wagons with or without brake van. <br> Freight wagons with or without brake van. <br> Freight wagons with or without brake van. <br> Freight wagons with or without brake van. <br> Freight wagons with or without brake van. <br> Freight wagons with or without brake van. |
| HEDWORTH LANE <br> TO GREEN LANE, Whitburn Green Lane Tyne Dock Bottom Green Lane | TO TYNE DOCK B GREEN LANE TO HA Green Lane Whitburn Green Lane Bank Top | OTTOM (INCLU <br> RTON AND HAR <br> Up <br> Down <br> Up <br> Down | ING BOLDON COLLIERY ON TO WHITBURN) <br> Freight wagons. Freight wagons. <br> Freight wagons with or without brake van. Freight wagons. |
| GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS JUNCTION TO BENSHAM CURVE JUNCTION, LOW FELL JUNCTION TO NORWOOD, NORWOOD TO DUNSTON EAST, REDHEUGH BRANCH AND |  |  |  |
| Redheugh Bank Foot | Dunston Exchange . | Down | Freight wagons with or without brake van. |
| Dunston Exchange | Redheugh Bank Foot | Up | Freight wagons with or without brake van. |
| Redheugh Bank Foot Dunston East. . . . | Teams <br> Dunston Exchange Sidings | $\begin{aligned} & \text { Down } \\ & \text { Up } \end{aligned}$ | Freight wagons with or without brake van. <br> Freight wagons. |
| Dunston Exchange Sidings Derwenthaugh | Dunston East <br> Swalwell Opencast Disposal Point Siding | Down <br> Single | Freight wagons. <br> Freight wagons with or without brake van. |
| Low Fell P.W. <br> Storeyard | Low Fell Junction | Up Goods to Up Slow | 40 freight wagons. Clear weather only. The train must not be allowed to leave Low Fell Storeyard until the line is clear up to TY. 144 signal. |

TABLE F-PROPELLING OF TRAINS OR VEHICLES--continued

| From | To | Line | Number of vehicles and special conditions |
| :---: | :---: | :---: | :---: |
| TYNE DOCK BOTTO Tyne Dock Bottom . . | V BRANCH <br> St. Bedes | Up | Freight wagons with or without brake van. |
| HYLTON (FORD WO DEPTEORD) Deptford | RKS) TO HENDON Pallion | UNCTION UNC Up | UDING PALLION TO <br> Freight wagons with or without brake van. |
| SOUTH DOCK BRAN <br> Londonderry <br> Ryhope Grange <br> Hendon <br> Londonderry . . | CHES <br> Ryhope Grange <br> Londonderry <br> Londonderry <br> Hendon | All Up <br> All Down <br> All up <br> All Down | 7 freight wagons with or without brake van. <br> 7 freight wagons with or without brake van. <br> Freight wagons with or without brake van. <br> Freight wagons with or without brake van. |
| THRISLINGTON CO Ferryhill No. 2 | LIERY BRANCH <br> Thrislington Colliery | Down Goods .. No. 1 and Colliery | 40 freight wagons. |
| WEAR VALLEY TO Stanhope | VESTGATE-IN-WEAR Parson Byers Quarry Siding | DALE Single | 10 freight wagons with brake van. |
| DARLINGTON (PARKGATE) TO WEAR VALLEY (INCLUDING NORTH ROAD LOCO. WORKS LINE, SHILDON WORKS BRANCH, SHILDON, SHILDON NORTH JUNCTION TO RANDOLPH COLLIERY AND BISHOP AUCKLAND WEST TO NORTH) |  |  |  |
| Hopetown | Albert Hill | Up Goods .. | 5 freight wagons with or without brake van. In daylight only, 30 freight wagons. |
| $\dagger$ Hopetown | Charity | Down Main Down Goods | Freight wagons with or with$\int$ out brake van. |
| Charity | Hopetown | Up Goods . . | 35 freight wagons with or without brake van. |
| Shildon | Simpasture . | Up Reception . | 18 freight wagons with or without brake van. |
| Shildon | Mason's Arms Crossing | Down. | 35 freight wagons with or without brake van. Daylight and clear weather. |
| Mason's Arms Crossing | Shildon | Up | 20 freight wagons with or without brake van. Clear weather. |
| Bishop Auckland West $\dagger$ Etherley | Bishop Auckland North <br> Wear Valley Junction | Single <br> Down | 8 empty coaching stock vehicles or freight wagons with or without brake van. 12 freight wagons. |
| FERRYHILL No. 3 TO NORTON-ON-TEES SOUTH (INCLUDING NORTON-ON-TEESWEST TO RAST) |  |  |  |
| WEST TO EAST) <br> Ferryhill No. 3 <br> $\dagger$ Mainsforth <br> Mainsforth | Mainsforth <br> Ferryhill No. 3 <br> Ferryhill No. 3 | Down Main Up Main Down Goods | Freight wagons. <br> Freight wagons. Daylight. <br> Freight wagons with or without brake van in wrong direction. Daylight and clear weather. |

TABLE F-PROPELLING OF TRAINS OR VEHICLES -continued


TABLE F--PROPELLING OF TRAINS OR VEHICLES-continued


## PROPELLING FREIGHT BRAKE VANS

When necessary to facilitate local working, not more than three Freight Brake Vans may be pronelled over any section of the line except through the tumels listed below:-

Bramhope in Down direction.
Vorth Shields
Standedge.
Morley.
Sunderland North and South
Tyne Dock.
The following conditions must, in all cases, be observed:-
A Guard must ride in the leading vehicle. He must keep a sharp look out, warn any person who may be on or near the line and be prepared to give any necessary hand signal to the Driver. also if necessary apply the brake.

A white light must be carried in front of the leading venicle when the propelling takes place at night, or during fog or falling snow, or in a tunnel.

The speed must not exceed 45 m.p.h. when the brake van/s being propelled are fitted with the automatic brake connected and in use. Where not so fitted a speed of $20 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. must not be exceeded.

When running down gradients greater than 1 in 200, through station platforms, or over level crossings, the speed must not exceed 15 miles per hour.

During fog or falling snow Freight Brake Vans must not be propelled except in cases of emergency or where otherwise authorised.

## TABLE G <br> WORKING IN WRONG DIRECTION

Vehicles may be set back or drawn in the wrong direction as shown below.
In the case of freight vehicles, unless otherwise shown, a Guard's brake van (in which a Guard or Shunter must ride) must be the leading vehicle when setting back in the wrong direction and the rear vehicle when drawing in the wrong direction.

A brake van must be provided with coaching stock vehicles, unless otherwise shown.
Where a setting back movement is involved, in the case of coaching stock vehicles, or where authority is given for freight vehicles to be worked without a brake van, a Guard or Shunter must ride on the leading or nearest suitable vehicle, in accordance with the instructions shown in Table "F".

Where authority is given for freight or coaching stock vehicles to be worked without a brake van, a Guard or Shunter must ride on the leading or nearest suitable vehicle, or on the rear or nearest suitable vehicle, as the case may be.

These arrangements do not apply to vehicles conveying passengers, except where the items are marked ' P '.

The automatic brake, unless otherwise shown, must be connected up and in use when coaching stock vehicles are worked under this arrangement.

Except where fixed signals are provided to give permission for a wrong direction movement to be made, the Driver must not move in the wrong direction until he receives instructions to do so from the Signalman.

After sunset, during fog or falling snow or in a tunnel, a red light must be carried on the leading end of the movement.

A lamp must at all times be carried on the trailing end of the movement. which, after sunset. during fog or falling snow or in a tunnel, must show a white light.

The lamp on the trailing end is an indication to the Signalman at the signal box in advance (in the direction of travel) that the movement which entered the section has arrived complete. Should. therefore, a vehicle or vehicles be detached from a wrong direction movement between two signal boxes and left on the running line the lamp must not be transferred from the trailing end of the detached vehicle or vehicles to the portion of the movement continuing through the section; the absence of such lamp on this portion indicating to the Signalman at the advance box that the whole of the movement has not cleared the section.

Should it be necessary for the Signalman to give the "Train clear of section" signal before the last vehicle of a wrong direction movement has passed the signal box, he must, before giving such signal, ascertain from the person in charge of the movement that the whole of the movement has been shunted clear of the line concerned or has arrived complete, and the person in charge of the movement will be held responsible for giving this information to the Signalman.

| From | To | Line |  | Remarks |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Down | Up |  |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR SHAFIHOLVE O BERW (INCIUDING KING EDWARD BRIDGE SOUTH EAST CURVE, |  |  |  |  |
|  |  |  |  |  |  |  |
| YORK YARDS AND STOBSWOOD COLLIERY) |  |  |  |  |
| Selby South . . .. | Selby Canal . . | No. 1 Goods No. 2 Goods |  | May be drawn only. |
|  |  |  |  | May be drawn only, with or without brake van. |
| Selby Canal | Selby South |  | No. 1 | May be drawn only. |
|  |  |  | Goods No. 2 | Freight wagons with or |
|  |  |  | Goods | without brake van. |
| Selby North | Selby South . | Main Platform |  |  |
| Selby South . . | Selby North |  | Main <br> Platform | May be drawn only. f |
| Selby, Barlby North | Selby, Barlby | Slow |  | Freight wagons with or without brake van. |
| York, Yard South | Holgate | Goods .. |  | Light engine or engine propeliing not more than 6 freight wagons. |
| York, Yard South | Holgate | Leeds Goods |  | Light engines only. |
| York Yard North . . | Skelton |  | Shunting line |  |

TABLE G-WORKING IN WRONG DIRECTION-continued


TABLE G-WORKING IN WRONG DIRECTION--continued

\begin{tabular}{|c|c|c|c|c|}
\hline \multirow{2}{*}{From} \& \multirow{2}{*}{To} \& \multicolumn{2}{|c|}{Line} \& \multirow{2}{*}{Remarks} <br>
\hline \& \& Down \& Up \& <br>
\hline \multicolumn{3}{|l|}{HULL (WEST PARADE) TO SEAMER (WEST) ETC. Royal Oak South ... Royal Oak North} \& Main \& Light Engines. <br>
\hline HULL DOCKS, ETC Graving Dock \& Holderness Drain South \& - \& Main \& With or without brake van. <br>
\hline \multicolumn{3}{|l|}{STAINFORTH (THORNE JN.) TO STADDLETHORPE} \& \multicolumn{2}{|l|}{(INCLUDING GOOLE ENGINE} <br>
\hline \multirow[t]{2}{*}{SHED TO POT
Thorne Moor

Dutch River ....} \& | TERS GRANGE) |
| :--- |
| Dutch River | \& \multirow[t]{2}{*}{--} \& Main \& From Marshland Junction only. Must be drawn. <br>

\hline \& Boothferry Road \& \& No. 2 Goods \& <br>
\hline \multicolumn{5}{|l|}{WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION), ETC} <br>
\hline Wakeiteld, Calder
Bridge \& Oakenshaw Junction ... \& \& Goods \& -- <br>
\hline Oakenshaw Junction \& Calder Bridge ... \& Goods \& - \& - <br>
\hline Pontefract, Monkhill
East \& Pontefract, Monkhill West \& Main, Goods \& - \& <br>
\hline Goole, Beverley Sidings \& Engine Shed .. \& - \& Main \& - <br>
\hline Goole, Engine Shed.. \& Beverley Siding \& Main \& . \& - <br>
\hline Goole, Engine Shed... \& Mineral Junction \& - \& Main \& <br>
\hline Goole, Mineral Junction \& Engine Shed ... \& Main \& - \& - <br>
\hline Goole, Mineral Junction \& Goods Yard ... \& - \& Goods \& - <br>
\hline Goole, Goods Yard... \& Mineral Junction \& Goods \& - \& - <br>
\hline \multirow[t]{2}{*}{METHLEY NORTH Pontefract, Monkhill, West} \& \multicolumn{2}{|l|}{JUNCTION TO PONTEFRACT (MO} \& \multirow[t]{2}{*}{ONKHILL)} \& \multirow[t]{2}{*}{WEST} <br>
\hline \& Prince of Wales Sidings \& Main, Goods \& \& <br>
\hline \multicolumn{5}{|l|}{\multirow[t]{2}{*}{SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION AND LAISTERDYKE WEST}} <br>
\hline \& \& \& \& <br>
\hline Halifax West... ... \& TO BOWLING JUNCTION) \& \multirow[t]{2}{*}{} \& \multirow[t]{2}{*}{Nos. 1 and 2 Platforms} \& \multirow[t]{2}{*}{Engines or empty coaching stock.} <br>
\hline \& \& \& \& <br>

\hline Halifax East \& Halifax West \& \multirow[t]{3}{*}{| No. 3 |
| :--- |
| Platform |
| No. 5 |
| Platform |} \& \multirow[t]{3}{*}{-} \& \multirow[t]{3}{*}{| Engines or empty coaching stock. |
| :--- |
| Engines or Parcels |
| Vans. |} <br>

\hline Halifax East ... \& Halifax West ... ... \& \& \& <br>
\hline \& \& \& \& <br>
\hline \multicolumn{4}{|l|}{HEBDEN BRIDGE TO NORMANTON (GOOSE HILL)} \& \multirow[t]{2}{*}{} <br>
\hline \multirow[t]{2}{*}{Mirfield No. 3
Wakefield West} \& \multirow[t]{3}{*}{Wakefield (Kirkgate Station) Wakefield West} \& \multirow[t]{2}{*}{Goods} \& \multirow[t]{2}{*}{All} \& <br>
\hline \& \& \& \& - <br>
\hline Wakefield Kirkgate Station \& \& All \& - \& - <br>
\hline Wakefield Kirkgate Station \& Wakefield East \& \& An \& - <br>
\hline Wakefield East \& Wakefield Kirkgate
Station \& All \& - \& -- <br>
\hline \multirow[t]{2}{*}{Wakefield East Wakefield Turner's} \& \multirow[t]{2}{*}{Turner's Lane Wakefield East} \& \multirow[b]{2}{*}{Goods} \& Goods \& \multirow[t]{2}{*}{Freight wagons without brake van.} <br>

\hline \& \& \& \multirow[t]{2}{*}{| - |
| :--- |
| Goods |} \& <br>

\hline Wakefield Turner's Lane \& Parkhill Colliery \& -- \& \& \multirow[b]{2}{*}{Freight wagons without brake van.} <br>
\hline Parkhill Colliery \& Turner's Lane \& Goods \& - \& <br>
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{DIGGLE TO MIRFIELD (HEATON LODGE}} \& \multicolumn{2}{|l|}{JUNCTION)} \& \multirow[b]{2}{*}{15 wagons.} <br>
\hline \& \& -- \& Fast \& <br>
\hline
\end{tabular}

TABLE G-WORKING IN WRONG DIRECTION -continued

| From | To | Line |  | Remarks |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Down | Up |  |
|  |  |  |  |  |
|  |  |  |  |  |  |  |
| Normanton Station South | Normanton Station North | --- | Through and | weather only. |
|  |  |  | Platform |  |
| Normanton Station | Normanton Station South | Through and | - | - |
| Waterloo Colliery Sidings | Woodlesford ... | Platform <br> Main | - | 40 wagons in clear weather only. |
| SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) (INCLUDING SHIPLEY, BRADFORD JUNCTION TO BINGLEY JUNCTION) |  |  |  |  |
| Shipley, Bingley Junction | Shipley, Bradford Junction | Main | - | 10 wagons with or without brake van; in clear weather only. |
| NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN |  |  |  |  |
| (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO |  |  |  |  |
| EAST JUNCTION) | ETC. |  |  |  |
| Eaglescliffe North ... | Eaglescliffe South | Goods | - |  |
| Hartburn ... ... | Oxbridge Sidings ... | - | No. 2 | May be drawn only. |
| Bishopton Lane | Primrose Hill ... | - | goods | May be drawn only. |
| Primrose Hill ... | Bishopton Lane | Main | Main | May be drawn only. |
| Church Street | Clarence Road... | - | Main | May be drawn only, |
| Wearmouth . | Monkwearmouth | Good |  | with or without brake van. |
|  |  |  |  | With or without brake van, daylight and clear weather only. |
| GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA |  |  |  |  |
| LOW FELL SIDINGS JUNCTION TO BENSHAM CURVE JUNCTION) ETC. |  |  |  |  |
|  |  |  |  |  |  |  |
| Dunston East ... | Redheugh Bank Foot... |  |  | May be drawn only, |
| Redheugh Bank Foot | Dunston East ... ... | - | Main | brake van. <br> May be drawn only, |
|  |  |  |  | with or without |
| FERRYHILL No. 3 AND NORTON-ON-TEES (SOUTH) (INCLUDING NORTON-ON-TEES |  |  |  |  |
|  |  |  |  |  |  |  |
| Mainsforth ... ... | Ferryhill No. 3 ... | Goods | - | Freight wagons with |
|  |  |  |  | or without brake |
|  |  |  |  | clear weather only. |
| DARLINGTON SOUTH TO SALTBURN (INCLUDING GENEVA LOOP, FIGHTING |  |  |  |  |
|  |  |  |  |  |  |  |
| GUISBOROUGH JUNCTION (GOODS LINES)) |  |  |  |  |
| Geneva ... ... | Darlington South $\quad . . \|$Branch <br> S |  |  |  |
| Eaglescliffe North ... Middlesbrough West | $\begin{array}{ll}\text { Eaglescliffe South } & \ldots \\ \text { Middlesbrough East } & \ldots\end{array}$ | Goods | Main |  |
|  |  | Goods | Main | May be drawn only, with or without brake van, except that empty coaching stock and parcel vans may be set back by the station pilot. |

TABLE G-WORKING IN WRONG DIRECTION-continued


## TABLE H1

## WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

Set out below is a list of places where Freight vehicles (in accordance with Rule 153(b)) may be worked without a brake van in rear.

One wagon of coal or stores for Signal Boxes and Stations, or the empty wagon in connection therewith, may be worked without a brake van between any two Signal Boxes, provided the Signal Boxes concerned are not more than one mile apart.

In all cases where fitted vehicles are authorised to be worked without a brake van in rear, the automatic brake must be connected up and in use.


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

fable h1-- working of freight vehicles without a brake van in rear --continued


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


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

| From | To | Line | Number of Vehicles and Special Conditions |
| :---: | :---: | :---: | :---: |
| METHLEY NORTH JUNC | CTION TO PONTEFRAC | (MONKHLL | WEST |
| Pontefract (Monkhill), Prince of Wales | West | $\left.\begin{array}{c} \text { Down Main } \\ \text { and Down } \\ \text { Goods } \end{array}\right\}$ | 20 loaded or 30 empty wagons. |
| Pontefract (Monkhill) West | Prince of Wales | Up Main |  |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION AND LAISTERDYKE WEST |  |  |  |
|  |  |  |  |
| TO BOWLING JUNCTI | ION) |  |  |
| Halifax West ... ... | Goods Yard | Down Goods | 20 loaded or 30 empty wagons. |
| Halifax Goods Yard | Halifax East | Down Goods | Wagons to and from North Bridge Yard. |
| HEBDEN BRIDGE TO | NORMANTON, GOOSE | HILL |  |
| Mirfield No. $2 . .$. | No. 3 | Down Fast and Slow | 20 wagons. |
| Mirfield No. $2 \ldots$ | No. 3 | Down Goods ... | 35 wagons. |
| Mirfield No. 3 | No. 2 | Up Fast and | 20 wagons. |
| Healey Mills | Horbury Junction ... | Up and Down | 55 wagons. |
|  | (Millfield Road Sidings) | Slow and Fast |  |
| Horbury Junction | Wakefield West ... ... | Down Fast and Slow | 40 wagons |
| Wakefield East | Turner's Lane | Down Main and Goods |  |
| Turner's Lane ... | Wakefield East | Up Goods | 40 loaded or 50 empty |
| Turner's Lane ... | Park Hill Colliery | Down Main and Goods | wagons. |
| Park Hill Colliery | Turner's Lane ... | Up Goods |  |
| Locke's Siding ... | Normanton, Goose Hill | Down Goods ... | 90 wagons. |
| THORNHILL JN. TO | LOWMOOR No. 2 WEST, | ETC. |  |
| Cleckheaton Ellison's Siding G.F. | Cleckheaton | Up Main | 15 loaded or 20 empty wagons |
| RSNLEY (EXCHANGE) TO HORBURY JUNCTION (INCLUDING HORBURY STATION |  |  |  |
| JUNCTION TO CRIG | GGLESTONE JUNCTION) |  |  |
| Horbury, Flockton Siding | Horbury Junction | Down Main | 40 wagons. |
| DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION) ETC. |  |  |  |
| Carlton North Sidings... | Carlton Main Sidings ... | TO LEEDS CITY (NORTH JUNCTION) ETC. |  |
| Carlton Main Sidings ... | Carlton North Sidings ... | Shunting Line ... |  |
| Cariton North Sidings... | Royston Station ... | Down Goods | 40 wagons. <br> 90 wagons |
| Normanton Goose Hill | Normanton North | Down Goods | 90 wagons |
| Wakefield Road | Stourton Up Sidings | Nos. 1 and 2 | 25 wagons. |
| Hunslet Down Siding | Hunslet Lane | Down Goods | clear |
| Leeds Engine Shed Junction | Stourton Junction | $\left.\begin{array}{l} \text { Up Main } \\ \text { Up Goods } \end{array}\right\}$ | 2 fitted, vacuum brake to be connected and |
| Wakefield Road | Hunslet South Junction ... | Down Goods | 38 wagons. |
| Hunslet South Junction | Wakefield Road ... ... | Up Goods | 25 wagons. |
| Leeds City: | Leeds Engine | Up | 3 fitted. |
|  |  |  |  |
| Leeds City Station | Leeds City North Junction | Down Main | 3 fitted |

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


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


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


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

| From | To | Line | Number of Vehicles and Special Conditions |
| :---: | :---: | :---: | :---: |
| SEABANKS BRANCH Seaham ... | Seabanks ... | Up | - |
| SOUTH HETTON COLLIERY TO RYHOPE COLLIERY BRANCH) |  | GRANGE (INCLU | DING SILKSWORTH |
|  |  |  |  |
| Ryhope Colliery ...\| | Ryhope ... ... | Down | - |
| THRISLINGTON COLLIERY BRANCH |  |  |  |
| Ferryhill No. 1 ... | Thrislington Colliery | Single ... |  |
| Thrislington Colliery ... | Ferrybill No. 1 ... | Single ... |  |
| DARLINGTON (PARKGATE) TO WEAR VALLEY (INCLUDING NORTH ROAD LOCO. WORKS LINE, SHILDON WORKS BRANCH, SHILDON (SHILDON NORTH JUNCTION) TO RANDOLPH COLLIERY AND BISHOP AUCKLAND WEST TO NORTH) |  |  |  |
|  |  |  |  |
|  |  |  |  |
| TO RANDOLPH COLLIERY AND BISHOP AUAlbert Hilla |  | UCKLAND WEST | TO NORTH) |
| Parkgate | Albert Hill | Down Main, Down Goods | 50 wagons. |
| Hopetown | Albert Hill | Up Main, Up | 50 wagons. |
|  |  |  | 50 wagons. |
| Albert Hill ... | Hopetown ... ... | Down Main, Down Goods |  |
| Hopetown ... | Charity ... | Down Main, Down Goods | 50 wagons |
| Charity ... | Hopetown ... ... | Up Main, Up | 50 wagons. |
| Shildon | Mason's Arms ... ... | Goods | 38 wagons. |
| Mason's Arms ... <br> Bishop Auckland North | Shildon ... $\ldots$...... | Up $\quad . .$. |  |
|  | Bishop Auckland West ... | Single ... | 8 wagons. |
| DARLINGTON (HOPETOWN) TO NICKSTREAM |  |  |  |
| Hopetown ... ... | Nickstream ... ... | Single | 50 wagons. 50 wagons. |
| Nickstream ... | Hopetown ... | Single ... ... |  |
| COWTON (ERYHOLME | ) TO RICHMOND |  | 1 wagon. |
|  | Catterick Bridge ... | Up ... ... |  |
| CATTERICK CAMP RAILWAY |  |  |  |
| Power House Siding ... | Catterick Camp Central | Down ... | 7 empty "Warflats" or 12 empty "Lowfits" |
| Catterick Camp Central | Power House Siding | Up | continuous brake is in operation on all vehicles. Guard or Fireman must ride on last vehicle. |
|  |  |  |  |
|  |  |  |  |
| FERRYHILL No. 3 TO NORTON-ON-TEES SOUTH (INCLUDING NORTON-ON-TEES |  |  |  |
| WEST TO EAST) |  |  |  |
| Mainsforth ... | Ferryhill No. 3 |  | - |
| Ferryhill No: 3 | Mainsforth | Down Main |  |
|  |  |  |  |
| NORTON-ON-TEES WEST TO EAST |  |  |  |
| Norton-on-Tees West ... | Norton-on-Tees East | $\left.\begin{array}{\|}\substack{\text { Down Mains } \\ \text { Down Goods }}\end{array}\right\}$ | 25 wagons. |
|  |  | SEATON-ON-TEES BRANCH | 二 |
| Seaton Snook ... ... | Seaton-on-Tees Works ... | SingleSingle |  |
| Seaton-on-Tees Works | Seaton Snook ... |  |  |

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


Working of fitted coaching stock vehicles without brake van is authorised as shown below, subject to any special condition shown. Unless otherwise shown, the continuous brake must be connected up and in use. A Guard or Shunter must ride on the rear or nearest suitable vehicle, and a tail lamp must be carried on the last vehicle. When no suitable vehicle is available the man may ride on the engine. "These arrangements do not apply to vehicles conveying passengers, except in the case of items marked "P".

| From | To | Line | Number of Vehicles and Special Conditions |
| :---: | :---: | :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE INCLUDING KING EDWARD BRIDGE SOUTH EAST CURVE, |  |  |  |
|  |  |  |  |
| Selby (Canal) | Selby South | $\begin{aligned} & \text { No. } 2 \text { Down } \\ & \text { Goods } \end{aligned}$ | After the movement has passed clear of No. 20 trap points they must immediately be restored to the normal position. |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Selby South | Selby (Canal) <br> Barlby (North) <br> York Yard South | No. 2 Up Goods Down Slow Up Scarborough Goods |  |
| Barlby ... ... |  |  | - |
| York |  |  | - |
| York Yard South | York |  | -- |
|  |  | Down Scarborough Goods |  |
| Skelton | ork |  | - |
|  |  | Up Main |  |
| York <br> Darlington South | Skelton | Up Goods | - |
|  | Darlington North | Down Main No. | - |
| Darlington North | Darlington South | 4 platform <br> Up Main No. I platform | - |
|  |  |  |  |
| Ferryhill No. 3.. Ferryhill No. 3... | FerryhillFerryhillNo. 12 | Down Fast | - |
|  |  | Down Slow Down Goods Nos. 1, 2 and 3 |  |
|  |  |  |  |
| Ferryhill No. 2... | Ferryhill No. 1 | Down Slow <br> Down Goods <br> Nos. 1 and 2 | - |
|  |  |  |  |
| Ferryhill No. 1... | Ferryhill No. 2 ... |  |  |
|  |  | Up Slow Up Goods No. 1 | - |
| Ferryhill No. 1... | Ferryhill No. 3 ... | Up Fast Up Goods No. 2 | - |
| Ferryhill No. 2... | Ferryhill No. 3 |  |  |
|  |  | Up Slow <br> Up Goods No. 1 | - |
| Ferryhill No. $1 .$. | Coxhoe ... . | Down Slow | - |
| Coxhoe ${ }^{\text {Durham South }}$... | Cryhill No. I | Up Slow | - |
|  |  | Down Main and |  |
| Durham North | Durham South ... | Up Main and Up platform | 1 unfitted. |
| Greensfield Junction |  |  |  |
|  | Newcastle... | Down Main | - |
| Newcastle Newcastle |  |  |  |
|  | Greensfield Junction Heaton Carriage Sidings | Up <br> Down Main | Fitted Empty Coaching |
|  |  | Down Main <br> Down <br> Tynemouth <br> Up Main <br> Up <br> Tynemouth |  |
| Heaton Carriage Sidings |  |  | proportion of unbraked vehicles is not less than for a Pa |
|  | Newcastle ... |  |  |
|  |  |  | less than for a Pas- |
|  |  |  | of the last three ve- |
|  |  |  | hicles not more than one is "piped" only. |
|  |  |  | Guard or Shunter |
|  |  |  | must ride in rear vehicle. |

TABLE H2-WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS-continued

| From | To | Line | Number of Vehicles and Special Conditions |
| :---: | :---: | :---: | :---: |
| CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION) ETC. |  |  |  |
| Wakefield (Westgate) South | Balne Lane | Down Through/ <br> Main | 22 Carflat or Cartic. |
| Balne Lane ... ... | Wakefield (Westgate) South | Up Main/ <br> Through | 22 Carflat or Cartic. |
| Wakefield (Westgate) South | Wakefield (Kirkgate) West | Down Main | 22 Carflat/Cartic or 10 other type of vehicle. |
| Wakefield (Kirkgate) West | Wakefield (Westgate) South | Up Main | 22 Carflat/Cartic or 4 other type of vehicle. |
| YORK (WATERWORKS) TO SCARBOROUGH (INCLUDING FOSS ISLANDS BRANCH) |  |  |  |
| Washbeck ... | Falsgrave ... ... | Down Main | -_ |
| Falsgrave | Washbeck | Up Main |  |
| LEEDS CITY TO HULL (PARAGON) (INCLUDING SELBY WEST TO CANAL) |  |  |  |
| Leeds City East Jct. ... | Neville Hill Coaching Stock Depot | Down Main/ Down York Main and Down York Goods | , |
| Neville Hill West | Hunslet East | Down | 10 Coaching Stock vehicles. |
| West Parade | Hull (Paragon) | All Down |  |
| Hull (Paragon) | West Parade | All Up |  |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE ETC. |  |  |  |
| Wakefield (Kirkgate) East | Calder Bridge ... ... | Down Main | 22 Carflat or Cartic. |
| Calder Bridge | Wakefield (Kirkgate) East | Up Main | 22 Carflat or Cartic. |
| SOWERBY BRIDGE (MILNE ROYD JUNCTION) TO BRADFORD (EXCHANGE) <br> (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION AND LAISTERDYKE |  |  |  |
|  |  |  |  |
| WEST TO BOWLING JUNCTION) |  |  |  |
| Low Moor ... ... | Between all Signal Boxes... | All | 3. |
| Bradford Exchange Station | Bowling Junction $\ldots$ | Up | 2. |
| HEBDEN BRIDGE TO NORMANTON, GOOSE H |  |  |  |
| $\begin{array}{ll}\text { Mirfield No. } 2 \ldots & \cdots \\ \text { Wakefield West } & \end{array}$ | Huddersfield $\quad . .$. | Up Fast and Up Slow | 3 Coaching Stock vehicles. |
| Wakefield West $\ldots$ | Normanton, Goose Hill... | Down Main |  |
| Normanton, Goose Hill | Wakefield West ... ... | Up Main |  |
| Wakefield (Kirkgate) West | Wakefield (Kirkgate) East | Down Platform and Down Through | 22 Carflat or Cartic. |
| Wakefield (Kirkgate) East | Wakefield (Kirkgate) West | Up Platform, Up Through and Up Passenger Loop | 22 Carflat or Cartic. |
| DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION) |  |  |  |
| Mirfield No. 2 ... | Huddersfield ... ... | Up Fast and Up Slow | 3 Coaching Stock vehicles. |
| DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION) |  |  |  |
| Normanton, Goose Hill | $\underset{\substack{\text { Normanton North } \\ \text { Junction }}}{ }$ | Down Main and Down Goods | 10. |
| Normanton North Junction | Normanton, Goose Hill ... | Up Main and Up Goods | 10. |
| Leeds City North Junction | Leeds Engine Shed Junction | Up Normanton | 3 vehicles. |
| LEEDS CITY TO SKIPTON SNAYGILL |  |  |  |
| Leeds City Station ... | Leeds City North Junction | Down Main | 3 vehicles. |

TABLE H2-WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS-continued

| From | To | Line | Number of Vehicles and Special Conditions |
| :---: | :---: | :---: | :---: |
| NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION |  |  |  |
|  |  |  |  |
| TO EAST JUNCTION, ETC., AND GATESHEAD HIGH STREET JUNCTION TO |  |  |  |
|  |  |  |  |
| Northallerton Station ... | Low Gates | Down ... ... | - |
| Low Gates ... ... | Northallerton Station | Up ... ... |  |
| Boroughbridge Road ... | Low Gates ... | Down ... ... |  |
| Low Gates ... ... | Boroughbridge Road ... | Up ... ... |  |
| Eaglescliffe South ... | Eaglescliffe North ... | All Down ... |  |
| Eaglescliffe North ... | Eaglescliffe South ... | All Up ... |  |
| Hartburn ... ... | North Shore | Down Goods ... |  |
| North Shore ... ... | Hartburn . | Up Goods . |  |
| Bishopton Lane ... | Primrose Hill ... | Down Main | - |
| Primrose Hill ... ... | Bishopton Lane ... ... | Up Main ... | - |
| Stranton . ... ... | Church Street ... ... | Down Main Down Goods |  |
| Church Street ... | Stranton ... | Up Main Up Goods | - |
| Church Street | Clarence Road | Down Main | - |
|  |  | Down Goods |  |
| Clarence Road ... | Church Street | Up Main Up Goods | - |
| Sunderland ... | Wearmouth | Down ... | - |
| Wearmouth ... ... | Sunderiand | Up ... |  |
| PELAW TO SOUTH SHIELDS, ETC. |  |  |  |
| High Shields ... ... | South Shields ... ... | Down ... | - |
| South Shields ... | High Shields ... ... | Up |  |
| DARLINGTON (PARKG Bishop Auckland North | gate) to wear valle Bishop Auckland West | Y, ETC. |  |
|  |  | Single | 8. |
| COWTON (ERYHOLME) TO RICHMOND |  |  |  |
| Richmond ... ... | Catterick Bridge ... | Up ... |  |
| DARLINGTON SOUTH TO SALTBURN (INCLUDING GENEVA LOOP, FIGHTING |  |  |  |
| COCKS Branch and hartburn Curve) ETC. |  |  |  |
|  |  |  |  |
|  |  |  |  |  |
| Middlesbrough West Middlesbrough East | Middlesbrough East | Down Main ... |  |
|  | Middlesbrough West ... | Up Main ... |  |
| MIDDLLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY |  |  |  |
| $\begin{array}{ll} \text { Bog Hall } \\ \text { Whitby Town Station } . . . \\ \hline \end{array}$ | Whitby Town Station ... | Down Main ... | 二 |
|  | Bog Hall ... ... ... | Up Main ... | - |

TABLE J

## LOCOMOTIVES ASSISTING IN REAR OF TRAINS-RULE 133

Any type of locomotive may assist a train in the rear provided the maximum speed of the train, while being assisted does not exceed that specified for the locomotive with the lower maximum speed. Diesel Mechanical/Hydraulic or Diesel Electric Shunting Locomotives must not exceed $20 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.

Unless otherwise specially authorised a steam locomotive assisting in rear of a train must be coupled to the train A Diesel Mechanical/Hydraulic or Diesel Electric Shunting Locomotive however most on no account be coupled to the train.

Trains must also be brought to a stand before the assisting locomotive is detached except when slip couplings are used, or in the case of freight trains, when uncoupling by means of shunting pole from end of brake van is specially authorised.

When it is necessary for an assisting locomotive after being detached from the rear of a train to continue on the same line as the train, it must not follow the train past the signal which is lowered for the train to proceed until that signal has been placed to Danger and again lowered.

After assisting through a section and reaching the box at which the assistance is to cease, the assisting locomotive must, where possible, stop opposite the box.

Where assisting is authorised, assisting locomotives may, unless otherwise shown, join or leave the train at any intermediate signal box.

When, during fog or falling snow, a train requiring assistance starts out of a yard and assistance through the advance section is authorised the assisting locomotive must, when practicable, be placed at the rear of the train before it moves out on to the running line.

Wherever an assisting locomotive is attached to a train the man responsible for arranging such working must advise the Signalman that an assisting locomotive is in the rear.

A locomotive and not more than two brake vans may be used to assist in rear of a freight train.
When an assisting locomotive or locomotives are coupled to the rear of passenger or empty coaching stock trains the vacuum pipe must be connected to the locomotives at both ends of the train and responsibility for creating and maintaining the vacuum will rest with the Driver of the leading locomotive.

List of places where trains may be assisted in rear in accordance with the above instructions is shown below:-

## Explanations of References

C Assisting locomotive must be coupled to train by locomotive coupling and uncoupled by Guard with shunting pole from end of van.
$K$ The rear locomotive must not assist the train being drawn by pilot locomotive with train locomotive in rear. The locomotive in rear must be signalled as "Locomotive Assisting in rear of Train."
M A Diesel Mechanical/Hydraulic or Diesel Electric Shunting Locomotive is authorised to assist but must not be coupled to the train.
N Assisting steam locomotive must not be coupled to train.

## Class of Train

$\mathrm{P} \quad$ Train conveying passengers. ECS Empty Coaching Stock.
F Freight.


TABLE J-LOCOMOTIVES ASSISTING IN REAR OF TRAINS-RULE 133-continued

| From | To | $\begin{aligned} & \text { Class } \\ & \text { of } \\ & \text { Train } \end{aligned}$ | Conditions | Remarks |
| :---: | :---: | :---: | :---: | :---: |
| SHAFTHOLME TO | BERWICK MARSHALL MEADOWS, ETC.--continued |  |  |  |
| Selby North ... ... | Selby West ... ... | P | K | Trains diverted via Selby West in emergency owing to obstruction between York (Challoners Whin) and Selby North or Selby South and Canal. |
| York Station | Holgate ... ... | P | K | Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton. |
| York Yard North ... | Skelton Northallerton Low Gates | $\begin{gathered} \mathrm{ECS} \\ \mathrm{P} \end{gathered}$ | KK |  |
| Northallerton Station |  |  |  | Trains booked to call at Northallerton and diverted via Up Longlands Loop in case of obstruction. |
| Northallerton Low Gates | Northallerton Station | P | K | Trains booked to call at Northallerton and diverted via Down Longlands Loop in case of obstruction. |
| Darlington (Croft Yard) | Shildon ... | F | $\cdots$ | - |
| Ferryhill No. 1 ... | Sherburn Colliery North | Mineral | - | - |
| Durham Up Platform | Durham South ... | P | $N$ | Assistant engine must not go farther than is necessary to clear the crossover road at Durham South box and in no case farther than the up starting signal. |
| Low Fell Junction <br> (Up Slow) | Ouston Junction <br> (Up Slow) | F F | -- | - |
| Low Fell Junction ..  <br> Newcastle ... .. | Greensfield Junction Heaton | $\underset{\text { ECS }}{\text { F }}$ | K | - |
| Heaton ... | Newcastle ... ... | ECS | K | Up North and Up Tynemouth. |
| LEEDS CITY TO HU | LL (PARAGON) ETC |  |  |  |
| Neville Hill Coaching Stock Depot | Leeds City East Junction | ECS | K | - |
| Selby West | Selby North | P | K | Trains diverted via Selby West in emergency owing to obstruction between Selby Canal and Selby South or Selby North and York, Chaloners Whin |
| Selby North | Selby West ... ... | P | K | Trains diverted via Selby West in emergency owing to obstruction between York Chaloners Whin and Selby North or Selby South and Canal. |
| Hessle Road... Hull (Paragon) | Hull (Paragoa) <br> Hessle Road... | $\begin{aligned} & \mathrm{ECS} \\ & \mathrm{ECS} \end{aligned}$ | $\begin{aligned} & K \\ & K \end{aligned}$ | - - - |
| HULL (BOTANIC GARDENS) TO HEDON (INCLUDING ANLABY LOO |  |  |  |  |
| Botanic Gardens ... | Anlaby Road ... | ECS | K | - |

TABLE J-LOCOMOTIVES ASSISTING IN REAR OF TRAINS-RULE 133-continued

| From | To | Class of Train | Conditions | Remarks |
| :---: | :---: | :---: | :---: | :---: |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC. |  |  |  |  |
| Calder Bridge | Oakenshaw North/South (Junction) | F | N | Trains of more than 42 wagons. |
| CHARLESWORTH'S TO LOFTHOUSE JUNCTION |  |  |  |  |
| Charlesworth's ... | Methley South ... | F | N | -- |
| Methley South | Charlesworth's | F | - |  |
| ARDSLEY TO MORLEY TOP |  | F | N | - |
| Ardsley | Tingley |  |  |  |
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE (VIA NEW |  |  |  |  |
|  |  |  |  |  |  |  |  |
| Laisterdyke East ... | Bradford Exchange... | ECS | K |  |
| Bradford Exchange ... | Laisterdyke East ... | ECS | N | - |
| Bradford Goods (Adolphus Street) | Laisterdyke East ... | F |  |  |
| Bradford Exchange ... | St. Dunstans | P | N | - |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JUNCTION AND LAISTERDYKE WEST |  |  |  |  |
|  |  |  |  |  |  |  |  |
| TO BOWLING JUNCTION) |  |  |  |  |
| Greetland ... ... | Halifax East | P | - | Fireman to couple engine to the train at Greetland. |
| Greetland ... ... | Halifax, East ... | F | - | - |
| Bradford Exchange ... | Bowling Junction ... | P, ECS | N | - |
| HEBDEN BRIDGE TO NORMANTON, GOOSE HILL |  |  |  |  |
| Sowerhy BridgeStation | Halifax East | F | N | - |
| PENISTONE HUDDERSFIELD JUNCTION (EXCL.) TO HUDDERSFIELD (SPRINGWOOD |  |  |  |  |
| JUNCTION) ETC. |  | F | N |  |
| THORNHILL JUNCTION TO LOW MOOR No. 2 WEST (INCLUDING LOW MOOR No. 5 |  |  |  |  |
|  |  |  |  |  |  |  |  |
| TO No. 1) Heckmondwike | Low Moor No. 5 ... | F | - |  |
| (Central Junction) |  |  |  |  |
| HUNSLET LANE GOODS BRANCH |  |  |  |  |
| Hunslet Goods Yard | Hunslet Goods Junction | F | N | Main and Wall Side departure lines. |
| EMBSAY STATION TO EMBSAY JUNCTION |  |  |  |  |
| Skipton Station North Junction (London Midland Region) | Embsay Junction ... | F | N | - |
| NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO |  |  |  |  |
|  |  |  |  |  |  |  |  |
| EAST JUNCTION) | ETC. |  |  | Trains booked to call at Northallerton and diverted via Up Longlands Loop in case of obstruction. |
| Northallerton Station | Low Gates ... ... | P | K |  |
| Low Gates ...... | Northallerton Station | P | K | Trains booked to call at Northallerton and diverted via Down Longlands Loop in case of obstruction. |
|  | Northallerton ... | F | - | - |
| West Hartlepool, Church Street | West Hartlepool, Clarence Road | P | N | - |
| Greenland ... ... | Clarence Road ... | F | $\bar{\square}$ | Trains for Southwick |
| Monkwearmouth Turntable Sidings | Monkwearmouth Station | F | K |  |

TABLE J-LOCOMOTIVES ASSISTING IN REAR OF TRAINS-RULE 133-continued


TABLE J-LOCOMOTIVES ASSISTING IN REAR OF TRAINS-RULE 133-continued


ГABLE K1

## working of trains conveying passengers over goods lines OR GOODS LOOPS

On the following lines, passenger trains may be run provided the instructions headed "Working of Trains conveying Passengers over Goods Lines or Goods Loops", shown on page 92 of the General Appendix are carried out.


## TABLE K2

## LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE (Rule 55)

The following is a list of Absolute Block Lines equipped for passenger train working over which there is no booked passenger train service. Passenger trains may, however, be allowed to use these lines without special arrangements. The provisions of Rule 55 must be carried out for all trains at all times.

| From | To | Line |  |
| :---: | :---: | :---: | :---: |
|  |  | Down | Up |
| SHAFTHOLME TO FERRYBRIDGE |  |  |  |
| *Shaftholme ... ... ... ... | Knottingley West Junction | Main |  |
| Knottingley West Junction ... | Shaftholme ... | . | Main |
| *Knottingley West Junction ... | Ferrybridge ... ... .. | Main |  |
| Ferrybridge ... | Knottingley West Junction |  | Main |
| HULL (WEST PARADE) TO SEAMER WEST (INCLUDING HESSLE ROAD, SPRINGBANK |  |  |  |
| NORTH JUNCTION TO WALTON STREET, COTTINGHAM BRANCH AND FILEY HOLIDAY CAMP RAILWAY VIA NORTH AND SOUTH CURVES) |  |  |  |
|  |  |  |  |  |
| Walton Street ... ... ... | Hessle Road ... ... ... | Main |  |
| Hessle Road ... | Walton Street ... | . | Main |
| *Anlaby Road Junction ... | West Parade North Junction | Main |  |
| *West Parade North Junction | Anlaby Road Junction |  | Main |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC. |  |  |  |
| Oakenshaw North (South Junction) | Oakenshaw Junction ... ... | Main | - |
| Oakenshaw Junction | Oakenshaw North (South Junction) | - | Main |
| BRAMWITH (EXCLUSIVE) TO CARCROFT (ADWICK JUNCTION) (INCLUDING CARCROFT STATION TO SKELLOW JUNCTION AND APPLEHURST LOOP) |  |  |  |
|  |  |  |  |  |
| Skellow Junction ... | Carcroft Station . | Main | - |
| Carcroft Station | Skellow Junction ... | - | Main |
| Applehurst ... ... | Shaftholme (Joan Croft) ... ... | Main |  |
| Shartholme (Joan Croft) | Applehurst ... ... ... ... | - | Main |
| BARNSLEY EXCHANGE TO HORBURY JUNCTION (INCLUDING HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION) |  |  |  |
|  |  |  |  |  |
|  |  |  |  |
| Crigglestone ... ... ... ... | Horbury Station Junction ... ... | - | Main |

[^2]TABLE K2-LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE (Rule 55)-continued


* Booked passenger train service in Summer.


## TABLE M-PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS (Rule 114/(c))

Trains or vehicles must not be placed outside-(a) Outermost Home signals or Home signals or (b) the signal next in advance of an Outermost Home signal where more than one Home signal is provided in the nornal direction of travel-where the line is on a falling gradient towards the Signalbox in the rear except as shown below:-
(1) On any gradient
(i) An engine, or an engine with not more than two brake vans.
(ii) Trains or vehicles, provided the engine is at the lower end.
(2) On gradients not steeper than 1 in 260

Trains or vehicles, provided the vehicle at the lower end is a brake van in which a guard or shunter is riding.
(3) On gradients steeper than 1 in 260

Only as shown in clause (1) above, or as authorised in the following table.

## TABLE M-PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS-RULE 114 (c)-continued

In any of the above mentioned cases the setting back movement must not be made beyond a point which will bring the train or vehicles immediately outside the signal referred to unless the movement is required to pass through a connection beyond that point.

The following is a list of places authorised in accordance with item (3) above and except where otherwise shown:-
(a) In the case of Freight vehicles, a brake van must be provided at the lower end of the movement and a Guard or Shunter must ride in the brake van to attend to the brake until the movement comes to a stand.
(b) In the case of Coaching Stock vehicles, a brake van must be provided and a Guard or shunter must ride therein to attend to the brake until the movement comes to a stand. The continuous brake must be connected up and in use.

| Signal box | Line | Remarks |
| :---: | :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR high level bridge including king edward bridge south east curve, |  |  |
|  |  |  |
| YORK YARDS, AND STOBSWOOD COLLIERY |  |  |
| Durham North ... ... | Up |  |
| Durham South .... ... |  | Through vehicles which have to stand in readiness to be attached to Main line |
|  |  | s may be placed on the through |
|  |  | line outside the South Box Up Home |
| CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION) (INCLUDING |  |  |
|  |  |  |
| BRODSWORTH COLLIERY BRANCH, WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST AND LEEDS CITY (GELDERD ROAD JUNCTION) TO |  |  |
|  |  |  |
| LEEDS CITY (HOLBECK JUNCTION WEST)) |  |  |
| Hare Park ... ... ... | Up Branch ... .. | Freight trains. |
| Westgate North ... ... | Down Main and Down Platform | Empty coaching stock and parcels trains only only |
| YORK (SKELTON) TO HARROGATE (DRAGON) |  |  |
|  |  |  |
| Goldsborough ... | Down ... ... ... | Freight trains. |
| Knaresborough Station | Down | Fully fitted Coaching Stock. |
| CASTLEFORD (OLD STATION) TO GARFORTH |  |  |
| Garforth ... ... ... | Down Branch ... ... | The hand brake in the van and on all vehicles must be securely applied. |
| SWINTON (DEARNE JUNCTION) TO BURTON SALMON (INCLUDING HICKLETON COLLIERY EMPTY WAGON BRANCH, MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION AND BRACKENHILL BRANCH) |  |  |
|  |  |  |
|  |  |  |
| Pontefract South ... ... | Up ... | Trains composed of Coaching Stock only |
| HULL DOCKS, ETC. Hull, King George Dock |  |  |
|  | Down (towards |  |
|  | Southcoates) |  |
| LEEDS CITY (WHTEHALL JUNCTION) TO BRADFORD (EXCHANGE) VIA NEW PUDSEY (INCLUDING WORTLEY SOUTH JUNCTION TO WEST) |  |  |
|  |  |  |
| Armley Moor | Down Main | Empty Coaching Stock only. |
| Bramley ... | Down Main | Empty Coaching Stock only. |
| PENISTONE HUDDERSFIELD JUNCTION (EXCL.) TO HUDDERSFIELD (SPRINGWOOD |  |  |
| JUNCTION) ETC. |  |  |
| Clayton West Junction ... | Up |  |
|  |  | placed outside the Up Outer Home Signal. |
| THORNHILL JUNCTION No. 5 TO No. 1) | TO LOW MOOR No. 2 WEST (INCLUDING LOW MOOR |  |
|  |  | Trains not exceeding 20 wagons providing engine or brake van with guard riding in it and attending to the brake until the train comes to a stand is leading. |
| Cleckheaton ... ... | Down Main |  |
|  |  |  |
|  |  |  |
| Low Moor No. 5 .. | Down Main | Empty Coaching Stock and Freight trains. |

TABLE M-PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS-RULE 114 (c)-continued

| Signal box | Line | Remarks |
| :---: | :---: | :---: |
| BARNSLEY (EX.) TO HORBURY JUNCTION (INCLUDING HORBURY STATION |  |  |
| JUNCTION TO CRIGGLESTONE JUNCTION) |  |  |
| Crigglestone Junction ... | Down Fork ... | Trains not exceeding 40 wagons and providing a brake van with guard riding in it and attending to the brake until the train comes to a stand is leading. |
| LEEDS CITY TO SKIPTON (SNAYGILL) |  |  |
| Keighley Station Junction... | Down Main | Clear weather only. |
| NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN (INCLUDING LONGLANDS LOOP, CORDIO LOOP, NORTHALLERTON STATION TO |  |  |
|  |  |  |
| EAST JUNCTION) ETC |  |  |
| Seaham, Hawthorn | Down | - |
| CONSETT NORTH TO OUSTON JUNCTION (INCLUDING CARR HOUSE WEST TO |  |  |
| FELL AND ANNFIELD | TO OXHILL) |  |
| Consett, Carr House East... | Up ... ... ... | One Guard's van only. See special instructions on page 389. |
| NORTHALLERTON TO REDMIRE (INCLUDING |  | CASTLE HILLS CURVE) |
| Northallerton Station ... | Down (towards Redmire) | - |

TABLE N
TROLLEYS GOING INTO OR THROUGH TUNNELS
The following is a list of Tunnels to which Rule 215(l) and Block Regulation 9 apply.

| Tunnel | Between | Length |  |
| :---: | :---: | :---: | :---: |
|  |  | Miles | Yards |
| CARCROFT (CASTLE HILLS) TO LEEDS (CITY WEST JUNCTION) (INCLUDING |  |  |  |
| BRODSWORTH COLLIERY BRANCH AND WAKEFIELD (WESTGATE) SOUTH TO |  |  |  |
| WAKEFIELD (KIRKGA | TE) WEST) ETC. |  |  |
| Ardsley | Ardsley Station and Gelderd Road Junction | 0 | 297 |
| LEEDS CITY (WORTLEY JUNCTION) TO NORTHALLERTON (CORDIO JUNCTION) |  |  |  |
| Bramhope | Horsforth and Arthington ... | 2 | 241 |
| SCARBOROUGH (FALSGRAVE) TO GALLOWS CLOSE SIDINGS |  |  |  |
| Gallows Close ... ... | Falsgrave and Gallows Close Sidings ... |  | 260 |
| YORK (SKELTON) TO HARROGATE (DRAGON) (INCLUDING STARBECK NORTH TO |  |  |  |
| BILTON) |  |  |  |
| Knaresborough | Knaresborough Station and Goldsborough |  | 178 |
| THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) |  |  |  |
| Morley | Batley and Morley Low ... ... ... ... | 1 | 1609 |
| SWINTON (DEARNE JUNCTION) TO BURTON SALMON (INCLUDING HICKLETON COLLIERY EMPTY WAGON BRANCH, MOORTHORPE STATION TO SOUTH KIRKBY |  |  |  |
|  |  |  |  |  |
| JUNCTION AND BRACKENHILL BRANCH) |  |  |  |
| Brotherton | Burton Salmon and Ferrybridge | - | 104 |
| CUDWORTH YARD SOUTH TO MONCKTON EMPTY SIDINGS, ETC. |  |  |  |
| Brierley ... | Hemsworth East and Cudworth, Monckton Sidings | - | 684 |
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE) VIA NEW |  |  |  |
| PUDSEY (INCLUDING WORTLEY SOUTH JUNCTION TO WEST) |  |  |  |
| Armley Moor ... | Wortley West and Armley... | - | 103 |
| Stanningley | Stanningley and Laisterdyke East | - | 455 |
| Wakefield Road ... | Hammerton Street and St. Dunstan's | - | 132 |

TABLE N-TROLLEYS GOING INTO OR THROUGH TUNNELS-continued

| Tunne] | Between | Length |  |
| :---: | :---: | :---: | :---: |
|  |  | Miles | Yards |
| BRADFORD (ST. DUNSTAN'S) TO HORTON PARK JUNCTION ETC.' |  |  |  |
| Manchester Road | St. Dunstan's and Horton Park Junction ... | - | 312 |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (IN- |  |  |  |
| CLUDING GREETLAND TO DRYCLOUGII JUNCTION AND LAISTERDYKE WEST |  |  |  |
| TO BOWLING JUNCTI | ON) |  |  |
| Beacon Hill ... ... | Halifax East and Lightcliffe Station | --- | 1105 |
| Wyke ... | Lightcliffe and Low Moor No. $1 .$. | --- | 1365 |
| Bowling ... | Low Moor No. 2 West and Bowling Junction ... | --- | 1648 |
| HEBDEN BRIDGE TO NORMANTON, GOOSE HMLL |  |  |  |
| Sowerby Bridge ... ... | Luddendenfoot West and Sowerby Bridge West... | ...- | 657 |
| Elland | Greetland and Elland | --- | 420 |
| DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION) |  |  |  |
| Standedge ... ... ... | Diggle and Marsden Junction . | 3 | 62 |
| Gledholt | Gledholt Junction and Springwood Junction | $\cdots$ | 243 |
| Huddersfield | Springwood Junction and Huddersfield | - | 695 |
| PENISTONE HUDDERSFIELD JUNCTION (EXCL.) TO HUDDERSFIELD (SPRINGWOOD |  |  |  |
|  |  |  |  |  |
| Wellhouse ... ... ... | Penistone, Huddersfield Junction and Shepley, Clayton West Junction | $\cdots$ | 415 |
| Cumberworth | Penistone, Huddersfield Junction and Shepley, Clayton West Junction |  | 906 |
| Shelley Woodhouse | Clayton West Station and Clayton West Junction | $\cdots$ | 511 |
| Thurstonland ... | Clayton West Junction and Lockwood ... ... | $\cdots$ | 1631 |
| Robin Hood | Clayton West Junction and Lockwood | - | 228 |
| BARNSLEY (EXCHANGE) TO HORBURY JUNCTION (INCLUDING HORBURY STATION |  |  |  |
|  |  |  |  |  |
| Woolley ... | Haigh Station and Crigglestone Junction | . | 1745 |
| NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN, |  |  |  |
|  |  |  |  |  |
| Sunderland South | Ryhope Grange and Sunderland |  | 860 |
| Sunderland North | Sunderland and Monkwearmouth | - | 256 |
| HEATON SOUTH JUNCTION TO TYNEIVIOUTH VIA WALLSEND (INCLUDING UP' |  |  |  |
| BENTON GOODS LINE) |  |  |  |
| North Shields | Preston Colliery and Tynemouth South | $\cdots$ | 786 |
| RIVERSIDE BRANCH, RIVERSTDE JUNCTION TO PERCY MAINWalker |  |  |  |
| Walker | Walker Station and St. Peter's | -..- | 182 |
| Byker | Byker and St. Peter's | - | 140 |
| NEWCASTLE QUAYSIDE BRANCH |  |  |  |
| Quayside ... ... .. | Trafalgar South Yard and Newcastle Quayside. | --- | 913 |
| NEWCASTLE TO CARLISLE (DURRAN HILL, EXCL.) |  |  |  |
| Whitchester | Bardon Mill and Haltwhistle | -- | 202 |
| SCOTSWOOD TO WEST WYLAM VIA NORTH WYLAM |  |  |  |
| Scotswood | Scotswood Junction and Montague | - | 269 |
| PELAW TO SOUTH SHIELDS ETC. |  |  |  |
| Tyne Dock ... ... | St. Bedes and Harton | - | 186 |
| DARLINGTON (PARKGATE) TO WEAR VALLEY ETC. |  |  |  |
| Shildon ... ... ... | Shildon and Bishop Auckland, East ... ... | - | 1220 |

TABLE P1-LEVEL CROSSING GATES-OPENING AND CLOSING BY TRAINMEN
The following is a list of level crossings where, in the absence of a Crossing Keeper, the gates must be opened and closed by the Trainmen.
lrains must be brought to a stand well clear of the gates, after which the gates must be unlocked and opened by the Fireman for the passage of the train over the crossing. When the train has passed over the crossing, the Guard (or Fireman in the case of a light engine) must close the gates across the railway and relock them, the Driver taking care not again to proceed on his journey until he has received an "All Right" signal from the Guard. Enginemen and Guards concerned must see that they are supplied with keys of the gates.

Unless Special arrangements are made to the contrary where the driving cab is single manned the guard must open the gates for the passage of the train over the crossing.

Any defects in the gates or the locks securing them, or in the lamps, must be reported immediately by the Fireman and Guard to the Station Master concerned.

| Name of Crossing | Situated at or between | Remarks |
| :---: | :---: | :---: |
| STARBECK NORTH TO MELMERBY GROUND FRAME |  |  |
| Bilton ... ... ... ... | Starbeck No - Melmerby... | - |
| Nidd Bridge ... Wormald Green | Starbeck No - Melmerby... |  |
| Littlethorpe ... ... | Starbeck No-Melmerby... Starbeck No - Melmerby... |  |
| PULL, BOTANIC GARDENS |  |  |
|  |  |  |
| WILMINGTON TO HORNSEA |  |  |
| Stoneferry, Sutton Road, Swine |  |  |
|  |  |  |
| Station, Skirlaugh Station, Ellerby West, Whitedale Sta- | Wilmington and Hornsea | - |
| tion, Sigglesthorne Station, Wassand Low, Wassand High |  |  |
| GOOLE (MARSHLAND) TO EPWORTH (INCLUDING FOCKERBY BRANCH) |  |  |
|  |  |  |
| Field Lane ... | Crowle and Belton | - |
| Ealand ... ... |  |  |
| Eastoft ... ... ... | Reedness and Luddington |  |
| Beltoft ... ... ... | Belton and Epworth .. |  |
| SELBY (BRAYTON) TO BARLOW |  |  |
| Barlow Station ... ... ... | Barlow Station ... |  |
| AMBLE BRANCH |  |  |
| Township ... ... | Chevington and Amble ... | - |
| SOUTH GOSFORTH TO CALLERTON (I.C.I. SIDINGS) |  | The Guard must assist the Fireman in both opening and closing the gates. |
|  | Coxlodge and Callerton ... |  |
| Callerton Station | Coxiodge and Callerton |  |
| High Callerton | Callerton and Ponteland ... |  |
| THORNLEY COLLIERY BRANCH |  |  |
| Wheatley Hill ... ... ... | Wellfield Station and Thornley | - |
| WINGATE SOUTH TO TRIMDON GRANGE |  |  |
| Trimdon Grange ... ... | Trimdon Grange |  |
| FERRYHILL No. 1 TO KELLOE BANK FOOT |  |  |
| West Cornforth | Coxhoe and Kelloe Bank Foot ... | - |
| COXHOE GOODS BRANCH |  |  |
| Thinford Lane ... ... ... |  |  |
| Cornforth Lane | Coxhoe and Coxhoe W.H. Goods |  |
| WEAR VALLEY TO WESTGATE-IN-WEARDALE |  |  |
| Unthank ... ... ... | Stanhope and Westgate | - |

TABLE P1-LEVEL CROSSING GATES-OPENING ANO CLOSING BY TRAINMEN-continued

| Name of Crossing | Situated at or between | Remarks |
| :---: | :---: | :---: |
| SHILDON (SHILDON NORTH JUNCTION) TO RANDOLPH |  | COLLIERY |
| West Auckland... ... ... | Shildon North Junction and Randolph Colliery | An extra man will travel with each train to oper- |
| Spring Gardens ... ... | Shildon North Junction and Randolph Colliery | $\left\{\begin{array}{l} \text { ate the gates at these } \\ \text { level crossings. } \end{array}\right.$ |
| WEST HARTLEPOOL GOODS AND DOCK LINES |  | Shunter operates gates. |
| Hartlepool Queen Street ... | Central Marine, Middleton Sidings |  |
| FIGHTING COCKS BRANCH |  |  |
| Fighting Cocks Goods Station | Paton and Baldwins Siding and Dinsdale Rail Welding Depot |  |

## TABLE P2-AUTOMATIC HALF BARRIERS

The following instructions will apply at the level crossings shown in the table below:-
(a) Drivers must sound a short blast on the whistle/horn at each of the two whistle boards on the approaches to the crossing. The whistle/horn need not, however, be sounded between 23.30 hours and 07.00 hours, except in emergency.
(b) Wrong Line Order form "C" must not be issued for a movement which requires to pass over the crossing until permission has been obtained from the Signalman at the supervising signal box.
(c) A ballast train which has passed over the crossing is prohibited from returning to the signal box in rear in accordance with Rule 175, clause (c).
(d) A ballast train which has passed over the crossing must not be set back in accordance with Rule 216 (j) if it would approach nearer than $\frac{1}{4}$ mile from the crossing.
(e) A trolley must not be allowed to occupy any of the controlling track circuits without permission of the Signalman at the supervising signal box.
(f) Prior arrangements must be made for a Crossing Keeper to be in attendance:-
(i) if a train is required to stop in section (in accordance with Block Regulation 8) on any of the controlling track circuits or,
(ii) if a Tamping Machine, Track Recording Machine, Ballast Cleaning Machine, Engineer's Rail Motor or Rail Bus is required to run through the section.
NOTE:-It will not be necessary to apply the provisions of paragraph (f) (ii), above, at those crossings indicated by * in the table below.


TABLE P2-AUTOMATIC HALF BARRIERS-continued

| Name of Crossing | Signal boxes between (Supervising box first) |
| :---: | :---: |
| NORTHALLERTON (CORDIO JUNCTION) | TO GATESHEAD (JUNCTION) ETC. |
| Brompton ... ... ... ... ... ... | Low Gates - Long Lane |
| *Welbury Station ... | Picton - Long Lane |
| *Rounton Gates | Picton - Long Lane |
| *Boldon | Tile Shed - Boldon Colliery |
| BACKWORTH JUNCTION TO MORPETH VLA SEGHILL ETC. |  |
|  |  |
| BEDLINGTON TO WOODHORN ETC. |  |
| Green Lane | Ashington Station - North Seaton Station |
| NEWCASTLE TO CARLISLE (DURRAN HILL EXCL.) |  |
| Upper Denton ... ... | Low Row Station - Blenkinsop |
| Naworth ... | Low Row Station - Brampton Fell |
| FERRYHILL (TURSDALE) TO PELAW ETC. |  |
| Follingsby ... ... ... ... ... ... | Wardley - Usworth <br> (Pelaw when Wardley is closed) |
| BISHOP AUCKLAND EAST TO DURHAM ETC. |  |
| Brancepeth ... ... ... | Brancepeth Colliery - Brandon |
| DARLINGTON (PARKGATE) TO WEAR VALLEY ETC. <br> Whiley Hill ... ... ... ... ... Heighington Station - Charity |  |
|  |  |
| DARLINGTON SOUTH TO SALTBURN ETC. |  |
| Allens West... ... $\quad$ (See Local Instructions | Urlay Nook - Eaglescliffe South printed on page 406) |

## Table p3-LEVEL CROSSINGS EQUIPPED WITH miniature red/green warning lights

Attendance is not provided at the crossings listed below which have gates opening away from the railway. The normal position of the gates is across the roadway and they are operated as required by road users.

Miniature red/green light indicators are provided for the guidance of road users. These indicators work automatically by the occupation and clearance of track circuits or equivalent means, provided that, on double lines, all rail movements pass in the right direction.

The indicators will normally display a green aspect, but a red aspect will be exhibited when a train approaching the crossing operates the track circuit or other device.

The following instructions must be applied at these level crossings.
Arrangements must be made for the crossing to be manned before "Single Line Working" is commenced.

Whenever it is necessary for a movement to pass over any of the level crossings concerned in the "wrong" direction, such movement must first be brought to a stand clear of the level crossing. The movement must not proceed over the crossing until the person in charge of the movement, or the hand-signalman provided when Single Line Working is in operation, is satisfied that it is safe to do so.

Whenever it is necessary for any of the following to pass over such level crossings, in either direction the vehicle concerned must be first brought to a stand and not proceed over the level crossing until the person in charge is satisfied that it is safe to do so:-
(1) a tamping machine
(2) a track recording machine
(3) a ballast cleaning machine
(4) an Engineer's rail motor
(5) a diese! rail bus
(6) an Engineer's lining machine

Although whistle boards are provided at these level crossings the whistle/horn need not be sounded between 23.30 and 07.00 except in emergency.

## TABLE P3-LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING-continued

| Name of Crossing | Located between | At |
| :---: | :---: | :---: |
| LEEDS CITY TO HULL (PARAGON) ETC. |  |  |
| Hagg Lane ... ... ... | Gascoigne Wood - Thorpe Gates | 5 miles 58 chains |
| Hambleton | Gascoigne Wood - Thorpe Gates ... | 4 miles 7 chains |
| NEWCASTLE TO CAREISLE (DURRAN HILL EXCL.) |  |  |
| Mickley ... ... ... | Prudhoe and Stocksfield | 11 miles 40 chains |
| Bardon Mill | Haydon Bridge Station Box and Bardon Mill Station Box | 32 miles 22 chains |
| Kong Byre ... ... ... | Blenkinsop and Low Row Station | 41 miles 5 chains |

## TABLE P4

## OPEN LEVEL CROSSINGS, WITHOUT GATES OR BARRIERS CONTROLLED BY FLASHING ROAD LIGHTS

The following instructions must be applied at the level crossings shown in the table below.
The undermentioned level crossings are "open" crossings without gates or barriers, no attendance being given. Road traffic is controlled by double sided twin red flashing light road signals positioned in line with the fences on each side of the railway. The aspects of these road signals are actuated by track circuits which are situated on each side of the crossing. Open Level Crossings are indicated to trainmen by a board showing a black St. George's Cross on a white background.
"Whistle" boards are provided, $150 / 200$ yards on each side of the crossing. The speed of trains must not exceed 10 m.p.h. from the "Whistle" board on the approach side of the crossing until the train has passed clear of the crossing.

A White indicator lamp is provided adjacent to each flashing unit, one focussed to shine along the railway in the Down direction and one in the Up direction.

The following indication will normally be given:-

## WHITE FLASHING LIGHT-MAIN POWER SUPPLY ON—RED ROAD LIGHTS FLASHING

If there is no light in the white indicator lamp a condition of failure will exist at the crossing. Drivers must bring their trains to a stand short of the crossing and must not proceed over the crossing until satisfied that the crossing is clear and that it is safe to do so. The circumstances must be reported immediately on arrival at the next signal box.

Whenever it is necessary for any of the following to pass over such level crossings, in either direction, the vehicle concerned must be first brought to a stand and not proceed over the level crossing until the person in charge is satisfied that it is safe to do so:-
(1) a tamping machine
(2) a track recording machine
(3) a ballast cleaning machine
(4) an Engineer's rail motor
(5) a diesel rail bus
(6) an Engineer's lining machine

| Level Crossing | Located between |
| :---: | :---: |
| NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE) |  |
| Yafforth ... ... ... | Northallerton Station box and Ainderby Station box. |
| Ham Hall . | Ainderby Station box and Leeming Bar Station box. |
| MIDDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY |  |
| Battersby Road ... ... ... ... | Battersby Station box and Castleton Station box. |
| Guisborough Road | Battersby Station box and Castleton Station box. |

## TABLE Q

## UGGHTING AND EXTINGUISHING OF SIGNAL LAMPS--RULE 73

## Rumning 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 for traffic, whether the Signal boxes are open or closed:-

Exception 1. On lines where the train service is confined to the hours of daylight, the signals should not be lighted except during fog or falling snow, but the lamps must be kept in readiness for immediate use, if necessary.
Exception 2. At the undermentioned Signal boxes which are opened temporarily for seasonal or special traffic, the signals shown below will not be lighted during the period of the year the signal boxes are closed:-

| Signal Box | Signals Affected |
| :---: | :---: |
| HULL (WEST PARADE) TO SEAMER WEST (INCLUDING HESSLE ROAD, SPRINGBANK |  |
| NORTH JUNCTION TO WALTON STREET, COTTINGHAM BRANCH AND FILEY |  |
| HOLIDAY CAMP RAILWAY VIA NORTH AND SOUTH CURYES) |  |
| Filey, Holiday Camp $\quad \cdots$ | $\cdots$ |
|  | $\cdots$ |

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 the lamps of ground shunt signals need not be lighted but the lamps of such signals must be kept in readiness for use so that if the circumstances require the lamps to be lighted this can be done.
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 (and Driver in the case of a light engine) must see that the signal is lowered or turned off before any movement is made over points to which such signals apply.

## TABLE R

## MAIL BAG APPARATUS

A Post Office Mail Sorting van, fitted with an apparatus for dropping and picking up mail bags while the train is in progress, runs on certain trains which are specially indicated in the Working Time Tables.

Mail Bag pickup standards to work in connection with the apparatus and at which mail bags are dropped or picked up are erected by the lineside.

The position of mail bag pick-up standards is indicated by black and yellow chequered enamel plates fixed on or adjacent to the mail apparatus, which will be illuminated at night when the apparatus is actually in use. In addition, a white light is exhibited at night on the platform of the apparatus at the undermentioned places, except as otherwise shown, at an approximate height of 7 feet above rail level when the arm supporting the pouch is extended towards the line.

Side windscreens of locomotives working trains which pick up mail bags from the apparatus must be folded back when passing the apparatus.

Locomotive men and Guards of ALL trains are warned not to lean out of the engine or van windows when approaching and passing the apparatus, whether it is actually in use or not.

Lengthmen and others concerned are specially warned when in the vicinity of the pick-up standards to keep well clear of trains which pick up or deliver mail bags as the apparatus on the van used for the purpose projects several feet.

## TRAINS CONVEYING MAIL APPARATUS, RUNNING IN DUPLICATE OR RUNNING

 OUT OF COURSEWhen a train which conveys a Post Office mail van with apparatus for leaving or taking up mails is running in duplicate, the Station Master or Person in charge starting the first part of the train must ascertain from the Post Office Officer in charge of the mail carriage at what places the apparatus will be used, and a telegram must then be sent by the Station Master or Person in charge to the places where mails will be dealt with by apparatus stating whether the Post Office mail van is on the first or second part of the train. Similar steps must be taken by Station Masters at places where a train conveying a Post Office mail van is running late and another passenger train is allowed to go in front of the mail train and in its running times.

When trains conveying Post Office mail vans are run in duplicate and a special notice (either printed or written) is issued, Station Masters or Persons in charge must make the necessary arrangements with the local Post Master to ensure the apparatus being set for the proper trains.

Whenever it is necessary for a train that picks up or sets down mail bags by means of the apparatus to be diverted from the line upon which it usually runs, and for which the apparatus is fixed, the Station Master or other Person in charge of the station where mail bags are thus dealt with must take steps to stop the train for the purpose of making the exchange of the mail bags by hand, instead of by the apparatus. In all such cases the Post Office Official must be previously advised if it is possible to do so.

The places at which lineside mail bag pick-up standards are erected to work in connection with the apparatus on Post Office mail vans and at which mail bags are dropped or picked up are as shown below:-

| Location |  |  | Up or | wn sid |  | Situation |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE (INCLUDING KING EDWARD BRIDGE SOUTH EAST CURVE, YORK YARDS AND STOBSWOOD COLLIERY) |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| Durham StationAlnmouth Station | ... |  | Down |  |  | 740 yards South of Station. |
|  | ... | ... | Down | ... | ... | 1,760 yards South of Station. |

## TABLE S1

## INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

The following is a list of intermediate sidings at which trains may be shunted for other trains to pass:-

| Name of Siding | Situation | Line connected with | Method of control |
| :---: | :---: | :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE (INCLUDING KING EDWARD BRIDGE SOUTH EAST |  |  |  |
|  |  |  |  |
| CURVE, YORK YARDS AND STOBSWOOD COLLIERY) |  |  |  |
| Aycliffe Ground Frame | Between Ferryhil! No. 3 and Parkgate | Up Main ... | Ground Frame controlled from Parkgate Signal Box. |
| LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) |  |  |  |
| Cardigan Road Down Ground Frame | Between Wortley Jn. and Headingley | Down Main | Ground Frame, electrically released from Leeds Signal Box. |
| Cardigan Road Up Ground Frame | Between Headingley and Wortley Jn. | Up Main ... | Ground Frame electrically released from Leeds Signal Box. |
| LEEDS CITY TO HULL (PARAGON) ETC. |  |  |  |
| Manston Ground Frame | Between Neville Hill East and Garforth | Down Main | Ground Frame electrically released from Neville Hili East Signal Box. |
| HESSLE ROAD TO ALEXANDRA DOCK |  |  |  |
| Ella Street ... ... | Between Hessle Road and Alexandra Dock | Down Alexandra Dock ine. | Ground Frame electrically released from Hessle Road Box: |
| Extraction Works Siding | Between Alexandra Dock and Hessle Road | Up Alexandra Dock line | Ground Frame electrically released from Hessle Road Box. |
| LEEDS CITY TO SKIPTON (SNAYGILL) |  |  |  |
| Keighley Down Sidings | Beiween Keighley Station Junction and Steeton | Down Main | Ground Frame electrically controlled from Keighley Station Junction Signal Box. |

TABLE S1-INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS-continued

| Name of Siding | Situation | Line connected with | Method of Control |
| :---: | :---: | :---: | :---: |
| SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) (INCLUDING SHIPLEY, BRADFORD JUNCTION TO BINGLEY JUNCTION) |  |  |  |
| Frizinghall Goods Yard | Between Frizinghall and Manningham Sidings | Down Goods | Ground Frame released from Frizinghall Station Signal Box. |
| NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN |  |  |  |
| ETC. |  |  | Ground Frame controlled |
| Pelaw Goods Yard | Between Pelaw and Felling | Goods | from Pelaw Signal Box. |
| International Ground Frame | Between Felling and Pelaw | Up Goods | Ground Frame controlled from Gateshead Signal Box. |
| HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND, ETC. |  |  |  |
| North Shields Goods Yard | Between North Shields, Preston Colliery and Tynemouth South | Up | Ground Frame controlled from Tynemouth South Signal Box. |
| CONSETT NORTH TO OUSTON JUNCTION (INCLUDING CARR HOUSE WEST TO |  |  |  |
| FELL AND ANNFIELD TO OXHILL) |  |  |  |
| Greencroft ... ... | Between Annfield and Carn House East | Up Main | Ground Frame controlled from Annfield Signal Box. |

PELAW TO SOUTH SHIELDS (INCLUDING TYNE DOCK BOTTOM BRANCH)

Wailes Dove Bitumastic Ltd. Siding
Speedy Prompt Delivery Siding

Between Harton and Pelaw
Between Harton and Pelaw

$|$| Up | $\cdots$ |
| :--- | :--- |
| Up | $\cdots$ |

Ground Frame controlled by Pelaw.
Ground Frame controlled by Pelaw.

| WEST HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN SHOTTON AND THORNLEY COLLIERY BRANCHES) |  |  | Intermediate token instrument. |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
| Shotton Colliery | Between Wellfield and Hawthorn Colliery | Single |  |
| WEAR VALLEY TO WESTGATE-IN-WEARDALE |  |  |  |
| Broadwood Quarry Sidings | Between Wolsingham and Stanhope | Single | Intermediate key token instrument. |

TABLE S2-TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF RAILWAY TO THE TOKEN OR STAFF STATION IN THE REAR

The following is a list of places on single lines of railway worked on the Electric Token Block system or the Train Staff and Ticket system where trains requiring to proceed to intermediate sidings or stations only may return to the token station in the rear, subject to the modifications shown in the remarks column.

Unless otherwise shown, the instructions will apply only to trains not conveying passengers, and except where shown to the contrary, the trains must have a locomotive in front and a brake van in rear when proceeding to and returning from such intermediate siding or station.

When assisted in rear under this arrangement, the token must be transferred from one locomotive to another when necessary by the Guard, so that it is always carried on the rearmost locomotive.

Should the Guard of a Freight, Ballast or Officers' Special Train calling at an intermediate siding in a section require his train to return to the Token or Staff Station in rear instead of going through to the Token or Staff Station in advance, he must obtain the permission of the Signalman before the train enters the section.

| Siding from | To |  | Remarks |
| :---: | :---: | :---: | :---: |
| $\begin{array}{c}\text { GOOLE (MARSHLAND) TO } \\ \text { Intermediate Sidings between } \\ \text { Reedness and Marshland }\end{array}$ | Reedness | $\cdots$ | $\cdots$ |$)$

TABLE S2-TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF RAILWAY TO THE TOKEN OR STAFF STATION IN THE REAR-continued

| Siding from | To | Remarks |  |
| :---: | :---: | :---: | :---: |
| SOUTH GOSFORTH TO CALLERTON (I.C.I. SIDINGS) |  |  |  |
| East Walbottle Colliery ... | Callerton | May be propelled without br leading in daylight and clear only. | ke van weather |
| WEST HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY (INCLUDING SHOTTON AND THORNLEY COLLIERY BRANCHES) |  |  |  |
|  |  |  |  |
| Shotton Colliery | Hawthorn Colliery or Wellfield | - |  |
| WEAR VALLEY TO WESTGATE-IN-WEARDALE |  |  |  |
|  |  |  |  |
| Broadwood Quarry Sidings ... <br> A.P.C. M. Ltd.... | Wolsingham <br> Stanhope | - |  |
| BILLINGHAM-ON-TEES TO PORT CLARENCE (INCLUDING BILLINGHAM BECK |  |  |  |
|  |  |  |  |
| Blackett's Construction Co. ... | Haverton Hill South ... | 10 Freight wagons. |  |
| Billingham Beck ... ... | Haverton Hill South ... | , |  |

TABLE S3-INTERMEDIATE SIDINGS CONNECTED WITH RUNNING LINES WHICH ARE WORKED UNDER SPECIAL ARRANGEMENTS AND FROM WHICH TRAINS MAY RETURN IN THE WRONG DIRECTION WITHOUT A WRONG LINE ORDER TO THE SIGNAL BOX IN REAR

Drivers of movements requiring to return from the undermentioned sidings in the wrong direction to the signal box in rear are authorised to do so on the authority of the Signalman without a "Wrong Line Order" form. The wrong direction movement to the signal box in rear must not be commenced until the permission of the Signalman has been obtained.


TABLE T--LINESIDE FIRES
Referring to page 109 of the General Appendix, the following information supplied by the Forestry Commission shows zones where the risk of lineside fires appears greatest; in reporting fires the appropriate form must be used.

| County and Forest | Location of Zone | Periods when risks are greatest |
| :---: | :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS V HIGH LEVEL BRIDGE (INCLUDING KING EDWARD YORK YARDS AND STOBSWOOD COLLIERY) York-Moreby Hall and <br> West side of line between Signals Naburn Wood D181/D182 on the Down line and U182B/U181 on the Up line. |  | KING EDWARD BRIDGE O |
|  |  | RIDGE SOUTH EAST CURVE, |
|  |  |  |
|  |  | February to June inclusive. |
| NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN,ETC. |  |  |
|  |  |  |
| York-Cleveland, Kirklevington | 2 miles South of Yarm through pit wood. (In the vicinity of Kirklevington Block Home signal). | February to June, inclusive. |
| CONSETT NORTH TO OUSTON JUNCTION ETC. |  |  |
| Durham-Chopwell (Beamish) | $\frac{1}{2}$ mile East of Beamish Station | February to June, inclusive. |
| DARLINGTON SOUTH TO SALTBURN ETC. |  |  |
| Durham--Wynyard (Eaglescliffe) | 1 mile of line East of Eaglescliffe Station. | February to June, inclusive. |

TABLE U
TOWING OF VEHICLES-RULE 110 (c)
Referring to page 1 of the General Appendix, the following is a list of places where towing of vehicles is authorised:-

| Place | Line | Remarks |
| :---: | :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE (INCLUDING KING EDWARD BRIDGE SOUTH EAST CURVE, YORK YARDS AND STOBSWOOD COLLIERY |  |  |
|  |  |  |
|  |  |  |
| Balne | Up Main and Up Siding |  |
| Argyle Street | Red Barns Cover Factory Down Sidings | Wagons for despatch or positioning in loading docks. |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC. |  |  |
|  |  |  |
| GATESHEAD (GREENSFIELD JUNCTION DUNSTON LINES) TO BLAYDON VIA |  |  |
| NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, |  |  |
| LOWFELL SIDINGS JUNCTION TO BENSHAM CURVE JUNCTION, LOW FELL |  |  |
| JUNCTION TO NORWOOD, NORWOOD TO DUNSTON EAST, REDHEUGH BRANCH |  |  |
|  |  |  |
| Dunston Staiths | All Jetties | To move wagons which fail to gravitate and cannot be moved by a locomotive on the same line. |
| WEAR VALLEY TO WESTGATE-IN-WEARDALE |  |  |
| Witton-le-Wear | Sidings ... ... ... | To pull vehicles beyond the Dock out on |
| Eastgate ... ... ... | Warehouse Siding ... | to the Depots. <br> From Warehouse Siding to Loading Dock. |

## TABLE V

## LIST OF LOCAL HEAD CODES

Referring to page 72 of the General Appendix, special codes of engine head lamps or discs must be carried as shown below:-
o Denotes white light.

Running Pilots between Newcastle and Gateshead Yards.-Running Pilot trains working between Heaton, Forth, Blaydon, Addison, Low Fell and Park Lane must carry Class K head lamps.

National Coal Board (Cramlington and Seaton Delaval Collieries) trains and engines.--N.C.B. engines, when working between Percy Main and the Tyne Commissioners' line, must carry the following head lamps:-


Freight trains between Thornaby and Skinningrove-All freight trains, light engines and engines and vans working in the area between Tees and Skinningrove must carry from the starting points the special head lamp code or destination letter shown below.

When Down trains from West of Tees are working through to points East of Tees the special head lamp code or destination letter must be placed on the engines at Tees Signal Box.

|  | Diesel | Steam |
| :--- | :---: | :---: |
| Trains whose next destination is | Locomotives | Locomotives |

East of Grangetown, Grangetown Ore Sidings,
Lackenby Steel Works, Whitby Branch, Tees
Up Yard

Tees Down Yard, Cargo Fleet Inner Junction, Eston Branch

South Bank North Side, South Bank Coke Oven Plant, Tilery Sidings

South Bank South Side, Cleveland Steelworks, Cleveland Ironworks, Clay Lane Sidings

Cargo Fleet Ore Sidings, Normanby Ironworks Sidings

Whitehouse Cochranes (Ormesby Ironworks), Whitehouse Branch, Cargo Fleet Station Sidings

Dock Hill, Dock Hill Receptions, Dock Hill Low Level

Old Town, Marsh Branch Middlesbrough Goods Yard

K


M


A


S


G

$P$


J


The special head lamp code or destination letter denote destination of the trains and do not necessarily indicate classification.

At the undernoted places where Back Shunt signals are provided and hand signals from the rear of the trains cannot be seen by the Enginemen, it will not be necessary for Drivers to comply with Rule 108, but they must proceed cautiously, keeping a sharp look-out and be prepared to act on a hand signal from the Guard or Shunter when the latter comes into view:-

| Signal Box | Movement | See Special instruction on page |
| :---: | :---: | :---: |
| LEEDS CITY TO HULL (PARAGON), ETC. |  |  |
| Selby West | Up Main to New Yard ... | - |
| SOWERBY BRIDGE (MHLNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) |  |  |
| (INCLUDING GREETLAND TO | DRYCLOUGH JUNCTION AND L | ISTERDYKE |
| WEST TO BOWLING JUNCTION) | M . to Fork Sidin |  |
| Low Moor No. 1 ... ... ... | Up Main to Fork Sidings ... ... | - |
| DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION), ETC. |  | -- |
| NEWCASTLE TO CARLISLE (DURRAN HILL) |  |  |
| Newcastle (Forth Junction) ... ... | From Siding line to Goods Sidings or South Cattle Dock | - |
| SOUTH DOCK BRANCHES |  |  |
| Londonderry (South Dock) | To Jetties Nos. 21, 22 and $23 \ldots$. | $397$ |
| Hendon (South Dock) ... | To Nos. 1 and 2 Belt Conveyor lines, or lines leading to Nos. 6, 7 and 8 Jetties | 397 |

TABLE X
TAIL LAMPS-LIGHTING WHEN PASSING THROUGH TUNNELS-RULE 120
All trains and locomotives running light must carry a lighted tail lamp when passing through any of the undermentioned tunnels. Guards of trains and Drivers of locomotives running light must see that this is done, and during daylight must also see that the lights are extinguished as soon as possible after passing through the tunnel.

| Name of Tunnel | Between Signal Boxes | Length |  |
| :---: | :---: | :---: | :---: |
|  |  | Miles | Yards |
| LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) |  |  |  |
| Bramhope... | Horsforth and Arthington ... ... | 2 | 241 |
| THORNHLLL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION),ETC. |  |  |  |
| Morley | Batley and Morley Low | 1 | 1609 |
| SHAWCROSS COLLIERY BRANCH |  |  |  |
| Shawcross... | Batley and Shawcross Colliery | - | 209 |
| SOWERBY BRIDGE (MLLNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (IN- |  |  |  |
| CLUDING GREETLAND TO DRYCLOUGH JUNCTION AND LAISTERDYKE WEST |  |  |  |
| TO BOWLING JUNCTION) |  |  |  |
| Beacon Hill ... ... | Halifax East and Lighteliffe Station | - | 1105 |
| Wyke | Lightcliffe and Low Moor No. 1... .... ... | - | 1365 |
| Bowling | Low Moor No. 2 West and Bowling Junction ... | - | 1648 |
| HEBDEN BRIDGE TO NORMANTON, GOOSE HILL |  |  |  |
| Sowerby Bridge ... ...\| | Luddendenfoot West and Sowerby Bridge West... | - | 657 |
| DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION) |  |  |  |
| Standedge ... | Diggle and Marsden Junction ... ... ... | 3 | 62 |
| Huddersfield ... | Springwood Junction and Huddersfield ... | - | 695 |

TABLE X-TAIL LAMPS-LIGHTING WHEN PASSING THROUGH TUNNELS-RULE 120
-continued

| Tunnel | Between Signal Boxes | Length |  |
| :---: | :---: | :---: | :---: |
|  |  | Miles | Yards |
| PENISTONE HUDDERSFIELD JUNCTION (EXCL.) TO HUDDERSFIELD (SPRINGWOODJUNCTION), ETC. BRANCHES |  |  |  |
|  |  |  |  |  |
| Cumberworth ... .. | Penistone, Huddersfield Junction and Shepley, Clayton West Junction | $\cdots$ | 906 |
| Thurstonland | Clayton West Junction and Lockwood ... | - | 1631 |
| BARNSLEY (EXCHANGE) TO HORBURY JUNCTION (INCLUDING HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION) |  |  |  |
|  |  |  |  |  |
| Woolley ... ... ... | Haigh Station and Crigglestone Junction ... | $\cdots$ | 1745 |
| LEEDS CITY TO SKIPTON (SNAYGILL) |  |  |  |
| Thackley ... ... ... | Apperley Viaduct and Thackley Junction | $\cdots$ | 1518 |
| DARLINGTON (PARKGATE) TO WEAR VALLEY ETC. |  |  |  |
| Shildon ... ... ... | Shildon and Bishop Auckland East ... ... | .... | 1220 |

TABLE Y

## ELECTRIC BELLS AND INDICATORS AT STATIONS FOR STARTING OF TRAINS

In order to expedite the starting of trains, electric bells are fixed on various platforms at the following stations:-

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

Where there is only one Guard with a train, Drivers may accept the ringing of the bell as a signal to start, instead of a green flag or light referred to in Rule 141.

| Station | Platforms |
| :---: | :---: |
| SHAFTHOLME TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR |  |
| HIGH LEVEL BRIDGE I | NCLUDING KING EDWARD BRIDGE SOUTH EAST CURVE, |
| YORK YARDS AND STOBSWOOD COLLIERY |  |
| *York ... ... | 1 to 15. (See page 332.) |
| Durham | Down main. |
|  | Up main and on bridge of signals 90 yards. |
|  | South of Up platform bell. |
| *Newcastle Central ... | 1, 2, 3, 4, 8, 9, 10 and 14. (See page 338.) |
| *Berwick ... | Up and Down. (See page 340.) |
| Manors | Up main and Down Tynemouth. |
| YORK (WATERWORKS) TO SCARBOROUGH (INCLUDING FOSS ISLANDS BRANCH) |  |
| *Scarborough Central ... | 1 and 2. (See page 344.) |
| LEEDS CITY TO HULL (PARAGON) ETC. |  |
| *Hull Paragon | 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 13 and 14. (See page 348.) |
| NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN |  |
| ETC. |  |
| *Gateshead East | Down. (See page 382.) |
| Gateshead East | Up. |
| NEWCASTLE MANORS JUNCTION TO TYNEMOUTH VIA BACKWORTH (INCLUDING |  |
| BENTON CURVES) |  |
| Backworth ... ... | Up and Down. |
| Whitley Bay ... ... ... | Down. |
| Tynemouth ... | Up and Down. |
| HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND (INCLUDING UP BENTON GOODS LINE) |  |
| Tynemouth ... ... ... | Up and Down. |
| RIVERSIDE BRANCH, RIVERSIDE JUNCTION TO PERCY MAIN |  |
| Carville ... ... ... | Up and Down. |

[^3]TABLE Z

## GNES EQUPPED WITH THE AUTOMATIC WARNENG SYSTEM

Refering to the instructions contaned on pages 161019 of the General Appendix. the following lines are equipped with A.W.S. track equipment.
Note:--All loops and additional running lines connected with the lines shown below and provided with Main signals are equipped with A.W.S. track equipment. Branch Distant signals for routes converging on the lines shown below are also fitted with A.W.S. apparatus.

| From | To | Line | Remarks |
| :---: | :---: | :---: | :---: |
| SHAFTHOLME TO GERWICK Marshall MEADOWS VIA King EDWARD bridge OR HIGH LEVEL BRIDGE INCLUDING KING EDWARD BRIDGE SOUTH EAST |  |  |  |
|  |  |  |  |
| CURVE, YORK YARDS AND STORSWOOD COLLERY |  |  |  |
| Shaftholme ... | York, Holgate   <br> King Edward <br> Bridge Junction $\cdots$ Up and Down Main <br>    |  | Excepting Darlington Station Area. |
| York, Skelton |  |  |  |
| Neweastle Manors Junction | Tweedmouth ... | Upand Down Main |  |

## FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM

1st CHARACTER indicates CLASSIFICATION of train in accordance with the General Appendix lnstructions.

2ad CHARACTER indicates DESTINATION AREA or REGION of all trains except local freight trains and light engines, dealt with below.

The letters have been allocated as follows:--

## (i) Inter Regional Trains.

Letter Denotes:--

A East Coast Passenger Trains.
Denotes destination in:-
E Eastern Region.
M London Midland Region.
$\mathrm{N} \quad$ Eastern (N.E.) Region.
O Southern Region.
S Scottish Region.
V Western Region.
F For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) passing between Scottish Region (East Coast Route), and Eastern Regions.
I For use on Inter-Regional or Local Freight Trip working (see Note 2).
$X \quad$ For use on Royal trains and on trains conveying out-of-gauge or exceptional load.
$Z$ (all numbers) For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) (except Royal and Out-of-gauge) to and from the London Midland Region, also to and from the Western, Southern or Scottish Region via the London Midland Region.
(ii) Trains running within the Eastern (N.E.) Region:--

| B | York District. |
| :---: | :---: |
| C | Wakefield District. |
| D | Middlesbrough/Neweastie District. |
| G | For use on Excursion, Military and Special Trains (Freight or Passenger (except Royal and Out-of-gauge) within the Eatern (N.E.) Region irrespective of destination area. |
| H | Hull District. |
| L | Leeds District. |
| j | Local Freight Trip working. |
| P | Local Freight Trip working. |
| K | Freight trains ruming eatirely within one district. Also in the Wakefied and Leeds Districts may be local freight trips working trips based in the Wakefield District. |
| X | For use on Royal trains and on trains conveying out-of-gauge or exceptional load |

## FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM - continued

(iii) Special Number:-

| 1Z01 | Officers Special not requiring to stop in section. |
| :---: | :---: |
| 1799 | Breakdown van train or snowplough going to clear the line, or light engine going to assist disabled train. |
| 2799 | Breakdown van train not going to clear the line. |
| 5Z07 | Weed killing Train. |
| 5Z08 | Elliot Track Recorder-when not recording. |
| 6Z06 | Matisa Track Recording Trolley-when not recording. |
| 8Z01 | Matisa Automatic Tamping or Cleaning Machine (not stopping in section). |
| 8G02 | Rail Motors. |
| 8 Z 05 | Trolley requiring to go into or pass through tunnel. |
| 8Z06 | Matisa Track Recording Trolley (when recording). |
| 8Z08 | Elliott Track Recording Trolley (when recording). |
| 9701 | Officers Special, Matisa Automatic Tamping or Cleaning machine requiring to stop in section. |

## 3rd and 4th CHARACTERS indicate IDENTITY NUMBER OF INDIVIDUAL TRAINS.

All trains of classification $1,4,5,6,7,8$ have been given an individual number in the series $00-99$.
All trains of classification 2 are indicated by a route number which applies in both directions of travel for local services including short distance Inter-Regional and Inter-District trains. The letter to be altered to indicate the destination Region or area of the train. The list of sections and Route Numbers is shown in the Working Timetable.

All trains of classification 3 PARCELS TRAINS have been given an individual number in the series 00-29. All trains of classification 3 EMPTY STOCK TRAINS have been given an individual number in the series $30-49$. This does not include Passenger trains which run empty to or from carriage sidings when the train number, preceded by " 3 " should be exhibited.

Trains allocated letters $F, X$ or $Z$ will have numbers from $00-99$ allocated as appropriate.
In the case of out-of-gauge or exceptional loads conveyed on ordinary freight services, the last two figures of the W.T.T. identification number will remain unaltered i.e. only the destination letter will be amended to " X ".

Where out-of-gauge or exceptional loads are conveyed by special train, the second character letter " X " will be used and the last two characters will be a number allocated from the appropriate special train series.

The letter " X " will be the only indication that a train is conveying an out-of-gauge or exceptional load and all concerned will need to refer to the Circular relevant to that particular train for Conditions of Passage and Bell Signal to be used.

## Local Freight Trip Working

Local Freight Trip working will carry the appropriate letter and number throughout the working, The classification is normally " 9 " but this may be altered as shown in the "Local Traffic Engine" circulars. Any special local instructions will be published locally.

## Light Engine Movements

Light engines to work trains when proceeding from a Motive Power Depot or other point should carry the appropriate train number prefixed by "O". The same method should be adopted for engines which have worked trains and are running light to the local Motive Power Depot. Light engines running to other than the local depot after working trains or running between Motive Power Depots should carry the figure "O" followed by the district letter with a number as shown below:-

| York | 01 |
| :--- | :--- |
| Hull Dairycoates | 02 |
| Hull Botanic Gardens | 03 |
| Goole | 04 |
| Scarborough | 05 |
| Thornaby | 10 |
| Daringion | 11 |
| West Hartiepool | 12 |
| Gateshead | 20 |
| South Gosforth | 21 |
| Heaton | 22 |
| Blaydon | 23 |
| North Blyth | 25 |
| South Blyth | 26 |
| Tweedmouth | 27 |
| Alnmouth | 28 |
| Sunderland | 29 |


| Tyne Dock | 30 |
| :--- | :--- |
| Tyne Yard Depot | 32 |
| Holbeck | 50 |
| Neville Hill | 51 |
| Stourton | 52 |
| Healey Mills | 53 |
| Royston | 54 |
| Normanton | 55 |
| Knottinglcy | 60 |
| Hammerton Street | 61 |

Inter-Regional, where no number allocated in W.T.T., Figure " 0 " followed by Regional letter and number " 00 ".

Note 1.-Any local exceptions to this paragraph will be covered by local circular until such time as they are brought into line with other trains.
Note 2.-Certain local trips which just cross a Regional Boundary may be treated as working entirely within the Eastern (N.E.) Region.

## EXHIBITION OF TRAIN NUMBERS LOCOMOTIVES AND MULTIPLE UNITS EQUIPPED WITH FOUR-POSITION INDICATORS

Drivers will be responsible for displaying a correct character for the indicators as shown in the Working Timetable and other publications on the front of trains. The indicators must be illuminated after sunset, during fog or falling snow, or when passing through tunnels. The rear indicator to be blank and it will not be illuminated.

Where diesel locomotives upon which it is not possible to exhibit the prescribed headlamps are used for trains which have not been renumbered in accordance with this instruction, the new classification number must be exhibited in the first box of the indicator and the remaining boxes must be left blank or white dots exhibited where they are provided on the blinds.

## STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Referring to pages 72/73 of the General Appendix (pages 35/36 of Supplement No. 2); the following alterations apply on the Eastern Region:-

| Description of Train | Maximum Speed M.P.H. | Classification (first frame of indicator box) | Head Code (white lights or discs) |
| :---: | :---: | :---: | :---: |
| ADD;- <br> After seventh item <br> $\dagger$ Freight train fitted with fitted <br> braked head <br> AMEND:- <br> Maximum speed of " $\dagger$ Through freight train not fitted with the automatic brake" to read:Maximum speed of "†" Branch or Stopping freight train and Officers' Special train or ballast train requiring to stop in section, to read | 35 25 25 | 7* | As for Class 7 |

## MAXIMUM SPEEDS OF FREIGHT TRAINS

Referring to page 95 of the General Appendix (page 41 of Supplement No. 2): the following alterations apply on the Eastern Region:-

|  | Classification | Maximum Speed <br> m.p.h. | Minimum proportion <br> of fully braked vehicles |
| :--- | :---: | :---: | :---: |
| ADD:-- | $7^{*}$ | 35 | 8 <br> AMEND:-$\quad 8^{8}$ |

## ADD:- <br> NOTE:-

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

## BREAKDOWN TRAIN ARRANGEMENTS - GENERAL NOTES -

## 1. Steam Breakdown Cranes Working in Sidings

In addition to the engineering prohibition and restrictions shown for cranes under each Division/ District, general conditions governing movement or use in sidings must be observed as follows:-

Stean cranes must not be used or prepared for use for lifting purposes whilst standing on any bridge, arch or viaduct until the District Engineer has given his consent or until the bridge, arch or viaduct has been temporarily strengthened to the satisfaction of the District Engineer.

Steam cranes must not be taken into sidings underneath which there are iron or timber bridges without the previous consent of the District Engineer. Steam cranes must only be taken into sidings, goods depots and shunting yards under special precautions to see that everything is clear both as regards permanent structures and traffic on shunting lines and sidings and that curves are suitable and are of not less than 4 chains radius EXCEPT in the case of the following cranes which can only work round a minimum radius as shown:-
Cranes Minimum Radius
$\left.\begin{array}{llllll}151,153,154,156,157,158 & \ldots & \ldots & \ldots & \ldots & \ldots \\ \text { DB967159 DB967160 } & \ldots & \ldots & \ldots & \ldots & \ldots \\ 1054 \text { (Scottish Region) } & \ldots & \ldots \\ 1094 \text { (London Midland Region) } & \ldots & \ldots & \ldots & \ldots \\ 102,107,125 & \ldots & \ldots & \ldots & \ldots & \ldots \\ 10 & \ldots\end{array}\right\} \quad 5$ chains

## 2. Transfer of Trains

When cranes are required to work in a Division/District but are not shown as being authorised, arrangements must be made for the approval of the Chief Civil Engineer to be first obtained.

## 3. Breakdown Train Working with an Unfitted Locomotive

If it is necessary for a breakdown train to be worked by a locomotive not fitted with continuous brake or if for any reason the continuous brake is not operative throughout the train, the Locomotive Shed Master from whose depot the train starts, must advise the Divisional/District Control accordingly. The Divisional/District Control must advise the Signalmen at all boxes on the route in order that the provisions of Block Regulation 19, may, if necessary, be complied with in the special circumstances.

If the train is to pass into another Division/District, the Divisional/District Control must pass the information forward.

## 4. Maximum Permissible Speed in Breakdown Crames

The following are the maximum permissible speeds for breakdown cranes throughout British Railways:-

Capacity of Crane
30-50 tons

75 tons

Maximum Speed
$45 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.
$60 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.

## Remarks

To apply whether fitted or not fitted with weight relieving bogies. A crane having an articulated jib and suitable in all other respects may run at 60 m .p.h.

The above speeds are of general application, except in respect of individual cranes to which more stringent regulations may be applied as considered necessary by the Region to which such cranes are allocated for operating.

The following table gives details of breakdown cranes allocated to the Eastern Region (North) together with the permitted speeds to conform to the above instructions:

| Crane No. |  |  | Location |  |  |  |  | Maximum <br> Permissible Speed |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 967160 | $\ldots$ |  | Gateshead | ... | $\ldots$ | $\ldots$ | $\ldots$ | $60 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. |
| 331156 | $\ldots$ |  | Thornaby | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $45 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. |
| 331158 | ... |  | York | ... | ... | ... | $\ldots$ | 45 m.p.h. |
| 331159 | $\ldots$ | $\ldots$ | Holbeck | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | 45 m.p.h. |
| 330107 | $\ldots$ | ... | Healey Mills | ... | $\ldots$ | $\ldots$ | $\ldots$ | 45 m.p.h. |
| 967159 |  |  | Doncaster ... | $\ldots$ | $\ldots$ | ... | $\ldots$ | 60 m.p.h. |
| 331160 | $\ldots$ | $\ldots$ | Dairycoates | $\ldots$ | $\cdots$ | $\ldots$ |  | 45 m.p.h. |

## 5. Ordering Breakdown Trains

The following arrangements for ordering breakdown trains must be observed:-
(a) On Controlled Lines

The Station Master or person in charge, when reporting the accident to the Divisional/District Control must intimate whether he considers the breakdown train will be required; the Divisional/District Control will decide whether the breakdown train should be ordered and, if so, they will make the necessary arrangements.
(b) On "Non-Controlled" Lines
(i) If the assistance of a breakdown train situated at a depot in a "Controlled" area is required, the application for assistance must be made through the Divisional/District Control; the Divisional/District Control will then decide whether the breakdown train should be ordered ard, if so, will make the necessary arrangements.
(ii) If the assistance of a breakdown train situated at a depot not in a "Controlled" area is required, the Station Master or person in charge should make application for assistance through the Divisional/District Control or direct to the Locomolive Shed Master, whichever is quicker. If the latter altemative is employed, the Divisional/Distriet Control must be given full information of what has occurred, as quickly as possible.
(iii) The most expeditious means of communicating with the Divisional/District Control or Motive Power Derot, as the case may be must always be used.
(c) Ordering of Additional Breakdown Trains

The Divisional/District Control will be responsible for ordering additional breakdown trains whenever they consider such assistance is nesessary. If however, additional breakdown trains have not been orderd and the official in charge of the breakdown train at the site considers such assistance should be given, he must notify the Divisional/District Control, who will then be responsible for making the necessary arrangements.

BREAKDOWN TRAIN ARRANGEMENTS-NEWCASTLE DIVISION


BREAKDOWN TRAIN ARRANGEMENTS-NEWCASTLE DIVISION-continued

|  | Covers Line Between | Prohibition | Restriction |
| :---: | :---: | :---: | :---: |
| Gateshead <br> Tool Vans <br> Blyth Cambois <br> Tool Vans | Amble Branch <br> West Sleekburn and North Blyth Newsham and Blyth Links Road Newsham and Isabella Colliery | - | - |
| Carlisle Kingmoor (London Midland Region) No. 1094 75 tons (steam) Thornaby No. 331156 45 tons (steam) | Pelaw (exclusive) and Easington (inclusive) <br> Pelaw (exclusive) and South Shields <br> Tyne Dock and Hedworth Lane <br> Tyne Dock (Green Lane) and Baldon Colliery <br> Green Lane to Harton .. <br> Harton to Whitburn <br> Southwick Branch <br> Monkwearmouth Area <br> Hylton (Ford Works) and Hendon Junction <br> Pallion and Deptford South Dock and Ryhope Grange Ryhone Grange and South Hetton Colliery | - - $=$ - $=$ $=$ $=$ | - <br> - <br> - <br> - <br> - <br> - |
|  | Durran Hill and Haydon Bridge (ex- clusive) | - | - |
|  | Easington (exclusive) and Northallerton (Low Gates) (exclusive) | - | - |
|  | Hartlepool Cemetery North and Hawthorne Colliery | - | - |
|  | Weilfield and Wingate South ... ... | - | - |
|  | Wingate South and Trimdon Grange ... | - | - |
|  | Port Clarence and Billingham-on-Tees... Stockton (North Shore) and Haverton | 二 | - |
|  | Hill (via Billingham Beck Branch) ... | - |  |
|  | North Shore Branch Mainsforth (exclusive) | - | - |
|  | Maes East |  |  |
|  | Norton-on-Tees South and West | - |  |
|  | Eaglescliftc and Saltburn ${ }_{\text {all }} \ldots$ | - |  |
|  | Middlesbrough and Whitby $\ldots$... $\ldots$ | - | - |
|  | Eston Branch ... ... ... ... | - | - |
|  | Also covers for serious breakdown:Amble Branch | - | - |
|  | Durham (Reily Mill) and Northallerton (inclusive) | - | - |
|  | Ferryhill (Tursdale) and Shincliffe (exclusive) | - | - |
|  | Coxhoe Goods Branch ... ... ... | - | - |
|  | Ferryhill No. 1 and Kelloe Bank Foot. Ferryhill No. 3 and Mainsforth (in- | - |  |
|  | clusive) |  |  |
|  | Darlington (Parkgate) and Wear Valley Wear Valley Branch | - | - |
|  | Bishop Auckland East and Durham (Relly Mill) (exclusive) | - | - |
|  | Shildon North Junction and Randolph Colliery | - | - |
|  | Darlington (Hopetown) and Nickstream | - | 二 |
|  | Eryholme and Richmond Catterick Camp Railway | - |  |
|  | Northallerton and Redmire ... | - |  |

BREAKDOWN TRAIN ARRANGEMENTS-NEWCASTLE DIVISION-continued

| Running and Maintenance Depot, Crane No. and Capacity | Covers Line Between | Prohibition | Restriction |
| :---: | :---: | :---: | :---: |
| Darlington <br> Tool Vans | Croft Depot Branch Darlington South and Eaglescliffe Fighting Cocks Branch | - | - |
|  | Durham (Relly Mill) and Northallerton (inclusive) | - | - |
|  | Ferryhill (Tursdale) and Shincliffe (exclusive) | - | - |
|  | Coxhoe Goods Branch ... ... ... | - | - |
|  | Ferryhill No. 1 and Kelloe Bank Foot ... | - | - |
|  | Ferryhill No. 3 and Mainsforth (inclusive) | - | - |
|  | Darlington (Parkgate) and Wear Valley | - | - |
|  | Wear Valley Branch ... ... ... | - | - |
|  | Bishop Auckland East and Durham (Relly Mill) (exclusive) | - | - |
|  | Shildon North Junction and Randolph Colliery | - | - |
|  | Darlington (Hopetown) and Nickstream | - | - |
|  | Eryholme and Richmond ... ... | - | -- |
|  | Catterick Camp Railway . ... ... | - | - |
|  | Northallerton and Redmire ... ... | - | - |
|  | Croft Depot Branch $\ldots$. $\ldots$. ${ }^{\text {a }}$ | - | - : |
|  | Darlington South and Eaglescliffe (exclusive) | - | - |
|  | Fighting Cocks Branch ... ... ... | - | - |

CRANES FROM OTHER DIVISIONS AND REGIONS
Where necessary the following cranes may work over the Newcastle Division:-

| Depot | No. | Capacity | Depot | No. | Capacity |
| :---: | :---: | :---: | :---: | :---: | :---: |
| York | 331158 | 35 | Doncaster | 967159 | 75 B |
| Holbeck | 331159 | 40 | Haymarket (Scottish Region) | 1054 | 50 A |
| Healey Mills | 330107 | 45 | Kingmoor (London Midland Region) | 1094 | 75 B |
| Dairycoates ... | 331160 | 30 |  |  |  |

A-Is only authorised to run between Marshall Meadows and Newcastle and Newcastle and Hexham.
B-These cranes are governed by the same restrictions and prohibitions as Gateshead Crane No. 967160.

## PROHIBITIONS

Newcastle Quayside Branch
Curve, Manors North and Argyle Street
Amole Branch

## RESTRICTIONS

Amble Branch ... ... ... ... 331156 permitted up to limit of B.R. maintenance but not
Stockton (North Shore) and Haverton Hill via Billingham Beck Branch ...

North Shore Branch
$\left.\begin{array}{lll}\text { Eston Branch } & \ldots & \ldots \\ \text { Nunthorpe and Battersby } & \\ \text { Croft Depot Branch } & \ldots \\ \text { Catterick Camp Railway } & \ldots\end{array}\right\}$
Southwick Branch ...

## CRANES AFFECTED

All.
All.
967159, 967160 and 1094.
to work on the N.C.B. lines or Staithes at Amble.
Permitted only in case of emergency and subject to speed restriction of $20 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.
Permitted only in emergency and subject to 10 m.p.h. speed restriction over Bridge No. 3 North Shore Branch at 0 miles 22 chains and $\}^{967160}$ working as far as Portrack Lane only
... Permitted only in case of emergency
. 967159 and 967160 permitted in case of emergency subject to speed restriction of $20 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.

## BREAKDOWN TRAIN ARRANGEMENTS-LEEDS DIVISION

| $\begin{aligned} & \text { Running and } \\ & \text { Mainienance } \\ & \text { Depot, Crane No. } \\ & \text { and Capacity } \end{aligned}$ | Covers Line Between | Prohibition | Restriction |
| :---: | :---: | :---: | :---: |
| York <br> No. 331158 <br> 35 tons (steam) | Northallerton (exclusive) and Temple Hirst (exclusive) | -- | -- |
|  | Selby (Braytor) and Barlow ... ... | - | - |
|  | York and Scarborough ... ... ... | - |  |
|  | York and Harrogate (inclusive) | - |  |
|  | Starbeck North and Melmerby ... | - | - |
|  | York (Chaloners Whin) and Dearne | $\cdots$ |  |
|  | Moorthorpe and South Kirkby Junction (exclusive) | - | -- |
|  | Church Fenton and Micklefield ... | - | - |
|  | Seiby and Neville Hill (exclusive) | -_ |  |
|  | Garforth and Castleiord Central |  |  |
|  | Gascoigne Wood and Sherburn South |  |  |
|  | Gascoigne Wood and Milford South . | - |  |
|  | Burton Salmon and Altafts (exclusive) ... | - |  |
|  | Castleford Central and Hensall (ex- clusive) | -- |  |
|  | Ferrybridge Goods Branch ... ... | - | --- |
|  | Ferrybridge and Knottingley West Junc- tion | -- |  |
| Holbeck <br> No. 331159 <br> 40 tons (steam) | Dearne Valley Colliery Sidings and Helwith Bridge (L.M. Region) (inclusive) | - | * |
|  | Skipton and Embsay Station ... ... | - | --- |
|  | Grassington Branch $\begin{aligned} & \text { Ster } \\ & \text { Slipley and Bradford Forster Square }\end{aligned}$ | - |  |
|  | Shipley Goods Branch .... ... | -- | - |
|  | Shipley (Guiseley Junction) and Guiseley (Esholt Junction) | - | $\cdots$ |
|  | Apperley Junction and likley ... ... | - | $\ldots$ |
|  | Leeds City and Harrogate (exclusive) ... | - | -- |
|  | Leeds City and Bradford Exchange | - | - |
|  | Laisterdy ${ }^{\text {Bowling Junction and Mill Lane }}$, | -- | - |
|  | St. Dunstans and City Road Goods ... | - | -- |
|  | Laisterdyke and Dudiey Hill $\ldots$..... | - | - |
|  | Neville Hill Junction and Thornhill L.N.W. | - | - |
|  | Farnley Branch ... ... .. | - | - |
|  | Shawcross Colliery Branch ... | - | - |
|  | Neville Hill West and Funslet East ... | - | - |
|  | Hunslet Lane Goods Branch ... . . | - | - |
|  | Leeds City and Hemsworth (inclusive) ... | - |  |
|  | Ardsley and Morley Top $\ldots$.... | $\cdots$ | - |
|  | Methley Junction and Castleford (Cutsyke) | -- | $\cdots$ |
|  | Charlesworths and Lofthouse Junction | - | -- |
|  | Stairfoot Junction (exclusive) and Cud- | - | - |
|  | Dearne Valley North Jct. and Grimethorpe Colliery | - | -- |
|  | Deame Valley South Jct. and Goldthorpe Colliery | - | -- |
| Healey Mills No. 330107 45 tons (steam) | Hebden Bridge (inclusive) and Goose Hill Jet. (exclusive) | --- | Bridge No. 1 between Dewsbury East Jct. and Headfield -adjoining line to be blocked. |
|  | Milner Royd Jet. and Bowling Jct. (exclusive) | -- | - |
|  | Dryclough Jct. and Greetland ... <br> Halifax East and Halifax North Bridge | - | -- |

BREAKDOWN TRAIN ARRANGEMENTS-LEEDS DIVISION-continued


## CRANES FROM OTHER DIVISIONS AND REGIONS

Where necessary the following cranes may work over the Leeds Division:-

| Depot |  |  | No. | Capacity | Depot |  | No. | Capacity |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Kingmoor |  | $\ldots$ | 1094 | 75 | Tinsley |  | 330102 | 45 |
| Gateshead | ... | ... | 967160 | 75 | Lostock Hall | ... | 1001 | 50 A |
| Thornaby | ... | ... | 331156 | 45 | Newton Heath | $\ldots$ | 1083 | 45 |
| Dairycoates | ... | ... | 331160 | 30 | Derby ... | ... | 1092 | 75 |
| Doncaster | $\ldots$ | ... | 967159 | 75 |  |  |  |  |

A-Over former L.M.S. Railway Lines only

## PROHIBITIONS

Snydale Branch
Shipley (Guiseley) Jct. and Guiseley (Esholt Jct.)... 967159,967160 and 1094.
Charlesworths and Whitwood
Headfield Branch
Harbury Jct. and Crigglestone $\quad \ldots . \quad$... 967159 and 967160.
Idle and Shipley Yard
Laisterdyke West and Bowling Jct. ...

## CRANES AFFECTED

All

967159 and 967160

## RESTRICTIONS

Neville Hill (West) and Hunslet East ... ... 967159, 967160 and 1094 permitted only in emergency.
Bridge No. 19A Ilkley (Station Subway) ... ... All cranes subject to a $10 \mathrm{~m} . \mathrm{p} . \mathrm{h}$ speed restriction.
Bridge No. 1 between Dewsbury East Jct. and Adjoining line to be blocked for all cranes.
Headfield Jct.
Horbury and Ossett Station and Barnsley Exchange Jct.
Shawcross Colliery Branch
967159 and 967160 permitted only in case of emergency.
967159 and 967160 permitted only in case of emergency and not to use Shoddy Shed Road, Tranship Shed Road or loop line at Batley East.
Ardsley and Morley Top
967159 and 967160 permitted only in case of
Laisterdyke East and Dudley Hill ..
Halbeck and Laisterdyke East via Stonningley emergency.
967159 and 967160 restricted to speed of 30 m.p.h. between Wortley West and St. Dunstans

Pontefract West and Methley Jct.

East.
67159.967160 and 1094 permitted only in case of emergency and subject to $20 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. speed restriction on section of line, and to travel at 10 m.p.h. over bridge No. 3 Methley and Pontefract Branch-Between 57 m .40 ch . and 57 m .60 ch . with adjacent line blocked.

BREAKDOWN TRAIN ARRANGEMENTS-HULL DIVISION

| Running and Maintenance Depot, Crane No. and Capacity | Covers Line Between | Prohibition | Restriction |
| :---: | :---: | :---: | :---: |
| Dairycoates | Hull and Selby (Barlby North) (excl.) ... | - | - |
| No. 331160 | Hull and Seamer West (excl.) ... ... | - | - |
| 30 tons (steam) | Staddlethorpe and Thorne (excl.) ... | - | - |
|  | Hull (Sweet Dews) and Marfleet ... | - | - |
|  | Hull (Wilmington) and Stoneferry Loop | - | - |
|  | Hull Yards and Docks ... ... ... | - | - |
|  | Goole and Hensall (incl.) ... ... | - | - |
|  | Also gives assistance in an emergency, on request from Control:- <br> Thorne North and Doncaster | - | - |
| Goole <br> Tool Vans | Minor mishaps and Derailments in and around Goole |  |  |

## CRANES FROM OTHER DIVISIONS

Where necessary the following Cranes may work over the Hull Division

| Depot |  | No. | Capacity | Depot |  |  | No. | Capacity |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Gateshead | $\cdots$ | 967160 | 75 | Holbeck |  |  | 331159 | 40 |
| Thornaby | $\ldots$ | 331156 | 45 | Healey Mills |  | $\ldots$ | 330107 | 45 A |
| York | ... | 331158 | 35 | Doncaster |  |  | 967159 | 75 |

## PROHIBITIONS

Bridge No. 66 High Level Mineral Line Goods

## CRANES AFFECTED

330107. 

A--Is only authorised to travel between Selby and Hull, between Goole and Knottingley provided an empty wagon is placed between the locomotive and the crane and, in emergency, at slow speed between Thorne North and Staddlethorpe provided an empty wagon is placed between the locomotive and crane.

## SNOW CLEARANCE ARRANGEMENTS

Referring to Page 111 of the General Appendix, the following is a list of the equipment available for use in the section of the Eastern Region covered by this book.

## SNOW PLOUGHS

## 1. B.R. STANDARD INDEPENDENT SNOW PLOUGHS

Whilst none of these ploughs are allocated to this area it is possible that such ploughs may work into or through the Eastern Region (Northern Area) as circumstances may require and the movement and use of these ploughs is as shown on page 112 of the General Appendix.
(Prior to these ploughs travelling over any lines in the Eastern Region (Northern Area) the permission of the Chief Civil Engineer must be obtained).

## 2. OTHER INDEPENDENT PLOUGHS

(a) Allocation

| No of Ploughs |  |  |  |  | Located at: |  |
| ---: | :---: | :---: | :---: | :---: | :---: | :--- |
| 2 | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | York |
| 2 | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | Leeds (Holbeck) |
| 2 | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | Healey Mills |
| 2 | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | Darlington |
| 2 | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | Thornaby |
| 4 | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | Gateshead (Greenfield) |
| 4 | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | Low Hill Sidings |

(b) Operating Instructions

Except as shown in the following paragraph, two diesel locomotives, other than English Electric and B.R. type 4 diesel-electric locomotives having the I.C.-C.I. wheel arrangement (Code 40, 45 and 46), working in multiple may be used. A guard must, in all cases accompany the snow plough. When snow ploughs are worked from one centre to another, the following arrangements must be adopted:-
One steam or diesel locomotive to be used and marshalled between the ploughs, except when only one plough has to be conveyed, when it should be hauled.
Speed not to exceed 25 m.p.h.
Guard to travel in rear plough.
Snow ploughs must be signalled as shown below:-
When going to clear the line
As Express passenger train (4 consecutively)
When NOT going to clear the line $\cdots \quad \cdots \quad \cdots \quad$ As Ordinary passenger train $(3-1)$
When going to or from shops or being transferred from one point to another for distribution purposes.

As Class 8 Freight (1-4)
(c) Restrictions

Tyne Dock, Harton, Bridge No. 11-Passage of independent ploughs prohibited.
When travelling from Tyne Dock, Bank Top to Up Sunderland line at Harton Junction via the Down Pontop line, the independent snow ploughs must be stopped short of Bridge No. 11 cross through No. 14 points, and back on to the Up Pontop line. Great care must be exercised in these movements and the speed must not exceed $2 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.
When working on lines equipped for electric traction on the third rail system the current must be switched off before any ploughing is undertaken.

## 3. BUFFER BEAM SNOW PLOUGHS

Aflocation
(a) DIESEL LOCOMOTYVES

| M.P. Depot | No. of Sets* | Type | Class of Locomotive to which attached |
| :---: | :---: | :---: | :---: |
| Dairycoates | 2 | 3 piece Miniature | E.E. Type $31750 \mathrm{~h} . \mathrm{p}$. |
| Gateshead... | 5 | 3 piece Miniature | 900 h.p. Type 1 Locos. |
| Thornaby ... | 0 | 3 piece Miniature | Type 2-1160 and 1250 h.p. |

* 2 ploughs (one at each end of Locomotive) equals 1 set.
(b) Operating Instructions

These ploughs will only be fitted during the Winter season and Divisional Maintenance Engineers will be responsible for their fiting to the locomotives when snow is imminent. When locomotives fitted with the three-piece plough are likely to work over lines equipped for electric traction on the thid rail system, the outer sections of the plough must be set in their highest position and the clearance between the outer blades and the rails must not be less than 6 inches.
When fitted, the ploughs do not interfere with the normal working of locomotives. Care must, however, be taken when coupling the end of a locomotive, fitted with the single or double type of plough, to vehicles, and also when approaching buffer stops, as the ploughs extend slightly beyond the buffers at rail level.
Stripe wagons and bogie vehicles of any type must not be marshalled next to a locomotive hitted with the single or double type of snow plough when being worked tender first.

## 4. CLEARANCE OF SNOW PLOUGHS ABOVE RAIL LEVEL

The clearance above rail level in the four-foot should never be less than 4 in . when wear is at its maximum and working under heavy load of snow. The dimensions outside the rail should never be less than 6 in . above rail level. The width in the four-foot may be taken as 5 ft .2 in ., i.e., the distance between the outside edges of the rails.

## OTHER EQU1PMENT

Stean heater defreezers, hand defreezers and steam lances are provided as shown below.
Steam heater defreezers are fixed to the buffer beam at the front or rear of locomotives and the apparatus is connected to the steam heater hose. Jets of steam are applied on both rails simultaneously.

Hand defreezers consist of approximately 60 ft . of rubber hose and a nozzle. This equipment is fitted to the combination injector in the locomotive cab and by use of an adaptor two units can be worked simultaneously.

Steam lances consist of a length of insulating metal tubing connested by a hosepipe to the steam heater at the front or rear of a locomotive. The emission of steam is controlled by the man operating the lance by means of a trigger and a wider range of operation may be obtained by attaching a second hose to the apparatus.

The equipment is intended for use at any place in the vicinity of the signal box, or Motive Power Depot, to which it is allocated, and, when required, the Station Master, or other person in charge, should request a suitable locomotive through the appropriate District Control, or if telephonic communication to the Conitrol is not available, direct to the nearest Motive Power Depot. Should a suitable locomotive be available in the vicinity of the signal box concerned, authority to utilise this must be requested through the District Control or Motive Power Depot as the case may be.

The footplate staff of locomotives requisitioned for the purpose are responsible for coupling up the apparatus to the locomotive. The steam jet must be directed on to the switches by any Traffic or Permanent Way staff available, who will be responsible for operating the lance, and also for the spreading of salt after the snow and ice have been melted. The Station Master, or other person in charge, must collaborate with the Permanent Way staff in ensuring that an adequate supply of salt is on hand. In the event of any member of the Traffic or Permanent Way Department staff not being available, the lance must be operated by the fireman provided arrangements are in hand for staff to be available under existing procedure for spreading the salt.

When using the lance, care must be taken to avoid ballast being lifted by the force of the jet, as there is a possibility of the ballast falling on slide chairs and other connections causing subsequent failures.

After the points have been cleared and the apparatus uncoupled by the locomen, it must be returned immediately to the signal box or motive power depot where it is allocated so that it may be available if subsequently required at any other point in the vicinity.

The Station Master who supervises the signal box where the equipment is stored must inspect it montaly in order to satisfy himself the whole of the equipinent, including spanner, is available, that there is a sign of deterioration, and that it is kept clean and ready for use. Locomotive Shed Masters must arrange similar inspection of equipment kept at their Depots.

Stean lances must not be used on or in the vicinity of electrified lines.

| Place | Steam heater defreezers | Type of apparatus Hand defreezers | Steam lances |
| :---: | :---: | :---: | :---: |
| MOTIVE POWER DEPOTS |  |  |  |
| Hammerton Street ... | - | - | 1 |
| York ... ... | - | - | 2 |
| Scarborough | 1 | - |  |
| Nevilie Hill | 1 | - | - |
| Hull (Dairycoates) ... ... | 1 | 2 | 2 |
| Botanic Gardens ... Goole | 1 | - | 2 |
| $\begin{array}{llll}\text { Hoole } & \text {... } & \text {. } \\ \text { Holbeck }\end{array}$ | - | - | 2 |
| Royston $\quad \cdots \quad \cdots \quad \cdots \quad \cdots$ | - | - | 3 |
| Knottingley Maintenance Depot | -- | - | 1 |
| Gateshead ... ... ... | 1 |  |  |
| Heaton ... ... | - | - | 5 |
| North Blyth ... South Blyth | - | - | 3 |
| Sunderland $\ldots$ | 1 | - | 2 |
| Tweedmouth $\ldots$... $\ldots$... $\ldots$ | 1 | - | 3 |
| Tyne Yard ... ... ... ... | 7 | - | 1 |
| Thornaby ... ... ... | 2 | - | 4 |
| West Hartlepool ... Tyne Dock |  | - | 2 |
| $\begin{array}{ll}\text { Tyne Dock } & \ldots \\ \text { Darlington } & \ldots \\ \end{array}$ | 3 | - | 3 |
| Darlington ... | - | - | 14 |
| STATION AND SIGNAL BOXES |  |  |  |
| Bradford (Forster Square) Crofton West a a | - | -- | 1 |
| Grimethorne Sidings |  | - | 1 |
| Wakefield East ... ... ... | - |  | 1 |
| Mirfield No. 3 ... ... ... | - |  | 1 |
| $\underset{\text { Brighouse Station }}{\substack{\text { Halifax East }}}$ | - | - | 1 |
| Halifax East Horbury Junction | - | - | 1 |
| Horbury Junction Healey Mills | - | - | 1 |
| Newcastle Central Yard... | 2 | - | 2 |

## WEEDKILLING TRAIN

The following instructions must be observed in connection with the working of the weedkilling train:-
(1) Classification and Signalling

The train must always be signalled and dealt with as Class 5 except that it need not carry
side lights.
(2) Formation of Train

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

> 1 Brake Van-_Vacuum braked
> 6 Water/Chlorate Tanks-Vacuum braked
> 1 Spray Coach-Vacuum braked
> 1 Mess/Brake Coach-Vacuum braked

The overall length is 318 feet and the loaded weight 295 tons.
(3) Vacuum Brake

The train must be vacuum connected throughout.
(4) Attaching Additional Tank Wagons

When the train is being hauled, additional Tank Wagons may be attached to the train, provided they are marshalled next within the rear brake van.
(5) Syeed

The maximum speed when running light must not exceed $45 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.
When spraying, a speed of $30 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. should be maintained as far as possible and must not exceed $40 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.
Should any case arise where these speeds are exceeded, the facts must at once be reported by U.T.M. to the Chicf Civil Engineer, York, quoting the date and time, engine number, and the location of the train at the time.
(6) Propelling

The train may be propelled in accordance with the conditions applicable to ballast tains provided the vacuum brake is connected throughout, except that the train must not be propelled oa falling gradients more severe than 1 in 260.

## WEEDKILLING TRAIN-continued

## (7) Stabling

In cases where the Engineer's staff sleep in the train whilst stabled overnight, all points giving access to the line or siding on which the train is standing must be securely clipped or scotched in such a position as will prevent any movement being made on to that line or siding. A red light must be placed on the rear of the train, and in those cases where movements can be made on to the line or siding in advance or rear of the train, a red light must be placed at each end of the train. The person in charge of the line or siding will be responsible for seeing that these instructions are complied with.
(8) Electrified Lines with Conductor Rails

Spraying operations must not be carried out on electrified section of lines with conductor rails unless the electricity has been cut off.
Where the train has to cross or pass over a portion of electric line which is not scheduled for weedkilling and the electric current has not consequently been cut off, the spraying operations must be suspended until the train has passed clear of such lines.
When spraying operations are being carried out on electrified lines, the baffles or guards must be placed in the appropriate positions to avoid the weedkilling solution being deposited on the surface of the conductor rails.
(9) Control of Train and Spraying Operations

The Guard will be responsible for the working of the train and must travel in the rear brake van when the train is being hauled and in the leading Van when propelling.
The Chief Civil Engineer's Weedkilling Operator will control and be responsible for the spraying operations.
Details of the running of the train will be shown on trains advices.

## REGULATIONS FOR WORKING ON SINGLE LINES BY PILOT GUARD

1. The Pilot Guard will be distinguished by a special badge; and a train must not under any circumstances be allowed to run on the line unless it is either accompanied or personally started by the Pilot Guard.
2. The Pilot Guard must, when practicable, accompany every train, but when a train is to be followed by one or more trains in the same direction before a train has to be started from the other end, the Pilot Guard must personally authorise each train to proceed and himself accompany the last train.

The Driver must not start his train without seeing the Pilot Guard and receiving his authority to proceed.

A Driver working an engine unaccompanied by a Guard must observe the same Regulations as herein laid down for a Guard with a train.
3. Before starting any train, the Pilot Guard must ascertain from the Guard of the train that all is right, and that he is ready to proceed.
4. At places where the entrance to the single line is controlled by the Signalman, no train must be allowed to enter upon any single line section without the permission of the Signalman who must not allow it to proceed until he is satisfied that the Pilot Guard is accompanying it or has given authority for it to start.
5. All points not interlocked must be padlocked or securely held by hand for the safe passage of trains in the facing direction.
6. (a) In the event of a train accompanied by the Pilot Guard becoming disabled, the Pilot Guard must make the best arrangements possible for obtaining assistance with the least delay. If it be necessary for the Pilot Guard to leave the engine on the line he must, before leaving, give the Driver a written order not to move his engine until he returns.

The Pilot Guard on his way for assistance must protect the disabled train in accordance with Rule 179.
(b) Should a train unaccompanied by a Pilot Guard become disabled, the Guard of the train must take the necessary steps for the protection of his train in accordance with Rule 179 on the side from which assistance will be obtained, and communicate with the Pilot Guard as soon as possible.
7. (a) When a train or portion of a train is left upon the single line from accident or inability of the engine to take the whole forward, or from any other cause, the Driver must not, if unaccompanied by the Pilot Guard, return for it, except upon written instructions from the Guard of the train, as prescribed in Rule 183, Clause (f) or (i). If the Pilot Guard be with the train and accompany the engine with the first portion, the Driver may return to the rear portion of his train without obtaining instructions from the Guard of the train authorising him to do so, but the Pilot Guard must accompany the engine when it returns for the rear portion of the train.
(b) When the train has to be divided, the man who divides it must inform the Driver how many vehicles, if any, are being taken forward, and after sunset or during fog or falling snow, or if the division is made in a tunnel, he must place 3 detonators on the line 10 yards apart not less than 100 yards ahead of the portion left behind.
(c) Whenever a train is accidentally divided, the Guard must secure the rear portion and place 3 detonators on the line 10 yards apart not less than 100 yards ahead of the portion left behind.
(d) The Guard must protect his train in the rear in accordance with the Rules applicable to trains stopped by accident, failure, obstruction or other exceptional cause whether the train is accompanied by the Pilot Guard or not.

The Driver, although accompanied by the Pilot Guard, must not return for the rear portion unless he considers the rear portion has come to a stand.
(e) A white light must be placed on the leading vehicle of the rear portion before that portion is propelled to the signal box in advance or drawn back to the signal box in rear.

## Steam heating of passenger trains

For information concerning the periods during which steam heating must be applied or discontinued see page 77 of the General Appendix.

1. The Operating staff is responsible for the proper coupling up of the hose pipes throughout the train, with the exception of those cases where it is the duty of the Fireman to couple or uncouple the locomotive from the train, when he will also couple or uncouple the brake and steam heating pipes.
2. Before coupling hose pipes, the faces of the couplings should be examined to see that they are clean and free from grit.

The couplings must then be connected and both cocks opened; immediately this has been done, the Driver must turn on the steam and keep it continuously on to the end of the journey unless instructed to the contrary.

The method of indicating the open and closed positions of the cocks at the end of the locomotives and coaches varies on the different stock. On some vehicles the operating handle has the words "on" and "off." or "open" and "shut" cast on and in some cases the indicating words are on the end of the vehicle.

Standard shut-off cocks have the handles vertical when closed and horizontal with the main pipe when open, but others may have the handles pointing to the ground when closed.

Where the handle is on top of the cock, the rule is for the handle to be in line with the side of the coach when open and transverse, or parallel to the headstock when closed.

Some former G.C. Section vehicles are fitted with a cock, the handle of which moves parallel to the headstock; the cock is opened by moving the handle to the right.

These are the standard positions on all Regions but some of the older stock may have the handles working in other positions and examiners, shunters and others concerned must satisfy themselves when dealing with such stock that the handles are properly placed in the closed or open position.

All shut-off cocks are provided with a by-pass, so that when the handle is moved from the open to the closed position, the steam in the hose pipes escapes to the atmosphere.

Some former L.M.S. (Midland) vehicles are fitted with a shut-off cock similar to the standard type with the handle vertical when closed but having in addition an intermediate position between open and closed.

When uncoupling the hose pipes on former L.M.S. (Midland) stock the handle must first be placed in the intermediate position which allows the steam to escape out of the hose pipes through the by-pass into the atmosphere. When this operation has been carried out the pipe should be uncoupled with the handle in the intermediate position; the handle must then be placed in the closed position.

If in frosty weather difficulty is experienced in opening a shut-off cock, the operator should carefully feel it to ascertain if there is any warmth. If cold, the trouble will probably be found to be due to the action of frost and the steam should be allowed to warm the cock before artempting again to move the
handle. handle.

The Driver must shut off steam by closing the valve on the boiler before the locomotive is detached from the train.
3. In cases where a train has to attach or detach vehicles en route, or locomotives have to be changed, the Driver must shut off the steam heating apparatus five minutes before reaching the place where the change is to be made. This is important in order to avoid the possibility of a person being scalded when the heating pipes between the locomotive and train or between vehicles are disconnected.

When a vehicle is to be attached to a passenger train at an intermediate station at which attaching, detaching or engine change is not regularly rostered, the Station Master or other responsible person at the station concerned must send an advice to a suitable station in the rear at which the train stops. The staff receiving the advice must advise the Guard and Driver the name of the station at which the attachment is to be made.

When there are vehicles to be detached en route, the Guard must advise the Driver so that the latter may shut off the heating apparatus five minutes before reaching the place concerned.

When attaching a locomotive or vehicle, the coupling of the locomotive or vehicle must be connected before the steam pipe coupling is joined; when uncoupling a locomotive or vehicle, the heating cocks must first be closed and in order to allow time for the steam in the hose pipes to escape through the by-pass, the brake connections should next be disconnected, the heating hose uncoupled next and finally the screw coupling.

The clips should be lifted back and by lifting the heater pipes, the couplings will fall apart. Should there be no escape of steam through the by-pass of a cock when the handle is placed in the closed position it is evidence that the cock is not properly closed or is out of order; or should the escape continue unduly this would indicate that one of the cocks is out of order and in either case the operator must protect himself by shutting the next pair of cocks immediately to the front and rear of the defective one before uncoupling the hose pipes.
4. All pipes after being disconnected must be suspended by the chain provided for the purpose. The hook must be placed in the eyelet or link and not in the end of the coupling.
5. The staff should take care to stand clear when uncoupling steam heating hose pipes in case water in the coupling has not drained off. In all cases when coupling or uncoupling heated pipes a cloth or waste must be used.
6. All couplings must be steam tight. If there is any leakage the Examiner's attention must be called to the matter. In all cases however when the steam is first turned on, the drip valves will blow for a few seconds after the water has passed through them, but if they continue to do so the valves should receive attention at the first opportunity.

## STEAM HEATING OF PASSENGER TRAINS-comimue!

7. When horse boxes, carriage trucks, special cattle boxes, braked fish wagons etc., fitted with stean heating pipes are attached to passenger trains, the steam heating couplings should be connected even if the vehicles are in the rear, as unless this is done, the examiners do not see the pipes in regular use and cannot therefore properly detect defects.
8. All regular handes in compartments must be turned to the "Heat on" position before rains commence their journeys and when possible before empty sets are shunted or sent to sidings. Intermediate stations at which sets stand 20 minutes or more will. for the parpose of this regulation, be regarded as starting stations

The Operating staff will be held responsible for performing this duty and the Station Master or other person in charge of the platforms or sidings, must see that the necessary men are detaited for the work.

When examiners and carriage cleaners require to operate the stam heating regulator handes in the course of their duties, they must always replace them to the "Heat on" position.

Guards of empty trains from the sidings should before leaving, see that the heating couphings are connected, the end cock closed and when possible that the regulator handles in the compartments are in the "Heat on" position.
9. Drivers of locomotives working empey train sets from the sidings to stations for traffic, must in all cases turn on the steam as soon as they are coupled to the empty train.

Locomotives working empty trains that are to form passenger trains or passenger trains that are to form other passenger trains, must if practicable remain coupled and heating be continued at terminal stations until 5 minutes before trains are due to depart as passenger trains unless instructions are given by the Operating staff to the contrary.
10. Vehicles not fitted with heating apparatus must be attached in the rear of trains whenever possible. Loaded vehicles not fitted with heating apparatus or the through heating pipe, should where it can be done conveniently, have their contents transierred to fitted vehicies if it is found that the unfitted vehicle cannot be attached in the rear of the train by which it is intended to send it forward.

Empty coaching vehicles non-steam-heated, which cannot be attached in the rear of trains throaghout their journey, should be forwarded on Freight trains where this can conveniently be done.

When vehicles require to be transferred from one train to another at a junction station, the forwarding station must state on the advice message to the transfer station, if any of the vehicles are not fitted with heating apparatus or through pipe, using the code letters "N.S.H.".
11. Guards will be held responsible for seeing that their trains are properly heated; they must before starting, be sure that all intermediate cocks are open, the end cock closed, and that the apparatus is working satisfactorily. Should the steam beating apparatus of a locomotive or on coaches fail during a journey the Guard must report the matter to the Station Master or person in charge at the next stopping. point. The Station Master or person in charge will be responsible for initiating the arrangements for remedial action and if, after consultation with the Control, it is decided that in the circumstances the train should proceed, he must instruct the Guard accordingly.

Steam heating must be turned on whenever the station thermometer (where provided) registers less than 50 degrees and the Guard in charge of the train must in event of unusual climatic conditions, use his discretion as to whether or not steam is to be applied when the temperature registered is 50 degrees or more especially where night trains are concerned.

If heating is not required owing to the mildness of the weather the Guard in charge of the train must so inform the Driver before starting.

The Guard will be advised by the person in charge of the platform when the thermometer registers 50 degrees or more.

As the temperature at different stations will vary, this rule will also apply to intermediate stations equipped with thermometers.
12. Should any difficulty arise with the public each case must be specially reported at once. If the apparatus is found to be out of order, the Examiner's attention should be called to it at the eariest possible moment.

Guards must show in their reports whether their trains have been satisfactorily heated or not. In the event of the train not being warmed it must be stated whether this was owing to the mildness of the weather or other circumstances. They must also show in their reports the pressure on the steam heating gauge in their brake at the starting place and at two or three principal places on the journey. This information should be taken when the trains are running and not when they are standing in the station.
13. When the thermometer i; below freezing point, the Station Master or other person in charge must arrange with the person in charge of the Motive Power Depot for locomotives to be called out 20 minutes earlier in order to apply steam heating in good time.

This does not apply to locomotives which are specially diagrammed to allow for such pre-heating. 14. Where carriages are heated from a stationary boiler, the Operating staff will advise the person responsible when the steam should be shut off and care should be taken to see that the pipe is disconnected from the train before the signal to start is given.
15. When trains or separate vehicles have finished working and are being set aside for storage, the cocks at both ends must be opened and left open. Care must be taken to shut the cock at the rear of the train before heat is turned on from the locomotive on the next journey.

The Chief Mechanical and Electrical Engineer's staff will he held responsible for these duties at stations where such staff is available and during their regular hours of duty; in other circumstances the Operating staff must attend to the work.

## STEAM HEATING OF PASSENGER TRAINS-contimued

At stations where the Chief Mechanical and Electrical Engineer's staff generally see to the work of opening the cocks there will be cases where odd vehicles are detached from trains which cannot be seen by the Chief Mechanical and Electrical Engineer's staff at the time and in such cases the Shunter or other person detaching the vehicle should see the steam heating cocks are opened before it is set aside for storage.

## Instructions to Drivers

Clause 16. Locomotives should supply steam to the carriage heating pipes at the following pressures:$\begin{array}{lcccccc}\text { Trains of } 9 \text { coaches and over } & \ldots & \ldots & \ldots & \ldots & 60 \mathrm{lbs} \text {./sq. inch } \\ \text { Trains of } 6-8 \text { coaches } & \ldots & \ldots & \ldots & \ldots & \ldots & 50 \mathrm{ls} \text {. } / \mathrm{sq} \text {. inch } \\ \text { Trains of } 1-5 \text { coaches } & \ldots & \ldots & \ldots & \ldots & \ldots & 40 \mathrm{lbs} \text {. } / \mathrm{sq} . \text { inch }\end{array}$
These instructions shall also apply to locomotives pre-heating empty carriage trains.
In order to avoid adjustment of the reducing or relief valves at the depot to meet the different circumstances arising according to the lengths of train involved in the diagrammed working, locomotives of power class 5 and above plus pre-heating locomotives will have the reducing or relief valves set at 60 lbs . per square inch and all other locomotives with the exception of Diesel Main Line locomotives will have the reducing valves at 50 lbs . per square inch. Diesel Main Line locomotives fitted with heating equipment must have the pressure adjustment set to 60 lbs . per square inch.

When drivers are called upon to work trains of less than the normal number of coaches the steam supply pressure will be brought to the appropriate level by adjusting the shut-off cock.

Before leaving the shed, Drivers must satisfy themselves that the steam heating apparatus on their locomotive is in proper working order.

This should be done by opening the cocks at the back and front ends and allowing steam to pass through the pipes and so make sure that there is an unobstructed steam passage.
17. When putting locomotives away after a day's work or for resting purposes, the Driver must, after shutting off steam from the boiler, open the end shut-off cocks to ensure the draining of all condensation. 18. Drivers must report any defects such as faulty rubber hose or washers, or any irregularity in the working of the steam heating apparatus on their locomotives and they will be held responsible for any such unreported defect on any locomotive of which they may have had charge.

## Instructions to Heating and Carriage Examiners

19. Examiners must inspect all couplings to see that they are properly connected and all cocks open; also that the drip valves on the couplings are working and that no undue waste of steam is taking place.

In the case of standard couplings if it is found that the valve is leaking, a gentle tap will frequently cause it to work but on no account must a hard blow be struck. Drip valves of the diaphragm type cannot be seated by knocking and if leakage takes place the valve must be replaced.
20. Heating examiners must regularly test the apparatus in the compartment to see that all joints are steam tight and the levers and valves in proper working order. Any defects found should be remedied if possible or otherwise reported.
21. Special attention must be given to the drip valves on couplings and the steam traps on main pipes and heaters. Steam traps should be periodically blown through with steam to clear the valves of rust and dirt and diaphragms should be replaced where necessary.
22. Hose pipes showing signs of bursting must be changed to avoid putting the apparatus out of use. The couplings must be regularly examined and the runner washers maintained in good condition and the clips in working order.

## Instructions to Shed Examiners

23. The heating apparatus on locomotives and tenders must be thoroughly inspected at least once a month and more frequently in frosty weather to see that all parts are in proper working order, and particular care must be taken to keep regulating valves adjusted so as not to exceed the standard pressure laid down in Clause 16.

## Stone's System of Pressure Ventilation and Heating.

"Stone's" system of pressure ventilation and heating is fitted to a number of vehicles.
(1) The heating is applied automatically when steam heating is in operation.
(2) The equipment can be put out of use by means of a switch operated by a gas key at the control box or special cupboard in the vestibule on most vehicles and by a switch in the main lighting switch-box in the corridor in certain cases.
(3) Under normal conditions the switch must be in the "on" position and not altered except when trains composed partly of vehicles fitted with pressure ventilation equipment and partly of vehicles equipped with ordinary steam heating apparatus are in process of pre-heating.
(4) When trains composed entirely of vehicles fitted with pressure ventilation are being pre-heated the steam pressure must be applied for 30 minutes only before departure time. In the event of such vehicles being coupled to ordinary steam heated vehicles which require pre-heating for more than 30 minutes, arrangements must be made for the vehicles fitted with pressure ventilation to have the equipment in the "off" position until the last 30 minutes before departure time.
(5) Guards will be held responsible for seeing that their trains are properly heated and must satisfy themselves that the equipment is working satisfactorily. Should a defect develop on a journey during the steam heating season and cold instead of warm air be delivered into the vehicle, the Guard must switch off the pressure ventilation equipment.
(6) The failure of the equipment resulting in the non-delivery of air or delivery of cold air instead of warm air can be detected by placing the hand over the duct aperture situated on the wall a few inches above the floor of each toilet compartment. Any defects must be reported immediately to the Chief Mechanical and Electrical Engineer's Staff.

## LIST OF SINGLE LINES CONTROLLED BY TRANSIENT TRACK CIRCUITS OR DIRECTION LEVERS <br> ```LEDSTON and CASTLEFORD (OLD STATION) \\ MORPETH and HEPSCOTT. \\ BISHOP AUCKLAND WEST and BISHOP AUCKLAND NORTH. \\ NORTHALLERTON STATION and AINDERBY.```

The Single line sections between the above signal boxes are worked on the Electrical Token Block System, so far as is applicable, except that no Token for the section is provided, the signals at either end of the section being electrically interlocked.

When the services of the Fireman are not available the Guard must perform the duties laid down for the Fireman, but in the case of trains or locomotives the driving cabs of which are single manned, the Driver must proceed to the token station for assistance.

## Section Obstructed.

In the event of an engine becoming disabled on the Single line between these signal boxes, the Fireman must proceed to the signal box whence assistance is likely to be obtained or is expected, and if it is necessary for the engine coming to the assistance of the train, or for the breakdown van train to travel from the signal box to which the disabled train was proceeding, the instructions contained in Rule $183(\mathrm{~g})$ must be carried out.
Train or portion of train left on Single Line.
In the event of a train having to be left or divided and the rear portion left on the Single line, the Driver must not return for the train or rear portion without the written authority of the Guard as prescribed in Rule 183(f).
Failure of Track Circuits or Block Bells and Speaking Instruments.
In the event of (a) track circuit failure or (b) the bell communication and speaking instruments having failed thus preventing communication between the respective signal boxes, traffic will be worked by Pilotman in accordance with Block Regulation 25 applicable to failure of Electric Token.

## BARROWS FOR REPAIRS

Repairing of barrows and miscellaneous wooden articles. The following articles requiring repairs must be sent to the Workshop indicated.

|  | Barrows | Miscellaneous wood articles (e.g. loading boards, barrowing boards, dust boxes, step ladders, sheet tilts, cattle hurdles and trimmer boards) |
| :---: | :---: | :---: |
| HULL | Carriage Works, York | Carriage Works, York. |
| Divisional Manager's Area |  |  |
| Except:- |  |  |
| Hull | Ruilley Shops. Dairycoates, Hull | Road Motor Engineer, Rulley Shops, Dairycoates, Hull (excluding loading boards which should be sent to Carriage Works, York. |
|  | Carriage Works, York ... | Carriage Works, York. |
| Divisional Manager's Area |  |  |
| Except:- <br> Ex. E.R. Stations | Wagon Shops, Doncaster... | Wagon Shops, Doncaster. |
| NEWCASTLE AND MIDDLESBOROUGH |  |  |
| Divisional Manager's Area .. | Wagon Works, Shildon ... | Wagon Works, Shildon |

In certain Carriage and Wagon Districts. Staff is available for light repairs to be carried out on site and only heavy repairs should be sent to the Main Works. In cases of doubt Station Masters, Yard Masters and others may consult their local District Carriage and Wagon Foreman

All articles sent for repairs must have on the address label the name of the sending station together with the number of the barrow, etc. An advice must be sent in every case and Station Masters, Yard Masters and others must see that the articles are promptly returned from the Shops.

In cases where it is not possible to send barrows for repair without relief barrows being supplied, applications must be made to the Divisional Manager.

## ENGINEER'S RAIL MOTORS

## GENERAL INSTRUCTIONS.

These instructions are supplementary to the Rules and Regulations which must be strictly carried out so far as they are applicable.

1. An Engineer's Rail Motor must only be used by the Engineer's staff, sanctioned by the Engineer.

## ENGINEER'S RAIL MOTORS-continued

## General Instructions--continued

2. A Motor must always be accompanied by at least two men. It must carry a white head lamp, and a red tail lamp, which must be lighted as necessary, (also a red flag during daylight), a set of hand signals, not less than twelve detonators, a Klaxon Horn and if necessary a portable telephone and a portable turntable.
3. Whenever the instructions contained herein and the Block Regulations cannot be complied: with, a Motor may at all times be dealt with as a Platelayers' trolley, and the Rules relating to such must be strictly adhered to.
4. A Motor must not exceed a speed of 25 miles per hour, and must be kept in gear when running down steep gradients. All existing speed restrictions must be observed. When running out of gear, every care must be taken to keep the vehicle under complete control.
5. The Driver of a Motor must observe fixed signals. He must not pass a Stop signal at Danger unless authorised to do so by the Signalman. After being authorised to pass a Stop signal at Danger the Driver will be responsible for seeing that the points are in the proper position and he must proceed only as far as the line is clear.

Public level crossings not protected by fixed signals and occupation level crossings must be approached with caution.
6. The person-in-charge of a Motor, before placing it on the line, must receive the permission of the Signalman to do so. He must fully inform the Signalman as to the intended movements and the latter must not give authority for the Motor to run unless satisfied that this can be done without interfering with the ordinary traffic working. The Motor may be allowed to stop in section for an agreed length of time without possession of the line being taken unless the normal running time between two signal boxes is to be appreciably exceeded, in which case the person in charge of the Motor must take possession of the line concerned in accordance with the instructions on pages 52 and 53 of the General Appendix.
7. (i) On lines not equipped with intermediate Run-offs and Plug-Posts a Motor must only be placed upon and removed from a running line at a signal box where there is a Signalman on duty. A Motor must only be used for a journey from one signal box to another signal box.
(ii) On all lines worked under the Absolute Block system or other similar system of signalling, a Motor must be dealt with as a Freight train, the following Is Line Clear signal being used:-

Engineer's Rail Motor Running Through Section... 2 pause 1 pause 4.
(iii) In the case of a Single line, the person-in-charge of a Motor must be in possession of the Electric Token or Train Staff or a Ticket, as the case may be, for the section before leaving the signal box.
(iv) On lines where the Permissive Block or No Block Regulations apply, the Signalman at the box concerned must not give permission for a Motor to be placed on the line in front of a train already travelling or about to travel through a section. After permission has been given for a Motor to be placed on a line where such Regulations apply, no train must be allowed to follow until the Motor has passed the Outermost Home signal of the signal box ahead. A motor must not be crossed from one line to another except at a signal box where there is a Signalman on duty.
8. A Trailer or Trailers may be attached to a Motor or Motors, or two Motors may be coupled together with or without a Trailer or Trailers attached, and in such circumstances the following instructions will apply:-
(a) When occupation of the line is required, the line must not be occupied by ANY of the vehicles until permission has been obtained from the Signalman.
(b) When working coupled together the person-in-charge will be responsible for seeing that the vehicles are properly coupled before starting. They must in all cases be coupled at a signal box and must. not be uncoupled except at a signal box.
(c) The rearmost vehicle, whether Motor or Trailer, must carry the red tail lamp (which must be lighted as necessary) and the red flag.
(d) At least one man must travel on each Motor, and in the case of a Trailer or Trailers one man at least must travel on each Trailer to operate the brake. Two men must, however, always travel on the rear-most vehicle, one of whom must have with him a set of hand signals and not less than 12 detonators; during darkness, fog or falling snow each hand signal lamp must be lighted. The Driver of the leading Motor must look back frequently during the journey to see that all the vehicles are following in a safe and proper manner. The person-in-charge of the rear vehicle must also keep a sharp look-out.
(e) Propelling is prohibited except as provided for Clause (f).

Where two Motors are attached together with or without Trailers, the second Motor may be used under power for the purpose of assisting the leading Motor as necessary. The Driver of the leading Motor will be responsible for the running of the vehicles and observation of signals, and the Driver of the rear Motor must act on his instructions, but must also keep a sharp look-out, and in case of need be prepared at once to shut off his engine and apply his brake.
(f) In the event of any vehicles becoming detached when in motion the Driver of the Motor (or Motors) must stop, unless there is risk of collision. The rear vehicle or vehicles which have become detached must be brought to a stand as quickly as possible and secured, and must not be moved until a proper understanding has been arrived at with the man in charge of the leading Motor.

## ENGINEER'S RAIL MOTORS-continued

## General Instructions---continued.

If the two portions have been brought to a stand and verbal communication can readily be established without the use of a telephone, the front portion may be set back cautiously on to the rear portion.

If the two portions do not stop within such distance as would enable verbal communication to be readily established without the use of a telephone, the rear portion must be secured and then protected in accordance with Rule 215 , and the front portion must proceed to the nearest signal box in advance and the Driver must inform the Signalman of the circumstances. On a Double line, the rear portion must then only be removed by the Motor of the front portion returning on the proper line to the signal box in rear and entering the obstructed section from that end to propel the rear portion to the signal box where it can be removed from the running line. On a Single line, the Signalman may authorise the Driver of the front porticn to return cautiously to the rear portion left in the section if he considers it safe to do so, and provided that sufficient time has elapsed to allow of the rear portion having come to rest.
9. Engineer's Rail Motors must not be allowed to approach a Stop signal ahead of a signal box to await admission into the section ahead whether or not the line is track circuited, but must be kept in a position clear of all points and crossings and within sight of the Signalman. The Motors cannot be relied upon to operate track circuits, and Signalman and all concerned must be prepared to act accordingly. When a Motor is detained at a Stop signal the provisions of Rules 55 and 56 must be carried out by the Ganger or person-in-charge in accordance with the special instructions issued to the Engineer's staff.
10. When an Engineer's Rail Motor is approaching or leaving a station and a train is standing on the next adjoining line, or when approaching any place where shunting operations are in progress on the next adjoining line or siding, the driver must, on approaching and whilst passing, sound the Klaxon horn. The Klaxon horn must also be sounded to caution lengthmen and others on or near the line on which a rail motor is running, and on entering or emerging from a tunnel, and must be repeated occasionally when passing through long tunnels.
11. Where an Engineer's Rail Motor has to pass in the trailing direction over runaway or spring points the driver or man in charge of the motor must not drive the motor, or allow it to be driven over such points, until they have been closed by hand and so held while the motor is passing thereover.
12. Where an Engineer's Rail Motor has to pass over a crossing fitted with movable wings controlled by springs, the driver or person-in-charge of the motor must not drive the motor or allow it to be driven through the crossing, but the engine must be shut off and the motor propelled through by hand
13. Where an Engineer's Rail Motor has to pass in a trailing direction through points worked by a hand lever and which are not already set for the route on which the motor is travelling, the points must be reversed by the hand lever before the vehicle is allowed to pass through.
14. When not in use the motor and trailer must be removed from the running line, placed well clear of the line and the wheels secured by chain and padlock; where arrangements are made for motors to be stabled in a siding they must be kept in the place agreed with the Traffic Department, and the chains must be passed round the rail and secured through the wheel of the motor.
15. When a motor is removed from the running line the person in charge of the motor will be responsible for seeing the line is clear, and for advising the signalman accordingly.

Engineer's Rail Motors are authorised to work over the following lines in acordance with these General Instructions.

BETWEEN

| Signal Box |  |
| :--- | :--- |
| York (Burton Lane) | Barton Hill |
| Staddlethorpe | Selby (Barlby North) |
| Church Fenton North | Gascoigne Wood |
| Womersley | Shaftholme |
| Cotingham South | Seamer West |
| Wilmington | Hedon Station |
| Wilmington | Hornsea |
| Alexandra Dock | King George Dock |
| King George Dock | Southcoates Station |
| King George Dock | Salt End |
| Holderness Drain North | Victoria Dock |
| Boothferry Road | Thorne Moor |
| Potters Grange | Engine Shed Junction |
| Goole (Marshland) | Epworth |
| Boothferry Road | Oak Hill |
| Sudforth Lane | Goole |
| Carcroft Station | Skellow Junction |
| Skellow Junction | Bullcroft Junction |
| Marsden Junction | Diggle Junction |
| Charlesworth's | Methley South |
| Milner Royd Junction | Bowling Junction (Up and Down Maita Lines |
|  | only) |

## ENGINEER'S RAIL MOTORS-continued

General Instructions-continued. BETWEEN


## DOUBLE LINES EQUIPPED WITH RUN-OFFS AND PLUG POSTS AND MOTORS FITTED WITH TELEPHONES (WITH OR WITHOUT KEY BOXES AND KEYS) WHERE ABSOLUTE BLOCK WORKING IS IN OPERATION

16. When a Motor requires to travel from one signal box to another, the General InstructionsClauses 1 to 15 , will apply.
17. Where Intermediate Run-offs and Plug-posts are provided the following arrangements will apply.

When it is necessary for a Motor to commence a journey at a signal box and terminate at a plug-post or commence a journey at a plug-post, Clauses 1 to 6 and 9 to 15 of the General Instructions will apply together with the following additional instructions:-

## A.-When journey commences at a signal box.

When a Motor requires to travel from a signal box to a plug-post, it must be dealt with in accordance with Block Regulation 8, the following Is Line Clear signal being used:-

Engineer's Rail Motor requiring to stop in section... 4 pause 3 pause 3 .

## ENGINEER'S RAIL MOTORS-continued

After the Signalman's permission has been obtained the Motor may be placed on the line and proceed to the pre-arranged plug-post.

When the motor arrives at the run-off it must be removed clear of the line and the plug must be inserted in the socket on the plug-post. If the Motor is fitted with key-box and key, the key must be inserted in the box and turned; the key is thereby electrically locked in. The person-in-charge of the Motor must then communicate on the telephone with the Signalman in the rear and send the following message:-
"From the person-in-charge of Motor at Plug-post No.
"To Signalman at.
"The Motor is in the run-off and the line is clear."
This message must be repeated by the Signalman to the person-in-charge of the Motor to ensure accuracy.

The Signalman must then send the Cancelling signal in accordance with Block Regulations 2 and 9.

## B.--When journey commences at a Plug-post.

Before a Motor is placed on the line at a plug-post the person-in-charge of the Motor must first call up the Signalman at the signal box in rear on the telephone, give the number of the plug-post from which he is speaking and advise the Signalman of the place where he proposes to proceed.

The Signalman on receipt of this message must advise the person-in-charge to await instructions.
If the Signalman is in a position to allow the person-in-charge to place the Motor on the line he must first send the Is Line Clear signal 2-1-4 or 4-3-3 (according to whether the Motor will proceed to the signal box in advance or be removed from the line in the section) to the Signalman at the signal box in advance.

The Signalman at the signal box in advance, if he receives the 2-1-4 signal must accept the Motor under the same conditions as a Freight train, but if the 4-3-3 signal is received, the Motor must be dealt with in accordance with Block Regulation 8.

When the Motor has been accepted, the Signalman at the Signal box in rear must send the following message on the telephone to the person-in-charge of the Motor:-
"From Signalman at...
"To person-in-charge of Motor.
"You may place Motor on the line and proceed as arranged."
(Note.-If the Motor is proceeding under Block Regulation 5, the Signalman must also advise the person-in-charge of the Motor accordingly).
This message must be repeated by the person-in-charge to the Signalman to ensure accuracy.
Where a release key is provided in the signal box the Signalman must then press the key a sufficient length of time to enable the person-in-charge of the Motor to turn the key in the key box on the Motor and withdraw it. The Motor may then be placed on the line and proceed.

The person-in-charge must on no account allow the Motor or any vehicle to be placed on the line until the Signalman's permission has been obtained, and, in the case of a Motor fitted with key-box and key, the key has been released and withdrawn from the key-box. A Notor must not be transferred from the Down line to the Up line, or vice-versa, at an intermediate Run-off. In no circumstances must the Signalman give permission for the Motor to be placed on the line, or gperate the release key (where provided) to free the key on the Motor, until the "Is Line Clear?" signal for the Motor has been accepted.

## C.--Failure of Telephone or Electrical Apparatus.

If the person-in-charge of the Motor finds on arrival at a plug-post that he is unable to communicate with the Signalman in the rear on the telephone, he must either proceed himself or despatch a man to the nearest signal box in order that the Signalman may be advised.

The Signalman concerned, on receipt of this advice, must send the Train Out of Section or Cancelling signal, as the case may be, in accordance with Block Regulations 2 and 9.

In the event of the failure of the key box apparatus on a Motor fitted with key-box and key, and the person-in-charge being unable to withdraw the key from the key-box, he must obtain instructions on the telephone from the Signalman as to what course is to be adopted, but in no circumstances must the Signalman give permission to the person-in-charge to occupy the line.
18. At places where clause 17 applies a Trailer may be attached to an Engineer's Rail Motor, or two Motors may be coupled together with or without a Trailer attached, and in such circumstances the following additional instructions will apply:-
(a) (i) When occupation of the line is required, the line must not be occupied by any of the vehicles until permission has been obtained from the Signalman.
(ii) The vehicles must not be uncoupled except at a signal box or intermediate run-off. On arrival at an internediate ram-on the person-in-charge must not in any circumstances operate the pluy, or plus and Ley ha the case of a Motor fitted with key-box apparates, watil all the vehicles have been removed from the fine.
(b) When working coupled together the person-in-charge will be responsible for seeing that the vehicles are properly coupled before starting.
(c) The rearmost vehicle, whether Motor or Trailer, must carry the red tail lamp (which must be lighted as necessary) and the red flag.

## ENGINEER'S RAIL MOTORS-continued

## Double Lines equipped with run-offs and plug-posts and Motors fitted with telephones (with or without key boxes and keys) where absolute block working is in operation-contimued.

(d) At least one man must travel on each Motor, but two men must travel on the rear vehicle, one of whom must operate the hand brake. A set of hand signals and not less than 12 detonators must be carried on each vehicle, and during darkness, fog or falling snow each hand signal lamp must be lighted. The Driver of the leading Motor must look back frequently during the journey to see that all the vehicles are following in a safe and proper manner. The person-in-charge of the rear vehicle must also keep a sharp look-out.
(e) Propelling is prohibited except as provided for in Clause (f).

Where two Motors are attached together with or without a Trailer, the second Motor may be used under power for the purpose of assisting the leading Motor as necessary. The Driver of the leading Motor will be responsible for the running of the vehicles and observation of signals, and the Driver of the rear Motor must act on his instructions, but must also keep a sharp look-out, and in case of need be prepared at once to shut off his engine and apply his brake.
(f) In the event of any of the vehicles becoming detached when in motion, the Driver of the Motor (or Motors) must stop unless there is a risk of collision. The rear vehicle or vehicles which have become detached must be brought to a stand as quickly as possible and secured and must not be moved until a proper understanding has been arrived at with the person-in-charge of the leading Motor.

If the two portions have been brought to a stand and verbal communication can readily be established without the use of a telephone, the front portion may be set back cautiously on to the rear portion.

If the two portions do not stop within such distance as would enable verbal communication to be readily established without the use of a telephone, the rear portion must be secured and then protected in accordance with Rule 215 , and the front portion must proceed to the nearest telephone plug post or signal box in advance and the Driver must inform the Signalman of the circumstances. The rear portion must then only be removed by the Motor of the front portion returning on the proper line to the signal box in rear and entering the obstructed section from that end to propel the rear portion to the plug-post or signal box where it can be removed from the running line.

Engineer's Rail Motors are authorised to work over the following lines in accordance with the instructions contained in clauses 16,17 and 18.

| Between |  |  |  |  |  |  | Lines on which Run-offs are situated |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Signal Box |  |  | Signal Box |  |  |  |  |
| York (Skelton) ... |  |  | Poppleton |  | .. |  | Down |
| Poppleton ... | $\ldots$ | .. | Starbeck South | $\ldots$ | .. | $\ldots$ | Up and Down |
| Skellow . | ... | .. | Bramwith |  |  | .. | Up and Down |
| Stockton (North Shore) | $\ldots$ | . | Greatham | ... | ... | ... | Up and Down |
| Bishop Auckland North |  | . | Brandon |  | ... | . | Up and Down |
| Darlington (Hopetown) | $\ldots$ | . | Shildon |  |  |  | Up and Down |
| Eryholme... | ... |  | Scorton ... | $\ldots$ | $\ldots$ |  | Up and Down |
| Darlington (Geneva) | ... |  | Eaglescliffe South | .. | ... | . | Up and Down |
| Grosmont | $\ldots$ | ... | Whitby ... | ... | $\cdots$ | ... | Up and Down |

Engineer's Rail Motors may also work over the following lines in accordance with the Special Instructions issued in each case.


## ENGINEER'S RAIL MOTORS--continued <br> INSTRUCTIONS FOR WORKING OVER COLOUR LIGHT SIGNALLED AREAS IN CONNECTION WITH THE MAINTENANCE OF SIGNALLING

19. Where special authority is issued for Engineer's Rail Motors to work over a Colour Light or other Automatic Section, the following instructions must be observed, together with the General Instructions, clauses 1 to 15 :--

Engineer's Rail Motors cannot be relied upon to operate track circuits, and consequently they cannot be relied upon to operate the Automatic signals.

An Engineer's Rail Motor may follow a preceding train in accordance with the normal method of automatic working.

After permission has been given for an Engineer's Rail Motor to occupy the line, the Signalman must provide the necessary protection by operating his control levers or switches to maintain the protecting signals at Danger, and prevent any train following in the same direction until the "Train Out of Section" signal has been received for the Engineer's Rail Motor, which signal must be sent by the Signalman at the box in advance when the machine has passed the box and is beyond the overlap of the first controlled stop signal. The Signalman at the box in advance must also maintain this signal in the "Danger" position to protect the machine until it has passed into the Section ahead or has been removed from the running line.

Engineer's Rail Motors are authorised to work over the following lines in accordance with the General Instructions clauses 1 to 15 and the Instructions contained in clause 19:-


## COLOUR LIGHT SIGNALLED AREAS—SUBSIDIARY SIGNALS (Rule 35)

1. When a Driver receives the aspect to proceed at any subsidiary signal, he must prozeed, as required, as far as the line is clear towards the next signal only, whether the latter is a subsidiary signal or a running signal, or towards a platform line, as the case may be, but the proceed aspect of the subsidiary signal does not authorise the next signal to be passed at danger.

## 2. Ground Shunt signals with two white lights in a horizontal position for the normal aspect.

A ground shunt signal with two white lights in a horizontal position need not be observed when a movement is made under the authority of a colour light proceed aspect (i.e. yellow, double yellow or green) but in no other circumstances may a subsidiary signal of this type be passed when the stop indication is shown, except under the authority of the Signalman.

Ground Shunt signals with one white and one red light in a horizontal position for the normal aspect.

A ground shunt signal with one white and one red light in a horizontal position must not be passed when in the Danger position. When a proceed aspect is given at a full colour light running signal, the facing ground shunt signals between this signal and the next stop signal will normally be in the clear position, but the Signalman has facilities for restoring such intervening ground shunt signals to the Danger position in an emergency, after a train has passed the full colour light signal.
3. Drivers of passenger trains will normally receive a route indication (where provided) when a subsidiary signal under a running signal is exhibited. If the subsidiary signal is exhibited without a route indication (where provided) it must be regarded by the Driver of a Passenger train as a signal imperfectly exhibited (Rule 82). The Driver must stop at the signal and inform the Signalman who, if the route indicator has failed, must arrange for the Driver to be informed by which route he is to proceed.
4. In appropriate cases " $C$ ", " $W$ " or " $S$ " indication may be given with a subsidiary signal under a running signal, as described in Rule 35 (b).

## RULE 39(a)

The provision of Rule 39, clause (a) are exempt at the following signals, and these signals may be taken off before a train has been brought quite or nearly to a stand at them, although the stop signal in advance may be at Danger.

| Signal Box | Signal at which Rule 39, clause (a) is exempt | Remarks |
| :---: | :---: | :---: |
| Beverly, Cherry Tree... | Down Intermediate Home (Slotted with Beverley Station Down Starting signal) | Applies to trains booked to stop or terminate at Beverley. |
| Cottingham North ... | $\left.\begin{array}{l}\text { Down Main Outer Home } \\ \text { Up Main Inner Home }\end{array}\right\}$ | Applies to trains booked to stop at Cottingham. <br> Note.-When the Up Main Inner Home signal is cleared under this authority the Up Main Outer Home signal may also be cleared. |
| Hensall Station ... | Up Main Outer Home ... | Applies to trains booked to stop at Hensall Station in clear weather only. |
| Cutsyke | Down Methley Inner Home | Clear weather only |
|  | Down Cutsyke Branch Outer Home | Clear weather only. |
| Pontefract Monkhill East | Down Main Home ... ... | In clear weather only. |
| Mirfield, Heaton Lodge Junction | Down Fast and Down Slow Inner Homes | -- |
| Wakefield East | Up Home No. 2 Up Platform or Up Through Line Up Branch Home to Up Platform or Through Line | - |
| Wakefield West | Down Fast and Down Slow Inner Homes Down Branch Home | - |
| Kirkstall | Up Main Home No. 43 Signal | In clear weather only. |
| South Shields Station | $\begin{array}{lc}\text { Down Main to Down Plat- } \\ \text { form Home } & \ldots \\ \text { Down Platform } & \ldots \\ \text { Down Main to Middle line } \\ \text { Down Main to Up Platform } \\ \text { Home } & \ldots\end{array}$ | Applies when the line is clear to the bridge carrying the outlet signals from the station sidings. |
| Urlay Nook | $\left.\begin{array}{l}\text { Up Main to Up Loop } \\ \text { Down Main to Down Loop }\end{array}\right\}$ | Applies to trains not conveying passengers when the Loop line is clear to the outlet signal and in clear weather only. |
| Redcar Station | $\left.\begin{array}{cc}\begin{array}{cc}\text { Up Outer Home } & \ldots \\ \text { Nos. } 46 \text { and } 47 \text { Down Home } \\ \text { signals } & \ldots \\ \ldots\end{array} & \ldots\end{array}\right\}$ | Applies to trains booked to stop at Redear. |

## SHUNTING SIGNALS (Rule 47)

When a shunting signal in advance of the signal box controls the entrance of a train into the section ahead and a "right-away" movement is required to be made, the provisions of Rule 41 (b) must be observed, but where Absolute Block working is not in operation the Driver must go forward prepared to stop short of any obstruction there may be before he reaches the next stop signal.

## RULE 55

Position light signals as referred to in Rule 35 (b) (iii) are not provided with the sign shown in diagram No. 2 on page 64 of the Rule Book and the provisions of Rule 55 (b) (i) do not apply.

## REFERRING TO THE NOTES TO RULE 55 APPEARING ON PAGES 63, 64 AND 65 OF THE RULE BOOK

## FIREMAN'S CALL PLUNGERS

Where the indication "Rule 55 exempt-Press key" is given at the signal post or at the pillar, the operation of the plunger will indicate in the signal box the position of the train without a bell sounding at the signal post or pillar. In such cases it will not be necessary for the Guard, Shunter or Fireman to go to the signal box to remind the Signalman of the position of the train after the plunger has been pressed.

## TELEPHONES

Where both a Fireman's call plunger and a telephone are provided at a signal (indicated by the sign shown in Diagram No. 3 and a " T " sign) the requirements of Rule 55 must be carried out by the operation of the Fireman's call plunger and not by the use of the telephone.

## TELEPHONES AT STOP SIGNALS

Oblong plates bearing the letter " T " (on a black or white background), diamond signs bearing a " T ", or " $D$ " signs, are provided on certain signals for the purpose of indicating to Trainmen that a telephone is provided at the signal to enable them to communicate with the Signalman. In future the provision of a telephone at signals will be indicated only by the black and white diagonally striped telephone box as shown in Diagram No. 1 of Rule 55, but in the meantime it must be understood that Rule 55, clauses b (i), (g) or (h) are applicable to signals bearing the signs referred to in the preceding sentence.

## LINESIDE TELEPHONES

A black and white striped diagonal plate or box as shown in Rule 55, Diagram No. 1, will, in future, be used only to distinguish telephones which are provided at signals for Trainmen to communicate with the signal box. Other telephones which are required to be used by Trainmen on occasions will, in future, be identified by a black diagonal cross on a white background. Lineside telephones for electrification purposes will continue to be identified by a red telephone on a white background, together with the word "Electrification" printed in red or other existing means.

The changeover to the black diagonal cross will be made as and when maintenance or renewal work is carried out at the places concerned.

## MOVEMENT OF RAIL VEHICLES BY ROAD MOTOR VEHICLES (Rule 110 (c))

The following is a list of places where authority is given for rail vehicles to be moved by road motor vehicles:-

Station<br>Scarborough<br>Hull<br>Newcastle

Place
Goods Station
Docks and Yards when tractors (Tow Motors) used Quay

## SIDE LIGHTS ON FREIGHT TRAINS (Rule 120)

For the purpose of this Rule it must be understood that fully fitted freight trains which are not required to carry side lights are those classified " 4 " and signalled by the Is line clear signal, 3-1-1.

## SHUNTING OF TRAINS FROM MAIN TO MAIN OR TO A BRANCH LINE ON FALLING GRADIENTS-RULE 146

Trains must not be shunted from Main to Main or to a Branch line where the line is a falling gradient steeper than 1 in 100 unless there is a locomotive at the lower end, except where special instructions have been issued to the Signalman who will instruct trainmen as necessary.

Every effort should be made to avoid shunting Freight trains from one running line to another or on to a Branch line at a junction where, in either case, the line on to which the train is shunted is on a falling gradient steeper than 1 in 260.

Where, however, it is found necessary to resort to such working Guards of trains must, in all cases, before allowing the movement to take place, pin down a sufficient number of wagon brakes at the rear to hold the train in the event of vehicles becoming uncoupled.

## TRACK CIRCUIT BLOCK REGULATIONS-DEFINITION OF STATION LIMITS-RULES 149 and 153

Referring to paragraph 1 of the instructions on page 61 of the General Appendix; where the Track Circuit Block Regulations are in operation, "station limits" is the portion of line between the first and last stop signals controlled from the same signal box, even though automatic or semi-automatic signals intervene.

The area may be extended to include points ahead of the last controlled signal and controlled from the same signal box, or worked from a ground frame released by the same signal box.

This applies at all signal boxes unless specialiy restricted or extended below.

## LEEDS

The following portions of line only may be treated as within Station Limits:-
Commencing at the East End of the Station at Signal 179, extending Westwards, and terminating at Signals $96,98,99,101$ and 102 except for movements requiring to proceed beyond to set back under the authority of position light signals $97,89,94$ or 114 .

Commencing at the West End of the Station at Signals 91, 92, 93 and 95, extending Eastwards, and terminating at Signals 175,176 and 177 except for movements requiring to proceed beyond to set back under the authority of position light signal 178.

TRACK CIRCUIT BLOCK REGULATIONS-DEFINITION OF STATION LIMITS-RULES 149 and 153-continued.

| Signal Box | Line | Station Limits |
| :---: | :---: | :---: |
| Neville Hill East | Down Main | First Controlled Signal to No. 20 Signal. |
| Neville Hill East | Up Main | From No. 122/123 Signals to Last Controlled Signal. |
| Tyne | All | No station limits. Special authorities in |
| Benton | Up B. \& T. | From B. 18 to U.3.X signal. |
|  | Down S.W. Curve | From B. 35 to U.3.X signals. |
|  | Up N.W. Curve ... | From B. 36 to U.3.X signals. |
|  | Down B. \& T. | From B. 41 to B. 19 signals. |
|  | Up S.W. Curve | From B. 41 to B. 30 signals. |
|  | Down N.W. Curve | From B. 41 to B. 27 signals. |
| Alnmouth | Up Main ... | From 144 to 119 signals. |
|  | Down Fast ... | From 124 to D. 35 signals. |
|  | Down Passenger Loop | From 123 to D35 signals. |
| Stannington | Up Main ... | From S. 1 to U. 13 signals. |
|  | Down Main ... | From S. 17 to D. 15 signals. |
| Tweedmouth (Berwick Area) | Up Main ... $\}$ | From Limit of Shunt boards on Up Main |
|  | Up Goods ... $\}$ | and Up Goods lines to U. 66 signal. |
|  | Down Main | From Limit of Shunt board on Border Bridge to No. 10 Shunting signal. |
| (Tweedmouth Area) | Up Main | From 51 to 84 signals. |
|  | Down Main | From 83 to 50 signals. |
| Pelaw | Up Goods to Down | To P. 25 signal. |
|  | South Shields Line Up South Shields Line | From P. 24 signal. |
| Harton | Up Main ... ... | Between signal No. 40 and signal No. 39. |
|  | Down Main | Between signal No. 6 and signal No. 755. |

## RULE 177--REPORTING OF ACCIDENTS

When a locomotive fails due to a defect or fault, the person carrying out the instruction contained in Rule 177 should make certain that information is also given whether the locomotive is capable of being moved. If the Driver is not in a position to give this information when the Rule is being carried out he should at the first available opportunity after he has ascertained the extent of the failure, see that the information is given to the nearest Signalman as to what is required in the way of assistance and whether his locomotive is capable of being moved.

## WORKING OF CRANES IN CONNECTION WITH MISHAPS OR ENGINEERING OPERATIONS-PROTECTION OF TRAINS ON ADJOINING LINES

Referring to page 53 of the General Appendix, at those places where Rotary Interlocking Block instruments without B.B.I. release keys are provided, it will be necessary in connection with the "Blocking Back Inside Home Signal" bell for the special release key to be made use of in order to release the block indicator from the "Train on Line" position. The glass covering the release key need not be restored until the crane working is completed, and it will be the responsibility of the Operating Department District Inspector in charge to see that the release key is not used irregularly during the period.

## LIGHTS IN TUNNELS

Standedge Tunnel-White marker lights are fixed on the wall of the tunnel, one at 110 yards and one at 100 yards on the approach side of Diggle Up Colour Light Distant Signal.

Thackley Tunnel-A white marker light is fixed on the Down side wall of the tunnel, 100 yards on the Apperley side of Thackley Junction Down Outer Distant signal.

Bramhope Tunnel-A white marker light is fixed on the Down side wall of the tunnel, 400 yards from the Arthington end.

## GONGS IN TUNNELS

Gongs are fixed in the undermentioned tunnels for the purpose of warning drivars that they are approaching the distant signal, or that they are approaching the end of the tunel where signals are situated just outside.

If a Driver does not hear the gong sound, he must give information of the failure at his first stopping place, and the Station Master there must immediately wire the station nearest to the gong. An examination of the Gong must at once be made, and, if there is any failure in the apparatus, the Signal Department must be wired.

| Tunnel | Up or Down Line | Position of gong |
| :---: | :---: | :---: |
| Sowerby Bridge | Down | 60 yards in front of Down Home and 50 yards from Sowerby Bridge end of tunnel. |
| Huddersfield | Down Slow | 100 yards on the Springwood side of the Down Home signal. |
| Huddersfield | Down Fast | 100 yards on the Springwood side of the Down Home signal. |
| Standedge | Down | 50 yards on the Diggle side of the Down Distant signal, and 656 yards from Marsden end of tunnel. |

## PROVISION OF PROTECTION BY DETONATORS AND SITING OF WARNING BOARDS ON HIGH SPEED LINES

The distance at which protection of trains, obstructions, etc., is given on the lines listed below must be increased as shown when the following Rules are applicable:-

## Rule

107(c) Protection of Traction Engines, etc.
179(a) Protection of trains stopped by accident or other exceptional cause.

180(a) (First para.) When line or lines used by trains running in the opposite direction are obstructed.
(Fourth para.) If engine disabled Fireman to protect obstruction.
(Last para.) Protection of opposite lines during fog.
$215(\mathrm{~d})$, (g), (k). Protection of Trolleys.
216(a), (e) Protection of Ballast trains.
217(g) Protection of Engineer's temporary speed restrictions.

Increased from $\frac{3}{4}$ mile to 1 mile.
The detonators must be placed-one at $\frac{1}{4}$ mile, one at $\frac{1}{2}$ mile and three 10 yards apart not less than 1 mile from the obstruction.
Increased from $\frac{3}{4}$ mile to 1 mile.

The detonators must be placed--one at $\frac{1}{4}$ mile, one at $\frac{1}{2}$ mile and three 10 yards apart not less than 1 mile from the obstruction.
Increased from $\frac{3}{4}$ mile to 1 mile.
Increased from $\frac{3}{4}$ mile to 1 mile.
Increased from $\frac{3}{4}$ mile to 1 mile.
Increased from $\frac{1}{2}$ mile to 1 mile.

Warning Boards provided in accordance with Rule 218(a) must on such lines be fixed at $\mathbf{1}$ mile from the point where speed restrictions commence, except where a greater or lesser distance is agreed in special circumstances.

The protection necessary at Level Crossings in accordance with Rule 104 must be given at a distance of 1 mile in the direction from which a high speed Passenger train is due or expected; if two or more lines are obstructed, the Crossing Keeper must, unless assistance can be immediately obtained, use discretion as to which line or lines must be protected with as little delay as possible.

The foregoing Instructions apply only to the Up and Down Main lines (or Fast lines) between:Shaftholme and Burnmouth.

## APPROACH LIGHTED COLOUR LIGHT SIGNALS PROTECTING CROSS-OVER ROADS USED FOR SINGLE LINE WORKING-RULES 189-192

[^4]When Single Line Working is terminated the Pilotman or a man deputed by the Station Master must again operate the switches to restore the approach lighting to the signals, and return the key to the Signalman.

The Signalman must advise the Lineman when the switches are operated to light the signals continuously.

Where the special switches referred to above are not provided Handsignalmen must be stationed opposite the signals concerned.

## (b) CROSSOVER ROADS CONTROLLED FROM INTERMEDIATE GROUND FRAMES

Where these crossover roads are worked from track controlled intermediate ground frames, these switches are not provided, and Handsignalman must be stationed opposite the Automatic and SemiAutomatic signals acting as Home and Distant signals for trains approaching the crossover roads in the wrong direction.

## (c) GENERAL

Until the Handsignalmen referred to in ( $a$ ) and (b) above are provided Drivers must be specially warned by the Pilotman to be prepared to stop clear of the crossover road.

## AUDIBLE INDICATORS OF POSITION OF WORK IN TUNNELS-RULE 218 (e)

When work is being carried out in long tunnels, gongs may be provided in lieu of illuminated speed and/or "T" indicators, to indicate the precise position of the commencement of the speed restriction and/or the termination of the speed restriction. In every case where such an arrangement applies an intimation will be published in Section A of the Weekly Notice. Should a Driver fail to hear the gong or gongs he must stop at the first signal box open and advise the Signalman there of the circumstances.

The Signalman receiving this advice must arrange for the Signal Engineer's Department Lineman to be advised and must also inform the Signalman at the opposite end of the tunnel. Until advice is received that the apparatus is again in working order the latter Signalman must stop all trains proceeding through the tunnel on the line or lines concerned and inform Drivers of the circumstances and instruct them to proceed cautiously.

## COLLARS FOR TOKEN INSTRUMENTS ON SINGLE LINES AND WHERE TRANSIENT TRACK CIRCUITING IS INSTALLED

Collars for use on Token instruments and where Transient Track Circuits are installed are supplied to each signal box concerned. They must be used in all cases where visual indication of the state of the line is not given by means of the indicator on the relative Token instrument and in the case of Transient Track Circuits. The Signalman must see that the proper number of collars are available, and the importance of using them is impressed upon all concerned.

## SIGHTING DISCS-LIGHTING AND EXTINGUISHING

The special sighting discs provided at various signal boxes for the guidance of the Signalmen in calling out and dispensing with the services of the Fogsignalmen, etc., must be lighted and extinguished in the same way and at the same time as lamps in fixed signals. from the beginning of September to the end of March.

## BALLAST TRAINS RETURNING TO SIGNAL BOX IN REAR

Referring to Rule 175, clause (c) and Rule 216 (j); ballast trains must not be allowed to return in the wrong direction during fog or falling snow, or in sections where Rotary Interlocking Block instruments are provided, nor must they be allowed to return in the wrong direction through a tunnel unless the man in charge of the train has ascertained that the tunnel is clear from the point where the train is standing to the exit from the tunnel and has made arrangements for all men who may be in the tunnel to be kept clear until the ballast train has returned in the wrong direction.

## ENGINEER'S 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 Rule 149 Exception (ix), provided the vacuum brake is operative and the Guard has access to the vacuum brake in the leading compartments, in which he must ride.

The propelling of trains conveying passengers into bay platforms is prohibited.

## AERODROMES IN THE VICINITY OF RAILWAYS-SAFETY ARRANGEMENTS

Special colour light signals, as shown below, will function only when an obstruction occurs within the areas bounded by the signals on the lines in question. Trainmen must act on the aspects given irrespective of the indications shown by the running signals. When a train is brought to a stand by one of the special signals showing a red aspect, trainmen must act in accordance with Rules 55 and 56.

When no light aspects are exhibited in the special signals, Trainmen must work to the running signals only.

| Signal Boxes between | Signal | Emergency Aspect | Location | Telephone communication $\underset{\substack{\text { at }}}{\substack{\text { with } \\ \text { atnalman }}}$ |
| :---: | :---: | :---: | :---: | :---: |
| Oak Tree and Urlay Nook | Down Main D. 4 <br> Down Main D. 5 <br> Up Main U. 6 <br> Up Main U. 5 |  | Down side of line, 740 yards East of Oak Tree Down Starting signal. <br> Down side of line, 1,200 yards East of D. 4 <br> Up side of line, 1,620 yards on West side of Urlay Nook signal box. Up side of line, 1,200 yards West of U. 6 | Urlay Nook. <br> Urlay Nook. |

## COUPLING AND UNCOUPLING OF LOCOMOTIVES

Firemen must couple their locomotives to trains at the starting point, and uncouple them at the terminal point.

In the case of trains or locomotives the driving cabs of which are single manned the duties of coupling and uncoupling must be performed by the Traffic (Operating) Department Staff.

## SHUNTING LOCOMOTIVES-OPERATION OF TRACK CIRCUITS

Owing to gaps in track circuiting, four-wheeled steam and diesel locomotives must not travel over main running lines unless working with at least one vehicle attached.

No diesel shunting locomotives of 204 h.p. having 4 or 6 wheels must be permitted to run light through any section in which auto-half barriers are installed. When the movement is essential a Guards Brake van or Brake Tender must be attached to the locomotive.

## DEPOTS ON WHICH LOCOMOTIVES ARE ALLOWED

Locomotives must not be allowed to run or shunt on Coal Depots, except where a notice board authorising this is exhibited.

## LOCOMOTIVES IN STEAM COUPLED TOGETHER

The term "Locomotive in Steam" also includes Diesel and Electric Locos, capable of movement under own power.

From three to five locomotives may be coupled together for working throughout the Eastern Region (Northern Area) without special permission of the Chief Civil Engineer provided the following requirements are met.
(1) The heaviest locomotives must have a route availability permitted over the route concerned.
(2) (a) All the locomotives must be in working order.
(b) Should one or more locomotives be "Dead" the conditions on Page 97 of the General Appendix must be applied. (Clause 1 (b) will not apply.)
(3) The coupled locomotives must not be run over lines where Double Heading of Locomotives is prohibited.
(4) The following routes are EXCLUDED from this authority:-

Crigglestone to Horbury Junction.
Castleford (Old Station) to Garforth.
Foss Islands Branch, York.
Whitwood Branch, Castleford.
Cannon Street Branch, Hull.
Scotswood to West Wylam (via Newburn).

## OCCUPATION CROSSINGS-TRAINS STANDING OVER

When Freight trains are required to stand in Independents, Loops or Sidings, preventing the use of occupation crossings, Guards will be held responsible for dividing their trains where necessary to allow of the occupation crossing being used.

## WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS

Referring to page 39 of the General Appendix regarding the instructions for the working of Multiple Unit Mechanical Diesel trains, the following additional instructions apply in the Eastern Region (Northern Area):-

Clause 5-(Tail Traffic)-On instructions from the Divisional Manager vehicles, as listed below, may be attached to the rear of a Diesel Multiple-Unit train working over the lines shown, subject to the Guard riding in the rearmost brake compartment of the Diesel Multiple-Unit.

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

| Route | Train Formation | Minimum Horse-power | Maximum Tail-Load |
| :---: | :---: | :---: | :---: |
| Hull and Doncaster (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Hull and Scarborough ... .. | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Goole and Wakefield (both directions) | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Goole and Wakefield (both directions) | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Bradford to Huddersfield via Halifax (both directions) |  |  |  |
| Bradford to Huddersfield via Cleckheaton (both directions) | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Huddersfield to Penistone (both directions) | \} 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Clayton West to Clayton West Junction (both directions) ... |  |  |  |
| Leeds to Ilkley via Guiseley ... | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
|  | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Barnsley-Leeds (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| York-Doncaster (both directions) | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Selby-Pontefract | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Leeds-York (both directions) | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| York-Harrogate ... | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Harrogate-York | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| York-Scarborough (both directions) | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| $\dagger$ Doncaster-Mull (both directions) ... | 6 cars (comprised of 4-car heavyweight) 2-car lightweight) | 900 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Wakefield Westgate-Wakefield | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Kirkgate (both directions) ... ... | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Bradford F. Sq. and Skipton (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Bridlington-Scarborough ... | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Doncaster and Leeds | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| (bothdirections-viaSandalor Crofton West | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Scarborough and Hull $\cdots$... | 2 cars | 300 B.H.P. | $\chi 1$ vehicle, 17 tons gross. |
|  | 4 cars | 600 B.H.P. |  |
| Carcroft (Adwick Jn.) and Stainforth | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
|  | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| directions) <br> Darlington and Richmond (both direc- | 4 cars | 900 E.H.P. | 1 vehicle 17 tons gross. |
| Darlington and Richmond (both directions | 2 cars | 600 B.H.P. | I vehicle 17 tons gross. I vehicle 17 tons gross. |
| Blyth and Tyne Area (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Carlisleand Newcastle (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Alston-Haltwistle . | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
|  | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Newcastle to Leeds (both directions), (via Darlington and York) | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross (wheelbase 15 feet or more [spade conditions]). |
| York and Newcastle via Northallerton and the Coast | $\begin{aligned} & 2 \text { cars } \\ & 4 \text { cars } \end{aligned}$ | $\begin{aligned} & 300 \text { B.H.P. } \\ & 600 \text { B.H.P. } \end{aligned}$ | 1 vehicle 17 tons gross. 1 vehicle 17 tons gross. |

## WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS-continued

## 2. Trains formed entirely of other than Light Weight Units

| Route | Train Formation | Minimum Horse-power | Maximum Tail-Load |
| :---: | :---: | :---: | :---: |
| Hull and Doncaster (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gro |
|  | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Hull and Bridlington | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
|  | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Goole and Wakefield (both directions) | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
|  | 4 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Goole and Wakefield (both directions) | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Bradford to Huddersfield via Halifax (both directions) |  |  |  |
| Bradford to Huddersfield via Cleckheaton (both directions) | 2 cars 4 cars | $\begin{aligned} & 600 \text { B.H.P. } \\ & 1200 \text { B.H.P. } \end{aligned}$ | 1 vehicle 17 tons gross. |
| Huddersfield to Penistone (both | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| directions) | 6 cars | 1440 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Clayton West to Clayton West Junction (both directions) ... |  |  |  |
| Leeds to Ilkley via Guiseley (both directions) | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
|  | 4 ca | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
|  | 6 cars | 1440 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Leeds to Ilkley via Guiseley | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Ilkley to Leeds via Guiseley | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Barnsley-Leeds (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
|  | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Wakefield Westgate to Hare Park | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Junction | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Via Wakefield Kirkgate both directions | 4 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| York-Doncaster (both directions) ... | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
|  | 8 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Selby-Pontefract | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
|  | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Leeds to York (both directions) | 8 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Leeds to York ... ... ... ... | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons |
|  | 3 cars | 720 B.H.P. | $\int$ gross |
| York to Leeds ... ... ... ... | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Hebden Bridge and York (both directions) | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
|  | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Wakefield and Huddersfield ... ... | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
|  | 6 cars | 1440 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Sowerby Bridge and Halifax (both directions) | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
|  | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| York-Harrogate (both directions) ... | 2 cars | 300 B.H.P. | 1 or 2 vehicles, 34 tons gross |
|  | 4 cars | 600 B.H.P. | $2-4$ vehicles, 68 tons gross. |
|  | 6 cars | 900 B.H.P. | $4-6$ vehicles, 102 tons gross. |
| York to Scarborough (both directions) | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
|  | 8 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Leeds--Huddersfield via Dewsbury (both directions) | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
|  | 4 cars | 1440 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Bradford F.S.--Leeds City (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
|  | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
|  | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Bradford F.S.-Skipton (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
|  | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
|  | 4 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Hull-Leeds (both directions) | $\begin{aligned} & 4 \text { cars } \\ & 6 \text { cars } \end{aligned}$ | 900 B.H.P. | 1 vehicle 17 tons gross. <br> $\} 1$ or 2 vehicles 34 tons |
|  | 6 cars | 1840 B.H.P. | \} gross. |
| Leeds City-Knottingley (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
|  | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Bradford (Ex.)-Leeds City ... ... | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
|  | 4 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
|  | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
|  | 6 cars | 1440 B.H.P. | 1 or 2 vehicles 34 tons gross. |
|  | 5 cars | 1320 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Skipton-Leeds (both directions) | $2 \mathrm{cars}$ | $600 \text { B.H.P. }$ |  |
|  | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS-continued

| Route | Train Formation | Minimum Horse-power | Maximum Tail Load |
| :---: | :---: | :---: | :---: |
| Doncaster-Leeds (both directionsvia Sandal or Crofton West) | 2 car | 600 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. 1 or 2 vehicles 34 tons gross. |
|  | 3 cars | 720 B.H.P. |  |
|  | 4 cars | 1200 B.H.P. |  |
| York-Sheffield (both directions) | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Hull-Goole (both directions) | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross.1 vehicle 17 tons gross. |
| York (Clifton) to Selby (Parcel trains) | 2 cars | 300 B.H.P. |  |
| Newcastle to Leeds (both directions) (via Darlington and York) | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross, (wheelbase 15 feet or more spade conditions). |
| Leeds City to Diggle Junction via Dewsbury (both directions) | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Scarborough and Hull ... ... | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
|  | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Carcroft (Adwick In.) and Stainforth | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Doncaster and Leeds via Sandal (both directions) | 2 cars | 476 B.H.P. | 1 vehicle 17 tons gross. |
| Leeds City and Harrogate via Arthington | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. 1 vehicle 17 tons gross. 1 to 4 vehicles 68 tons gross. 1 to 4 vehicles 68 tons gross. |
|  | 3 car | 720 B.H.P. |  |
|  | 4 cars | 600 B.H.P. |  |
|  | 6 cars | 1440 B.H.P. |  |
|  | 7 cars | 1440 B.H.P. |  |
| York-Harrogate (both directions) | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| York-Doncaster ... ... | 2 cars | 360 B.H.P. | 1 vehicle 17 tons gross. 1 vehicle 17 tons gross. 1 vehicle 17 tons gross. |
| York and Newcastle via Northallerton and the Coast | 2 cars | 300 B.H.P. |  |
|  | 4 cars | 600 B.H.P. |  |
| Darlington and Bishop Auckland (both | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. |
|  | 4 cars | 1200 B.H.P. |  |
| Darlington and Bishop Auckland (both directions) | 4 cars | 900 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. |
|  | 8 cars | 1800 B.H.P. |  |
| Darlington and Richmond (both directions) | 2 cars | 603 B.H.P. | 1 vehicle 17 toas gross. 1 or 2 vehicles 34 tons gross. |
|  | 4 cars | 1200 B.H.P. |  |
| Darlington and Richmond (both directions) | 4 cars | 900 B.H.P. | 1 vehicle 17 tons gross. <br> I or 2 vehicles 34 tons gross. |
|  | 8 cars | 1800 B.H.P. |  |
| Blyth and Tyne Area (both directions) | 2 cars | 300 B.H.P. | I or 2 vehicles 34 tons gross. I vehicle 17 tons gross. |
|  | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Carlisle and Newcastle | 2 cars | 300 B.H.P. | 1 vehicle 20 tons gross. |
|  | 4 cars | 600 B.H.P. | 1 or 2 vehicles 40 tons gross. |
| Newcastle and Carlisle | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
|  | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. 1 vehicle 17 tons gross. |
| Alston-Haltwhistle (both directions) | 2 cars | 300 B.H.P. |  |
|  | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Newcastle to Berwick (both directions) | 2 cars | 300 B.H.P. |  |
| Newcastle to Leeds (both directions) via Darlington and York) | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross (wheelbase 15 feet or more (Spade conditions) |
| Darlington-Saltburn (both directions) (Applies to empty units only) | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. |
|  | 3 cars | 600 B.H.P. |  |
|  | 4 cars | 1200 B.H.P. |  |
|  | 5 cars | 900 B.H.P. | 1 vehicle 17 tons gross. <br> *80 tons gross. <br> *80 tons gross. <br> *80 tons gross. <br> *Applies to 2D50, 0430 Dar- <br> lington to Saltburn only |
| Darlington-Saltburn ... $\quad .$. | 2 cars | 600 B.H.P. |  |
|  | 3 cars | 600 B.H.P. |  |
|  | 4 cars | 900 B.H.P. |  |
|  |  |  |  |
| Newcastle—Alnwick (both directions) | 6 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. 1 vehicle 17 tons gross. $\ddagger 100$ tons gross. |
|  | 2 cars | 300 B.H.P. |  |
| Middlesbrough-Saltburn $\ddagger$ Applies to 2D63, 1721 Middlesbrough to Saltburn only | 2 cars | 600 B.H.P. |  |

Following Authorities apply to Parcels Trains only

| Route | Train <br> Formation | Minimum Horse-power | Maximum Tail-Load |
| :---: | :---: | :---: | :---: |
| Huddersfield and Bradford Ex. via | 2 cars | 600 B.H.P. | 40 tons gross. |
| Greetland (both directions) | 4 cars | 1200 B.H.P. | 80 tons gross. |
| Leeds City and Huddersfield... | 2 cars | 600 B.H.P. | 40 tons gross. |

Following Authorities apply to Parcels Trains only-continued

| Route | Train <br> Formation | Minimum Horse Power | Maximum Tail Load |
| :---: | :---: | :---: | :---: |
| Huddersfield and Leeds City ... | 2 cars | 600 B.H.P. | 70 tons gross. |
|  | 4 cars | 1200 B.H.P. | 140 tons gross. |
| Bradford Ex. and Leeds City (both | 2 cars | 600 B.H.P. | 40 tons gross. |
| directions) | 4 cars | 1200 B.H.P. | 80 tons gross. |
| Leeds City and Wakefield Kirkgate via | 2 cars | 600 B.H.P. | 40 tons gross. |
| Ardsley | 4 cars | 1200 B.H.P. | 80 tons gross. |
| Wakefield Kirkgate and Leeds City via | 2 cars | 600 B.H.P. | 70 tons gross. |
| Ardsley | 4 cars | 1200 B.H.P. | 140 tons gross. |
| Bradford Ex. and Wakefield Kirkgate | 2 cars | 600 B.H.P. | 40 tons gross. |
| (both directions) via Bramley and via Cleckheaton | 4 cars | 1200 B.H.P. | 80 tons gross. |
| Bradford Ex. and Sowerby Bridge ... | 2 cars | 600 B.H.P. | 40 tons gross. |
|  | 4 cars | 1200 B.H.P. | 80 tons gross. |
| Sowerby Bridge and Bradford Ex. ... | 2 cars | 600 B.H.P. | 70 tons gross. |
|  | 4 cars | 1200 B.H.P. | 140 tons gross. |
| Normanton and Hebden Bridge (both | 2 cars | 600 B.H.P. 1200 B.H.P. | 70 tons gross. |
| directions) <br> Huddersfield and Mirfield (both d | 4 cars 2 cars | 1200 B.H.P. 600 B.H.P. | 140 tons gross. 70 tons gross. |
| tions) | 4 cars | 1200 B.H.P. | 140 tons gross. |
| Wakefield Kirkgate and Knottingley (both directions) | 2 cars | 600 B.H.P. | 40 tons gross. |
| Newcastle-Carlisle (both directions) | 2 cars | 600 B.H.P. | 75 tons gross. |
|  | 4 cars | $1200 \text { B.H.P. }$ | 150 tons gross. |
| Newcastle-Middlesbrough (both dir- | 2 cars | 600 B.H.P. | 100 tons gross. |
| ections) | 4 cars | 1200 B.H.P. | 200 tons gross. |
| Newcastle-Monkseaton via Wallsend | 2 cars | 600 B.H.P. | 125 tons gross. |
| (both directions) | 4 cars | 1200 B.H.P. | 250 tons gross. |
| Newcastle-South Shields ... ... | 2 cars | 600 B.H.P. | 100 tons gross. |
| South Shields-Newcastle ... ... | 2 cars | 600 B.H.P. | 125 tons gross. |
| Newcastle-Durham (both directions) | 2 cars | 600 B.H.P. | 70 tons gross. |
| Darlington-Stockton-Middles- | 2 cars | 600 B.H.P. | 80 tons gross. |
| brough-Saltburn | 4 cars | 1200 B.H.P. | 160 tons gross. |
| Saltburn-Middlesbrough-Stockton | 2 cars | 600 B.H.P. | 140 tons gross. |
| -Darlington | 4 cars | 1200 B.H.P. | 250 tons gross. |
| Newcastle-Monkseaton via Backworth (both directions) | 2 cars | 600 B.H.P. | 70 tons gross. |
| Newcastle-Monkseaton via Riverside (both directions) | 2 cars | 600 B.H.P. | 70 tons gross. |
| Darlington-Middlesbrough (both directions) | 3 cars | 600 B.H.P. | 80 tons gross. |
| Bishop Auckland-Darlington ... | 3 cars | 600 B.H.P. | 1,2 or 3 vehicles, 34 tons. |

The normal speed limits and permanent speed restrictions must be observed together with the instructions in regard to the conveyance of four-wheeled vehicles by passenger trains.

To enable Light Weight vehicles to be easily identifiable all such vehicles have been stencilled on the head stock with "MAX TAIL 17T".

## Clause 5a (Shunting of Tail Vehicles)

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

## Clause 6 (Head and Tail Lights and Destination Indicators)

Where a train classification or route indicator is not provided, the following instructions apply:During daylight and clear weather, the destination indicator must be regarded as the head code.
After sunset, during fog or falling snow, or when passing through tunnels, the top electric headlamp must be switched on by the Driver.

The lower headlamps will not be used.
These arrangements to apply whether the train conveys passengers or is empty.

## WORKING OF MULTIPLE UNIT-MECHANICAL DIESEL TRAINS—continued

## Clause 8 (Propelling)

Propelling is authorised as under, in accordance with the instructions in this clause, provided the lines are clear throughout and the leading driving cab, in which the Guard must ride, is fitted with an emergency vacuum brake valve:-

## Scarborongh

No. 1A Platform to Falsgrave (Middle line or No. 1 Excursion Platform line) Not exceeding 6 vehicles.
Newsham. (Trains from Blyth or Newbiggin direction.)
To Branch platform line.
To Down Main Platform line.

## HEATING AND LIGHTING OF TRAINS

## Heating

## Position of Heater Switches

The switches for operating the heaters are placed:-

1. In the Driver's compartment of driving vehicles.
2. In the Guard's van of brake vehicles without a Driver's compartment.
3. Over one of the doorways inside trailer cars without either a Driver's compartment or Guard's van.
4. In the Guard's van of units fitted with through heating control.

Covers are eventually to be fitted over the switch control panels in Driver's compartments and in trailer cars without Guard's vans on cars fitted with through heating control.

## NOTES:-

## A. Type of Heater

Each vehicle is separately heated by means of one or two oil heaters. Each heater is operated by a glow-plug igniting a spray of oil in an enclosed chamber, known as the combustion chamber. The products of combustion pass from the combustion chamber through radial ports into the heat exchanger through which they flow to the discharge outlet. The heat generated by combustion is transferred through the heat exchanger to the air used as a medium for space heating.

It should be noted that the air used as medium for heating the car is entirely separate from the air supply used to maintain combustion of the oil spray within the combustion chamber.

## Operation of Heater

## - Heaters not fitted with Through Heating Control

(i) Turn heater switch in a clockwise direction to "FULL HEAT" position. The "Glow Plug" light on the indicator panel should then be illuminated to indicate that the glow plug has started to operate. If the light does not appear, wait for 30 seconds and if the "Air Fan" light is not illuminated or the "Air Fan" does not start up, return the heater switch to the "Off" position.
(ii) After a period of 30 seconds the "Air Fan" light should be illuminated on the indicator panel denoting that the "Air Fan" and fuel pump are working.
(iii) In approximately $3 \frac{1}{2}$ minutes the "Glow Plug" indicator iight will be extinguished and the "Air Fan" light will remain illuminated indicating that the heater is now working normally.
(iv) If the oil fails to ignite in the period of $3 \frac{1}{2}$ minutes previously mentioned the fan and fuel pump are automatically switched off and it is necessary to return the heater switch to the "Off" position and re-start. No more than two further attempts should be made to start the apparatus, after which it must be reported as defective.
(v) If the heater switch is in the "FULL HEAT" position when the heater has been working normally and the heater then cuts out for any reason, the "Air Fan" light will be extinguished. In this event return heater switch to the "OFF" position and then re-start by turning the heater switch to the "FULL HEAT" position. If the heater does not operate normally after $3 \frac{1}{2}$ minutes proceed as in paragraph (iv).

Note-For technical reasons the "REDUCED HEAT" position on the control panel is now connected to the "FULL HEAT" position so that reduced heat is no longer available on each heater, with the effect that the "FULL HEAT" is obtained in both positions of the heater switch.

In the case of cars fitted with only one heater, it will not now be possible to obtain reduced heat, but in the case of those fitted with two heaters, the heating in the saloon can be reduced by switching one heater off.

## Heaters fitted with Through Heating Control

1. The Guard exercises full control of the heating from a "Through Heating Control Panel" in the Guard's van on each unit of 2 or 4 cars; this controls heating throughout the unit which is thereafter thermostatically controlled in each vehicle. Where trains are composed of more than one unit it will be necessary to operate the through control panel in each Guard's van.

## HEATING AND LIGHTING OF TRAINS-continued

2. Each heater has a local control panel in each vehicle which enables maintenance staff to check heaters individually. If the "ISOLATOR" switch is left "ON" by the maintenance staff, or any other person, the Guard cannot switch off this heater by the "Through Heating Control" system. The heater will be localised and require switching off independently at its own particular panel.
3. Under normal circumstances the Guard has full control of the heating system, and when he switches off on leaving the train the heaters will shut down automatically. It will, of course, be necessary to switch off on each complete unit.
4. In order to prevent a heater remaining switched "ON" due to the conditions shown in Clause 2, it will be necessary' for the Guard, after switching off at the Guard's through control panel to satisfy himself that there are no local control panel isolator switches in the "ON" position. An instruction panel is fixed adjacent to the Through Heater Control in each Guard's van and these instructions are as shown:-

## Heat Cycling

1. Select heating.
2. Switch isolator on. Isolator and failure indicator will light up.
3. Press starter button. Failure indicator will go out and heater will operate automatically. If failure indicator lights up, allow 1 minute and press starter again. If failure is still indicated after three such starts a report should be made.

## Cold Ventilating

1. Select ventilating.
2. Switch isolator on. Isolator indicator will light up and heater fans will run.

## Switch off

1. Switch off isolator.

## HEATING OF INTER-CITY DIESEL TRAINS

## Position of Heater Switches

1. In the Driver's compartment of driving vehicles.
2. In the Guard's van or brake vehicles without a Driver's compartment.
3. In the switch box at the vestibule end of the buffet compartment of buffet car vehicles.
4. In the cupboard at the end of the vestibule of the trailer open second.

## Operation of Heaters

(i) The Guard exercises control of the heating throughout the train by use of one of the through control switch panels situated in the Guard's vans. These panels are independently wired and the Guard must use the through control panel of the van in which he is riding to switch the heating or ventilating "ON" or "OFF". When in operation each heater is controlled by a thermostat located inside the vehicle, these thermostats are preset and must not be adjusted by other than authorised staff.
(ii) In the compartment stock a separate regulator is located on the body side above the seat, this enables passengers to control the flow of hot air or cold ventilating air into the compartment.

## Defects of Heater

Responsibility for the maintenance of the heaters rests with the Carriage and Wagon Engineer. If any heater fails completely or becomes defective in service, C. \& W. staff must be advised. If it is not possible to effect any immediate repair the Guard should notify the Driver who will include the details on a repair card for the necessary attention to be given at the depot.

## Pre-heating

During the heating season it will be necessary to arrange pre-heating for a minimum of 20 minutes ( 30 minutes if outside temperature is $35^{\circ}$ or less) before advertised departure time of the train. When vehicles are stabled in or near a diesel depot it will be the responsibility of the depot staff to operate the switches at the required time and staff must be deputed to do this work. If the vehicles are stabled away from a diesel depot, it will be the responsibility of the Station Master to depute staff to turn the switches at the required time.

In either case where the Guard is in charge of the train at the commencement of the stipulated heating period as set out above, he will be responsible for turning the switches to "FULL HEAT" including the heating switch in the Driver's compartment to which the Guard can obtain access by the vestibule key provided. Where the unit is equipped with through heating control, this should be switched on from the Guard's van or vans.

## Units out of use during the day.

If a unit is out of service during the day for 60 minutes or more, the heating should be turned "OFF' by the Guard in all vehicles and subsequently re-applied in accordance with the instructions given above. This is most important, otherwise over-taxing of the batteries will occur and there will be difficulty when it is necessary to start the engines.

## HEATING OF INTER-CITY DIESEL TRAINS-continued

## Warm Weather

In warm weather cool air can be supplied to the coaches by turning the heater switch in an anticlockwise direction or to "Ventilating".

In the case of Inter-City diesel trains it will be necessary to ensure the heat regulator for the use of passengers in compartment stock is turned to the "Heat" position before pre-heating.

## Lighting

The lighting controls are similar to those in operation on British Railways standard vehicles but special care must be taken to see that the lights are not used unnecessarily otherwise the batteries will be over-taxed and there will be difficulty when it is necessary to start the engines.

## B. 'TRAIN HAND BRAKES

d. APPLICATION OF HAND BRAKES WHEN TRAIN IS TO BE LEFT UNATTENDED

The Driver must apply the hand brakes in the leading and rear driving compartments. The Guard or Shunter or person acting in that capacity must apply the hand brakes in the Guard's compartments on the trains.
2. RELEASE OF HAND BRAKES BEFORE TRAIN IS MOVED

The Driver must release the hand brakes in all the driving compartments and the Guard or Shunter or person acting in that capacity must release those in the Guard's compartments.

Before starting a train there must be a clear understanding between Driver and Guard or Shunter or person acting in that capacity that all hand brakes on the train have been released.

At Depots when no Guard or Shunter is in attendance the Driver in charge of the train is responsible for seeing that all hand brakes are released before the train is moved.

## C. FIRE-FIGHTING EQUIPMENT

All Diesel railcars are fitted with the following equipment:-

1. An automatic extinguisher system with detonators and outlets above each individual diesel engine.
2. Two hand-operated extinguishers of the C.O. 2 gas type, $2 \frac{1}{2} \mathrm{lb}$. capacity, in each driving cab.
3. One two-gallon C.O. 2 water type hand-operated extinguisher in the brake compartment of all vehicles so fitted.
4. In non-brake compartment vehicles one two-gallon C.O. 2 water type hand-operated extinguisher in the passenger compartment at the lobby end.
The automatic extinguishing system consists of a high pressure container in which the extinguishing agent (Chlorobromomethane, known as C.B.) is carried in liquid form, a pipeline from the container to the engine, and a detector wire strategically placed over each engine.

When the detector wire is subject to abnormal heat it operates an electric switch which:-
(a) detonates a cartridge in the high pressure container, thereby releasing the extinguishing agent. The latter passes along the pipelines from which it is sprayed over the engine concerned and extinguishes the fire by forming a blanket of gas over it.
(b) operates the alarm system causing the alarm bells to ring and illuminates a warning light on the fire alarm control box mounted on the solebar adjacent to the affected engine.
(c) stops the engine concerned.

Consequent upon the foregoing, since the engine stops automatically, the location of the fire will be indicated to the Driver by the oil pressure warning light being extinguished.

NOTE-If more power cars are coupled in the train than are catered for on the indicator panel, the oil pressure warning light may be maintained.

In addition to the detector wire, which must be replaced after one operation, the fluid flywheel is protected by a resetting thermostat fixed above it. This will operate when the temperature in the vicinity rises to a dangerous level and fulfils the functions set out above, irrespective of the state of the detector wire.

## INSTRUCTIONS IN THE EVENT OF FIRE

The heater in the affected vehicle must be turned off as quickly as possible and the Driver must inspect the engine that has been affected as shown by the indicator light, taking with him a fire extinguisher from the cab. An additional indication of the engine concerned will also be given by the red warning light which will be illuminated on the appropriate fire alarm control box.

After ensuring that the fire has been extinguished, the small metal tab on the front of the fire alarm control box should be pulled off. This will uncover a switch which should be operated to stop the alarm bell and extinguish the warning light. It will also render it impossible to re-start the affected engine and after this has been done the train can proceed.

## INSTRUCTIONS IN THE EVENT OF FIRE--continued

The alarm isolating switch referred to does not cut out the re-setting thermostat and should this operate through a recurrence of fire on the engine or fluid flywheel, the alarm bells will ring and the warning light will be lit. In this event the fire will not be extinguished automatically, as the extinguishing agent will have been previously discharged. It is essential therefore, for the remaining hand-operated fire-fighting equipment to be used as a matter of the utmost urgency after the train has been stopped.

Any car on which a fire has occurred should be withdrawn from traffic without delay in order that the high pressure container and the detector wire can be replaced. When this is done the switch on the fire alarm control box should be "switched on" and the metal tab on the cover replaced.

The discharged container can be identified, if necessary, by a small pin which will be found protruding $\frac{1}{2}$ in. from the screw cap on the end of the junction box, on the neck of the container. This pin is flush under normal conditions. Before fitting a new container, cartridge unit and detector wire, it is necessary to ensure that both the flame switch and the re-setting thermostat are in the "off" position. Failure to do this may result in the firing of the cartridge and release of the extinguishing agent.

## CONVEYANCE OF CERTAIN INTER-CITY DIESEL VEHICLES ON PARCELS AND OTHER TRAINS

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

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

## MAXIMUM PERMISSIBLE SPEEDS AND PERMANENT SPEED RESTRICTIONS

Drivers of Multiple-Unit Diesel trains may exceed the Speed Limits and Permanent Speed Restrictions specified in Table " $A$ " of the Sectional Appendix for the undermentioned lines to the extent of not more than 5 miles per hour, except when conveying tail traffic (when specially authorised), in which case the normal Speed Limits and Permanent Speed Restrictions must be observed:-

## THORNE NORTH AND STADDLETHORPE <br> HULL (WEST PARADE) AND SEAMER WEST <br> HULL (WEST PARADE) AND STADDLETHORPE

Note-This relaxation does NOT apply to Temporary Speed Restrictions for Permanent Way Works, etc., shown in the Weekly Programme of Permanent Way operations, etc., or where otherwise imposed. In such cases the Temporary Speed Restrictions must be strictly observed.

## WAGONS UNSUITABLE FOR HUMPING Tyne--Tees-Healey Mills-Hull Inward Yards

The undermentioned wagons must not be passed over the humps of the above yards:-

50 ton Borail WG
50 ton Sturgeon
40 ton Gane
40 ton Dolphin
30 ton Glass
40 ton Flat
60 ton Flat EQ
135 ton Transformer MC
70 ton Transformer EA

40 ton Flatrol MDD
40 ton Welltrol EB
25 ton Wellitrol WP
50 ton Welltrol WJ
35 ton Welltrol WW
50 ton Welltrol EP
81 ton Welltrol EK
120 ton Welltrol ENN
120 ton Welltrol WL

50 ton Trestrol EB
50 ton Trestrol EC 55 ton Trestrol EC 80 ton Flatrol ELL
50 ton Flatrol MJ
120 ton Flatrol EAA
80 ton Warwell B
140 ton Gunset EA
Girder Wagon Sets

Transformer wagons must be marshalled next to the brake van but all other wagons included in the list must be marshalled next to the locomotive. The forwarding yard must advise the receiving yard of the despatch of any wagons of these types.

## APPLIANCES CARRIED ON TRAINS FOR USE IN CASE OF ACCIDENT OR OTHER EMERGENCY

Referring to pages 70 to 72 of the General Appendix, the following additional instructions apply:-
The responsibility for the replacement and maintenance of ambulance equipment, rescue appliances, fire fighting equipment is that of the Chief Mechanical and Electrical Engineer.

Guards and other Operating Staff, Conductors or Attendants, as the case may be, must immediately draw attention to any defects or deficiencies in the equipment to the local C.M. \& E.E. staff or to the Yard Master or Station Master if local C.M. \& E.E. staff are not available, in which event the Yard Master or Station Master must take the necessary action to ensure that the circumstances are reported promptly to the responsible C.M. \& E.E. Department representative. The C.M. \& E.E. staff will then arrange for the contents of boxes or other equipment to be examined and for any missing items to be replaced.

Spare rescue appliances and First Aid cabinets will be kept at the stations shown below in the of the C.M. \& E.E. staff but so far as First Aid cabinets are concerned, only complete cabinets will be stocked and these cabinets will be used to replace those found short in contents, the latter cabinets being replenished subsequently at the main Carriage Works.

Station Masters, Yard Masters, and other persons in charge of stations, yards or depots where brake vans or vehicles with brake compartments equipped with rescue appliances, First Aid cabinets or other equipment are stabled or stored, must make an examination of these vehicles at least once a month in order to satisfy themselves that the equipment is in order and where seals are used that these are intact.

In the event of any seal being found broken, the Station Master, Yard Master, or other person in charge, must make an examination to ascertain whether the contents are in order. If everything is found to be in order the cupboard or box must be re-sealed. Should, however, any of the equipment be found defective or missing, or the First Aid cabinet seal broken and the contents interfered with, the Station Master or Yard Master must communicate with the most convenient place at which spare equipment is kept, with a view to the defective or missing article or articles being replaced as expeditiously as possible.

## Rescue Appliances

Spare rescue appliances are kept at the following stations:-

| York | Hull |
| :--- | :--- |
| Scarborough | Bradford Exchange |
| Leeds City | Low Moor Carriage Sidings |
| Darlington | Newcastle |

First Aid Cabinets
Spare First Aid cabinets are kept at the following stations:-

| York | Neville Hill Carriage Sidings |
| :--- | :--- |
| Clifton Carriage Sidings | Hull Paragon |
| Harrogate | Bradford Exchange |
| Whitby Town | Wakefield Kirkgate |
| Scarborough | Low Moor Carriage Sidings |
| Leeds City | Newcastle |
| Darlington | Heaton Carriage Sidings |

## INSTRUCTIONS RELATING TO CORRIDOR TRAINS, CORRIDOR VEHICLES AND DINING, ETC., CARS

Referring to the instructions on page 91 of the General Appendix, the following instructions are applicable in connection with Pullman cars:-

Pullman cars are not equipped with doors leading to the gangways at the extreme ends of the coaches and such vehicles must only be utilised in the sets to which they are specially allocated.

Except in emergency Pullman cars (apart from brake seconds) must not be marshalled next to the engine or on the extreme rear of the train, next to a vehicle equipped with a British Standard gangway but not fitted with Pullman adaptors, or next to non-gangway stock.

If there is no alternative to marshalling the vehicles in one of these positions, and in all instances when the gangway connection is interrupted owing to defect or other cause, it is imperative that a sound gangway shield should be affixed to the end (or ends) of the Pullman car concerned.

## CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS

Referring to pages $98 / 99$ of the General Appendix:-In special cases movement of coaching stock on unfitted trains may be permitted but only on the authority of the Operating Officer.

## CONVEYANCE OF DIESEL MULTIPLE UNITS BY LOCOMOTIVE HAULED TRAINS

A maximum of two diesel multiple vehicles may be conveyed by passenger, parcels or empty coaching stock trains between the Eastern and London Midland Regions provided the instructions on page 97 of the General Appendix headed "Haulage of 'Dead' Locomotives etc.-Part II Multiple Unit Stock" are first complied with, the vehicles are marshalled on the extreme rear of the train and the service has been pre-arranged.

In those instances where it is not possible to attach a tail lamp to the rear of the Diesel MultipleUnit, ONE D.M.U. vehicle, without tail lamp brackets, may be marshalled inside one vehicle not exceeding 17 tons gross weight on which a tail lamp could be correctly displayed.

When a D.M.U. 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 drawgear.

## MINERAL WAGONS FITTED WITH HOPPERED BOTTOM DOORS AND END BRAKE LEVERS

The loading of hoppered bottom door mineral wagons fitted with END BRAKES must be confined to traffic for:-
(i) Shipping points in the Eastern Region on the North side of the River Tyne.
(ii) Shipping points at Blyth.
(iii) Places South of the River Tyne and North of Northallerton.
(iv) Carlisle: Iron Works in the Workington and Barrow-in-Furness districts: and the ports of Workington and Maryport.

## LONG GOODS, COAL AND EMPTY TRAINS: INSTRUCTIONS TO SIGNALMEN AND SHUNTING YARD STAFF

## Applicable between Ardsley and Castle Hills

1. The following special "Is Line Clear" signal must be used for all goods, coal and empties trains exceeding 60 wagons in length:

Class 8 (1-1-4) and boxes to which such trains are not telegraphed or telephoned must, if unable to deal with a train of the greatest length authorised in the Loading Circular, inquire of the previous box to which such trains are telegraphed or telephoned what the train is if unable to give it a through run.
2. Trains exceeding 60 but not exceeding 80 loaded or empty wagons in length must be regarded as approximately 600 yards long and must be telegraphed or telephoned "E.W.".
3. Signalmen must only let these trains go forward to Starting or Advance Starting signals to wait acceptance from the box ahead provided they will stand clear of any trailing safety catch or spring points in advance of Home signals or of any points and crossings which may require to be used whilst the trains are standing at such Starting or Advance Starting signals.
4. At boxes where there are catch points less than the required distance in rear of the Home signal in the lines over which such trains will travel, these trains must not be accepted from the box in rear until they can be allowed to go forward to the Starting or Advance signals or to the Home signal of the next box ahead.
5. The Shunting Staff at places where such trains are made up or the load altered must inform the Signalman the load and composition of all trains, exceeding or being reduced to a maximum of 60 wagons in length, so that they can be telegraphed or telephoned forward under the proper letters. the special "ls Line Clear" signal used if necessary.

## RUNNING OF SPECLAL TRAINS OUTSIDE NORMAL TRAFFIC HOURS

Referring to Page 114 of the General Appendix regarding the instructions headed "Level Crossings -Running of Special Trains, etc"; the following is a list of Branch lines where authority is given for an additional tail signal or train following board by day or an additional red tail lamp by night to be carried on the last vehicle of a train or on a locomotive as an indication that a special train is to follow in regard to which no previous printed or written notice has been given. Signalmen, Crossing Keepers, and others concerned must keep a lookout for such an indication. The Station Master at the starting point of any such train must, when practicable, take care that the additional tail signal is fixed on the last vehicle of the preceding train and the Guard must remove the additional tail signal when it is no longer required.

BETWEEN<br>York and Scarborough Hull and Scarborough Newcastle and Tynemouth Newcastle and Hexham Newcastle and North Wylam Darlington and Richmond Northallerton and Redmire Middlesbrough and Whitby

## NUMBER TABLETS FOR EXCURSION AND SPECIAL TRAINS (PASSENGER)

1. All Excursion, Additional, Special and Empty trains shown in the Special Traffic Notice, Stencil Notice, or other Special Advice must carry the train number on the front of the train. The end of the rear vehicle must also display the train number by means of a metal tablet or a label on a suitable window.
2. The train locomotive (or leading locomotive in the case of a double-headed train), or multiple unit must carry the train number as indicated below:-
(a) Locomotives or multiple units not fitted with four character indicator.
(i) When carrying "Express Passenger" headlights the number tablet to be placed on the lamp bracket at the foot of the chimney of the steam locomotive, or on the centre bracket on the buffer beam of a diesel locomotive.
(ii) When carrying "Ordinary Passenger", or "Empty Coaching Stock" headlights the number tablet to be placed on the left-hand lamp bracket on the buffer beam, or the equivalent position on a diesel locomotive. The tablet in these cases should not show the initial figure (train classification) but only the letter and numbers. The headlights or discs provide the information as to classification.
(iii) Multiple units fitted with two character indicators must carry a number tablet on the left-hand lamp bracket or have the train number displayed by means of paper slips in the front driving cab centre window immediately below the destination indicator. In this case the two-character indicator will exhibit the train classification only.
(b) Locomotives and multiple units fitted with four-character indicator to carry the appropriate number in the indicators.
3. Coaching Stock vehicles are fitted at the ends with brackets upon which number tablets can be fixed.
4. Metal number tablets lettered on the back with the name of the depot or station to which they belong are kept on hand at all principal Depots in the Region. Paper slips bearing the appropriate train number can be struck on the metal blank. The number to be printed black on white paper.

NOTE-A Depot can be a Station or a Motive Power Depot.
5. Stationmasters responsible for making up trains must be careful to see that they are properly numbered in accordance with the Special Traffic Notice. Stationmasters at stations other than Tablet Depots making up trains must apply to their Depot for the necessary tablets.
6. The Guard must satisfy himself that the train has been properly tabletted before starting and report any omission in this respect.
7. The Guard must insert on his journal the tablet number of the train he works.
8. In the case of a train where the locomotive is changed en route, the incoming number tablets should be transferred from locomotive to locomotive unless the existing arrangements provide for the outgoing locomotive to be supplied with a number tablet before leaving the Motive Power Depot. in the latter case, the incoming number tablet should be transferred to the leading vehicle of the train. When a tablet is finished with, it must be returned to the Depot.
9. Station Masters obtaining number tablets from the Depot, or from terminating locomotives or trains, must see that they are returned immediately after use to the Depot.
10. When a train completes its rostered set working the Guard or Shunter must remove the tablets and dispose of them to the station staff as laid down locally.
11. When tablets arrive at station to which they do not belong and which have no immediate use for them, they must be sent home without delay. Any case of non-compliance with these instructions must be at once reported to the District Operating or Traffic Superintendent.
12. Trains whose destination is in the Blackpool, Morecambe, Whitby, Scarborough, Filey or Bridlington areas will display the train number on the inside of the glass quarter lights of the leading and last passenger vehicles on both sides. (When a brake vehicle is the leading or last coach on the train the train numbers should be displayed on a fixed window in the brake compartment or van whenever possible.) These trains must be labelled to the respective destinations.
13. The Guard of an excursion or non-advertised train must state on his journal how the train is. loaded as far as passengers are concerned.
14. The letters allocated to special trains are as follows:-

F Trains running between the East Coast Regions.
X Trains running through or to the L.M.R.
Z Trains running locally to the Eastern Region (Northern Area)

## CLOCKS AND WATCHES REGULATION AND MAINTENANCE.

## Clocks

All Station and public clocks must show the correct time. Upon receipt of the time signal the clocks must be checked, corrected, and regulated if necessary.

Except where instructions are issued to the contrary, clocks requiring repair must be forwarded to the Traffic Stores Superintendent, Clock Section, Doncaster, to whom an advice should be sent giving the initial and number of the clock. Clocks should be forwarded by Passenger train and must not be packed but be left uncovered, the pendulum being detached and securely fastened to the side of the clock.

The label must show the name of the forwarding station.
When a clock is transferred from one office, station or depot to another, the Traffic Stores Superintendent must be advised particulars of the initial and number of the clock being given.

## watches

Guards' watches are allocated to the Divisional Managers and must not be transferred to other divisions.

When repairs are necessary to a watch it should be sent to the Divisional Manager to whom it is allocated, or as the Divisional Manager may direct.

When a Guard is transferred from one district to another, the watch in his possession must be surrendered to the Divisional Manager before such transfer, and if after transfer the man continues to be entitled to the issue of a watch, application should be made to the Divisional Manager to whose staff the Guard has been transferred.

Should any case arise where a watch has been lost or damaged by the carelessness or negligence of a Board's employee, the person at fault will be called upon to pay for the watch or the cost of repairs.

## FAILURES OF TAIL OR SIDE LAMPS

Guards to report all failures to their supervision station, and hand in the lamp to the nearest lamp trimming station. A detailed examination must be made and reports forwarded to the Divisional Manager. In the case of any failure not being determinable, the Operating Officer, York Headquarters must be advised by the Divisinal Manager.

## LAMPS FOR REPAIR

Lamps requiring repair must be dealt with as follows:-
Signal Lamps, Level Crossing Gate Lamps, Platform Lamps must be addressed to the District Engineer concerned excepting that the Leeds Division Depots must forward their lamps to the Chief Civil Engineer, Repairs Plant Workshops, Leeman Road, York.

Lamps used on Dock Lighters must be addressed to the Storekeeper, Dock Yard, Hull.
Aladdin and Tilley Lamps must be addressed to the District Engineer concerned.
Other lamps must be addressed to the Works Manager, Shildon.

## GENERAL

A record must be kept of the number of lamps sent for repairs and the address labels must show clearly the station from which the lamps have been forwarded and the number in each consignment. Those sent by passenger train must also have the standard free passenger train label traffic BR. 87655 affixed.

All lamps sent to the Works Manager, Shildon, must be accompanied by an advice note B. 588 from the forwarding station. Each class of lamp must be entered on a separate form.

Care must be taken when sending defective hand, roof, tail or side lamps to be repaired to send all parts belonging to them, e.g. cisterns, burners, reflectors, etc. Oil must not be left in the vessels.

All repaired lamps must be returned to the places for which they are lettered unless other disposal orders have been received.

## STABLING OF VEHICLES ON RUNNING LINES

Running lines must not be blocked for the purpose of stabling vehicles without the authority of the Divisional Movements Officer. The following precautions must be observed when such lines are blocked unless special instructions are issued to the contrary:-

Where it is possible for a train to approach on the same line as that on which the vehicles are stabled three detonators, 10 yards apart, must be placed upon one rail of the obstructed line not less than $\frac{3}{4}$ mile from the rear of such vehicles, unless there is a signal box within that distance in which case the detonators must be placed upon the rail at that box in such a position that no train can go towards the rear of the stabled vehicles without exploding the detonators. In the cases where a train is required to enter the blocked line towards the stabled vehicles for any purpose the trainmen must be suitably warned and the detonators, if exploded, must be replaced as soon as the operation is completed. The Station Master, Inspector, Foreman, or person in charge will be held responsible for seeing these arrangements are carried out; also that during darkness, fog, or falling snow, a lamp showing a red light is exhibited at the rear of the stabled vehicles in accordance with Rule 152, clause (c), and kept alight.

The signalman at the box controlling the entrance of trains into the blocked section must place a lever clip over the lever of each of the signals controlling the entrance of trains into the blocked section which must not be removed until the line is clear, except in those cases where it is necessary for a train to enter the obstructed line for shunting or other purposes, in which case the lever clip or clips must be again brought into use as soon as the work is completed. Before the signal is taken off for such shunting movement the driver must be verbally instructed as to the state of the line ahead.

At the time the line is blocked, the entry $\qquad$ line blocked for stabling purposes" must be made in the train register at the signal box in rear of the stabled vehicles and this entry must be repeated at each change of duty of the signalmen while the line is blocked. When the vehicles have been removed and the running line is again clear, the entry ". line clear-vehicles removed': must be made in the train register.

Where the signal box in rear of the stabled vehicles is closed during the time a running line is blocked with stabled traffic that part of clause (b) of Absolute Block Regulation 24 relating to not closing with a train in section and the taking off signals, will not apply. The signals giving access to the blocked line must be left at Danger when the signal box is closed, and the last entry in the train register at the signal box in rear to read ". $\qquad$ line blocked for stabling purposes."
Where the box in rear of the stabled vehicles is not provided with a switch to enable the boxes on either side to be put into through communication, such box may be closed before receipt of the Train out of Section signal for the stabled vehicles.

## BETWEEN SHAFTHOLME AND BERWICK

## LOCOMOTIVES WORKING MAIN LINE TRAINS REQUIRING (1) OTHER THAN NORMAL PILOT ASSISTANCE OR (2) TO CHANGE LOCOMOTIVES

1. Whistles to be given by Drivers:-

No. of Whistles.
(a) For assisting locomotive other than normal piloting assistance (not applicable at Darlington Station) ... ... ... ... ... 1 crow, 2 long.
(b) To change locomotives (*) ... ... ... ... ... ... 3 crows.
*Assistance is not provided at Darlington Station and Drivers must be prepared to change locomotives.
When, through unforseen circumstances, Drivers of up trains not booked to call at Darlington require a change of locomotives at that point, the should bring their trains to a stand on the through line at Darlington South, at which point the changeover will be effected.
(c) To cancel either (a) or (b) ... ... ... ... ... ... 3 short, 2 long.
2. Drivers requiring assistance (other than normal pilot assistance) or to change locomotives, must give the prescribed whistles on passing the first open signal box if the need for assistance or for a change of locomotive is apparent.

Unless, in the meantime, the provisions of (3) below apply, these whistles must be repeated at the next open signal box as an additional safeguard that the message is received.
3. Drivers of trains who, after whistling for a change of locomotive or for an assistant locomotive, decide that they can work forward without the emergency locomotive, must give the cancelling whistle at the next open signal box.
4. Locomotives can be obtained at:-

Doncaster York Darlington Newcastle Tweedmouth or Berwick
5. Signalmen should immediately advise their District Control when Drivers whistle for, or cancel, requests for assistance, etc.
6. In the event of a locomotive failing while hauling an East Coast train immediate steps must be taken by the District Control concerned to secure a suitable locomotive to take the train forward. If the locomotive which is used for this purpose is likely to lose time, arrangements must be made for a suitable locomotive to be provided at the first available point. This locomotive, if necessary, to proceed to meet the disabled train and be signalled Class 1 .

TELEPHONES AT SIGNAL BOXES AND LEVEL CROSSINGS FOR THE USE OF TRAINMEN WHERE CONTINUOUS ATTENDANCE IS NOT PROVIDED. Telephones are provided at all signal boxes and Crossing Keepers' boxes (except those shown below) where continuous attendance is not given, to enable trainmen to communicate quickly with the Signalman at the first open box in the event of accident, failure, or other emergency.

At signal boxes the telephones are in a standard wooden box and fixed near the foot of the steps. The telephone boxes have black and white diagonal stripes so as to be readily distinguishable and inside there will be a card intimating to trainmen the box or boxes which should be conmunicated with.

When a telephone at a Crossing Keeper's post has to be used, the Crossing Keeper must be called out.

Between Darlington and York the telephones at signals must be used when necessary.
Signalmen before leaving duty must, where a switch is provided, switch the outside telephone into circuit and call up one of the next open boxes as a test.

Signalmen receiving telephone calls from boxes which are closed (or from signals or Crossing Keepers' boxes) must, on all occasions, satisfy themselves that such telephone calls are genuine and must take any steps necessary to ensure that the message is one which should be acted upon.

The places at which telephones will not be available when there is no attendance are:-
Selby Canal
Ferryhill, Coxhoe
Relly Mill
Durham South

## SELBY

BETWEEN BARLBY NORTH AND SELBY SOUTH SIGNAL BOXES-Working of Freight Trains:- Drivers of trains which are to travel on the Up Main line or Up Hull Line from Barlby North and have been accepted by the Signalman at Selby South under the Warning Arrangement will receive a Warning at Barlby North which will be an indication that the line is clear to Selby South Home signals only, no Warning being given at the intermediate boxes, namely, Barlby and Selby North, except as shown in the following paragraph:-

In case of trains accepted by Barlby from Barlby North at Line Clear and brought to a stand at Barlby Home signals, or trains on the Goods lines, Drivers, when the Barlby Home signal is lowered, must take this as an indication that the line is clear to Selby South Home Signals only and must regulate the speed of trains accordingly.

NORTH SIGNAL BOX. A special detonator placing machine is provided to work in conjunction with the Down Main Home Signal. When this signal is cleared the detonators are placed on the rail at the Down Platform Home Signal.

## YORK

YORK SIGNAL BOX--RULE 55. When a train is brought to a stand at any signal operated from York Signal Box and equipped with a telephone, the Trainman must wait two minutes before communicating with the Signalman.

This modifies the second paragraph of Clause (a) of Rule 55 so far as these signals are concerned.
Trains not completely within Fixed Signals--Referring to page 61 of the General Appendix, the following additional instructions apply:-

When the locomotive of a train is ahead of the platform starting signal, the "Proceed" aspect of the relative subsidiary signal will be given and the Station Inspector must arrange to instruct the Driver verbally to start, and to proceed at CAUTION as far as the next running signal, whatever may be its aspect. This instruction must not be given until the Guard has given his signal to start.

When an engine is ahead of the platform starting signal during shunting operations the "Proceed" aspect of the relative subsidiary signal will be given and the Inspector or Shunter must arrange to instruct the Driver verbally to PROCEED AT CAUTION.

DRINGHOUSES DOWN SIDINGS;-A Stop Board in place of signals is provided clear of the fouling point at the North end of the two Down Reception lines at South Points. Drivers of all trains turned into these two Reception lines at the South end must bring their trains to a stand at the Stop Board, and act on the instructions exhibited on the Board.

Guards must not leave their trains until they have first ascertained whether the train is to terminate in the Reception lines, or proceed to Holgate Down Reception Sidings or York Yard.

HOLGATE BRIDGE-Watering Facilities for locomotives:-Watering facilities for locomotives are provided for No. 1 and No. 2 Down Reception lines and the Down Goods line at Holgate Bridge. The supply pipe is fixed on the footbridge and hoggers placed to serve each of the above lines.

The hoggers are fitted with balance weights to ensure them being clear of the load gauges when not in use. When the hoggers are pulled down into the tenders, they will be held in these positions by catches, and when the watering is completed the catches must be released by pulling the chains provided, thus allowing the hoggers to return clear of the load gauges.

## YORK STATION-Electric Bells and Indicators for Starting of Trains:-Referring to Table Y.

The following Driver's visual starting indicators, double-sided and showing letter " $S$ " when illuminated, together with relative starting bells, Guards' "Ready in Front" indicators, and plungers to signal box, are in operation on Nos. 1-16 Platforms.

The plungers are distinguished by the following colours:-
GREEN: Starting bell and indicator for signalling by the Guard to the Driver that train is ready to start.
YELLOW : Plungers to signal boxes.
The two types of plungers must be operated as follows:-
GREEN: By Guard-in-Charge of train after the "all right" signal has been given by the Person-in-charge of the platform.
YELLOW:-By the Person-in-charge of the platform to indicate to the Signalman that the train is ready to start.

## YORK-continued

## Starting Bells and Indicators to Drivers

Starting Bells and Indicators, operated by green plungers, are provided on the Platforms as shown below:-

| Platform |  | Plunger | Bell and Indicator |
| :---: | :---: | :---: | :---: |
| 7 |  | Pillar near buffer stops of No. 7 Platform | Pillar South of Post Office lift. |
| 8.S. (Southbound) | -.. | (1) Pillar next to North end lift <br> (2) Pillar near buffer stops of No. 3 Platform <br> (3) On group of four pillars | Second pillar from South end. |
| 8.N. (Eastbound) | ... | Pillar near buffer stops of No. 7 Platform | Pillar South of Post Office lift. |
| 9.S. (Southbound) | -.. | (1) On twelfth pillar North of Footbridge <br> (2) On third pillar North of Footbridge <br> (3) On ninth pillar South of Footbridge | Special Gantry near third lamp standard South of Umbrella Roof. <br> Ninth pillar South of Footbridge. |
| 9 (Northbound) | $\cdots$ | On ninth pillar South of Footbridge | On twelfth pillar North of Footbridge. |
| 9.N. (North or bound) | East... | (1) On ninth pillar South of Footbridge <br> (2) On third pillar North of Footbridge | Special Gantry North end. |
| 10 | ... | On fourth pillar South of Footbridge | Special Gantry near third lamp standard, South of Umbrella Roof. |
| 11 | $\ldots$ | (1) On wall near buffer stops of No. 11 Platform <br> (2) On fifth pillar from end of Umbrella Roof | Special Gantry South end. |
| 12 | $\ldots$ | On third pillar North of Footbridge | Special Gantry North end. |
| 14 (Southbound) | $\ldots$ | (1) Under Footbridge ... <br> (2) On sixteenth pillar South of Footbridge | Special Gantry on South end of Platform. |
| 14 (Eastbound) | $\ldots$ | (1) Under Footbridge ... ... <br> (2) On sixteenth pillar South of Footbridge | Special Gantry on North end of Platform. |
| 14 (North or bound) ... | East... | (1) Special Gantry on South end of Platform <br> (2) On sixteenth pillar South of Footbridge | On second pillar South of Footbridge. |
| 15 (North or bound) | East- | (1) Special Gantry South end of Platform <br> (2) On first pillar South of Refreshment Rooms | On first pillar South of Footbridge. |
| 15 (Southbound) | $\cdots$ | (1) Under Footbridge ... ... <br> (2) On first pillar South of Refreshment Rooms | Special Gantry on South end of Platform. |
| 16 (North or bound) | East- | (1) Special Gantry on South end of Platform <br> (2) On first pillar South of Refreshment Rooms | On North side of Footbridge. |
| 16 (Southbound) | ... | (1) On North side of Footbridge <br> (2) On first pillar South of Refreshment Rooms | Special Gantry on South end of Platform. |

The Guard in charge must operate the appropriate bell push to indicate to the front Guard, or Driver if there is only one Guard, that the train is ready to start.

If the starting signal is at danger, it is not necessary for the Driver to whistle as the signal will be cleared when the Signalman is in a position to allow a train to depart.

YORK-continued

## Communication from Platforms to Signal Box

Yellow bell pushes communicating with the Signal Box are fixed as shown below:-

## Yellow bell pushes. Platforms to Signal Box

| Platform No. 1 | Three | Platform No. 8.S. | Five | Platform No. 13 | T |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Platform No. 2 | Three | Platform No. 8.N | Four | Platform No. 14.N. | Three |
| Platform No. 3 | Three | Platform No. 9.N | Three | Platform No. 14.S. | Four |
| Platform No. 4 | Two | Platform No. 9.S. | Five | Platform No. 15.N. | Three |
| Platform No. 5 | Two | Platform No. 10 | Three | Platform No. 15.S. | Three |
| Platform No. 6 | Two | Platform No. 11 | Three | Platform No. 16.N. | Three |
| Platform No. 7 | Two | Platform No. 12 | Two | Platform No. 16.S. | Three |

## YORK STATION

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

Empty diesel multiple units must not be propelled except:-
(i) when it is impracticable, because of the formation of the train set, for the Driver to walk through the train from one end to the other; or
(ii) when, in the event of the driving apparatus in the leading compartment becoming defective, the train cannot be driven from the leading end.
No. 1 DOWN SOUTH YARD-Hump Sidings. A position light Shunting Speed Indicator applicable to the Hump Shunting line is provided on the South side of the Footbridge adjoining Yard Master's office, with a double sided repeater 150 yards in the rear.

The day and night indications are given by means of lights only, and the following aspects may be displayed:-


In the event of a failure of the indicators, or during fog or falling snow, Shunting operations will be conducted by means of loud sounding bells in accordance with the following code:-


## YORK YARD NORTH-Loudspeakers

Two-way loudspeaker apparatus is provided at the following points:-
(1) On No. 122 signal (Down Shunting line, locally called Up Beck), North of Severus Bridge.
(2) On the Telegraph Post immediately North of signals 131 Up Warehouse to Up Yard, 132 Up Warehouse to Up Mineral, 133 Up Warehouses Starting South of Severus Bridge.

## Method of Communication: Trainmen or Ground Staff to Signlaman

The apparatus is always tuned in for use by trainmen and ground staff, and there are no switches. to operate; you speak towards the loudspeaker.
(a) Be within, say, 20 yards of loudspeaker.
(b) Give identity and position-Trainmen to give locomotive number.
(c) Signalman will acknowledgde and messages can be exchanged.

## Speak Slowly and Distinetly

In order to avoid annoyance to residents in the neighbourhood of the railway, especially during: night time. the use of the loudspeaker apparatus and the volume of speech should be kept down to the absolute minimum necessary to ensure efficient working.

The loudspeakers are sensitive and pick up all sounds over a wide range. Drivers are requested to avoid noise caused by the emission of steam from locomotives when near the loudspeakers and thus. assist in the efficient working of the apparatus.

## YORK-continued

CLETON MOTIVE POWER DEPOT-Loudspeaker Communication between Outlet Cabin and Loco. Departure Sidings-Enginemen in charge of locomotives en route to the Locomotive Departure Sidings must stop and report to the OUTLET CABIN and give details of trains to be worked by the locomotives. Unless otherwise instructed they must proceed via the Shed Spur Line to the appropriate Locomotive Departure Siding. Locomotives must be brought to a stand clear of the exit from each siding and should not draw forward from the Departure Siding unless called forward through the Loudspeaker. Instructions will also be given over the Loudspeaker, when it is necessary, to alter the sequence of locomotives on the Locomotive Departure Sidings.

## FREIGHT TRAINS TERMINATING AT YORK DOWN YARD

When a freight train conveying a load in excess of 50 standard wagons is routed for No. 1 or No. 2 Reception Line at York Yard South, the guard must proceed immediately to the front of the train and be prepared to dispose of the first portion as instructed by the Yard Inspector.

## THIRSK YARD

Guards of trains attaching or detaching in Thirsk Yard should, before departure, advise the Signalman the number of wagons and the siding into which the wagons have been attached or detached.

## THIRSK

## DOWN AND UP SLOW LINES-Water Columns North of Signal Box

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

## NORTHALLERTON

NORTHALLERTON STATION. Trains not completely within fixed signals. Referring to the instructions on page 61 of the General Appendix headed "Trains not completely within fixed signals," the following modified instructions will apply:-

When, owing to the length of the train, a locomotive is standing ahead of a Colour Light signal controlling the starting of trains from a platform line, the Proceed aspect of the relative subsidiary signal will be given and the Station Inspector must verbally instruct the Driver to start, but this verbal instruction will not be given until the Guard has given his hand signal to start.
Propelling Movements. A propelling movement must not be made until the signalman at Northallerton box has been advised that a propelling movement is intended.

WISKE MOOR WATER TROUGHS. Marker lights are provided for each water trough.
Two white lights are sited 50 yards from the commencement of the troughs; the left hand light is focused towards approaching trains and the other is focused, at an angle, across the line. A blue light, also focused across the line, is positioned 490 yards beyond the white lights.

All the lights are located on the left hand side of the line concerned and are mounted on yellow posts.

Drivers of trains, requiring water, must arrange to lower the scoop as the locomotive passes through the beam of the angled white light and to raise it as the locomotive passes through the blue beam.

## DARLINGTON

DARLINGTON STATION. Trains not completely within fixed signals. Referring to the instructions on page 61 of the General Appendix headed "Trains not completely within fixed signals," the following modified instructions will apply:-

When, owing to the length of the train, a locomotive is standing ahead of a Colour Light signal controlling the starting of trains from a platform line, the Proceed aspect of the relative subsidiary signal will be given and the Station Inspector must verbally instruct the Driver to start, but this verbal instruction will not be given until the Guard has given his hand signal to start. When such cases concern semaphore signals the instructions on page 61 of the General Appendix will apply.

## PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling Movements. A propelling movement must not be made until the Signalman at Darlington North or Darlington South, as the case may be has been advised that a propelling movement is intended.

Empty diesel multiple units must not be propelled except:-
(i) When it is impracticable, because of the formation of the train set, for the Driver to walk through the train from one end to the other.

## or

(ii) When, in the event of the driving apparatus in the leading compartment becoming defective, the train cannot be driven from the leading end.

## DARLINGTON SOUTH AND NORTH

## Working of Down Passenger trains over No. 1 Up Platform line in emergency

In case of emergency in clear weather only, a down passenger train may be worked in the wrong direction over No. I Up Platform line provided it is accompanied by the Station Inspector. In such circumstances the train concerned will be brought to a stand at Signal D.S. 47 where the Station Inspector will join the engine.
DIESEL MULTIPLE-UNIT DEPOT. There are five departure lines from the multiple-unit Diesel Depot Sidings, leading to a common exit line and outlet signal. These lines are numbered 1 to 5 starting with the one adjacent to the down goods line, and the departure of units is controlled by the Signalman at Darlington North.

Notice boards have been erected on the left-hand side of each line near to the respective clearance points together with a two-way loudspeaker and a stencil-type indicator displaying the number of the line to which it is applicable.

When a unit is ready to leave the sidings it must be drawn up to the appropriate notice board, after which the Driver must at once advise the Signalman at Darlington North, by loudspeaker, the destination of the unit. Authority to pass the notice board and proceed towards the outlet signal is the illumination of the numerical indicator applicable to the line on which the unit is standing. The indication will be illuminated for one minute after the Signalman has indicated it. Drivers must understand that they are in shunting ground and the illumination of the indicator does not relieve them of the responsibility to keep a sharp look-out for conflicting movements. If the illumination of the indicator is extinguished before the driver is able to start he must again communicate with the Signalman.

In the event of the failure of the illuminated indicator Drivers must act in accordance with the Signalman's instructions. Should the illuminated indicator and also the loudspeaker fail, movements must be made in accordance with Rules 78 and 81 as far as they are applicable.

Once the Signalman has given authority for a movement to be made he must satisfy himself that cither the train concerned has actually gone forward, or an understanding has been reached with the Driver that the movement will not take place.
DARLINGTON NORTH. Locomotives stopping to take water. When Drivers stop to take water on No. 1 or No. 2 down goods or the down main line, they must immediately advise the Signalman at Darlington North by the telephone on the signal post near the water column.
PARKGATE SIGNAL BOX. Method of cautioning trains. Rule 44 (b). Authority is given for the Calling-on signal reading into the up goods loop to be cleared, if circumstances permit, after a train has been brought nearly to a stand.

## FERRYHILL

BETWEEN No. 3 and No. 2 SIGNAL BOXES. Block working is not in force for any of the lines in the Yard Area between No. 3 and No. 2 signal boxes.

Drivers must exercise caution when running on these lines and be prepared to stop clear of any obstruction. Wrong direction working is authorised on any line except the down main goods line. Before a movement is allowed to take place in the wrong direction on any line for which signals are provided, the Yard Foreman will be responsible for obtaining the permission of the Signalman concerned and coming to a clear understanding with any other staff concerned.
FERRYHILL No. 1 SIGNAL BOX. Ground telephone. A ground telephone to No. 1 signal box is provided opposite the North end of Ferryhill Station up platform at the converging point of Nos. 1 and 2 down goods lines from No. 2 signal box.

On arrival of a locomotive rounding its train on either No. 1 or No. 2 goods line the Fireman must telephone No. I signal box and the locomotive must not return in the facing direction towards No. 2 signal box until instructed to do so by No. 1 box Signalman.

In the event of the Fireman being unable to contact the Signalman at No. 1 box on the telephone, he must proceed to No. I signal box for instructions.
FERRYHILL No. 1 SIGNAL BOX. It will not be necessary for the Guard, Shunter or Fireman to go to the Signal Box to carry out Rule 55 when detained at Ferryhill No. 1 Signal Box No. 49 SignalNo. 1 Platform Down Starting Signal.

## DURHAM

DURHAM STATION. Marker boards for up trains. Drivers of up trains calling at Durham must be prepared to stop with the locomotive and leading vehicles beyond the platform end when the length of the train exceeds 10 vestibuled vehicles.

Boards marked 2 to 8 , inclusive, not illuminated, have been erected on the up side of the Viaduct in positions corresponding to the number of vehicles to be run past the platform end.

The Station Master or other person appointed must indicate to the Driver, as the train approaches the South end of the up platform, the number of vehicles to be drawn past the platform and the Driver must stop with the locomotive cab opposite the appropriate marker board.
DURHAM STATION. Starting of trains, No. 2 bay. When a train is standing at the down main line platform, Guards of trains in No. 2 bay when signalling their Drivers to start, must give their signal in such a way as will ensure that the Driver of the main line train will not accept the signal in mistake.

## BIRTLEY

OUSTON SPRINGS. Henley's Telegraph Works sidings. Three sidings are provided for dealing with the above firm's traffic. They are situated between Birtley Station and Ouston Junction and the trailing connection off the Up Main line is worked by Ground Frame, controlled from Tyne signal box.

Each siding will accommodate approximately 20 wagons. The most southerly siding, i.e., that nearest the works, is dead ended and must be used only for the firm's inward traffic. The most northerly siding will be used by the firm for their outward traffic only. The centre line and the approach line within the gate will be used for shunting purposes by British Railways' locomotives. British Railways' locomotives must not use the curve leading over the concrete bridge.

Each siding is worked by loose levers. There is also a run off at the bottom of the approach siding leading to the exchange sidings from the connection, and Guards must ensure that these points are properly laid before their train is propelled over them towards the exchange sidings.

Messrs. Henley's private locomotive will work all traffic between the works and the exchange sidings.

A Stop Board situated just within the turnout leading to the local shunting lines is lettered as follows:-

Side facing North
British Railways' locomotives must not pass this board.
Side facing South
Messrs. Henley's locomotive must not pass this board if a British Railways' locomotive is in the sidings.
Traffic for Messrs. Henley's siding must be marshalled next the locomotive when the train leaves Birtley, and the total number of wagons on the train (including Messrs. Henley's traffic) must not exceed 30 and Guard's van.

## LOW FELL

TEAM VALLEY TRADING ESTATE SIDINGS. Wagons for the Team Valley Estate Sidings detached at the North End must be placed in the siding by the engine and the wagon brakes properly secured before the engine is detached.

## NEWCASTLE

NEWCASTLE SIGNAL BOX—Rule 55. When a train is brought to a stand at any signal operated from Newcastle signal box and equipped with a telephone, the Trainmen must wait two minutes before communicating with the Signalman.

This modifies the second paragraph of clause (a) of Rule 55 so far as these signals are concerned. TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS. Referring to page 61 of the General Appendix, the following additional instructions apply:-

When the locomotive of a train is ahead of the platform starting signal, the "Proceed" aspect of the relative subsidiary signal will be given and the Station Inspector must arrange to instruct the Driver verbally to start and to proceed at CAUTION as far as the next running signal, whatever may be its aspect. This verbal instruction must not be given until the Guard has given his signal to start.

When the locomotive is ahead of the platform starting signal during shunting operations the "Proceed" aspect of the relative subsidiary signal will be given and the Inspector or Shunter must arrange to instruct the Driver verbally to PROCEED AT CAUTION.
Working of Goods Lines. When passenger trains are required to be worked over " $X$ " Down Goods and " $Y$ " Up Goods lines the instructions on page 92 of the General Appendix headed "Working of trains conveying passengers over Goods lines or Goods Loops" will not apply but the Absolute Block Regulations must be observed.

## Trains conveying mail vans must not travel over these lines.

## NEWCASTLE CENTRAL STATION--Locomotives following trains out of Bay Platforms Nos. 1 to 7,

 inclusive-Rules 97 and 98. The Driver of a locomotive after having worked the train into one of the Bay Platform lines, Nos. 1 to 7 , inclusive, must be prepared, unless he receives instructions to the contrary, to follow the train or empty carriages out of the platform line as far as the Platform Starting signal. He must exercise caution and keep the locomotive under such control as to be able to stop at once, clear of the last vehicle of a train he is following in the event of that train being brought to a sudden stand or its speed reduced. The locomotive must stop at the Platform Starting signal until it has been replaced to Danger behind the preceding movement and the appropriate signal lowered for the further movement of the locomotive.Locomotives following trains out of Bay Platforms Nos. 11 to 15, inclusive-Rules 97 and 98. The Driver of a light locomotive after having worked the train into one of the Bay Platform lines Nos. 11 to 15 , inclusive, must be prepared, unless he receives instructions to the contrary, to follow the train or empty carriages out of the Platform line as far as the Platform Starting signal. He must exercise caution and keep the locomotive under such control as to be able to stop at once, clear of the last vehicle of the train he is following in the event of that train being brought to a sudden stand or its speed reduced. The locomotive must stop at the Platform Starting signal until it has been replaced to Danger behind the preceding movement and the appropriate signal cleared for the further movement of the light locomotive.

## NEWCASTLE-continued

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

Empty diesel multiple units or empty electric trains must not be propelled except:-
(i) When it is impracticable, because of the formation of the train set, for the Driver to walk through the train from one end to the other.
or
(ii) When, in the event of the driving apparatus in the leading compartment becoming defective, the train cannot be driven from the leading end.
Electric bells and indicators for starting of trains. The following Drivers' visual starting indicators, double sided and showing letter " $S$ " when illuminated, together with relative starting bells and plungers to signal box are in operation on platforms as shown below.

The plungers are distinguished by the following colours:

## Green.

By Guard in charge of the train after the "all right" signal has been given by the person in charge of the platform.

## Yellow.

By the person in charge of the plattorm to indicate to the Signalman that the train is ready to start.
Starting bells and indicators to Drivers. Starting bells and indicators, operated by green plungers, are provided on the platforms shown below:-

## Platform

1 1st pillar from buffer stops, Nos. 1 and 2 Platforms.
1 1st pillar from buffer stops, No. 1 Platform.
3 1st pillar from buffer stops, No. 3 Platform.
4 1 st pillar from buffer stops, No. 4 Platform, and at No. 4 Platform middle access gate.
5 2nd pillar from bufferstops, No. 5 Platform.
6 2nd pillar from bufferstops, No.6 Platform.
7 On 8th pillar east of footbridge.
8E On 2nd pillar west of, and 2nd and 8th east of, footbridge.
8W On 8th and 2nd pillars west, 2nd and 8th pillars east of footbridge, and 1st pillar east of P.O. lift.
9E On end pillar of umbrella roof and 6th pillar east of footbridge.
9W On eastern end pillar of umbrella roof and 2nd and 6th pillars east of footbridge.
10E On 7th pillar from west end of platform and 2 nd pillar east of new box.
10W On eastern end pillar of umbrella roof and 4th and 2nd pillars east of new box.
11 On 8th pillar west of footbridge.
14 Outside door of Inspector's Office.

## Bell and Indicator

On No. 1 Platform Starting signal bracket
On No. 1 Platform Starting signal bracket.
On No. 3 Platform Starting signal.
On No. 82 Signal from No. 4 Platform.
65 yards from east end of platform.
65 yards from east end of platform.
On 5th new roof support from east end of platform.
On the 7th new roof support from east end of platform.
On 3rd pillar from west end of platform.

On 6th new roof support from east end of platform.
On 4th pillar from west end of platform.
On 6th new roof support from east end of platform.
On 4th pillar from west end of platform.
On 3rd pillar from west end of platform.
On post 10 yards west of water crane.

The Guard in charge, or the person in charge of the platform, after satisfying himself that the signal to start has been given by the Guard, must operate the appropriate bell-push, to indicate to the front Guard, or driver when there is only one Guard, that the train is ready to start.

If the Starting signal is at danger, it is not necessary for the Driver to whistle as the signal will be cleared when the Signalman is in a position to allow a train to depart.

Communications from platforms to signal box. Yellow bell-pushes are fixed as shown below:-

| Platform |  | Platform |  | Platform |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
| 1 | (one) | 8 E | (four) | 11 | (one) |
| 2 | (one) | 8 W | (four) | 12 | (two) |
| 3 | (two) | 9 E | (three) | 13 | (two) |
| 4 | (two) | 9 W | (three) | 14 | (two) |
| 5 | (two) | 10 E | (two) | 15 | (two) |
| 6 | (two) | 10 W | (three) |  |  |
| 7 | (two) |  |  |  |  |

Assistance in Starting. Whenever the load of an Up Express Passenger train which is scheduled to depart from the West end of No. 9 Platform at Newcastle Central Station consists of 14 or more vehicles, assistance in starting from the platform will be given by a locomotive in the rear, except when the train locomotive is a Type $4,2,000 \mathrm{~h} . \mathrm{p}$. Diesel locomotive. This locomotive will not be coupled to the train nor will two "crow" whistles be exchanged. The instructions under Table J on page 182 are modified accordingly.

## NEWCASTLE-continued

Assistance in Starting--continued
The following arrangements must be observed:-
(1) The Driver of the train locomotive must be advised verbally by the Station Inspector in charge that assistance in starting will be given by a locomotive in the rear.
(2) The assisting locomotive must follow the train into the platform and stand at the buffers in contact with the train.

> IN NO CIRCUMSTANCES MUST THE ASSISTING LOCOMOTIVE PUSH FARTHER THAN IS NECESSARY TO GIVE THE TRAIN A START, A MOVEMENT OF TWO COACH LENGTHS BEING THE MAXIMUM.
(3) Indicators are provided on No. 9 Platform, fixed as under:-

West End
One in ramp immediately below No. 95 signal.

## East end

One on end of platform.
These indicators show a letter " $R$ " which will be illuminated by the operation of a plunger and will be operated in addition to, and after, the ordinary starting bell has sounded.

Neither Driver must attempt to start until the " $R$ " is illuminated. The " $R$ " will be white on a black background.
(4) A man known as "Train Starter" will be positioned near the locomotive. The "Train Starter" must, immediately the ordinary starting bell is sounded, ascertain from the Driver of the train if he is ready to start. The Driver, if ready and the fixed signals are off, will then authorise the "Train Starter" to operate the plunger which will illuminate the " $R$ " at the front and rear of the train simultaneously. On the letter " $R$ " being illuminated both Drivers must apply power. The plunger must be held in until the train commences to move. Under no circumstances must the Driver of the train locomotive authorise the "Train Starter" to operate the plunger until the fixed signals are lowered.
(5) In the event of a failure of the indicators and it is necessary for assistance to be given, suitable arrangements must be made by the Station Inspector in charge.
News Intelligence Letters for Newcastle or transfer-Guards to hand these letters into the Letter Sorting Office if time permits: failing this, they should be placed in the letter boxes provided at the buffers of Nos. 3, 6, 12 and 14 Platforms.

Railway Post Letters-These letters, either for Newcastle only or for transfer, should in all cases be handed to the Parcels Staff.

## HEATON

## LOCOMOTIVES RUNNING LIGHT AND EMPTY COACHING STOCK TRAINS FROM HEATON SHEDS, ETC., FOR NEWCASTLE CENTRAL STATION OR BEYOND

Drivers of Empty Coaching Stock trains from Heaton Carriage Sidings must advise the Signalman at Heaton what trains they are going to work from the Central, or their destination if they are going direct to some point beyond Newcastle. The Signalman at Heaton must immediately transmit the information to the Signalman at Newcastle.

Locomotives leaving the Motive Power Depot-Drivers of locomotives leaving the Motive Power Depot via Heaton South Junction must inform the Signalman at Heaton, the train they are going to work from Newcastle Central Station or Manors, or their destination if they are going direct to some point beyond Newcastle. The Signalman at Heaton must immediately transmit the information to the Signalman at Newcastle.

Drivers of locomotives other than above must inform the Signalman as to the movements which they require to be made by their locomotives.

## MORPETH

STATION SIGNAL BOX-Down siding-A down Passenger train may be shunted to the down siding provided that line is clear throughout. All points to be passed over in the facing direction and not fitted with facing point lock and bar must be secured by clip or scotch.
STATION SIGNAL BOX-Blyth and Tyne Branch line-An up Passenger train may be shunted to the Blyth and Tyne Branch line.

## ALNMOUTH

STATION SIGNAL BOX-Branch Single line-A down Passenger train may be shunted to the branch single line.

Station Limits:-Signal No. 142 is the terminating point of station limits on the Branch line.

## BERWICK-ON-TWEED

BERWICK STATION-Electric bells and indicators for starting of trains-Referring to Table Y; electric bells and visual indicators are provided at the South end of the up platform and the North end of the down platform.

The bell on the up platform is operated by a switch fixed on the fourth electric light standard from the North end of the platform, and another on the wall of the Station Master's Office, and these switches also illuminate the visual indicator.

The bell on the down platform is operated by a switch fixed on the same standard on which is fixed the indicator in connection with the starting of up trains at the South end of the platform, and another on the side wall of the Porters' room near the platform overbridge; the operation of the switches also illuminates the visual indicator.

The visual indicator shows the word READY when the bell is rung.
Propelling movements from the Down Main line to Goods Yard must not exceed 20 Freight vehicles.

## CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION) INCLUDING BRODSWORTH COLLIERY BRANCH, WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST AND GELDERD ROAD JUNCTION TO HOLBECK WEST JUNCTION)

## BRODSWORTH COLLIERY BRANCH AND SPROTBOROUGH TO UPTON AND NORTH ELMSALL (WRANGBROOK), PICKBURN AND BRODSWORTH

## BRODSWORTH MAIN COLLIERY

Trains may be worked from Brodsworth Colliery to Castle Hills without a brake van in rear subject to the following conditions:-

1. The brake van must be attached to the engine and drawn.
2. The brakes on not less than the four rearmost wagons must be pinned down.
3. A tail lamp must be carried on the last vehicle.

Colour light signals displaying red or green aspects are provided in the Colliery Sidings as under:Signal No. 1-From New Running line to Empty Sidings-normal aspect RED.
Signal No. 2-From North Empty Sidings to Colliery Single line or New Running linenormal aspect GREEN.
Signal No. 3-From Colliery Installation Sidings to Colliery Single line-normal aspect GREEN.
Signal No. 4 -From Laden Sidings to Colliery Single line-normal aspect GREEN.
Signal No. 5-From Landsale Sidings to Colliery Single line-normal aspect GREEN.
Signal No. 6-From Castle Hills Loop Line to Colliery Single line-normal aspect RED.
Signal No. 7-From South Empty Sidings to Colliery Single line or New Running linenormal aspect GREEN.
Signal No. 8-From Colliery Single line to Empty Sidings-normal aspect RED.
The position of the following points is indicated on the Control Panel by an illuminated stripe and they must be all normal or all reversed as shown below before the relative signal can be cleared:-

Between New Running line and South Empty Sidings-Normal Between New Running line and North Empty Sidings-Reversed Between Colliery Single line and South Empty Sidings-Reversed Between Colliery Single line and North Empty Sidings-Normal
The illumination of an auxiliary amber light next to the push button operated on the Control Panel will indicate that the points concerned are correctly set and that a clear aspect will be given at the signal concerned after a delay of one minute.

The Colliery Single line is track-circuited from Signal No. 8 to a point before reaching signals No. 5 and No. 6 and the New Running line is track circuited from Signal No. 1 to the fouling point with the line leading to the screens.

## TRAINS FROM CASTLE HILLS DIRECTION

On arrival of an empty train on the Loop line at the Colliery the locomotive must be detached to run round the train and whilst this is being done the Shunter must proceed to the West end of the Colliery Single line, ensure all points are in the proper position and advise the Colliery Empty Sidings Shunter of the presence of the train at No. 6 signal, and ascertain from him into which group of sidings the empties are required. On receiving an assurance that no conflicting movement will be made, the B.R. Shunter after seeing that the four points illuminated in the control panel are all set in the position required must press BUTTON No. 2 which will, after a delay of one minute, cause a GREEN aspect in No. 6 signal and No. 8 subsidiary signal to be displayed.

On No. 6 signal displaying a GREEN aspect, an electric gong fixed on a post at the East end of the Miner's Platform will sound and Drivers having rounded their trains, must not commence to propel along the Colliery Single line to the Empty Sidings until this gong is sounding.

The occupation of the track circuit ahead of No. 6 signal will cause it to return automatically to RED.

Guards of trains detaching in the Empty Sidings must ensure that wagons are not left foul of any other lines in the Sidings.

After disposing of the train in the Empty Sidings the B.R. Shunter must proceed to the Control Panel and after seeing that the four points are set in the position required must press BUTTON No. 3 if in the North Empty Sidings or BUTTON No. 4 if in the South Empty Sidings, which will, after a delay of one minute, cause a GREEN aspect to be displayed in the relative signal No. 2 or No. 7. Engines then may be allowed to proceed via the Colliery Single line to the Loaded Sidings.

In the event of the wrong button being pressed in the Control Panel the Guard or Shunter must press the button labelled "Stop", then the button labelled "Re-set", after which the correct button may be pressed as required.

Drivers of loaded trains from the Colliery with 45 wagons or more must draw slowly forward to the notice board or the top of the gradient towards Castle Hills and bring their trains to a stand at the board where the Guard must pin down a sufficient number of brakes.

## WORIING BETWEEN CASTLE HILLS AND BRODSWORTH COLLIERY

Electric controls are installed to ensure that only one train can be on the Single Line between Castle Hills box and the ground frame at Brodsworth Colliery at one time.

When a train has cleared the Single Line, another train may be allowed to proceed on to the line in either direction.

In the event of the section being obstructed by accident or disabled train or a train or portion of a train is left on the Single Line, the provisions of Clauses 12 to 20 of the instructions for Working Single Lines by Electric Token contained in the General Appendix must be carried out so far as they can be applied in the absence of a token.

## failure of colliery signals or track circuits

An electrical power failure will put the signalling system out of operation. When power is restored all the signals will display a RED aspect and the installation will be restored to normal working, by a member of the N.C.B. Staff.

In an emergency the glass of the "Emergency Stop" in the Control Panel must be broken and the button pressed and this will immediately place all signals to RED.

When it is necessary for a B.R. train to be dealt with during a failure of the electrical signalling apparatus, the N.C.B. Traffic Foreman or other appropriate N.C.B. representative will authorise the necessary movements to enable the B.R. train to work as required.

If a failure of the apparatus exists during any period the Colliery is not working and there is no N.C.B. staff on duty but B.R. trains require to work in the Colliery Sidings, the B.R. Guard or Shunter can, after taking reasonable precautions, authorise the necessary movements for such B.R. trains to work as required.

## GENERAL INSTRUCTIONS

TRAINS LEAVING THE COLLIERY TOWARDS PICKBURN STATION MUST NOT PROCEED ON TO THE SINGLE LINE TOWARDS THE SIGNAL LEADING TO THE MAIN LINE UNTIL PERMISSION HAS BEEN OBTAINED FROM THE SIGNALMAN. THIS PERMISSION MUST NOT BE GIVEN UNTIL THE SINGLE LINE IS CLEAR AND NO OTHER TRAIN IS APPROACHING FROM PICKBURN AND BRODSWORTH STATION.

The normal position of the points at Pickburn end of the Colliery Loop lines will be as for movements to No. 1 Loop, Guards and the B.R. Colliery Shunter must ensure that the points are at all times left in this position.

No B.R. or N.C.B. movement must take place on the Loaded Single line without the permission of the B.R. Colliery Shunter.

A Guard or Shunter must walk behind each portion when it is drawn from the Colliery Loaded Sidings to the Loop lines, and be prepared to apply the hand brake of any wagons which may from any cause become uncoupled.

No locomotive or vehicle must stand foul of the shunting neck at the Loaded Sidings.

## SOUTH KIRKBY COLLIERY SIDINGS

After the Signalman has obtained permission from the Colliery Weigh Office, a train may be allowed to proceed to the empty wagon line, but the Driver must not proceed forward to the empty wagon sidings until a green light is displayed in the signal fixed at the Signal Box end of the empty wagon line and the bell at the signal is ringing continuously. Permission must be obtained from the N.C.B. Shunter before the engine returns to the Signal Box after disposing of the train in the empty wagon sidings.

## WAKEFIELD WESTGATE

WAKEFIELD WESTGATE STATION—Rule 127 (xx). Drivers of Up and Down passenger trains calling at Wakefield Westgate must be prepared to stop with the locomotive and leading vehicles beyond the platform end and when the length of the train exceeds six vehicles. The extent to which this is necessary will be indicated to Drivers by the Station Master or other appointed person; it must NOT be taken as authority to pass a stop signal at danger.

SOUTH SIGNAL BOX-Rule $44 \mathrm{~B}(\mathrm{~b})$. The Down Main or Down Main to Platform calling-on signals provided at Wakefield (Westgate) South Signal Box may be taken off before trains are brought to a stand at them and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44(a).
attaching to trains at UP Platform. When the Guard of an Up train does not ride in the last vehicle on leaving Wakefield (Westgate), he must, when necessary to avoid delay, receive an assurance from the Inspector or person in charge of the platform that the rear portion of the train is in order, complete with tail lamp attached, and that no vehicles have been buffer-locked in the course of attaching.

TAIL LAMPS-Rule 129. When the Guard of a Down train does not ride in the last vehicle on leaving Wakefield (Westgate), he must, when necessary to avoid delay, receive an assurance from the Inspector or person in charge of the platform that the rear portion of the train is complete, with tail lamp attached.

TELEPHONIC COMMUNICATION TO WESTGATE SOUTH BOX. A telephone is provided at a point in the fork between the Up line to Doncaster and Down Main line from Kirkgate to enable Trainmen to communicate with the Westgate South Box in case of emergency.

BALNE LANE. In shunting or transferring vehicles to or from Main line and Westgate Goods Yard or Carriage Sidings at Balne Lane, there must at all times be a brake van at the south end and a man in charge of the brake. Vehicles which are being shunted must not be left on the Main line at or near Balne Lane Junction.

A maximum of twelve Carflat or Cartic vehicles may, however, be propelled from the Down Main line to the Goods Yard at a speed not exceeding 3 m.p.h.

## LOFTHOUSE

WAGONS DETACHED FROM DOWN TRAINS. When wagons are detached from Down trains at Lofthouse they must not be uncoupled from the locomotive until brought to a stand where they have to be left.

LOFTHOUSE COLLIERY SIDINGS. Fouling point indicators which are painted white are erected in the Colliery Sidings on the Up Side of the line. British Railway's locomotives must not proceed into the Sidings beyond these indicators.

## ARDSLEY

DOWN THROUGH SIDING RETWEEN LOTHOUSE NORTH AND ARDSLEY STATION. When it is necessary for a through movement to be made over this line when Ardsley Yard is closed and there is no staff on duty, Enginemen must ask the signalman at Ardsley Station Box for permission to pass the Stop Board.

## No. 1 down through siding between spring lane and ardsley station

When it is necessary for a through movement to be made over this line when the Yard is closed and there is no staff on duty at Spring Lane Yard, Enginemen must ask the signalman at Ardsley Station Box for permission to pass the Stop Board, by means of the telephone located at that board.

## LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)

HEADINGLEY CARDIGAN ROAD-Attaching or detaching of vehicles-A train or vehicles must not be left on the Down line without an engine attached.

## HORSFORTH AND ARTHINGTON

BRAMHOPE TUNNEL-Gradient 1 in 94 falling towards Arthington. General Instructions;In the case of failure of block instruments, bells and telephones between Arthington and Horsforth Signal Boxes, no train must be allowed to enter the section at either end unless accompanied by a Pilotman. The Station Master at Horsforth must appoint the Pilotman and the latter must accompany each train working Up trains on the Up line and Down trains on the Down line.

There are four shafts in Bramhope Tunnel and these are numbered 1,2,3 and 4, with metal plates fixed flat against the wall at the shafts, commensing from the Arthington end.

Gas proof telephones are provided at Nos. 1,2,3 and 4 shafts (Nos. 1 and 2 telephones being 634 yards and 1,348 yards respectively from the Arthington end and Nos. 3 and 4, 1,747 yards and 1,080 yards respectively from the Horsforth end) and ordinary type telephones at each end of the tunnel on the Down side providing communications with Horsforth and Arthington Signal Boxes.

Gas proof type telephones differ from the ordinary type of receiver, and the following instructions must be observed:-

To Call: Press button and give code ring before raising hand combination.
To speak: Raise hand combination until flexible tube is vertical and elbow connection is turned against the stop.
The following code of rings must be used to obtain the attention of:-

$$
\begin{aligned}
& \begin{array}{l}
\text { Signal Box } \\
\text { Sode } \\
\text { Arthington }
\end{array} \\
& \text { Horsforth }
\end{aligned} \text {... } \ldots \text {... } \begin{aligned}
& \text { One short, one long. } \\
& \text { He }
\end{aligned}
$$

In the event of a train or locomotive running light, becoming disabled, or a train becoming divided either accidentally or intentionally, the trainmen must protect the train in each direction in accordance with Rules and Regulations, but in addition they must on reaching the nearest telephone inform the Signalman of the circumstances. Steps must then be taken to provide any assistance necessary, and the Guard or Fireman, or both, as the case may be, must carry out any instructions given by the Signalman, as to the point at which they must wait for the assisting locomotive. On arrival at that point, the Guard or Fireman must notify his arrival in person or by telephone as the case may be.

The Driver of an assisting locomotive must in no circumstances enter the tunnel unless the Fireman or Guard, as the case may be, of the train or locomotive requiring assistance accompanies him.

## HARROGATE

South Signal Box--Rule 44B (b)-The Down Main or Down Main to Through Road subsidiary signal may be taken off before a train is brought to a stand at it. In such circumstances a Driver must draw forward cautiously as laid down in Rule 44B (a).

BETWEEN SOUTH AND NORTH SIGNAL BOXES-Propeling of Trains or Vehicles. No propelling of trains or vehicles from Harrogate South Signal Box or from the lines and sidings South of Harrogate North Signal Box in the direction of Harrogate North Signal Box is allowed, unless-

The continuous brake is coupled up and in use throughout the whole of the vehicles, and the leading vehicle is fitted with the brake
or
The leading vehicle is a van fitted with a hand brake, and a Shunter is riding in that vehicle or
Only one vehicle is propelled, fitted with hand or side brake, and a Shunter rides in or on the vehicle or walks with it.
Vehicles in motion without van in rear. No train sets of vehicles must be drawn from the lines on the falling gradient in the neighbourhood of Harrogate North Signal Box towards Harrogate South Signal Box without a van in the rear unless:-

The continuous brake is coupled up and in use throughout the whole of the vehicles and the last vehicle is fitted with the brake
or
Only one vehicle is being drawn, fitted with hand or side brake, and a Shunter rides in or on the vehicle or walks with it.
No. 6 BAY PLATFORM LINE-Swinging wheel chocks are provided on No. 6 bay platform near to the entrance to the parcels depot. The chocks must be positioned across the rails and padlocked in that position except when a movement requires to be made into or out of the parcels depot.

NORTH SIGNAL BOX-Method of Cautioning. When the Up Main line is partly occupied the Calling-on signal under Harrogate North Up Home No. 2 signal may be lowered after a train has been brought aearly to a stand.

When the Up Main line is clear to Harrogate South Home Signal only, trains will be brought nearly to a stand at the Harrogate North Up Home No. 2 signal. After the signal has been lowered the Signalman will exhibit a green hand signal and Locomen must be on the look-out for this hand signal.

NORTH SIGNAL BOX-Long Siding. Drivers leaving the Long Siding for the Up Platform line must run cautiously on all occasions, and be prepared to stop short of any obstruction on the Platform line.

## YORK (WATERWORKS) TO SCARBOROUGH, INCLUDING FOSS ISLANDS BRANCH <br> YORK

BURTON LANE SIGNAL BOX. Foss Islands Branch. The Regulations for Working Single Lines of Railway by Train Staff and Ticket apply between a point opposite Burton Lane Down Branch Starting signal and Foss Islands Goods Station, with the following modification:-

The Staff and Tickets are in the charge of:-
Burton Lane Signal Box
Foss Islands

... $\quad$... $\quad . . . \quad$... | Signalman. |
| :--- |
| Staff Attendant-07.30 to 16.30. |

Between 16.30 and 07.30, no person is in charge at Foss Islands and during this period only one train must be on the Single line at one time.

The Driver of such train must have possession of the Train Staff.
When two or more Freight trains are required to follow each other on to the Branch before 07.30, arrangements must be made by the York Yardmaster for the Staff Attendant at Foss Islands to be in attendance.

When no one is on duty at Foss Islands to receive the Train Staff from the Driver it must be retained for the return journey.

When the Driver of a train about to enter the Single line at either the Burton Lane or Foss Islands end is given a Ticket, numbered 2, 3, 4, 5 or 6, the Signalman at Burton Lane, or Staff Attendant at Foss Islands, must inform the Driver what interval has elapsed since the departure of the preceding train. The Driver must then proceed at Caution, being prepared to stop short of any obstruction. The same practice must be followed in the case of a train carrying the Train Staff when a train has preceded it with a Ticket.

On arrival of a train at Burton Lane Up Inner Home signal the Guard must, if the rear vehicle is clear inside the fouling point, so advise the Driver, and the latter must instruct his Fireman to hand the Train Staff or Ticket to the Burton Lane Signalman, who may then, if the train has brought the Train Staff, allow a Down train to leave for Foss Islands.

Before any engine is allowed to move in the wrong direction over the Down Branch line for the purpose of running round a train, the permission of the Signalman at Burton Lane Signal Box must be obtained.

ROWNTREE'S HALT. Workpeople's trains loaded or empty must depart from the Halt line in the wrong direction over the Down Branch line on to the Down Main and htence be diverted to the Up Main.

The engine of loaded or empty workpeople's trains must, after the trains have arrived at the Halt, be uncoupled and proceed on to the single line via Crossover No. 2 and must run round the train over the Down Branch line in the wrong direction.

Before moving in the wrong direction over the Down Branch line, the permission of the Signalman at Burton Lane Box must be obtained.

## FOSS ISLANDS BRANCH—Rowntree's Siding

The ground frame points for working traffic into Messrs. Rowntrees' Siding must not be oeprated until the Guard has ascertained that the perimeter gate is open. Not more than the equivalent in length of 20 wagons must be shunted at one time and when propelling the vehicles towards the siding, every care must be taken to ensure that the leading vehicle does not pass beyond the boundary gate at which point Messrs. Rowntrees' locomotive will be attached and draw the vehicles into the Works.

Two marker boards have been placed on the right-hand side of the Down Line 20 and 15 wagon lengths from the boundary gate, and before commencing the propelling movement the British Railways Guard must inform the Driver how many vehicles are in the shunt, and then station himself at the appropriate board in readiness to uncouple the British Railways locomotive. As soon as Messrs. Rowntrees' locomotive has drawn the shunt within the gate the engine and Guard may return to prepare the next batch of wagons to be placed into the siding, and the same procedure must be adopted.

During the propelling movement towards the gate Messrs. Rowntrees' locomotive will be standing North of their Weighbridge office and will not proceed towards the gate until the propelling movement has come to a stand.

## SCARBOROUGH

WASHBECK SIGNAL BOX. Electric Bell Communication Between Shed Line and No. 2 Reception Line. Seven bell pushes are provided near the connection from the Shed line and No. 2 Reception line. The operation of the appropriate plunger indicates in Washbeck Signal Box the direction in which the locomotive requires to proceed.

If locomotives do not turn out in the proper order for working trains when there is more than one arain for a certain direction at about the same time, Locomen must verbally inform the Signalman on passing the box the train they are about to work.

On no account must the locomotive whistle be used except when the route cannot be described by the bell or because the bell or indicators are known to be out of order.
WASHBECK SIGNAL BOX. Method of cautioning trains into partly occupied Bay Platform at Londesborough Road Station-Rule 96. In clear weather the green handsignal referred to in Rule 96 will not be given by the Signalman at Washbeck, nor will trains be actually stopped at the signal controlling the entrance to the line concerned. Drivers, after being brought nearly to a stand at such signal, must understand that the lowering of the signal authorises them to proceed cautiously only as far as the line is clear.

During fog or falling snow the train will be brought to a stand and the Driver verbally informed of the state of the lines ahead.
FALSGRAVE SIGNAL BOX. Method of cautioning-Rule 44(b). Authority is given for the calling-on signal fixed under the Down Home Signal to be lowered, if circumstances permit and in clear weather only, after an approaching train has been brought nearly to a stand.
SCARBOROUGH STATION SIGNAL BOX. Method of Cautioning-Rule 44(b). Authority is given for the calling-on signal fixed under the Down Home Signal to be lowered, if circumstances permit and in clear weather only, after an approaching train has been brought nearly to a stand.
SCARBOROUGH STATION SIGNAL BOX. Trains not completely within fixed signals. Referring to page 61 of the General Appendix, the following additional instructions apply:-

When the engine of a train is ahead of the Starting signal of Platforms 3 to 9 the "Proceed" aspect of the relative subsidiary signal will be given and the Station Inspector or person in charge must arrange to instruct the Driver verbally to start, and to proceed at CAUTION as far as the next running signal, whatever may be its aspect. This instruction must not be given until the Guard has given his signal to start.

When the engine is ahead of the Platform Starting signal during shunting operations the "Proceed" aspect of the relative subsidiary signal will be given and the person in charge must arrange to instruct the Driver verbally to Proceed at Caution.
CENTRAL STATION. Electric Bells and Visual Indicators for Starting of Trains. Referring to Table Z.

Electric Starting Bells and Visual Indicators are provided on Nos. 1 and 2 platforms. A push button operates the bell and illuminates the Visual Indicator (double-sided) which shows the letter " $S$ " when the bell is rung.
MAXIMUM NUMBER OF VEHICLES ON TRAINS. Ordinary and Excursion trains to Scarborough must not exceed 13 bogie or 206 -wheeled vehicles. Trains exceeding 7 vehicles must be made up with a brake vehicle at each end This formation must be maintained into Scarborough except on occasions when owing to traffic requirements it is necessary to attach additional vehicles outside either of the brake vans.

## propelling of empty coaching stock trains from central station

1. In the case of trains not exceeding 7 vehicles, the Guard or Shunter must ride in the brake van (or brake compartment) except when there are more than 3 vehicles ahead of the brake van in which case he must ride in one of the compartments of the leading coach and keep in touch with the Locomen.
2. Trains exceeding 7 vehicles may be propelled provided the following conditions can be observed:-
(i) If there are not more than 3 vehicles ahead of the leading brake van (or brake compartment) the Guard or Shunter must ride in the leading brake.
(ii) If there are more than 3 vehicles ahead of the leading brake van (or brake compartment) the Guard or Shunter must ride in one of the compartments of the leading coach and an additional Guard or Shunter must ride in a compartment (preferably a trake compartment) in a position on the train convenient for transmitting hand signals through the leading man to the Locomen.
CENTRAL STATION-Detaching of Locomotives from Double-headed trains. When a Passenger train drawn by two locomotives is brought to a stand at any of the platforms at Scarborough Central Station, and one locomotive has to be detached or both locomotives are detached and are required to leave singly, the Station Inspector, Foreman or other person-in-charge of the particular platform concerned, must advise the Signalman at Falsgrave in the case of Platforms Nos. 1 and 2, and the Signalman at Station in the case of Platforms Nos. 3 to 9, of this arrangement.

The Signalman at Falsgrave or Station as the case may be, must, as a precautionary measure, put a lever clip on the signal controlling the entrance to the platform line concerned, until the leading locomotive has been disposed of and the platform line is again clear.

GALLOWS CLOSE TUNNEL-Coaching Stock Restrictions. Coaching Stock with the exception of short, buffered stock, may pass through Gallows Close Tunnel to stand in the Goods Yard or Carriage Sidings.

Certain former L.N.E.R. and L.M.R. (Midland Division) trains consisting of short buffered stock may work into Scarborough on Excursion trains. These may pass through the tunnel to stand in the Goods Yard or Carriage Sidings provided that the personal authority of the Scarborough Station Master, or official in charge of the station at the time, is obtained, and on the distinct understanding that a speed of 5 miles per hour is not exceeded.

## SCARBOROUGH (FALSGRAVE) TO GALLOWS CLOSE SIDINGS

The single line between Falsgrave Signal Box and Gallows Close Sidings is controlled by the signalman at Falsgrave box. Propelling is not permitted on the singe line except freight brake vans in accordance with the instructions printed on page 249.

## YORK (SKELTON) TO HARROGATE (DRAGON) STARBECK

AIR MINISTRY SIDING. When a train has to attach or detach traffic in this siding no portion of the train must be left on the Main line, but the whole of it must be taken inside clear of the Main line before shunting operations are commenced.

## HARROGATE

DRAGON SIGNAL BOX. Harrogate Goods Yard. Should a locomotive or train be on the Goods line, or working in the Goods Yard and a second train be required to proceed to the Goods Yard, the Signalman at Dragon must not lower the signal for the direction of the Goods Yard until such train has been brought nearly to a stand. When the signal has been lowered, the Driver must proceed cautiously as far as the line is clear but must not foul the outgoing line until he receives a hand signal from the Shunter.

During fog or falling snow the Groundman at Dragon Signal Box must render assistance to the Signalman with trains entering and leaving the Goods Yard.

## THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) MORLEY (LOW)

DOWN TRAINS. Vehicles conveyed by Down trains to be detached at Morley must, in all cases, be marshalled next to the locomotive.
MORLEY TUNNEL. Failures of Instruments, Bells and Telephones. In the case of failures of block instruments, bells and telephones for the section of line through Morley Tunnel, the lines between Morley Station and Batley Boxes, must be worked by Pilotman, and no trains must be allowed to enter the section at either end unless accompanied by the Pilotman. The Station Master "on call" must act as Pilotman and accompany each train, working up trains on the Up line and down trains on the Down line.
PERMANENT WAY WORK IN MORLEY TUNNEL. When a Permanent Way trolley is required to proceed into the tunnel and return in the wrong direction to the signal box in rear, the provisions of Rule 175, clause ( $c$ ), will apply. The Ganger in charge of the trolley must, in addition to carrying out the provisions of Rule 215, clause (1), advise the Signalman that the trolley is required to return to the signal box on the wrong line and obtain from the Signalman his permission in writing on Wrong Line Order Form "D", and the Ganger must not allow the trolley to return in the wrong direction until he has received such written permission. The Ganger must return the Wrong Line Order Form to the Signalman at the signal box at which it was issued.

## LEEDS CITY TO HULL PARAGON (INCLUDING NEVILLE HILL WEST TO HUNSLET AND SELBY WEST TO CANAL) <br> LEEDS CITY

LEEDS CITY STATION, LEEDS SIGNAL BOX. Locomotives following Train Sets from Platforms or Through Line. Drivers of trains arriving at bay platforms must follow the train set out immediately Drivers of trains arriving at through platforms or on the Through line, when the train set is drawn off from the rear and the locomotive is required to follow the train set, must do so immediately.

If for any reason the locomotive does not follow out immediately, the Driver must not move his locomotive until authorised to do so by the Station Inspector or other person-in-charge. This permission must not be given until a clear understanding has been reached with the Signalman.

## ADMITTING TRAINS TO LINES ALREADY OCCUPIED

During fog or falling snow, when a train or locomotive is brought to a stand at signals $91,92,93$, 95 or 179 , and a "proceed" aspect is given by means of a subsidiary signal with route indicator, the Driver must proceed cautiously to the end of the platform the entrance to the station and come to a stand there and receive information from the Fogsignalman as to the position of the train or vehicles in advance.
EMPTY COACHING STOCK TRAINS. On arrival of trains at Leeds City Station, the Guards in charge must not leave until they have first ascertained from the Station Inspector where the empty carriages have to be shunted, and whether they will be required to accompany them to Neville Hill or elsewhere.

## WORKING OVER GOODS LINES

Passenger trains may, if necessary, be worked over the Up and Down Goods lines at Leeds City Station, and in such circumstances the instructions on pages $92 / 93$ of the General Appendix headed "Working of trains conveying passengers over Goods lines or Goods Loops" will not apply but the Absolute Block Regulations must be observed.
LEEDS SIGNAL BOX AREA. Propelling Movements. A propelling movement must not be made within the Station Limits, nor on or towards any other running line under the control of Leeds Signal Box in accordance with the authorities given in Table F, until the signalman at Leeds Signal Box has been advised that a propelling movement is intended.

Empty diesel multiple units must not be propelled except:-
(i) When it is impracticable, because of the formation of the train set, for the Driver to walk through the train from one end to the other; or
(ii) When. in the event of the driving apparatus in the leading compartment becoming defective, the train cannot be driven from the leading end.
LEEDS SIGNAL BOX-RULE 44B(b). Each subsidiary signal under a colour light signal controlled by Leeds Signal Box may be lowered before a train is brought to a stand at it. In such circumstances a Driver must draw forward cautiously as laid down in Rule 44B(a).

## NEVILLE HILL

NEVILLE HILL CARRIAGE SIDINGS. When empty trains standing at Neville Hill Carriage Sidings are required at Leeds City South Station for immediate use, the Guards-in-Charge must inform the Neville Hill East Signalman on arrival with the locomotive at what time the train is due to leave Leeds.

## MICKLEFIELD

PECKFIELD COLLIERY SIDINGS. When an Up train has work to do in the sidings, no portion of the train must be left on the Main line, but the whole of it must be taken inside clear of the Main line, before shunting operations are commenced.

## GASCOIGNE WOOD

GASCOIGNE WOOD YARD. The permission of the Signalman at Gascoigne Wood must be obtained by telephone from Hagg Lane Ground Frame before a movement is made on any line from the East end of the yard towards Gascoigne Wood box.

## SELBY <br> BETWEEN BARLBY NORTH AND SELBY SOUTH SIGNAL BOXES—Working of Freight Trains. See Shaftholme and Northallerton line. <br> WEST SIGNAL BOX-London Road Level Crossing. Terminating trains for the New Yard from the East must be run clear of the crossing up to the Up Main Starting Signal so as to allow the crossing gates to be opened when necessary for road traffic to pass before the train is set back into the yard. The gates will be opened as soon as the van of the train has reached Signal No. 20-Shunting Up Main. <br> Drivers must not move back until the Backing Signal is lowered and must keep a careful look-out for any signals given them by the Guard or Signalman.

## BROUGII

WEST SIGNAL BOX. Locomotives ruaning round trains on Up Slow line-a plunger has been installed on a post near to No. 18 points on the Up Slow line to assist the Signalmen in ascertaining when locomotives are clear of the points.

When a locomotive is running round a train on the Up Slow line the Guard or Fireman, as the case may be, must press this plunger when the locomotive is clear of the points and providing the train has been left clear of the fouling point.

## HULL

WEST PARADE SIGNAL BOX-Light engines and trains other than passenger trains will not be brought to a stand nor will the Driver be cautioned, verbally or by hand signal, when proceeding to Paragon, from the Down Main Line on B, D or F lines when the line concerned is clear to the Home signal only at Paragon box (Absolute Block Regulation 5, Permissive Block Regulation 4(ii)(b) ).

Drivers of such trains, when a yellow aspect is displayed at the Down Home signal, must proceed as if cautioned in accordance with Rule 41(a) or paragraph 1(c) (Passenger and Platform lines) page 22 of the General Appendix, respectively.

WEST PARADE SIGNAL BOX—Working of Empty Coaching Stock trains from Botanic Gardens Diesel Depot. A notice board, telephone and plunger are provided near the outlet signal from the Diesel Depot, the telephone giving communication with West Parade signal box and the plunger operating a loud sounding bell situated 200 yards in rear. When a diesel multiple unit is ready to leave the Depot Sidings the Driver must telephone the Signalman advising him the destination of the train.

In the case of steam trains which have previously passed through the carriage washer, the Guard or Shunter must telephone the Signalman advising him the destination and number of vehicles on the train, also that the train is being propelled. When the outlet signal is lowered, the Guard or Shunter must give two long rings on the plunger to indicate to the Driver that the signal is off for the train to proceed.

WEST PARADE SIGNAL BOX-Rule 47-Shunting Signals. Drivers of locomotives leaving Botanic Gardens Motive Power Depot on the authority of No. 36 Shunting Signal worked from West Parade Signal Box will not receive any Warning or Caution at the Signal Box, and must be prepared to stop short of any obstruction.

WEST PARADE SIGNAL BOX-Method of Cautioning-Rule 44B(b). Authority is given for the Calling-on Signals fixed under the West Parade Up and Down Anlaby Road Loop Home Signals to be lowered, if curcumstances permit, after an approaching train has been brought nearly to a stand.

PARAGON SIGNAL BOX-Method of Cautioning-Rule 41(b). Drivers of locomotives running light and trains other than Passenger trains leaving Paragon Station or Sidings for West Parade via $C$ and $E$ lines must proceed as if cautioned in accordance with Rule 41(b).

PARAGON SIGNAL BOX-Platform Starting Signals. When a Driver is unable to observe the aspect displayed by the Platform Starting Signal when ready to start, he may draw forward as far as may be necessary for him to see the signal, except in the case of an empty diesel unit. In such cases the Driver must not move towards the Platform Starting Signal until instructed to do so by the Guard, Shunter or person-in-charge, who must first obtain the permission of the Signalman. Rule 127(ix) is modified accordingly.

When the locomotive of a loaded passenger train is ahead of the Platform Starting Signal, the Proceed aspect of the relative subsidiary signal will be given and the Station Inspector must arrange to instruct the Driver verbally to start, but this verbal instruction must not be given until the Guard has given his hand signal to start.

When a locomotive is ahead of the Platform Starting Signal during shunting operations, the Proceed aspect of the relative subsidiary signal will be given and the Signalman must inform the Yard Inspector or Shunter by means of the loudspeaker and the Yard Inspector or Shunter must arrange verbally to instruct the Driver accordingly.

## PARAGON SIGNAL BOX-Locomotives Crossing from one Platform line to another, via Ground

 Frame. The Driver of a locomotive which has passed through the crossover road at the buffer stop end of the platform must, after the ground frame has been replaced to normal, proceed immediately to the Platform Starting Signal or as far as the line is clear. If, for any reason, a locomotive does not immediately proceed towards the Starting Signal, or as far as the line is clear the Driver must not move his locomotive forward until authorised to do so by the Station Inspector or other person-incharge.When the locomotives off a double-headed train require to use a crossover road controlled by a platform ground frame, a separate release must be obtained for each locomotive.

When the first locomotive has passed through the crossover road the Fireman must fully restore the ground frame and advise the Signalman by means of the push button that this movement has been completed. The Fireman of the second locomotive, when it is in a position to cross, must obtain a second release. If both the locomotives are to proceed to the same depot they must be coupled up immediately both are clear of the crossover and proceed to the Platform Starting Signal, or so far as the line is clear, as one unit. When locomotives are required to proceed to different depots, the second locomotive must not pass the Platform Starting Signal until such signal has been restored to Danger and a second Proceed aspect indicated.

PARAGON SIGNAL BOX-Trains Drawn from Platform Lines. When a locomotive of an incoming train is required to follow the train set out on the same line it must do so immediately. If for any reason a locomotive does not follow out immediately, the Driver must not move it until instructed to do so by the Station Inspector or other person-in-charge.

Electric Bells and Indicators for starting of Trains-Referring to Table Y. Bell Pushes communicating with Hull Paragon Signal Box are fixed as under:-

## Platforms

## Position

Nos 1 and 2.
On Ticket Collectors' lobby and on first pillar of umbrella roofing.
Nos. 3 and 4.
Nos. 5 and 6.
Nos. 7 and 8.
No. 9.
On third pillar from buffer stop and on first pillar of umbrella roofing.
On wall of Parcels" Office near fire appliance and on second pillar of umbrella roofing.
No. 10. On second pillar of umbrella roofing.
Nos. 13 and 14. On third lamp post from buffer stop.
The bell push must be operated by the Station Inspector or Foreman (or person appointed by the Station inspector) thirty seconds before the train is ready to start.

## hUll paragon station: Carriage washing plant

The following instructions apply to all trains and light engines travelling over the inward line from Hull Paragon Station to Botanic Gardens Diesel Depot on which the new automatic carriage washing plant is located:-

## 1. Diesel Multiple-Unit trains.

(i) Station staff at Paragon are responsible for ensuring that all carriage windows are closed and properly secured before trains leave the station for cleaning, but all Drivers should ensure that the side windows of their driving compartments are closed before passing through the washing plant.
(ii) Speed through both sections of the washing plant should be limited to not more than 2 m.p.h. until the last vehicle has passed clear of the second section.
(iii) The washing plant will normally be set for full automatic working which will be indicated by a green light exhibited at the panel fixed on a pillar at the entrance to the Depot Inward line.
(iv) As trains pass the photo-electric cells on the entry side of the first section of the plant the sprays and brushes will come into operation automatically and passage of the last vehicle through this section will switch them off automatically.
(v) For ordinary detergent cleaning, trains should continue forward through the next section of the plant at $2 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. for water washing and rinsing. This section also will switch on and off automatically by the passage of the train.
(vi) If the vehicles are to be given a special Exmover clean, the train Driver and the Washing Machine Attendant should be so informed by the Station Inspector or Foreman before the set leaves Paragon Station. Drivers should then proceed as in (i), (ii), (iii), and (iv) above but after breaking the photo-electric ray on the approach side of the second section of the plant (the main brush section should stop immediately outside the entrance to the plant) and wait for about 5 minutes for this section of the plant to start up. Then continue through the washer at $2 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. until the last vehicle has passed clear.
(vii) If a white light is exhibited on the panel at the entrance to the Depot Inward line this means that the whole of the washing plant is not working automatically but is being operated by the Machine Attendant. Drivers should proceed as instructed above.
The exhibition of a red light on the panel means that the washing plant is completely cut out temporarily and Drivers should wait for the indication to change to green (or white) and then proceed.

## 2. Trains hauled by Locomotives (Steam or Diesel)

(i) Before despatching locomotive hauled train sets which are to pass through the washing plant the Station Inspector or Foreman at Hull Paragon Station should inform the Washing Plant Attendant in order that the latter can make the necessary adjustments to the controls on the plant.
(ii) Station staff at Paragon are responsible for ensuring that all carriage windows are closed and properly secured before the trains leave the station for cleaning.
(iii) Speed through both sections of the washing plant should be limited to not more than 2 m. p.h. until the last vehicle has passed clear of the second section.
(iv) The washing plant will normally be set for full automatic working which will be indicated by a green light exhibited at the panel fixed on a pillar at the entrance to the Depot Inward line.
(v) The first section of the plant will start up automatically when the locomotive breaks the photo-electric ray on the exit side of the section (this will ensure the locomotive passes clear before the sprays and brushes operate) and will switch off automatically on the passage of the last vehicle.
(vi) For ordinary detergent cleaning, Drivers should continue forward through the next section of the plant at $2 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. for water-washing and rinsing. This section will be switched on and off as required by the Washing Machine Attendant in the Control Tower.
(vii) If vehicles are to be given a special Exmover clean, the train Driver and Washing Machine Attendant should be so informed by the Station Inspector or Foreman before the set leaves Paragon Station. Drivers should then proceed as in 2 (iii) and (iv) and (v) above but should stop as soon as the rear of their locomotive is clear of the brushes in the second section of the plant (the main brush section) and wait approximately 5 minutes until the Washing Machine Attendant starts the brushes and sprays in operation. Then proceed at 2 m.p.h. until the last vehicle has passed clear of the second section of the plant.
(viii) If a white light is exhibited on the panel at the entrance to the Depot Inward line. this means that the whole of the washing plant is not working automatically but is being operated by the Machine Attendant. Drivers should proceed as instructed above.
The exhibition of a red light on the panel means that the washing plant is completely cut out temporarily and Drivers should wait for the indication to change to green (or white) and then proceed.

## 3. Light Engines

(i) Before light engines pass through the washing plant en route to Botanic Gardens Depot, Drivers should stop before reaching the first pair of photo-electric cells on the entry side of the first section of the plant in order to avoid the plant starting up automatically.
(ii) The Fireman (or second man on a Diesel Locomotive) must then operate the push button on the panel fixed on a pillar near the marker board at the entrance to the Dzpot Inward line (washing plant line) irrespective of which light is exhibited on the panel at the time. This will exhibit a red light at the panel and prevent any part of the washing plant from functioning for a period of 5 minutes.
(iii) It is important the push button mentioned in (ii) should be operated immediately prior to the locomotive passing through the washing plant in order to avoid detergent or cleaning liquid coming into contact with men on the locomotive or the cleaning brushes fouling parts of the locomotive, and Drivers should ensure that they travel with caution clear of both sections of the plant within the 5 minutes switch-off period.

## INSTRUCTIONS TO TERMINAL STAFF FOR WORKING TRAINS AND LOCOMOTIVES; HULL FREIGHTLINER TERMINAL

1. The Terminal Regulator is responsible for train, wagon and locomotive movements within the terminal.
2. Freightliner trains will arrive at and leave from the western end of the terminal, where the main line connection is controlled by the signalman at Hessle Road signal box. The eastern end main line connection, controlled by the signalman at Dairycoates West signal box, is provided for local movements.

## 3. Arrival from the west

### 3.1. Preparation

3.1.1. The Terminal Regulator will consult the District Control on the freightliner train's approach 40 minutes before due arrival time and again 20 minutes later, in order to be ready for the arrival. Reception siding No. 2 must be clear for the train and the Terminal Regulator must inform the signalman at Hessle Road signal box that it is clear.
3.1.2. The Terminal Regulator will inform the crane directors what movements he is arranging for the train and for subsequent disposal of the locomotive. He will warn the crane directors to be ready to stop transfer area work during the movement, warn any other persons in the vicinity of the impending movement and ensure that the line selected for the train is clear. The Terminal Regulator will then set the transfer area points for the selected line.

### 3.2 Procedure

3.2.1. When the train has arrived on No. 2 reception siding and the driver telephones from the stop-board, the Terminal Regulator will give the driver instructions for berthing the train and disposing of the locomotive.
3.2.2. Before the train is moved from the reception siding to the transfer area, the Terminal Regulator must separately instruct each of the crane directors to stop work and receive their confirmation. (If the siding next to the roadway is to be occupied, the crane directors must ensure that road vehicles do not obstruct the movement.)
3.2.3. The Terminal Regulator will then handsignal the guard that the movement to the transfer area can start. The Terminal Regulator, or crane director nearest to the locomotive acting on his instructions, will handsignal the driver where he should stop the train.
3.2.4. The Terminal Regulator is responsible for ensuring that before the locomotive is detached:
(a) handbrakes have been applied to the first three wagons and the brake van, and
(b) sufficient air pressure has been applied to the brake system for satisfactory operation of the container clamps.

### 3.3. Disposal of the Locomotive

The Terminal Regulator will advise the appropriate signalman, if the locomotive is to leave the terminal. The Terminal Regulator will instruct the driver on movement within the terminal.
3.4. Resumption of Work

The Terminal Regulator, or crane director acting on his instructions, may authorise resumption of work in the transfer area when the locomotive has been detached and is clear.
4. Arrival from the East

### 4.1. Preparation

The Terminal Regulator will be advised by the signalman at Dairycoates West signal box of the approach of a train or locomotive at the eastern end of the terminal.
4.2. Procedure
4.2.1. Train

The Terminal Regulator will instruct the crane directors and other persons as described in paragraph 3.2.2. and ensure that the line is clear for the movement inside the terminal. The Terminal Regulator will then advise the signalman at Dairycoates West that the terminal is ready to receive the train. Until this advice is received by the signalman, he will not allow the train to enter the terminal.
4.2.2. Locomotive

The signalman at Dairycoates West signal box will allow a locomotive to enter the terminal without the Terminal Regulator's advice that the terminal is ready to receive it, but the locomotive will not pass the stop-board without the driver obtaining the Terminal Regulator's authority to do so.
When the driver telephones from the stop-board, the Terminal Regulator will stop work in the transfer area as described in paragraph 3.2.2. before authorising the driver to pass the stop-board. The Terminal Regulator will instruct the driver what movement is required and, if necessary, arrange for a crane director to stop the driver in the transfer area with a handsignal. If the movement is required through the transfer area, the Terminal Regulator will operate the transfer area points and instruct the driver to pass the stop-board at the western end of the transfer area as far as is necessary; if then a setting-back movement into the transfer area is required, the Terminal Regulator will take precautions for safety in the transfer area as described in paragraph 3.2.2. set the appropriate transfer area points and handsignal the driver back.

## 5. Departure to the West

### 5.1. Preparation

5.1.1. As soon as crane working permits after the loading of each wagon is completed, the crane director will check that the clamp warning system is working, clamp the containers and ensure that the blue light on the warning system is out. Failures must immediately be reported to the Terminal Engineer's staff.
5.1.2 30 minutes before departure time, the Terminal Regulator will ensure that all containers are secure and the tail lamp is in place (and lit if necessary). He will check the containers with the train-consist and inform the Traffic Office of any discrepancies. The Terminal Regulator will give the guard an assurance that the containers are properly secured and the tail lamp is in position; also the train consist.
5.1.3. Approximately thirty minutes before departure time the Terminal Regulator must ascertain from the Terminal Engineer that a complete brake test has been carried out and proved satisfactory. The Terminal Regulator must then give the Guard an assurance that this brake test has been completed.

### 5.2. Arrival of Locomotive

The locomotive will be admitted as described in paragraphs 3 and 4. After the locomotive has been attached, the Terminal Regulator may authorise resumption of work in the transfer area.

### 5.3. Procedure

5.3.1. The Terminal Regulator will warn the crane directors to be ready to stop work in the transfer area and advise the signalman at Hessle Road box that the train is about to depart. The Terminal Regulator will also instruct the driver that he may pass the stopboard at the western end of the transfer area after the guard has given the right-away signal.
5.3.2. The Terminal Regulator must be careful to avoid a conflicting movement between the transfer area and the main line connection. A departing train will pass through trailing points along No. 1 Reception siding to reach the main line, enabling a train standing on No. 2 Reception siding to be passed en route.
5.3.3. The Terminal Regulator will instruct the crane directors to stop work in the transfer area and receive their confirmation that this has been done before he handsignals the guard that the train may start. (If the train is leaving the siding next to the roadway the crane directors must ensure that road vehicles do not obstruct the movement.)

### 5.4. Resumption of Terminal Work

Unless otherwise instructed by the Terminal Regulator, the crane directors may resume work in the transfer area immediately the train is clear of it.
6. Departure to the East

The Terminal Regulator will arrange with the signalman at Dairycoates West signal box for departures from the eastern end of the terminal. While such a movement affects the transfer area, the Terminal Regulator must stop work there as described in paragraph 5.3.3.

## HUNSLET BRANCH

HUNSLET EAST OIL TERMINAL. More than one train may be allowed in the Oil Terminal at one time, but no train will be allowed to leave Neville Hill West signal box until the Down Branch line is clear to the illuminated "Stop and await instructions" board near to the Yard Foreman's cabin. Trainmen must obtain the permission of the Yard Foreman before any movement is made passed this board.

## CASTLEFORD (OLD STATION) TO GARFORTH

## CASTLEFORD (OLD STATION)

Working of trains to and from Wheldale Colliery
Trains from the colliery must depart via No. 1 or 2 sidings and trains entering the colliery must use the Contractors siding.

Before any train is propelled in the sidings towards the siding outlet, the guard must obtain the permission of the signalman at Castleford, Old Station box by use of the telephone located at the exit from the sidings.

## KIPPAX

ALLERTON MAIN SIGNAL BOX-Warking of Sidings adjoining Ruming Line. Owing to the gradient of the line, trains working traffic into and out of the sidings must always have the locomotive at the lower (or Ledston) end, or the whole of the train must be placed in the sidings clear of the Main line before any shunting operations are commenced.

In no circumstances must the van, wagon, or any portions of the train be left on the Main line during the time the locomotive is in the sidings.
ALLERTON MAIN SIGNAL BOX--Station Sidings. When trains from the direction of Castleford have traffic to attach or detach in these sidings the portion of the train left on the Main line must be securely held by the van brake being put hard on, and in addition the brakes of two wagons on the portion of the train left on the Main line must also be pinned down.

All wagons to be attached to the train must be set back with the locomotive coupled to them and must come up to the standing train as gently as possible.
ALLERTON MAIN SIGNAL BOX--Allerton Main Colliery Branch and Sidings. The Signalman at Allerton Main must, whenever possible, inform the Guard and Driver of trains going into the colliery if another train or locomotive is likely to enter the colliery line before their train is ready to depart.

Guards of trains working into Allerton Main Colliery Sidings must observe the following instructions:-

Trains propelled from Allerton Main Signal Box. After the train is stopped at the entrance to the colliery sidings for the purpose of detaching the van, the brakes on the first wagon must be pinned down before the van is uncoupled, and, before the train is propelled into the sidings, wagon brakes in the proportion of one in six must be pinned down.

Trains drawn from Alterton Main Signal Box. After the train is stopped at the entrance to the colliery sidings for the purpose of detaching the locomotive, the brakes on one or two wagons must be pinned down before the locomotive is detached. The wagons may then be allowed to gravitate into the colliery sidings, the Guard pinning down wagon brakes as necessary.

Before a train is allowed to leave the colliery sidings for Allerton Main Signal Box, the Guard must inform the Signalman, by means of the telephone provided near the Weigh Office, that the train is ready to leave, and the Guard must not give the necessary hand signal for the train to leave the sidings until the Branch Up Outer Home Signal has been lowered.

For shunting purposes locomotives may leave the colliery sidings and travel towards the Branch Up Outer Home Signal after it has been ascertained by the Guard that no train is approaching from the signal box and it is safe to do so.

Trainmen must keep a sharp look-out when travelling between Allerton Main Siginal Box and the Colliery Sidings, and be prepared to stop short of any obstruction.

## GARFORTH

GARFORTH SIGNAL BOX-Delivery of Token to Drivers. Drivers of trains for the Castleford Branch will receive a Token for the advance section at Garforth Signal Box, except in the case of a train required to go forward to the Branch Starting Signal. In the latter case the Driver must be instructed by the Signalman that he must only draw forward to Branch Starting Signal and that he will receive the Token from the Guard before entering the Single line.

NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN) (INCLUDING WHITWOOD BRANCH, CASTLEFORD CUTSYKE TO CASTLEFORD STATION, CASTLEFORD EAST BRANCH, MILFORD SOUTH TO GASCOIGNE WOOD, SHERBURN-IN-ELMET SOUTH TO GASCOIGNE WOOD)

## CASTLEFORD

WHITWOOD BRANCH. The normal position of the Pottery Street Level Crossing Gates is across. the line, and Drivers, when approaching, must sound the locomotive whistle to inform the person appointed for the duty that the level crossing gates require to be reversed.

## EAST BRANCH

On the Down journey, the train must stop at Wheldale Road Bridge until the driver receives a hand signal from the guard to proceed. The guard must report to the gate office of Messrs. Hicksons Ltd. on arrival and a man will be detailed to supervise the car park and road crossings to ensure that the gates leading to the firm's sidings are open for the train to enter the works. The guard will then give the hand signal to the driver and precede the train to see that the points are correctly set and the line is clear to the yard.

Trains must be propelled in the Down direction in accordance with the authority in Table " $F$ " and only the diesel shunting engine from Castleford must be used for movements over this branch. Speed on the branch must not exceed four miles per hour.

## GASCOIGNE WOOD

Gascoigne Wood Yard. The permission of the Signalman at Gascoigne Wood must be obtained by telephone from Hagg Lane Ground Frame before a movement is made on any line from the East end of the yard towards Gascoigne Wood box.

## SWINTON (DEARNE JUNCTION) TO BURTON SALMON (INCLUDING HICKLETON COLLIERY EMPTY WAGON BRANCH, AND MOORTHORPE STATION TO SOUTH KIRKBY)

## BOLTON-ON-DEARNE

## HICKLETON MAIN COLLIERY SIDINGS.-Empty Wagon Sidings

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

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

## EXCEPTIONS

1. When permission has NOT been obtained from the Person in Charge of the N.C.B. Full Wagon Weigh Office for a train to proceed to the Colliery empty wagon sidings, such a train may be allowed to occupy the empty wagon branch line for the purpose of clearing the main line.

In such cases the Driver of the train must be so instructed, and he must NOT proceed to the Colliery empty wagons sidings until the necessary fixed signals have been cleared, and he is in possession of the Train Staff, which must be obtained from the Signalman by either the Guard or Shunter, who must hand it to the Driver before the train proceeds.
2. Upon request by the Person in Charge of the N.C.B. Full Wagon Weigh Office, the Signalman at Hickleton Main Colliery Sidings signal box, may give permission for the Colliery locomotive, with or without wagons, to occupy the Empty Wagon Branch Line in either direction without being in possession of the Train Staff, providing:-
(i) The Train Staff is in possession of the Signalman at Hickleton Main Colliery Sidings signal box.

## and

(ii) When such permission is given, a Lever Collar is placed and maintained on the Train Staff until the movement has cleared the Colliery Empty Wagon Branch Line.
Before the Signalman at Hickleton Main Colliery Sidings signal box gives permission for the Empty Wagon Branch Line to be occupied by the Colliery Iocomotive, he must have a clear understanding with the Person in Charge of the N.C.B. Full Wagon Weigh Office as to the movement it is required to be made, after which movements may be allowed as under:-
(a) FROM the EMPTY WAGON SIDINGS to the EMPTY WAGON BRANCH which do NOT require to travel throughout the EMPTY WAGON BRANCH LINE to Hickleton Main Colliery Sidings signal box.
Person in charge of the N.C.B. Full Wagon Weigh Office must first request the permission of the Signalman at Hickleton Main Colliery Sidings signal box for the Empty Wagon Branch line to be occupied, and after the movement has been completed, and the Empty Wagon Branch line is clear again, must again advise the Signalman accordingly.
(b) FROM the EMPTY WAGON SIDINGS to the EMPTY WAGON BRANCH which REQUIRES to travel throughout the EMPTY WAGON BRANCH LINE TO HICKLETON MAIN COLLIERY SIDINGS signal box.
Person in charge of the N.C.B. Full Wagon Weigh Office must first request the permission of the Signalman at Hickleton Main Colliery Sidings signal box for the Empty Wagon Branch line to be occupied, and after the movement has been completed, and the Empty Wagon Branch line is again clear, the N.C.B. locomotive Driver, or N.C.B. Shunter, must advise the Signalman accordingly.
(c) FROM THE LOADED WAGON SIDINGS at Hickleton Main Colliery Sidings signal box to the EMPTY WAGON BRANCH and EMPTY WAGON SIDINGS.

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

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

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

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

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

## MISHAPS OR OBSTRUCTION OF EMPTY WAGON BRANCH LINE

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

## SIGNALS ON EMPTY WAGON BRANCH LINE

(i) Semaphore signal, located on right hand of branch line when working to Empty Wagon Sidings, 450 yards from Signal box end.
(ii) Colour light signal 465 yards from (i) approach side of Level Crossing, adjacent to N.C.B. Empty Weigh Office.
(iii) Colour light signal to control movements FROM the Empty Wagon Sidings over the Level Crossing and to the Empty Wagon Branch line.
All these signals are operated by the N.C.B. staff.
Before the Person in Charge of the N.C.B. Full Wagon Weigh Office gives permission to the Signalman at Hickleton Main Colliery Sidings signal box for a movement to proceed over the Empty Wagon Branch line to the Empty Wagon Sidings, he must first ensure that the barriers of the level crossing are secured against road traffic, and that the necessary signals are then cleared for the movement to proceed to the Empty Wagon Sidings. He must then advise the Signalman at Hickleton Main Colliery Sidings signal box accordingly, and at the same time inform him into which roads the wagons are to be placed when the train concerned is conveying empty wagons for the colliery.

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

Loaded Wagon Sidings. When more than one train is engaged in the Sidings at the same time, before giving the Guard of the second train permission to commence shunting, the B.R. Shunter (or in his absence the Guard) must satisfy himself that the first locomotive has gone beyond the signal applicable to the shunting neck.

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

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

## MOORTHORPE

FRICKLEY COLLIERY-Loaded and Empty Wagon Sidings. The Frickley Colliery loaded and empty wagon sidings are on a heavy gradient falling from the Swinton and Knottingley Joint line, and are connected with other colliery lines and sidings, and the Moorhouse and South Elmsall Branch at the lower end.

Great care must be exercised when placing wagons in or removing them from the sidings to prevent the connections at the lower end being fouled, and all wagons left standing in the sidings must be properly secured by the brakes being applied. As far as possible wagons left standing in the loaded wagon sidings must be coupled together.

Before any wagons are placed in the empty wagon sidings from the Swinton and Knottingley sidings the Numbertaker must walk along the sidings as far as may be necessary to ascertain that all is right for the wagons to be placed in them, and that wagons are not being placed in sidings that are about to be used from the opposite end.

Drivers and Guards must keep a good look-out when entering any of the colliery sidings, and Guards must render any assistance necessary to the Numbertaker.

## PROPELLED TRAINS FOR SOUTH KIRKBY COLLLERY

Electric bells and plungers have been provided at Moorthorpe Station in order to expedite the starting of trains which are propelled from the Up Main or Up Goods line to the Down Branch line for South Kirkby.

A separate bell is provided for each line, located as follows:-

## Up Main

430 yards on the South side of No. 21 subsidiary signal Up Main to Down Main.
430 yards on the South side of No. 22 subsidiary signal Up Goods to Up Main.
A separate plunger is provided in each case, sited on the bank side opposite the relevant subsidiary signal.

The plunger must be operated by the Guard after the subsidiary signal has been lowered and the sounding of the bell indicates to the Driver that the propelling movement may commence.

## SOUTH KIRKBY

When a train is propelled from Moorthorpe Station box to South Kirkby box on the Down Branch line, the driver must bring the train to a stand to await hand signals or instructions immediately the engine is on the Marshalling Loop, clear of the points leading from the Down Branch.

## FERRYBRIDGE FERRYBRIDGE "A" POWER STATION

Before a propelling movement into Ferrybridge "A" Power Station Sidings of loaded or empty wagons commences, it must be ensured that one quarter (one fifth of empty wagons) of the wagon brakes are pinned down at the leading end of the train and on completion of the movement a further third (one quarter of empty wagons) of the wagons brakes next to the locomotive must be applied before the locomotive is detached.
FERRYBRIDGE CEGB LEVEL CROSSING-is an open crossing without gates or barriers no attendance being given. Road traffic is controlled by twin red flashing road signals positioned on each side of the railway. The aspects of these road signals are actuated by track circuits which are situated on each side of the crossing. Whistle boards are provided on each side of the crossing. A white indicator lamp is provided focused to shine along the railway in each direction.

The following indication will normally be given:-

## WHITE FLASHING LIGHT-MAIN SUPPLY ON—RED ROAD LIGHTS FLASHING

If a set back movement is made from the outgoing line under the authority of No. 43 Signal and the Driver is unable to see the white indicator light the Guard or Shunter must before handsignalling the Driver to set back, ensure that the white light at the crossing is flashing.

If there is no light in the white indicator lamp a condition of failure will exist at the crossing and drivers must bring their trains to a stand short of the crossing and must not proceed over the crossing until satisfied that the crossing is clear and that it is safe to do so. The circumstances must be reported immediately to Ferrybridge Signal Box.

## FERRYBRIDGE "C" POWER STATION

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

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

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

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

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

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

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

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

If the automatic unloading procedure is not fully operational because of a fault in the equipment, or for any other reason, the Driver and Guard will be advised of the method of working by the C.E.G.B. staff before leaving Signal 4 or 5 . It will still be necessary for the Driver to engage slow speed control to maintain speed of $\frac{1}{2}$ m.p.h. from those signals until the arrival of the engine cab at the appropriate " 30 " or " 38 " marker board, to ensure that the rear brakevan clears the empty weighbridge before normal control is restored. If a train proceeding through the hopper house has to be handsignalled the guard must take complete charge of the train and handsignal the Driver as necessary.

From the time the train leaves Signal 4 or 5 until the locomotive has passed the latching unit at the exit end of the Hopper House, it is particularly important that the Driver be on the lookout for hand signals from the Guard. For this purpose the Guard must position himself to ensure that he can be seen by the Driver. C.E.G.B. staff will be responsible for ensuring that the Guard receives the correct signals from them to enable the train to be stopped in the correst position, or in an emergency. After the locomotive has passed the latching unit the Driver must work to the fixed signals.

To avoid injury or damage in an emergency and to ensure efficient working it is essential that the train be stopped immediately the signals are placed to danger.

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

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

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

A speed of 5 m.p.h. must not be exceeded by any train or locomotive when passing over the weighbridges located at the entrance to and exit from the hopper house on both East and West tracks. Subject to this, a speed restriction of $15 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. will apply on all lines within the Power Station area.

If it becomes necessary for snow ploughs, either independent or fitted to engines, to operate on C.E.G.B. lines they must in no circumstances work over the Weighbridges or Hopper House Lines.

## SHAFTHOLME TO FERRYBRIDGE

## KNOTTINGLEY

Propelling Movements. A propelling movement must not be made until the Signalman at Knottingley box has been advised that a propelling movement is intended.

## HULL (WEST PARADE) TO SEAMER WEST (INCLUDING HESSLE ROAD, SPRINGBANK NORTH JUNCTION TO WALTON STREET, COTTINGHAM BRANCH AND FILEY HOLIDAY CAMP RAILWAY VIA NORTH AND SOUTH CURVES) <br> WATTON

The Guard of a train requiring to attach or detach vehicles in the Down Siding will obtain from the Crossing Keeper at Watton Gate Box the Annetts Key to release the Down Siding ground frame. When operations at the ground frame are complete, the train is on Down Main line clear of the siding ready to depart and the lever of the ground frame replaced to normal, the Guard must return the Annetts Key to the Crossing Keeper.

## DRIFFIELD

DRIFFIELD STATION Down Freight Trains Requiring Water. When an engine of a Freight train requires water at Driffield, and the train is of such a length that the level crossings would be blocked if the engine were opposite the water column, the train must be brought to a stand at the Driffield Station Down Home signal. The engine must then be uncoupled and run forward to the water column to take water.

## Bridlington Quay-Rule 41, clause (a)

When a train is allowed to proceed into Nos. 4 and 5 platform lines under Absolute Block Regu-lation 5 the train will be brought to a stand at the Up Home signal before it is lowered and as the train is approaching the box a green hand signal held steadily will be exhibited to the Driver.

## HULL (BOTANIC GARDENS) TO HEDON WILMINGTON

WILMINGTON STATION AND DANSOM LANE SIGNAL BOXES-Working of Up and Down Goods lines. If either of the Goods lines is partly occupied by a short train or light engine and a second one is required to enter, the Signalman at the end where the train is to enter must satisfy himself that there is room for the second train to stand clear of the points giving access thereto. Prior to any train or wagon being allowed to enter the Up Goods line from the Wilmington Goods Yard, or to any engine returning to its train on the Down Goods line from the Yard, the Foreman, or the Guard if no Foreman is on Duty, must obtain the permission of the Signalman at Dansom Lane.

As soon as the Goods line is clear, the advance Signalman must inform the Signaiman in rear. In the event of a train being shunted clear of the Down Goods line into Wilmington Yard, the Foreman, or Guard if no Foreman is on duty, must advise the Dansom Lane Signalman that the line is clear, in order that the latter may advise the Signalman at Wilmington. Should part of the tiai. only be shunted from the Down Goods line into the Yard, leaving the rear portion on the Down Goods line, the Signalman at Dansom Lane must be advised accordingly.

## SOUTHCOATES SIGNAL BOX

Method of Cautioning. When an Up train has been accepted under the Warning Arrangement, the train will not be stopped in accordance with Rule 41, but it will be brought nearly to a stand at the Southcoates Up Main Starting signal and a green hand signal exhibited by the Signalman, which the Driver must acknowledge, after which the Up Main Starting signal may be lowered.

## MARFLEET AND HEDON

## Working of Wades, Beecrofts, and Evan's Sidings Ground Frame

The ground frames which operate the points at Wades, Beecrofts and Evan's sidings on the Up line between Hedon and Marfleet are released by Annetts Key which is kept at Marfleet box. When a freight train requires to work at the sidings the guard must obtain the key from the signalman at Marfleet before proceeding to Hedon.

## HULL YARDS

DAIRYCOATES WEST TO MANOR HOUSE, HESSLE HAVEN TO DAIRYCOATES WEST VIA PRIORY YARD, HESSLE HAVEN TO DAIRYCOATES WEST VIA INWARD YARD, DAIRYCOATES WEST TO HESSLE ROAD NORTH BRANCH, NORTH LOOP, DAIRYCOATES WEST TO HESSLE ROAD (SOUTH BRANCH), HESSLE ROAD TO ALEXANDRA DOCK S.B. INCLUDING SPRINGHEAD SIDINGS, SPRINGHEAD YARD TO HESSLE ROAD (SPRINGHEAD JUNCTION) AND SOUTHCOATES TO KING GEORGE DOCK

## working of trains conveying passengers over goods lines

In the circumstances referred to in paragraphs (a), (b) and (c) of the instructions on page 92 of the General Appendix trains conveying passengers may be worked over the Up and Down lines between Hessle Road, and Walton Street Boxes.

Clauses A, B and D of the instructions headed "Goods Lines" on pages $92 / 93$ of the General Appendix will not apply, but the Standard Absolute Block Regulations must be observed as far as possible in the absence of block instruments.

## BETWEEN HESSLE ROAD AND BOOTHFERRY PARK PLATFORM

Empty Coaching stock trains and empty diesel Multiple Units requiring to proceed from Hessle Road Box towards Boothferry Park or for subsequent working of football specials from Boothferry Park Platform may be allowed to enter the section at Hessle Road box. A District inspector must supervise the working. Trainmen will be advised at Hessle Road when this arrangement is in operation. Authority will be given by hand signal to pass at danger the signal controlling the entrance to the section at Hessle Road and also No. 40 Signal at Boothferry Park into the platform. Absolute Block regulations will apply between Hessle Road and Walton Street Boxes.

## STABLING OF D.M.U. TRAINS BETWEEN BOOTHFERRY PARK PLATFORM AND LIMIT OF SHUNT INDICATOR ON DOWN ALEXANDRA DOCK LINE AT HESSLE ROAD

When required in connection with the working of football trains to Boothferry Park Platform, up to three D.M.U's may be stabled between the above points. A District Inspector must be present to supervise the working and the driver of the first train to be stabled must stay with his train until all such trains have returned to Boothferry Park Platform. Trains being stabled must not exceed a speed of $5 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. when travelling to or from the Limit of Shunt indicator.

## HULL PRIORY YARD

The hold-up points in the Up South Main line are laid towards the Empty Mineral Sidings and Drivers of trains terminating at the Loaded or Empty Mineral Sidings, must stop at the notice board and obtain the permission of the Yard Inspector on the telephone provided before proceeding.

## BETWEEN ALBERT DOCK SIGNAL BOX AND NEPTUNE STREET SIDINGS

Shunting from Neptune Street Sidings on to the Down Goods Line. A telephone is provided at the entrance to Neptune Street Sidings from the Down Goods line, giving communication with Albert Dock Signal Box, and when it is necessary for shunting to take place from the Sidings on to the Down Goods line, this may be done as far as the "Limit of Shunt" indicator, but the Guard or Shunter must first obtain permission by telephone from the Signalman at Albert Dock Box. When shunting operations are completed and the Down Goods line is again clear, the Signalman must be so informed.

## NEPTUNE STREET SIDINGS

Inward Trains. All trains arriving at Neptune Street Sidings from Albert Dock Signal Box must stop at the Marker Board until instructed by the Yard Inspector or Shunter to proceed into the Yard.

## HULL INWARD GOODS YARD

Working Arrangements East End of Nos. 1 and 2 Down North Main lines and Nos. 1, 2, 3 and 4 Departure lines-For Trains and Light Locomotives proceeding towards Dairycoates West.

## Nos. 1 and 2 Down North Main Lines

The exits from Nos. 1 and 2 Down North Main lines are controlled by position light subsidiary signals. The normal aspect of these signals will be "ON," drivers of trains and light locomotives must on arrival at these signals immediately telephone the Signalman at Dairycoates West giving destination and line occupied.

## Nos. 1, 2, 3 and 4 Departure Lines.

Drivers of trains and light locomotives departing from the East end of the yard must on arrival at the position light signals immediately telephone the Signalman at Dairycoates West giving destination of train and number of Departure line occupied.

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

The switches to the position light signals must be kept in the "ON" or "STOP" position and turned to the "PROCEED" position if circumstances permit, only after the Driver has reported on the telephone.

The switches must be returned to the "ON" or "STOP" position immediately the train occupies the track circuit ahead of the position light signal.

Permission to procced will, if circumstances permit, be given by the Signalman operating the appropriate switch which will cause a proceed light to be exhibited at the position light signal.

In order to avoid delay, main line trains must be "rung out" to Dairycoates West Signal Box by the Inward Yard East end staff.
Reporting of Trains, Light Locomotives, Etc.
Yard Inspectors must advise District Control of all trains or locomotives departing from the East or West ends of the Yard.

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

Trains arriving must br brought to a stand before fouling the connections at the East end of the Reception lines, the locomotive to await the arrival of the Guard and not to leave for the Shed until the Driver has been instructed by the Yard Inspector. Immediately a train is brought to a stand on the Reception line, the Guard must secure the train by the use of the hand brake.

## HESSLE ROAD SIGNAL BOX

BRANCH TO BRITISH EXTRACTING COMPANY'S WORKS SIDINGS. Drivers when passing on to this Branch must keep a sharp look-out and sound their locomotive whistles to warn the men working the British Extracting Company's locomotive.

Inward traffic to be placed in the two furthermost sidings beyond Stoneferry Road Bridge. Tank and goods wagons to be detached in the Siding nearest to the Single Line leading into the British Extracting Company's works. Tank wagons to be placed at the end of the siding. Coal wagons to be detached in the other siding.

Outward traffic will be placed by the British Extracting Company's locomotive on the third loop line on the Branch ready for attachment by the pilot.

To place traffic on the third loop line it will be necessary for the Extracting Company's locomotive to use the middle loop line for running round purposes, but it must not be taken over the first loop line which nust be absolutely reserved for the arrival of trains.
HULLRIVER SWING BRIDGE. When the bridge is being swung, Down trains will be brought to a stand at No. 49 signal until information is received that the Bridgeman has placed to danger the signal immediately protecting the bridge.

## GOODS YARD TO ELECTRICITY AUTHORITY SIDINGS POINTS

These points are controlled by a two lever ground frame released by Hessle Road box and locked reverse by padlock when the Yard Foreman is not on duty.

When Sculcoates Yard is about to close the Foreman must set the gound frame points for the CEA Sidings and the points lever must be padlocked with the points in that position.

When Sculcoates Yard is re-opened the Yard Foreman must unlock the points, place both levers to normal and advise the Signalman at Hessle Road that this has been done. Should it be necessary to foul the portion of single line towards No. 52 outlet signal the foreman must request the signalman at Hessle Road to release the ground frame and the release lever must be pulled reverse before the fouling movement is allowed to take place.

## BETWEEN HESSLE ROAD AND ALEXANDRA DOCK SIGNAL BOXES

ELLA STREET GROUND FRAME. On arrival at Ella Street the train must be shunted into the siding clear of the Main line in accordance with the instructions posted at the ground frame.

## SPRINGHEAD YARD

Up trains arriving at Springhead Yard to stop at the "Stop and Await Instructions" board and await the Foreman's instructions.

Down trains departing from Springhead Yard to stop at the "Stop and Await Instructions" board and obtain permission to proceed from the Signalman at Hessle Road box.

HULL DOCKS, ALBERT DOCK NORTH BRANCH AND ALBERT DOCK SOUTH BRANCH, VICTORIA DOCK, ALEXANDRA DOCK, ALEXANDRA DOCK SIGNAL BOX TO KING GEORGE DOCK SIGNAL BOX, KING GEORGE DOCK SIGNAL BOX TO SOUTHCOATES STATION, KING GEORGE DOCK TO SALT END

WORKING OF TRAINS ON DOCK LINES. All locomotives and trains proceeding along Wellington Street or along any dock line where a speed limit of 4 miles per hour is imposed forming part of or adjacent to a road must always be preceded by the Fireman, Guard of Shunter, as the case may be.
LEVEL CROSSING. The Head Shunter in charge of a locomotive must, when approaching any point at which road vehicles cross the line, send the Shunter well in advance of the locomotive so that he may stand at the crossing place and warn approaching persons or vehicles.
WORKING OF COALING APPLIANCES. After placing loaded wagons on an incline and before the locomotive is detached, the Head Shunter must securely fasten down the brakes of all wagons on both sides before leaving them.
KING GEORGE DOCK SIGNAL BOX. Working of Trains. Drivers of trains approaching King George Dock signal box on the High Level line from Holderness Drain South and Sweet Dews Sidings must bring their train to a stand on the bridge adjacent to the signal box clear of all siding connections until instructed by the Trainman (Shunter) to proceed.

The Signalman at Holderness Drain South must be advised by the Shunter or person in charge, or by the Signalman at Graving Dock, when a train for King George Dock is being propelled. The Signalman at Holderness Drain South must advise the Signalman at King George Dock before offering the train but the latter must not accept the train until the Trainman is present.

Trains for King George Dock on the Low Level line from Holderness Drain South must be held at No. 2 Down H. and B. Goods Home signal until the Signalman receives permission from the Trainman for the train to proceed.

Trains for Hedon Road sidings from Southcoates Station must be held at No. 19 Down Starting Signal until the Signalman receives permission from the Trainman for the train to proceed.
KING GEORGE DOCK AND SOUTHCOATES STATION BOXES. Method of Working. Trains on the Up and Down lines between Southcoates box, Sweet Dews Yard Foreman's office and King George Dock Box, are signalled by telephone and permission will not be given for a train to proceed unless the line on which the train requires to run is clear and the previous train has arrived complete with tail lamp.

Trains stopped by accident, failure, obstructions or other exceptional cause must be protected in accordance with the provisions of Rules 178 to 188.
KING GEORGE DOCK-EASTERN ACCESS ROAD LEVEL CROSSING. Eastern Access Road level crossing is an "open" crossing without gates or barriers and is situated between King George Dock box and Saltend Depot, no attendance being given.

Road traffic is controlled by double sided twin flashing road signals positioned on each side of the railway, the aspects of these road signals are actuated by track circuits which are situated on each approach side of the level crossing.

Drivers must bring their trains to a stand at the illuminated stop boards provided at the crossing and after ensuring the crossing is clear and road traffic has been halted, sound the engine whistle and proceed cautiously over the level crossing.
WEIGHING MACHINE, LOW LEVEL, NORTH SIDE OF DOCK. Locomotives must not pas over this machine at a greater speed than 8 MILES PER HOUR.
SHUNTING SIGNAL FOR COAL HOIST LINES. When pilot locomotives are attached to a train of coal on No. 8 Arrival Line ready to push back towards the coal hoist lines, the signal to set back must be given from the North Side of the train to avoid the set back signal being mistaken for any signal that may be given by Shunters working other locomotives to or from the hoist lines.
LOCOMOTIVES APPROACHING OR LEAVING THE LOCOMOTIVE SHED. As the Locomotive Shed line comes out direct on to the shunting lines upon the High Level where shunting operations, particularly to and from the coal hoists, are continually in progress, Locomotivemen must keep their locomotives well under control and be prepared to stop at any point immediately they may see it to be necessary.

Nos. 4, 5, 6, 7 and 8 HIGH LEVEL SIDINGS. When it is necessary for a locomotive to travel over No. 4, 5, 6, 7 or 8 Sidings from the East to the West end the following instructions must be observed:-
"Each locomotive must be preceded by a Shunter, who must walk in front of it and stop any train or locomotive travelling on the same siding from the West to the East end. During darkness, fog or falling snow the locomotives travelling from East to West end must carry as head lights a white light over one buffer and a red light over the other and the usual red tail light."
No. 9 HIGH LEVEL SIDING. A locomotive or the Alexandra Dock Breakdown vans may travel over this line from the West to the East End provided the following instructions are observed:-
"Each locomotive or the breakdown vans must be preceded by a Shunter who must walk in front and stop any train or locomotive travelling on the same siding from the East to the West end. During darkness, fog or falling snow, locomotives travelling from West to East end must carry as head lights a white light over one buffer and a red light over the other and the usual red tail light."

## CUDWORTH YARD SOUTH TO MONCKTON EMPTY SIDINGS (INCLUDING CUDWORTH SOUTH JUNCTION TO CUDWORTH YARD SOUTH

## CUDWORTH YARD SOUTH

A telephone is provided at the Down Branch Outer Home signal for Cudworth Yard South and Guards of Down Freight trains brought to a stand must immediately advise the Signalman when the train has arrived. complete with tail lamp, inside the Outer Home signal.

## CUDWORTH

MONCKTON MAIN COLLIERY EMPTY SIDINGS. Except in the case of an emergency, only one train must be allowed to occupy the single line to the Colliery Empty Sidings at one time.

Telephonic communication is provided between Monckton Empty Sidings Signal Box and the Control Box at the East end of the Empty Sidings.

When a train or locomotive and brake van is required to enter the Sidings, the procedure must be in accordance with the following instructions:-
(a) In the case of an empty wagon train, the brake van must first be detached into the short siding and the permission of the Colliery Shunter obtained on the telephone by the Signalman for the train to be propelled to the Colliery Empty Sidings. The Colliery Shunter at the East end of the Empty Sidings will set the points towards an empty line in the sidings, afterwards advising the Signalman that the propelling movement may commence, also stating into which siding the train is to be placed. Until this permission is obtained, and the guard of the train has been informed by the Signalman as to which empty siding the Colliery Shunter requires the wagons to be placed, the train must not be allowed to proceed on to the Single line towards the Empty Sidings.
(b) Should the train consist of more wagons than can be propelled up to the Empty Sidings in one movement, the train must be divided on the Down Goods loop and the first portion worked to the Empty Sidings in accordance with Clause (a). The locomotive must then return for the rear portion of train and the brake van, and in the case of trains from the direction of Cudworth, after detaching the brake van in the short siding the Signalman must again obtain the permission of the Colliery Shunter for the second portion of the train to be propelled to the Colliery Empty Sidings.
(c) Trains from the direction of Brieriey should run round via the Down Loop and Down Main lines afterwards placing the brake van in the short siding. The train may then be worked to the Colliery Empty Sidings in accordance with clauses (a) and (b).
(d) When outward loaded traffic requires to be lifted, the Colliery Shunter will advise the Signalman accordingly, giving details of the traffic concerned. The Signalman must not allow the locomotive and brake van to proceed towards the Empty Sidings until the permission of the Colliery Shunter has first been obtained, nor must the train leave the Colliery Sidings and proceed towards the Signal Box until the permission of the Signalman has first been obtained.
CUDWORTH STATION SIDINGS TO CUDWORTH YARD SOUTH-Working without brake
van in rear. The Guard of a train working from Cudworth Station Sidings to Cudworth Yard South without a brake van in rear is responsible for ensuring that the Signalman at Cudworth South Junction Signal Box is advised of the circumstances before the train leaves South Junction.

YARD NORTH SIGNAL BOX. To facilitate the shunting of Up Freight trains from the Up Main line to North Storage Sidings, an Electric Gong is fixed on the Up side of the line at about 450 yards from the through crossover. A plunger for ringing this gong is fixed on a post situated on the Up side of the line at about 20 yards from the points, and must be operated by Guards or Shunters, as the case may be, for the purpose of signalling Drivers to GO AHEAD, SET BACK, STOP, or EASE COUPLINGS.

ROYSTON MOTIVE POWER DEPOT LINE TO CUDWORTH YARD NORTH. An illuminated Stop Board with telephone is fixed at the exit from Royston Motive Power Depot, 60 yards from the points of the triangle, on the line leading to Cudworth Yard North Signal Box to enable locomotive men to communicate with the Signalman at Cudworth Yard North. No locomotive must pass this board until permission has been obtained verbally from the Signalman, who must be informed of the direction the locomotive requires to run at Cudworth Yard North.

In the case of a locomotive proceeding from Cudworth Yard North to the Motive Power Depot the Signalman must be advised by telephone from the Stop Board that the locomotive is inside clear and the number of the locomotive must be given.

Locomotives entering the Depot must travel via the left-hand route on the triangle, whether turning on the triangle or coming from the direction of Cudworth Yard North.

On the reverse side of the Stop Board a "Halt" sign is exhibited facing locomotives approaching the Depot, and drivers entering the Depot must bring their locomotive to a stand and satisfy themselves that the line ahead is clear before passing the board.

Traffic from Cudworth Yard H. \& B. for Royston Motive Power Depot may be worked via Cudworth Yard North and the Depot line during daylight and clear weather only under the same conditions as apply to locomotives running light. Trains must not exceed 10 wagons and a brake van and the Guard or Shunter will be responsible for advising the Signalman at Cudworth Yard North that the whole of the train is inside clear.

## HEMSWORTH

WORKING OF FREIGHT TRAINS BETWEEN HEMSWORTH EAST AND HEMSWORTH SOUTH JUNCTION BOXES. The Up and Down lines between Hemsworth South and Hemsworth East Signal Boxes are worked by special instructions and not under any block system.

Before a train requiring to work at any intermediate siding is allowed to leave either Signal Box a clear understanding must be reached between the Signalman and the Shunter in charge of the sidings and trainmen as to what is required and the line and siding over which the train is to run.

When it is necessary for a train to propel from East Signal Box over the Up Branch line the Shunter in charge of the sidings must, before giving permission for the movement to take place, set the points for the siding into which the train is to be placed and when he has done so advise the Signalman at Hemsworth East. The Signalman will advise the trainmen of what is intended before authorising the train to proceed. The Guard of a train must, before allowing the movement to start, pin down a sufficient number of wagon brakes to ensure the train is kept under control.

Movements to and from the sidings at No. 1 or No. 2 Ground Frames must be carried out in accordance with the printed instructions exhibited at the ground frame.

Guards of all Down trains stopping at Hemsworth to attach wagons must see that the wagons left in the sidings are secured by sprags to prevent them running foul of other sidings or Main lines.

## UPTON AND NORTH ELMSALL

WRANGBROOK. The running off of Brake Vans into the Down Sidings at Wrangbrook must not be carried out during darkness, fog or falling snow.
WRANGBROOK SIGNAL BOX—Backing of Trains from Down Main. A Backing signal situated near to the entrance of Barnsdale Tunnel (Wrangbrook end) is provided for use when a Down train requires to set back from the Down Main line to Up Denaby Branch, Moorhouse and South Elmsall Branch Sidings. The Guard must indicate to the Signalman when the train has completely passed over the points.
WRANGBROOK SIGNAL BOX—Backing Trains from Down Main to Down Denaby Branch. A loud sounding gong fixed on Wrangbrook Down Starting Signal and operated by the Signalman at Wrangbrook is provided for use when a Down train is required to set back from the Down Main line on to the Down Denaby Branch, for which movement there is no fixed signal.

## MOORHOUSE AND SOUTH ELMSALL BRANCHES

## MOORHOUSE AND SOUTH ELMSALL

STATION SIGNAL BOX—Frickley Colliery Branch. The working of the Frickley Colliery Branch will be in accordance with the following instructions:-

The Signalman must, on taking duty, ascertain the state of the Colliery Branch.
Uniess arrangements are made between the Signalman at Moorhouse \& South Elmsall and the Shunter working in the Colliery Sidings, only one locomotive or two locomotives coupled, are allowed to work in the Colliery Sidings at one time.

When a train for the Colliery Sidings, other than one propelled from Moorhouse (GN) arrives at the Signal Box it must be drawn on to the Colliery Branch Up line for the locomotive to run round its train, after which the train may be propelled towards the Sidings.

In the event of a second train, other than one propelled from Moorhouse (GN) arriving at the Signal Box before the previous train has left the Colliery Sidings, the second train may be allowed to enter the Colliery Branch Up line for the locomotive to run round its train. The train, however, must be brought to a stand at the Signal Box and the Driver verbally warned by the Signalman that there is another train in the sidings. In such cases the Driver, before fouling the Single line, must satisfy himself that the other train is not approaching. When the locomotive returns to the Signal Box it must not be allowed to go on to the rear of the train until the previous train has cleared the Colliery Branch.

Permission will not be given for a propelling movement for the Colliery Branch Up line, to be made from Moorhouse (GN) Signal Box until the line is clear to the Colliery end of the Colliery Branch Up line.

If, however, arrangements have been made between the Signalman and the Shunter working in the Colliery Sidings for the second train to enter the Sidings before the previous train has left, the Signalman must advise the Driver of the second train accordingly after which such train may be allowed to propel towards the Sidings. The Shunter must ensure that the first train does not leave the Colliery Sidings until the second train has arrived.

In the event of it being necessary to leave a train standing on the Colliery Branch Up line owing to the Empty Sidings being congested, the locomotive must be detached and returned to the rear of the train for the purpose of taking off the van. The locomotives and van will then proceed into the Colliery Sidings via the Colliery Branch Down line. When the next train for the Colliery arrives it must be brought to a stand at the Signal Box controlling the entrance to the Colliery Branch before being allowed to draw forward to the Signal, where the Signalman must instruct the Driver verbally to proceed cautiously to the rear of the train standing on the Colliery Branch Up line. The Shunter will then couple the locomotive to the train in front and make the necessary arrangements for the load to be propelled into the Sidings.

When a train is being propelled towards the Colliery, the Driver must bring it to a stand before fouling any of the Sidings, unless he receives a hand signal from the Guard or Shunter to propel direct into the Sidings.

Trains may be worked from Frickley Colliery to Moorhouse Junction Siding without a brake van in the rear subject to the following conditions:-

1. The brake van must be attached to the engine and drawn.
2. Brakes must be pinned down as necessary.
3. A tail lamp must be carried on the last vehicle.

## STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE (INCLUDING GOOLE ENGINE SHED TO GOOLE, POTTER'S GRANGE) THORNE COLLIERY <br> SINGLE LINE BETWEEN THORNE COLLIERY SIGNAL BOX AND THORNE COLLIERY SIDINGS

Telephonic communication is provided between Thorne Colliery Weigh Office, Thorne Colliery Sidings (North End) and Thorne Colliery Signal Box.

Outgoing Trains: The Guard, or Fireman in the case of a locomotive running light, must obtain the permission of the Signalman before a train requiring to depart from the Colliery Sidings is allowed to enter the Single line.

Shunting Movements: Guards and N.C.B. staff must obtain the permission of the Signalman before making any movements which will proceed on to or foul the Single line.

Signalman to be advised when the Single line cleared: The Signalman must be advised in all cases when the Single line is clear after the arrival of a train or on completion of shunting movements as the case may be.

## GOOLE

BETWEEN POTTER'S GRANGE AND ENGINE SHED SIGNAL BOXES. When Freight trains from the direction of Doncaster detach wagons at Potter's Grange, the remaining portion of the train may be left on the Down Goods line at Potter's Grange and the Guard must secure the train in accordance with Rule 151.

The Guard must also instruct the Driver to whistle for the Down Goods line on approaching Dutch River Signal Box.

Setting back in wrong direction is authorised for trains not conveying passengers over the Down line from Potter's Grange to Engine Shed Junction in accordance with Block Regulation 32.
BETWEEN BOOTHFERRY ROAD AND DUTCH RIVER. Working in wrong direction on No. 2 Up Goods Line. A movement in the wrong direction from the New Sidings to Boothferry Road Box on No. 2 Up Goods Line must not be made until the permission of the Signalman at Boothferry Road Box has been obtained.

BOOTHFERRY ROAD SIGNAL BOX. Trains Standing on Up Goods lines. Drivers of Freight trains brought to a stand on the Up Goods lines must take care that the train is clear of the points at Boothferry Road.

Two notice boards are provided to indicate the position a locomotive should reach in order to clear with 70 or 90 wagons, respectively, and owing to the difficulty in starting again, heavy trains must not proceed beyond these boards.
BOOTHFERRY ROAD SIGNAL BOX. The provisions of Rule 96 may be applied on the Down Platform line. During fog or falling snow arrangements will be made for a competent man to meet the second train at the platform and conduct it to the rear of the train in front.
GOOLE N.E. GOODS YARD. Boothferry Road Signal Box. Trains for the N.E. Goods Yard must not exceed 10 vehicles.
SWING BRIDGE. Tipping of Coal. Coal for use at the Bridge is tipped through the Bridge into lockers on the Bridge Jetty from the Up line. When it is necessary for coal to be tipped at the Bridge the following method of working must be adopted:-

Signal U4B must be maintained at Danger for the brake van to be detached, after which signal U4B should be released for the locomotive and wagons of coal to be drawn forward clear of the swinging portion of the bridge and Track Circuit No. 7. No. 1 point switch must then be operated, which will cause the points to be automatically set for the sand drag after the expiration of two minutes.

After the points have been set for the sand drag the locomotive and coal wagons must be hand signalled back to the required position. The wagons must then be properly secured by brakes and sprags and the locomotive again run forward clear of the swinging portion of the bridge. Owing to Track Circuit No. 7 being occupied by the coal wagons, the emergency release must be operated to permit of the bridge being swung in order to tip the coal.

When the bridge is brought back into alignment for rail traffic the emergency release must be restored to the normal position, after which the locomotive must be hand signalled back to the wagons on the centre of the bridge. After attaching, the engine and wagons must be run forward to clear Track Circuit No. 7 to enable No. 1 Sand Drag points to be set for the bridge. After reverse indication has been obtained, the locomotive and wagons must be hand signalled back to the remainder of the train standing at U4B signal.

After the brake van has been attached, the Trainmen must be instructed to pass the signal in the Danger position provided the line ahead is clear.

## WAKEFIELD (KIRKGATE) EAST TO GOOLE GOODS JUNCTION, ETC. WAKEFIELD WAKEFIELD, TURNER'S LANE AND CALDER BRIDGE

PASSENGER LINES WORKED ON THE PERMISSIVE BLOCK SYSTEM. When trains not conveying passengers are permitted to enter sections that are already occupied or to proceed to the Home signal of the signal box in advance the train will be brought to a stand at the signal box and the driver will be verbally instructed as to the state of the line ahead, after which a green hand signal held steadily will be exhibited to the Driver.

Drivers of trains which enter sections at some point ahead of a signal box or are brought to a stand at a Starting signal and who cannot be instructed by the Signalman must be prepared to find the section occupied.

TAIL LAMPS CALDER BRIDGE AND OAKENSHAW JUNCTION SIGNAL BOXES: Tail lamps are provided in Calder Bridge and Oakenshaw Junction Signal Boxes for the purpose of carrying out Rule 152 (c) when trains or vehicles are allowed to stand on the Up or Down Goods lines after sunset or during fog or falling snow.

## SHARLSTON

SHARLSTON COLLIERY: Up or Down trains from Sharlston Colliery must not draw up to the the outlet signal until the line is clear for a straight run on to the main line.

Trap points, operated by the N.C.B. Crossing Keeper, are provided in each siding and trains must, when possible, stand in rear of the trap points and clear of the public highway. When the trains in the colliery sidings cannot stand clear of the public highway they must be divided, leaving the public highway clear until such time as the line is clear to run on to the main line.

When a train has drawn forward on the Down Main line towards Streethouse West Signal Box to clear the colliery points before setting back, and the guard's handsignals cannot be seen by the driver, the Signalman at Sharlston will telephone the Signalman at Streethouse West to give the driver the necessary instructions.

## SHARLSTON COLLIERY RAPID LOADING FACILITIES

Trains arriving at Sharlston Colliery for Bunker loading must enter the colliery with locomotive leading and will proceed from No. 1 G.P.L. signal through the Bunker at a maximum speed of $3 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. to enable "Tare" weighing to be completed. After passing through the Bunker the train must proceed to the farthest Bunker loading signal. The guard will ascertain that the points are in the correct position for the loading operation and advise the Bunker operator. When the signal is received, three vertical white lights in the Bunker loading signal, the driver must engage the slow speed control to maintain a speed of $\frac{1}{2}$ m.p.h. during the loading and gross weighing operation. The guard will position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the guard must operate the Bunker loading signal by means of the lineside plunger to stop the train before the locomotive enters the Bunker to enable the last wagon to be loaded whilst stationary. The guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to re-commence loading until he is satisfied it is safe to do so. After the loading operation the train must be brought to a stand behind No. l G.P.L. signal the locomotive run round and the guard will collect the train weighbill from the Bunker operator. All trains leaving the colliery must then draw up to the STOP AWAIT INSTRUCTIONS board.

## KNOTTINGLEY

Propelling Movements. A propelling movement must not be made until the Signalman at Knottingley box has been advised that a propelling movement is intended.

## WHITLEY BRIDGE

## EGGBOROUGH POWER STATION

The internal layout consists of a Down C.E.G.B. line leading to two hopper lines (Nos. 1 and 2) and a Bypass line which converge at the exit end of the unloading area to form an Up C.E.G.B. line. Two hand worked facing connections exist in the Bypass line, one giving access to a temporary siding for constructional materials and the other giving access to the Cripples Loop. A hand worked trailing connection in the Cripples Loop gives access to the Cripples Siding.

All trains for the Power Station must enter via the Down West Curve, thence to the Down C.E.G.B. line and return to Whitley Bridge via one of the hopper lines or the Bypass line, thence via the Up C.E.G.B. line, and Up West Curve.

Trains from Whitley Bridge No. 29 signal proceed to signal P1, thence to P2 and, if via No. 1 or No. 2 line, to signal P5 or P6 respectively pending entrance to the hoppers. Trains from signal P2 via the Bypass line proceed to signal P8, or to subsidiary signal P7 on the Cripples Loop.

Four "Toton" type position light signals are provided for No. 1 and for No. 2 line and display the following aspects:-

| Aspect |  |  | Meaning |
| :--- | :--- | :--- | :--- |
| R W R | $\ldots$ | $\ldots$ | Stop |

W
W
W
$\ldots \quad \begin{aligned} & \ldots \text { Proceed at slow speed } \\ & \mathrm{R}\end{aligned}=$ Flashing Red light
$\mathrm{W}=$ Steady White light

The first of these signals is 90 feet beyond the exit end of the hopper house. Subsequent signals are 110 yards apart except that signals A3 and A4, also B3 and B4, are 150 yards apart.

A train for automatic discharge must be brought to a stand at signal P6 or P5, irrespective of whether a proceed aspect has already been given, where the Driver must engage the automatic slow speed control set for a speed of $\frac{1}{2}$ m.p.h. Provided the signal is cleared, the train must proceed forward whilst the Toton signals show "proceed" but must be brought to a stand immediately if they are restored to "stop". The train must again be brought to a stand for the Driver to change back from slow speed to normal control when the engine arrives at the " 30 " marker board (between Number 1 and 2 lines 62 yards beyond A3 and B3 Toton signals) if consisting of 30 wagons, or the last Toton signal (A4 or B4) if consisting of 38 wagons.

The Carriage and Wagon Examiner must inform the Guard and the C.E.G.B. Controller when the train is in order to proceed to Whitley Bridge or if there are any defective wagons to detach.

Electric bells and plungers are provided in order to expedite the starting of a train to proceed to Whitley Bridge. The bells, together with a Driver's visual starting indicator displaying a letter "S" when illuminated, are positioned on A4 and B4 Toton signals.

The associated plungers are situated alongside Numbers 1 and 2 lines respectively, immediately in advance of the Empty Wagon Weighbridge.

The plunger must be operated by the Guard to indicate to the Driver that the train is ready to proceed to Whitley Bridge. The Driver may accept the ringing of the bell and/or the illuminated " S " as a signal to start, instead of a green hand signal as referred to in Rule 142 (b).

If the automatic unloading procedure is not fully operational because of a fault in the equipment, or for any other reason, the Driver and Guard will be advised of the method of working before leaving signal P5 or P6. If a train proceeding through the hopper house has to be handsignalled the Guard must take complete charge and handsignal the driver as necessary.

If it is necessary to detach any defective wagons into the Cripple Siding, the Guard must instruct the Driver accordingly and make the necessary arrangements with the C.E.G.B. Controller by telephone from signal P9 or P10.

Trains which are not dealt with at the hoppers must travel via the Bypass line; Guards must advise the C.E.G.B. Controller by telephone on arrival at signal P8 and make any necessary arrangements for subsequent movements before attaching or detaching wagons or proceeding to the Up C.E.G.B. line.

Trains on No. 1 and No. 2 lines which are not dealt with under the automatic unloading procedure must not exceed a speed of $5 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. when passing over the weighbridges located at the entrance to and exit from the hopper house. Subject to this a speed restriction of $15 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. applies on all lines within the Power Station area.

If it becomes necessary for snow-ploughs, either independent or fitted to engines, to operate on C.E.G.B. lines they must in no circumstances work over the Weighbridges or Hopper House Lines.

## GOOLE

BRIDGE STREET LEVEL CROSSING. Drivers requiring to work trains over this crossing must not foul the crossing until instructed to do so by the Shunter accompanying the movement. The Shunter must obtain an assurance from the Crossing Keeper that the crossing is clear and the gates have been secured across the road before instructing a Driver to proceed over the crossing.
ENGINE SHED. When it is necessary during shunting operations to foul No. 39 Down Through Siding to Down Main points the permission of the Signalman at Engine Shed Signal Box must first be obtained by the Locomotivemen on the telephone provided. Movements on to the Down Through Siding must not pass the "Limit of Shunt" board.
DOWN FREIGHT TRAINS requiring to attach or detach traffic at Goole will receive instructions from the Canal Sidings Foreman at Engine Shed Junction box.

Trains departing from the Marshalling Sidings for Hull will be propelled from Mineral Junction to Engine Shed Junction thence via the Down line towards Boothferry Road.

50-TON CRANE AND LOW END ROAD CROSSINGS: Drivers requiring to work trips over these crossings must not foul the crossings, although the fixed signals may have been lowered, until hand signalled forward by the ground staff.

## OAKENSHAW NORTH (SOUTH JUNCTION) TO OAKENSHAW JUNCTION OAKENSHAW NORTH

All trains proceeding on to the Down Branch line between Oakenshaw North (South Junction) and Oakenshaw Junction must be brought to a stand clear of the Down Main line and the guard, or fireman in the case of a light engine, must inform the signalman by means of the telephone provided that the train or engine complete with tail lamp has arrived on the Branch clear of the Down Main line.

## CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO GRIMETHORPE COLLIERY GRIMETHORPE: NEW COALITE PLANT: WORKING INSTRUCTIONS GROUND FRAMES

Two 2 lever ground frames are provided as under:-
'A' 1. Points located near points in Coalite sidings
2. Signals
'B' 1. Points located near points at entrance to Coalite sidings

## 2. Signals

No. 2 lever must normally be reversed in each ground frame, i.e. pulled over to allow both N.C.B. and Coalite engines freedom of movement when B.R. engine is not moving to or from the Coalite Plant sidings. Normal (proceed) aspect of these three colour light signals is yellow.

## ENTERING COALITE LOADED WAGON SIDINGS

1. Prior to any movement being allowed to enter these sidings, the foreman or person in charge must first advise the person in charge of the Coalite loaded wagon sidings of the movement required to be made, and assurance must be received that no Coalite engine is occupying any line in advance of the colour light signal located on left hand side of Coalite running line near ground frame ' A '.
2. Upon such assurance being received, the guard or shunter must proceed to ' $B$ ' grcu ad frame restore No. 2 lever normal (back in frame) which will cause the signals both on the N.C.B. and Coalite running lines to display a danger (RED) aspect and when the guard or shunter is satisfied the three signals are correctly showing a red aspect, No. 1 lever may be reversed to set the road to the Coalite loaded wagon sidings, after which, providing the points are correctly set, the movement may be allowed to proceed. No. 1 lever cannot be reversed until the elapse of one minute after No. 2 lever has been restored to a normal position in the frame.
3. When the movement has passed into the Coalite loaded wagon sidings clear of the connection, No. 1 lever at ' B ' ground frame must be returned to the normal position. No. 2 lever must then be pulled and this will cause the two signals on the N.C.B. running line to display a yellow (PROCEED) aspect, but the signal applying to the Coalite running line will continue to display a red (STOP) aspect.

## WORKING INSIDE COALITE SIDINGS

1. B.R. locomotives will attach traffic from either the four Coalite loaded sidings or from the line leading to the Coalite storage sidings.
2. The four Coalite loaded sidings are fitted with hydraulic wagon retarding equipment for a distance of 215 feet from the wagon traverser. At the south end of this equipment there is a hydraulic wheel stop on each siding, these are normally raised. They are controlled from a panel by the lineside which will be operated by Coalite staff. Loaded wagons will, however, stand south of the wheel stops but they will, in this event, be coupled to the wagons north of the wheel stops and so be controlled by it.
3. B.R. locomotives must not pass under any circumstances, the wheel stops.
4. When attaching loaded wagons, drivers must take great care not to set the wagons back. Any setting back movement would damage the wheel stops and could push the end wagon into the traverser pit.
5. Before moving out of the loaded sidings, B.R. guard or shunter must request Coalite Company's staff to lower the wheel stops on the relevant sidings and obtain an assurance that this has been done. The driver must be so informed.
6. When moving out of the loaded sidings a speed of 4 m.p.h. must not be exceeded until the last wagon has passed clear of the retarding equipment. Higher speeds will damage the equipment and may derail wagons.

## DEPARTING FROM COALITE LOADED WAGON PLANT SIDINGS

1. Prior to a train being allowed to leave these sidings, the guard or shunter must proceed to ' $A$ ' ground frame, restore No. 2 lever normal (back in frame) which will cause the signals on the N.C.B. running lines to display a danger (RED) aspect and when the guard or shunter is satisfied these signals, together with the signal applicable to the Coalite running line, are correctly showing red aspects, No. 1 lever may be reversed to set the road from the Coalite loaded wagon sidings, after which, providing the points are correctly set, the train may be allowed to proceed. One minute time release is also operative on No. 1 lever, similar to that shown under item 3, "Entering Coalite Loaded Sidings".
2. Upon the train passing clear of the connections with the N.C.B. running line, the shunter must reverse No. 1 lever at ' $A$ ' ground frame to the normal position. No. 2 lever must then be pulled and this will cause the signals, both on the N.C.B. and Coalite running lines to display a PROCEED (yellow aspect).

Note-If an outward train is to be formed partly of Coalite traffic and partly of coal from the colliery sidings, the Coalite traffic must be attached first and the coal picked up afterwards to minimise the fouling of the N.C.B. running line.

## CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY GOLDTHORPE COLLIERY-EMPTY WAGON SIDINGS

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

Upon the arrival of an empty wagon train at the STOP board located some 100 yards in rear of the connection to the Colliery sidings, the B.R. shunter (or trainman) must so advise the person in charge of the Colliery weigh office on the telephone provided for the purpose, stating number of wagons being conveyed, after which the train will draw forward, detach the brake-van, and proceed forward clear of the connection leading to the Colliery sidings.

Propelling of the train to the Colliery empty wagon sidings must not be commenced until a proceed (yellow) aspect is displayed at the colour light signal located at the entrance to the Colliery sidings, and in addition, hand signal has been received from the Guard that the train may set backsuch hand signal must NOT be given until the Guard has ascertained the road is correctly set to the Colliery empty wagon line, and the signal at the entrace to the Colliery sidings is displaying a proceed (yellow) aspect.

## SIGNALS

Three colour light signals, controlled by N.C.B. staff from panel located at bottom of overbridge over empty wagon sidings, have been provided-the aspects displayed at the colour light signal (3) located on the left hand side of the overbridge, is REPEATED at the other two signals $(1 \& 2)$-location of signals is as under:-
(1) Entrance to Colliery sidings. Left hand side of line, approx. 450 yards from overbridge. This signal applies only to the empty wagon sidings, and does NOT apply to movement to the loaded wagon sidings.
(2) Left hand side of line, 260 yards in advance of signal (1) and 185 yards in rear of signal (3).
(3) Left hand side of overbridge at empty wagon sidings, 185 yards in advance of signal (2) and immediately over N.C.B. operating signalling panel.
The normal aspect of each signal (during the time the Colliery is open to receive wagons) is REDproceed aspect in each instance is YELLOW.

## METHOD OF WORKING

(a) After the person in charge of the Colliery weigh office has been advised by B.R. staff of the arrival of an empty wagon train, arrangements will be made for a road to be set to the empty wagon siding into which the train is initially to run, after which a YELLOW aspect will be displayed in the three signals concerned.
(b) When the siding into which the initial movement is being made is fully occupied, a RED aspect will be displayed at the signals, and upon such aspect being given, the Driver must bring the train to a stand as quickly as possible as the siding into which the wagons are being placed will be occupied to the stop block-he must not again move the train until he receives permission to do so.
(c) After permission has been received for the train to draw forward to allow the remaining wagons to be placed to another siding, the Driver, after again stopping the train, must not propel the train forward until the road has been correctly set, and a proceed (yellow) aspect is again displayed in the signals--such aspect must NOT be displayed until the siding into which the remaining wagons are to be placed has been correctly set.

## METHLEY NORTH JUNCTION TO PONTEFRACT (M) WEST CASTLEFORD

WHITWOOD SIDINGS SIGNAL BOX. When Lofthouse Junction box is closed, wagons not attached to an engine must not be left on the Up line; wagons from the Colliery Sidings must be placed on the Down line and the engine run round via the Up line.

## CASTLEFORD

GLASSHOUGHTON RAPID LOADING FACILITIES. Trains arriving for Bunker loading must proceed through the Bunker at a maximum speed of $3 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. to enable "Tare" weighing to be carried out and must be brought to a stand on the empties siding to enable the train to be run-round. The Driver must engage Slow Speed Control, during the loading and gross weighing operations, to maintain a speed of $\frac{1}{2}$ m.p.h. The guard must position himself at the Bunker during the loading operation and must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to re-commence loading until he is satisfied it is safe to do so. After the loading operation the train must proceed to the farthest Bunker loading signal and the guard will collect the train weighbill from the Bunker operator. When the train is ready to depart the guard must inform the Signalman at Cutsyke box by telephone.

## BRAMWITH (EXCLUSIVE) TO CARCROFT (ADWICK JUNCTION) INCLUDING CARCROFT

 STATION TO SKELLOW JUNCTION, APPLEHURST LOOP AND SKELLOW JUNCTION TO BULLCROFT COLLIERY (EXCLUSIVE) SKELLOWBULLCROFT COLLIERY SIDINGS. An electric gong for the guidance of Drivers working trains of empty wagons to the Bullcroft Colliery sidings, is fixed on a post about 100 yards north of the inlet points to arrival siding with a repeating bell on a post 195 yards further north, and a ringing key is provided on the north west corner of weigh house, and Guards must sound one long ring on this gong when they are ready for their train to set back into the sidings.

Drivers must not, after running round their trains, commence to propel the wagons into the sidings until they have received an intimation from the Guard on the gong that they may do so.

After a locomotive has gone to the empties sidings and until it is again clear, no further movement in the direction of those sidings must be made within the Outer Signals.

Locomen detaching empties in the Bullcroft Colliery Empty sidings, must only act upon the signals given by the Guard in charge, and not on any signal given by N.C.B. staff.

## SHAWCROSS COLLIERY BRANCH <br> Batley

BATLEY YARD AND SHAW CROSS COLLIERY. The Shunter at Batley Yard must keep a record of all trains over the Single line showing the time of arrival or departure, load, etc.

## ARDSLEY TO MORLEY

TINGLEY GAS WORKS SIDINGS. Telephone communication is provided between Tingley Signal Box and the N.E.G.B. Weigh Office. The Signalman will obtain an assurance from the N.E.G.B. staff that no conflicting movement will take place before releasing the Ground Frame.

If the Signalman is unable to speak to the N.E.G.B. staff for any reason he will advise the Guard who must make sure that no conflicting movement is taking place or about to take place before authorising a movement into the Sidings.

## DUDLEY HILL TO LAISTERDYKE EAST DUDLEY HILL

FREIGHT TRAINS REDUCING LOADS. Guards working Down Freight trains, both ordinary and special, for City Road direction must, if necessary, stop at Dudley Hill on weekdays only to reduce their loads. Wagons that have to be detached at Dudley Hill must be placed next to the locomotive. On Sundays the trains must be reduced at Laisterdyke.
GONG FOR SETTING BACK. A loud sounding gong is provided in the tunnel at the Birkenshaw end of Dudley Hill station to control setting back movements on the Up Main line towards Nos. 1 and 2 sidings via No. 27 points. This gong is operated by a plunger located adjacent to No. 28 Disc signal, and when it is necessary for a Driver who has drawn forward into the tunnel on the Up Main line to set back into Nos. 1 or 2 Sidings under the instructions of the Guard, the latter must control the movement in accordance with the provisions of Rule 117 by operating the bell plunger provided.

## LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCFANGE) VIA NEW PUDSEY (INCLUDING WORTLEY SOUTH JUNCTION TO WORTLEY WEST), ETC.

## WORKING OF PASSENGER TRAINS OVER DOWN GOODS LINE FROM WORTLEY WEST

TO BRAMLEY. When authorised by notice, passenger trains may be worked over the Down Goods line from Wortley West to Bramley, which is worked under the Absolute Block System, subject to the following conditions:-

1. Speed must not exceed $\mathbf{1 5}$ miles per hour through the connections from Main to Goods line at Wortley West and Goods to Main or branch lines at Bramley.
2. Speed must not exceed 40 miles per hour at any point between Wortley West and Bramley.

## BRAMLEY

FREIGHT TRAINS ON DOWN BRANCH LINE--Rule 147. Guards of Down Freight trains arriving at Bramley on the Down Branch line must, when they are brought to a stand at the Down Inner Home Signal, inform the Signalman by means of the telephone provided that their train has arrived complete with tail lamp attached, inside the Down Outer Home Signal.
VICTORIA MILL SIDING. Locomotives, box wagons, and brake vans must not work into or out of this siding. Traffic to be worked from Bramley by Up trains.

## LAISTERDYKE

GAS BOARD'S SIDINGS, BIRKSHALL. A single-lever ground frame is provided adjacent to the connection leading from the Arrival line at Planetrees to the Gas Board's Outwards Sidings and the Empties Bank, to control two signals, one situated at the Outlet from the Empties Bank and the other at the Outlet from the Goods Yard Sidings, which are provided to stop shunting movements between the Goods Yard and the Empties Bank. These signals stand normally Off with the lever over:

Locomotives or locomotives and vehicles proceeding over the Arrival line to the Empties Bank must be brought to a stand at the ground frame, and the Guard or Shunter in charge must satisfy himself that no conflicting movement is being made or is about to be made by a Gas Board locomotive from either the Empties Bank, Gas Board Outwards Sidings or the Goods Yard Sidings, and that the hand-worked double slip connections leading from the Gas Board's Outwards Sidings are so set as to prevent any movement to or from the Arrival line.

The ground frame lever must then be replaced in the frame, which will bolt lock the points concerned and place both signals to danger.

Before any subsequent movement is made between the Empties Bank and the Goods Yard Sidings, the Guard or Shunter in charge must pull over the lever in the ground frame, and observe that the signals have responded to the lever movement.

## LAISTERDYKE EAST

DUCKETT'S LEVEL CROSSING. Whenever it is necessary for any of the following to pass over the level crossing in either direction, the vehicle concerned must be brought to a stand and not proceed over the crossing until the person in charge is satisfied that it is safe to do so:-
(i) a tamping machine
(ii) a track recording machine
(iii) a ballast cleaning machine
(iv) an Engineer's rail motor

Arrangements must be made for the crossing to be manned before Single Line Working is introduced.

Whenever it is necessary for a movement to pass over the level crossing in the "wrong" direction such movement must first be brought to a stand clear of the level crossing and must not proceed over the level crossing until the person in charge of the movement, or the handsignalman provided, when Single Line Working is in operation, is satisfied that it is safe to do so.

## HAMMERTON STREET

When a locomotive or Empty Diesel Unit has to leave Bradford Loco' Shed or Yard at a time when another locomotive or Empty Diesel Unit is standing on the Up Goods line, such former locomotive or Empty; Diesel Unit, before leaving the shed or yard must be stopped and the Driver informed that there is a locomotive or Empty Diesel Unit on the Up Goods line and he must proceed slowly.

## BRADFORD, HAMMERTON STREET DIESEL DEPOT

A Diesel Multiple Unit or any other movement leaving the Depot must not proceed towards the outlet signal until the Driver has been instructed to do so by the Depot Shunter.

## BRADFORD (ST. DUNSTANS)

When, owing to engine failure or any other cause, a train comes to a stand and is unable to proceed on a line in the vicinty of St. Dunstans which is track circuited, it must not be moved in the reverse direction until the Signalman's permission has been obtained.

Locomotives requiring to pass through the crossover road from the Up to the Down line at St. Dunstans East, and from the Down to the Up line at St. Dunstans West, must be brought to a stand as near as possible to the disc signal so that the locomotives may stand on the treadle bars ahead of the crossover road points.

## BRADFORD (EXCHANGE)

ASSISTING OF PASSENGER TRAINS IN REAR. Passenger trains may, when necessary, be assisted out of Bradford (Exchange) station by a locomotive in rear. The Driver of the train must be informed that it will be assisted to start by a locomotive in rear and Rule 133, clause (c), first paragraph, must be observed.

The assisting locomotive must not be attached to the train and must leave it at the platform Starting Signal.
STATION. During fog or falling snow when a train is allowed forward under the authority of a calling-on signal, Drivers must bring their trains to a stand at the entrance to the platform, where they will be advised by a man appointed for the duty up to what point the platform line is clear.

## BRADFORD ST. DUNSTAN'S TO HORTON PARK JUNCTION INCLUDING CITY ROAD GOODS BRANCH <br> BRADFORD AND HORTON PARK JUNCTION

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

## HORTON PARK

HORTON JUNCTION. Drivers of Down Freight trains must, when stopped at Horton Junction Down Home Signals, keep the couplings tight so as to prevent the wagons running back and off the line at the catch points, situated immediately outside the tunnel.

## BRADFORD, CITY ROAD GOODS YARD

The Down and Up lines between Horton Park Junction and City Road are Reception and Departure lines, the Down line being the Reception line. Drivers must enter upon such lines prepared to stop short of any obstruction. When vehicles are being propelled from Horton Park Junction to Bradford City Road Goods Yard or from City Road Goods Yard to Horton Park Junction the movement is limited to 10 vehicles with a 20 ton brake van in front.

When propelling from Horton Park Junction to City Road at least one third of the wagon brakes must be pinned down before the train leaves.

In the event of a Shunter not being in attendance to immediately hand signal trains past the Stop Board at City Road Goods Yard, Drivers of locomotives requiring water, after coming to a stand and satisfying themselves that the line is clear to the water column, should draw forward and, after taking water, remain at the column until signalled forward by the Yard staff.

An electric bell is fixed between the shunt spur and departure line 50 yards north of spur buffer stops which, when hand signals cannot be seen, will be rung by Shunters for the guidance of Drivers when working in the shunting spur, and the standard code of rings must be observed.

## SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) (INCLUDING GREETLAND TO DRYCLOUGH JN. AND LAISTERDYKE WEST TO BOWLING JUNCTION) <br> HALIFAX

The loads of Freight trains entering the Up Goods line from Halifax East box must not consist of more than 30 wagons and brake van, so as to stand clear inside trap points at West and East boxes.

## MESSRS. SMITH \& CO'S SIDING, NORTH BRIDGE

When wagons which are fitted with brake on one side only, and that is on the stage side, are placed in this siding, they must always be accompanied by a wagon with a brake on the off side and the brake on this wagon must be used to control movements in the siding.

## BRADFORD (EXCHANGE)

STATION. During fog or falling snow when a train is allowed forward under the authority of a calling-on signal, Drivers must bring their trains to a stand at the entrance to the platform, where they will be advised by a man appointed for the duty up to what point the platform line is clear. No. 1 ROAD. Owing to the sharp curve, and the change of gradient, it is necessary for drivers to use great care when performing shunting operations in order to avoid buffer locking.

## BOWLING

A brake van with not more than 6 wagons attached may be left on the Down Main line whilst the locomotive runs round via Hall Lane box.

## HEBDEN BRIDGE TO NORMANTON, GOOSE HILL SOWERBY BRIDGE

LOCOMOTIVES TAKING WATER. When it is necessary for locomotives to stop for water at the Down Loop water column, the Driver must advise the Signalman at Station Box by the telephone fixed on the signal post at the Down Through Siding outlet.
COUPLING UP OF PASSENGER TRAINS. The provisions of Rule 96 may be applied on the Up Loop line. During fog or falling snow, a competent man must meet the second train at the platform end and conduct it to the rear of the train in front.

## ELLAND

C.E.G.B. SIDINGS. Before a train departs from either of the Reception lines at the C.E.G.B. Power Station to proceed towards E. 7 outlet signal, the Guard must first obtain the authority of the Signalman on the telephone positioned mid-way between the hand points giving access to the Reception lines and those giving access to the Exchange Sidings.

The telephone is fitted with a loud-sounding bell,
Should it be necessary for a second train to be admitted to the C.E.G.B. Sidings before the first train is ready to depart, the Signalman at Elland must first obtain an assurance by telephone from the Guard of the first train that his train is clear of all points, the Single line and one Reception line is clear, and that he will ensure that no movement is made which will foul these lines until the arrival of the second train in the Sidings.

The Guard must give immediate attention to the telephone on hearing the loud-sounding bell.

## BRIGHOUSE

RELIEVING OF TRAINMEN. Telephones are provided in the Lamp room on the Up platform and in the porters' room on the Down platform, to enable trainmen to communicate with the Control Office at Wakefield.

The following arrangements must be carried out by all concerned:-
Down line-Trains stopping at Brighouse for traffic purposes to be relieved at Exchange Sidings.
Trains not stopping at Brighouse but stopping at Bradley Wood for traffic purposes to be relieved at Bradley Wood.
Trains not stopping at Brighouse or Bradley Wood for traffic purposes to be relieved at Brighouse Station.
Up line-All trains to be relieved at Brighouse Station Box.
BRADLEY WOOD SIDINGS. Guards of arriving and departing trains must inform the Wakefield Control Room by telephone provided adjacent to the exit signal from the sidings, the number of wagons taken in and out of the sidings.

## MIRFIELD

MULTIPLE ASPECT COLOUR-LIGHT SIGNALLING. Multiple aspect colour-light signalling is in use on the Up and Down Fast and Slow lines in the Mirfield Area.

Multiple Aspect signals except junction signals, are indicated by an illuminated red marker light placed on the signal post under the main light or lights, except where the next signal is of the ordinary semaphore type. The marker light is not exhibited when the main light exhibits a green, yellow or double yellow aspect.

The indications that may be given by multiple aspect signals are as under:-
Marker Light.

| Meaning of |
| :---: |
| aspects. |

Stop.

JUNCTION SIGNALS. At a Junction where the speeds of the Main or Through line and the diverging line vary by more than 20 miles per hour, the signal aspects are arranged vertically, and the signals will in all such cases read as under:-

| Top light $\ldots$ | $\ldots$ | $\ldots$ | Main high speed route | $\ldots$ |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Centre light $\ldots$ | $\ldots$ | $\ldots$ | Diverging line | $\ldots$ | $\ldots$ | Medium speed route. |
| Bottom light | $\ldots$ | $\ldots$ | To loop or siding | $\ldots$ | $\ldots$ | Low speed route. |
| (Small green) |  |  |  |  |  |  |

The aspects that may be given at Junction Signals are as under:--
Main
High Spzed
(Top light(s)).
Diverging line
Medium speed
(Centre light $(\mathrm{s})$ ).
Meaning of
aspects.
Meaning of
aspects.
Loop or Siding
Low speed
(Bottom light).

| Meaning of |
| :---: |
| aspects. |


| Danger. |
| :---: |
| Stop. |

When all the Up Signals at Heaton Lodge Junction are in the clear position for a particular route, an indication of direction will be given at the respective Up Fast or Up Slow Advanced Starting signals for Mirfield No. 1 Box.

The indication of direction in each case is as shown below:-
For Heaton Lodge Junction.


Route Set.
Along $U_{p}$ Fast to Brighouse direction or
Along Up Slow to Brighouse direction.

CALIANG-GN SIGNALS. The callon indication is given by the marker light being changed to a small yellow aspect as shown below:-
Call-on.
Proczed as far
as line is clear.

## THE FOLLOWING MODIFICATIONS TO THE RULE BOOK WILL APPLY ON THE SECTION OF LINE WHERE MULTIPLE ASPECT COLOUR-LIGHT SIGNALS OF THE TYPE DESCRIBED ABOVE ARE IN USE.

Rule 35. Back lights are not provided at colour-light signals.
RULE 35. (e). Where two or more colour-light signals are placed vertically (directly one under another) the provisions of this Rule will not apply.

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

## MIRFIELD UP SIDINGS

When an incoming train has passed clear of 1 or 2 Up Departure lines the Person in charge must advise the Signalman at. No. 2 Signal Box by telephone.

The Person in Charge of a train or light engine ready to depart from the Up Sidings must, before fouling Departure lines 1 or 2 , telephone the Signalman for permission and give the classification and destination.

VEHICLES FOR DETACHING. Vehicles on Up trains arriving at Mirfield for the Down side should be marshalled in rear of the trains.

Relief of Trainmen working Up and Down Special Passenger trains not booked to call at Mirfield Station must be effected at Mirfield No. 1 Signal Box.

## HEALEY-MILLS: PLACING OF TRAINS ON RECEPTION SIDINGS

[^5]PROPELLED MOVEMENTS. When a train is being propelled to any Reception Siding the Guard must ensure that all couplings are kept slack throughout the movement by a partial application of the van brake or, in the absence of a brake van, by pinning down wagon brakes at the leading end. When the movement is completed the Driver must ease the vehicles up to the brake van (or leading wagon) and when this has been done the Guard must release the van (or wagon) brake(s), leaving them in the "off" position.

## Propelling trains to unoccupied Reception Sidings from 1, 2 or 3 Shunt Necks

The Driver must bring the train to a stand as close as possible to the subsidiary signal at the hump end of the siding and the Guard must assist the Driver by signalling to him when the train has reached the required position.

## Propelling trains to occupicd Reception Sidings

(i) Down trains from 142 or 143 subsidiary signals

Trains will be propelled as required, fromsignals 142 or 143 to the hump end of Reception Sidings 1 to 5 inclusive when the siding concerned is already occupied at the West end. In such circumstances the Driver will be advised and he must bring the train to a stand immediately the locomotive has passed the subsidiary signal at the hump end of the siding concerned.
(ii) Trains from 1, 2 or 3 Shunt Necks

Trains will be propelled from the Shunt Necks to Reception Sidings occupied at the hump end. In such circumstances the Driver must bring the train to a stand immediately the locomotive has passed the subsidiary signal at the West end of the siding concerned.
GENERAL. When a train has been brought to a stand on a Reception Siding the Driver should avoid making any movement that will cause the couplings to tighten. Should such a movement be essential all couplings must again be eased before the locomotive leaves the train.

Before leaving a train on a Reception Siding the Guard must ensure that all brakevan doors have been secured to avoid damage at the retarders, that all brakes are fully "off" and that all couplings are eased.

Ground telephones are provided in Nos. 1, 2 and 3 Shunt Necks and at selected points at the West end of the Reception Sidings for the use of Trainmen requiring to communicate with the Control Tower.

## HEALEY MILLS MOTIVE POWER DEPOT DIESEL LOCOMOTIVE WASHING MACHINE

Drivers should close all windows before entering the washing machine and proceed through the machine at $2 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.

After passing through the Exmover Section (1st pair of brushes) of the plant, driver must draw forward to the first water spray of the Water Section (2nd pair of brushes) and wait for the Water Section to commence operating before proceeding on through the plant.

When two or more locomotives are waiting to go through the plant at one time, the driver of the second or following locomotive must wait at the entrance to the plant and before proceeding ensure that the preceding locomotive has passed completely through the plant and the Water Section has shut down.

Drivers should note that there is restricted clearance through the washing machine.

## INGHAMS COLLIERY SIDING

Before a train is allowed to enter the Colliery Siding the guard must advise the signalman at Healey Mills that no conflicting movement is taking place in the Colliery Sidings.

When the work is completed and train is on the Up Fast line the signalman must be advised accordingly.

## WAKEFIELD (KIRKGATE)

Rule 44E(b). The Calling On signals provided at East and West Signal Boxes below the Up and Down Through and Up and Down Platform Starting signals (Outer Home signals for Kirkgate Station Box) may be taken off before trains are brought to a stand at them and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44B(a).

WAKEFIELD (KIRKGATE) STATION—Rule 127 (xx). Drivers of Down Passenger trains calling at Wakefield Kirkgate must be prepared to stop with the locomotive and leading vehicles beyond the platform end when the length of the train exceeds eight vehicles. The extent to which this is necessary will be indicated to Drivers by the Station Master or other appointed person; it must NOT be taken as authority to pass a stop signal at danger.
WAKEFIELD STATION SIGNAL BOX. Drivers of trains on the Up and Down Through and Platform tines entering a section already occupied will be brought nearly to a stand at the Inner Home signal concerned after which the signal will be lowered. Drivers will not be verbally cautioned or receive a green hand signal.

Coupling of Trains or Vehicles on Down Platform Line. When two portions of a train are to be coupled, or vehicles placed on the front of a train standing on the Down Platform line, the person in charge of the Down Platform must obtain permission from the signalman at Wakefield Station box before the setting back movement is authorised. If the front portion of the train has passed the signals at the East end of the platform, the signalman at East Box must be advised before the setting back movement is authorised.

## NORMANTON

FREIGHT TRAINS. Working between Locke's Siding and Normanton. Locomotives and brake vans, and cattle trains, from North to South end or vice versa, must as far as practicable, travel over the passenger lines unless the Goods lines are clear throughout.

The title of all Freight trains from South Yard to Wakefield and beyond must be transmitted from the South Yard to Locke's Siding on their departure, and the information be transmitted to Wakefield East Junction, and the trains must be sent forward along the Main line or Loop line, according to instructions received from Wakefield East Junction, and the Signalman at Wakefield East Junction must obtain his instructions from the Joint Inspector in the Yard.

## HEADFIELD BRANCH

## Trains for Gas Works Sidings

When a train is to enter or leave the Gas Works Sidings the Guard must give details of the required movements, by telephone, to the Signalman at Healey Mills box and obtain the Signalman's permission for such movements to be made.

The Signalman must be informed when an inward train has been shunted into the Gas Works Sidings clear of the Arrival and Departure lines and movements from the Sidings must not subsequently occupy or foul these lines without the Signalman's permission.

When an outward train is on the Down Slow line ready to depart the Guard must so advise the Signalman at Healey Mills box.

## DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION) <br> DIGGLE AND MARSDEN

Block Regulation 25 (a) (iv) will not apply on the Up and Down lines between Diggle Junction and Marsden Junction signal boxes. When the block bells have failed and direct telephone communication is not available the Signalmen at Diggle Junction and Marsden Junction may use the Post Office telephones for Block Regulation 25 (a) (iii) purposes. If, however, when the block bells have failed no telephone communication is available, a Pilotman must be appointed and no train must be allowed to enter the section at either end unless accompanied by him.

During office hours the Station Manager at Stalybridge and the Station Master at Marsden must confer (whoever hears of the emergency circumstances first must take the initiative) and agree who, will provide the Pilotman. Outside office hours the Station Manager or Station Master who is "on call" for the section is responsible for appointing a Pilotman.

## Examination of lines in Standedge Tunnels

The Engineer's Wickham Inspection Trolley located at Marsden may be used instead of an engine for the examination of lines in Standedge Tunnels in accordance with Block Regulation 15. On each occasion that the trolley is to be used the Signalman at the box in advance must be so advised before the trolley enters the section.

PERMANENT WAY WORK IN STANDEDGE TUNNEL. When a Permanent Way trolley is required to proceed into the tunnel and return in the wrong direction to the signal box in rear, the provisions of Rule 175 , clause ( $c$ ), will apply. The Ganger in charge of the trolley must, in addition to carrying out the provisions of Rule 215 , clause (1), advise the Signalman that the trolley is required to return to the signal box on the wrong line and obtain from the Signalman his permission in writing on Wrong Line Order Form ' $D$ ', and the Ganger must not allow the trolley to return in the wrong direction until he has received such written permission. The Ganger must return the wrong line order form to the Signalman at the signal box at which it was issued.

## LONGWOOD

When a Freight train is to be shunted into the Up Sidings, the Guard, before giving the Driver a hand-signal to set back, must pin down a sufficient number of wagon brakes at the rear of the train to prevent, in the event of a breakloose, the rear portion running back.

## HUDDERSFIELD

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS. Referring to page 61 of the General Appendix, the following additional instructions apply:-

When the locomotive of a train is ahead of the Platform Starting signal, the "Proceed" aspect of the relative subsidiary signal will be given. At the signals reading to the Up Fast or Up Slow lines an " $S$ " indication will also be given with the subsidiary signal. The Station Inspector or person in charge must arrange to instruct the Driver verbally to start, and to proceed at CAUTION as far as the next running signal, whatever may be its aspect. This instruction must not be given until the Guard has given his signal to start.

When a locomotive is ahead of the Platform Starting signal during shunting operations, the "Proceed" aspect of the relative subsidiary signal will be given and the Inspector or Shunter must arrange to instruct the Driver verbally to PROCEED AT CAUTION.

## HUDDERSFIELD, NEWTOWN GOODS BRANCH HUDDERSFIELD (NEWTOWN YARD)

A portion of the shunting siding nearest to the buffer stop in the Huddersfield Goods Yard (New. town Yard) is used for tank wagons to stand upon during the time the contents are being discharged by means of a pipe and a swing wheel scotch is provided across each rail of the siding for the protection of the wagons. During the time the Goods Yard is open to the public, the wheel scotches must be locked across the rails, except when required to be removed for tank wagons to be placed at or taken away from the discharging point, and the key must be kept by the yard foreman. During shunting operations in the shunting siding care must be taken that wagons are not forced over the wheel scotches.

## FARNLEY BRANCH

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

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

## Disabled train

Should a failure occur on the branch, the Fireman must place three detonators on the line 10 yards apart, not less than 100 yards from the train on the Main line side or at No. 32 signal if within that distance, and advise the Signalman at Leeds of the circumstances from the nearest signal post telephone.

The Fireman must conduct the assisting train to the disabled train.

## Failure of Signalling Equipment

In the event of a failure of the signalling equipment controlling movements to and from the Farnley Branch, working by Pilotman will be introduced between No. 315 points and the branch end.

## Dunlop and Ranken Sidings

Keys for the padlock securing the ground frame at the Farnley Branch Junction end of Dunlop and Ranken Sidings are kept at the signing-on points at the depots of the Guards working over this branch. Guards working trains to the Farnley Branch must collect a key before taking up their working and return it to the signing-on point concerned on completion of the work.

## Messrs Dunlop and Rankens Private Sidings-Shunting Arrangements

A bell is provided on a post adjacent to the points leading from the Single line to the sidings for the purpose of the firms staff controlling the movement of wagons within the works to signal to the guard who must immediately relay the necessary signal to the driver.

The code of bell signals used is that laid down in Rule 117.

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

 CLECKHEATONTRAINS SHUNTED INTO DOWN THROUGH SIDING AT CLECKHEATON BOX. When a Freight train is to be shunted into the Down Through Siding the Guard, before giving the Driver a hand signal to set back, must pin down a sufficient number of wagon brakes at the rear of the train to prevent, in the event of a breakloose, the rear portion running back.

## HECKMONDWIKE CURVE

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

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

Trains may be worked with a locomotive at each end. When a train is worked by two locomotives to Liversedge both locomotives must return with the train.
SECTION OBSTRUCTED. If a train, proceeding to or from the curve, becomes disabled on the line "Wetween the connection to the curve and Thornhill Junction the instructions in the General Appendix "Wrong Direction Movements where track circuit block is in operation" will apply, subject to the provision of the following paragraph:-

If the disabled train was proceeding to the curve, protection in accordance with Rule 179 must be carried out in the direction of Heckmondwike Junction by the Fireman. If assistance is required and it is to be provided from Thornhill Junction paragraph (b) of the instructions referred to above will apply, except that the protection 300 yards from the disabled train must be carried. out in the direction of Thornhill Junction by the guard.
When the services of a Fireman are not available, the guard (or the driver in the case of trains or locomotives, the driving cabs of which are single manned) must carry out the duties laid down for the fireman.

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

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

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

## BARNSLEY (EXCHANGE) TO HORBURY JUNCTION (INC. HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION)

## DARTON

WORKING OVER CONNECTION BETWEEN THE DOWN SIDINGS AND THE MAIN LINE CROSSOVER ROAD. The Guard, Shunter or person in charge will be responsible for giving the following information to the Signalman at Station Signal Box by means of the telephone provided:-

1. When a train which has been shunted into the siding is clear of point connections.
2. When a shunting movement from the sidings towards the Main line is required to be made.
3. When a train is ready to depart from the sidings giving train or trip title, Locomotive No. and particulars of composition of train.
SERVING OF DOWN SIDINGS FROM DOWN LINE. Trains serving these sidings through the connection with the Down line must be shunted into the sidings clear of the Down line so that no portion of the train is left standing on the Down line.

## ROYSTON JUNCTION TO THORNHILL (MIDLAND JUNCTION)

WORKING OVER THE UP LINE BETWEEN CRIGGLESTONE (EAST) STATION AND ROYSTON JUNCTION SIGNAL BOXES. The first train or locomotive running light requiring to pass over the Up line after Permissive Block Working has been in operation will be brought under control at the Home Signal for Crigglestone (East) Station Signal Box. After the signal has been taken off for the train to proceed the Signalman will exhibit a green hand signal which the Driver must acknowledge by a short whistle, and must understand that he must proceed with caution throughout the section to Royston Junction.
ROYSTON-Junction. A telephone is provided between the Branch Outer and Inner Home Signals for Royston Junction Signal Box approximately 300 yards in rear of the Inner Home Signal and Guards of Up Freight trains brought to a stand must immediately advise the Signalman when the train has arrived, complete with tail lamp, inside the Up Outer Home Signal.

DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION) (INCLUDING LEEDS, ENGINE SHED JUNCTION TO LEEDS CITY (WHITEHALL JUNCTION) CUDWORTH STATION
LOCOMOTIVE RUNNING ROUND TRAIN. When the locomotive of a train standing in the Up Fast or Up Slow Platform requires to run round its train via South Junction Signal Box, or another locomotive has to be placed at the rear of such train or vehicle detached from a train from South Junction Signal Box, the Guard or Shunter must proceed towards South Junction Signal Box to meet the locomotive and conduct it to the rear of the train. During fog or falling snow the Guard or Shunter must proceed to South Junction Signal Box and conduct the locomotive from that point.
ROYSTON LOCOMOTIVE SHED. Line to Carlton North Sidings. A telephone is provided 40 yards on the locomotive shed side of the signal leading from the shed, to enable Locomotivemen to communicate with the Signalmen at Carlton North Sidings Signal Box or Carlton Main Sidings Signal Box during the time Carlton North Sidings Signal Box is closed, and must be used in accordance with the following instructions:

No locomotive must proceed in the direction of Carlton North Sidings Signal Box on the locomotive line, although the signal may be in the "Clear" position, until permission has been obtained from the Signalman, who must also be informed the direction in which each locomotive requires to run at Carlton North Sidings.

The signalman must be advised by telephone when each locomotive proceeding from Carlton North Sidings to the shed passes the signal and the locomotive number given.

Drivers proceeding to the shed must not pass the signal reading from the shed until they are satisfied that the line ahead is clear.

When two or more locomotives are running coupled together, the Driver of the leading locomotive must carry out these instructions.
ROYSTON MOTIVE POWER DEPOT LINE TO CUDWORTH YARD NORTH. An illuminated Stop Board with telephone is fixed at the exit from Royston Motive Power Depot, 60 yards from the points of the triangle, on the line leading to Cudworth Yard North Signal Box to enable locomotive men to communicate with the Signalman at Cudworth Yard North. No locomotive must pass this board until permission has been obtained verbally from the Signalman, who must be informed of the direction the locomotive requires to run at Cudworth Yard North.

In the case of the locomotive proceeding from Cudworth Yard North to the Motive Power Depot the Signalman must be advised by telephone from the Stop Board that the locomotive is inside clear and the number of the locomotive must be given.

Locomotives entering the Depot must travel via the left-hand route on the triangle whether turning on the triangle or coming from the direction of Cudworth Yard North.

On the reverse side of the Stop Board a "Halt" sign is exhibited facing locomotives approaching the Depot, and Drivers entering the Depot must bring their locomotives to a stand and satisfy themselves that the line abead is clear before passing the board.

Traffic from Cudworth Yard H. \& B. for Royston Motive Power Depot may be worked via Cudworth Yard North and the Depot line during daylight and clear weather only under the same conditions as apply to locomotives running light. Trains must not exceed 10 wagons and a brake van and the Guard or Shunter will be responsible for advising the Signalman at Cudworth Yard North that the whole of the train is inside clear.

## ROYSTON AND NOTTON

## MONCKTON MAIN COLLIERY SIDINGS

INSTRUCTIONS TO BE OBSERVED RESPECTING WORKING OF WAGONS TO THE COKE OVENS SIDING BY B.T.C. LOCOMOTIVES. A telephone is provided between the coke ovens shunters cabin at the entrance to the Coke Empty Sidings and the B.T.C. shunters cabin. The permission of the coke ovens shunter must be obtained before any movement is made towards these sidings.

Before giving permission to the guard for the propelling movement to the Coke Empty Sidings the B.R. Shunter must satisfy himself that the hand points in the Inwards Coke Road are correctly set and then proceed to the spring points near the summit of the incline, remaining there until the movement has passed and the locomotive returned.

When wagons are propelled up the incline to the Coke Empty Sidings by B.R. locomotives, the locomotive or locomotives must, whenever practicable, be chimney first and the number of empty wagons must not exceed 15 or their equivalent. Should, however the B.R. locomotive be tender first, not more than 10 empty wagons or their equivalent may be propelled at one time. Only one locomotive or two locomotives coupled together, must be allowed on the incline between the hand points in the Inwards Coke Road and the Empty Coke Sidings, at one time.
ROYSTON JUNCTION SIGNAL BOX. A telephone is provided between the Branch Outer and Inner Home signals for Royston Junction, approximately 300 yards in rear of the Inner Home signal, and Guards of Up Freight trains brought to a stand must immediately advise the Signalman when the train has arrived, complete with tail lamp, inside the Outer Home signal.

## NORMANTON

GOOSE HILL SIDINGS. When more than one train is standing in either group of sidings 1,2 or 3 4,5 , waiting to shunt or proceed right away, immediately the Signalman at Goose Hill Junction Box takes off the signals applicable to the group concerned, the Driver of the train nearest the telephone provided adjacent to such signals must communicate with the Signalman and ascertain which train is required to proceed.
STATION. Referring to Rule 44B (b); the calling on signal provided at Normanton Station North Signal Box below the Up Platform line starting signal, may be taken off before the train has been brought to a stand at it and Drivers in such circumstances must draw forward cautiously as laid down in Rule 44B (a).
SOUTH END BAY PLATFORMS. When coaches 9 ft .3 in. wide are standing in both the Bay platforms at the South end of Normanton Station there is insufficient clearance for a man to walk between them South of a point at which a notice is exhibited, 68 yards from the buffer stops. Accordingly staff must not stand in the six-foot when both lines are occupied by such vehicles.
WITHDRAWAL OF GUARDS OF TERMINATING FREIGHT TRAINS. Guards working Freight trains terminating at Normanton and standing on the Down Goods between No. 1 Siding and North Junction Signal Boxes, No. 2 Down Goods between North Junction and Altofts Signal Boxes, Up Goods between North Junction and No. 1 Sidings Signal Boxes and No. 2 Up Goods between Altofts and North Junction Signal Boxes, must report to the Inspector or Foreman in Charge for instructions Before doing so, they must ensure that their trains are clear of the Main line and properly secured, and advise the Driver. During fog or falling snow the Guard must protect his train in accordance with the instructions shown on page 21 or 22 of the General Appendix, as the case may be. before leaving the train to report for instructions.

## STOURTON

YORKSHIRE COPPER WORKS SIDINGS. Wagons must not be loose shunted into the Yorkshire Copper Works Sidings, and any wagons left standing on the bank must have all the brakes pinned down.

## INSTRUCTIONS TO TERMINAL STAFF FOR WORKING TRAINS AND LIGHT ENGINES: LEEDS FREIGHTLINER TERMINAL

1. The Terminal Regulator is responsible for all rail movements within the terminal.
2. Trains will enter the terminal via Stourton Junction signal box, but may leave the terminal via either Stourton Junction or Wakefield Road signal boxes.
3. "Stop for Orders" notice boards for light locomotives are located at each end of the terminal. Telephones are provided in the signal boxes, at the "stop boards" and at three points along the transfer area.

## 4. Train Arrival

### 4.1. Preparation

4.1.1. 30 minutes before a train is due, the Terminal Regulator must ascertain its whereabouts from the District Control and estimate its arrival time. Ten minutes before that time he must again consult the District Control about the train's approach and confirm his estimate. He must then warn the crane directors what movements are to take place and instruct them to be prepared to stop work in the transfer area. He must also instruct a crane director where the train must be brought to a stand by handsignal and where the locomotive is to go after detaching from the train.
4.1.2. The Terminal Regulator must ensure the selected line is clear of obstructions, warn any other person in the vicinity of the impending movement and set appropriate hand points for the train. From the nearest telephone he must then consult the signalman at Stourton Junction signal box on the train's approach.
4.1.3. When the train's arrival is imminent, the Terminal Regulator must instruct each of the crane directors separately by telephone to stop work in the transfer area and obtain their confirmation that this has been done. If the siding next to the roadway is to be occupied by the train, the crane directors must ensure that road vehicles do not obstruct the movement. The Terminal Regulator must then inform the signalman that the terminal is ready to receive the train and must remain at the hand points at the Stourton Junction end as the train enters the transfer area. The signalman must not allow the train to enter the terminal until he has the Terminal Regulator's advice that the terminal is ready to receive the train.

### 4.2. Procedure

4.2.1. Engine leading from Stourton Junction signal box.

The crane director at the Wakefield Road end of the transfer area must bring the train to a stand by handsignal and tell the driver where the locomotive should stand after being detached.
4.2.2. Propelling from Stourton Junction.

Trains calling at the terminal in the Up direction will run past it and propel back across the Down lines at Stourton Junction, entering the terminal from that end. The signalman at Stourton Junction signal box must not allow the train to propel into the terminal until he has the Terminal Regulator's advice (see paragraph 4.1.3.) that the terminal is ready to receive the train. The train must be stopped and the locomotive released as set out in paragraph 4.2.1.
4.3. Resumption of Terminal Work

It is the responsibility of the Terminal Regulator, which he may delegate to the crane director nearest to the locomotive, to see that the locomotive is not uncoupled until sufficient air pressure has been applied to the brake system for satisfactory operation of the container clamps. When the locomotive has been detached and has run clear of the transfer area, the Terminal Regulator, or crane director acting on his instructions, may authorise resumption of work.

### 4.4. Handbrakes

The Terminal Regulator must ensure that handbrakes are applied to the first three wagons and the brakevan before the locomotive leaves the train.

## 5. Locomotives

Drivers of locomotives arriving at the terminal must telephone the Terminal Regulator from the "Stop Board" for instructions. While in the terminal, drivars of light locomotives must work to the Terminal Regulator's instructions. The Terminal Regulator must arrange with the signalman at the appropriate signal box for the departure of light engines.
6. Train Departure

### 6.1. Preparation

6.1.1. As soon as working permits after the loading of each wagon is completed, the crane director must check that the clamp warning system is working, clamp the containers and ensure that the blue light on the warning system is out. Failures must be reported immediately to the Terminal Engineer's staff.
6.1.2. 30 minutes before departure time, the Terminal Regulator must ensure that, and prepare a certificate stating that, all containers on the train are secure and the tail lamp is in place (and lit if necessary). He must check the train consist with the containers, inform the Traffic Office of any discrepancies. He must hand to the guard the certificate and the train consist.
6.1.3. Approximately 30 minutes before departure time the Terminal Regulator must ascertain from the Terminal Engineer that a complete brake test has been carried out and proved satisfactory. The Terminal Regulator must then give the Guard an assurance that this brake test has been completed.
6.1.4. After the locomotive has been coupled to the train, the driver and guard must conduct their simple brake test.

### 6.2. Procedure

Five minutes before departure time, the Terminal Regulator must warn the crane directors of the impending departure. He must then inform the signalman concerned that the train is ready and ascertain that there will be no delay in accepting the train on the running lines. The Terminal Regulator must instruct the crane directors to cease work for the departure and receive their assurance that this has been done before the train is allowed to move.

### 6.3. Resumption of Terminal Work

When the train has cleared the transfer area and the Terminal Regulator has not given them different instructions, the crane directors may resume work.

## HUNSLET

STOURTON UP SIDINGS-Withdrawal of Guards of Terminating Freight Trains. Guards working Freight trains terminating at Stourton Up Sidings and standing on Nos. 1 or 2 Up Goods between Wakefield Road and Stourton Up Sidings Signal Boxes, must report to the Inspector or Foreman in charge for instructions. Before doing so, they must ensure that their trains are clear of the Main line and properly secured, and advise the Driver. During fog or falling snow the Guard must protect his train in accordance with the instructions shown on page 21 or 22 of the General Appendix as the case may be, before leaving the train to report for instructions.

TRAINS AND LOCOMOTIVES READY TO DEPART FROM STEELWORKS AND TURNTABLE SIDINGS-South Junction. A plunger is provided near to the outlet signal from the sidings to enable the Fireman to advise the Signalman at Hunslet South Junction Signal Box that his train or locomotive is ready to depart.

## LEEDS CITY TO SKIPTON (SNAYGILL) LEEDS CITY

propelling of empty multiple unt diesel trains. Propelling of empty multiple unit diesel trains from Leeds City Parcels Area towards Leeds City North Junction is prohibited.

The final paragraph of Clause 8 of the General Appendix Instruction respecting "Working of Multiple Unit Mechanical Diesel Trains" does not apply to an empty Diesel Multiple Unit train proceeding on to another train within the Leeds City Parcels Area. When propelling, the provisions of the second paragraph of Clause 8 must be observed.

LEEDS CITY STATION-LEEDS SIGNAL BOX. Locomotives following Train Sets from Platforms or Through Line. Drivers of trains arriving at bay platforms must follow the train set out immediately. Drivers of trains arriving at through platforms or on the Through line, when the train set is drawn off from the rear and the locomotive is required to follow the train set, must do so immediately.

If for any reason the locomotive does not follow out immediately, the Driver must not move his locomotive until authorised to do so by the Station Inspector or other person-in-charge. This permission must not be given until a clear understanding has been reached with the Signalman.

ADMITTING TRAINS TO LINES ALREADY OCCUPIED. During fog or falling snow, when a train or locomotive is brought to a stand at signals $91,92,93,95$ or 179 and a "proceed" aspsct is given by means of a subsidiary signal with route indicator, the Driver must proceed cautiously to the end of the platform at the entrance to the station and come to a stand there and receive information from the Fogsignalman as to the position of the train or vehicles in advance.

EMPTY COACHING STOCK TRAINS. On arrival of trains at Leeds City Station, the Guards in charge must not leave until they have first ascertained from the Station Inspector where the empty carriages have to be shunted, and whether they will be required to accompany them to Neville Hill or elsewhere.

WORKING OVER GOODS LINES. Passenger trains may, if necessary, be worked over the Up and Down Goods lines at Leeds City Station, and in such circumstances the instruction on pages 92/93 of the General Appendix headed "Working of trains conveying passengers over Goods lines or Goods Loops" will not apply but the Absolute Block Regulations must be observed.

LEEDS SIGNAL BOX AREA. Propelling Movements. A propelling movement must not be made within the Station Limits, nor on or towards any other running line under the control of Leeds Signal Box in accordance with the authorities given in Table F, until the signalman at Leeds Signal Box has been advised that a propelling movement is intended.

Empty diesel multiple units must not be propelled except:-
(i) When it is impracticable, because of the formation of the train set, for the Driver to walk through the train from one end to the other or
(ii) When, in the event of the driving apparatus in the leading compartment becoming defective, the train cannot be driven from the leading end.
LEEDS SIGNAL BOX-Rule 44B(b). Each subsidiary signal under a colour light signal controlled by Leeds Signal Box may be lowered before a train is brought to a stand at it. In such circumstances a Driver must draw forward cautiously as laid down in Rule 44B(a).

## geldard-wellingTon street high level goods yard

The Single Line between Geldard box and Wellington Street High Level Goods Yard is controlled by the Signalman at Geldard. Not more than 20 wagons may be propelled from Geldard box to the Yard but no propelling movement must be made from the Yard to Geldard box, except freight brake vans in accordance with the instructions on page 249.

## KIRKSTALL

DETACHING IN SIDING LEADING TO ELECTRICITY WORKS. Immediately on arrival the Guard must, after ascertaining the siding is clear, place the Tall Siding Signal reading from the power station to Danger, and so inform the Signalman by telephone.

When the train is ready to leave the Guard must replace the signal to the Clear position, and obtain the Signalman's authority by telephone for the train to depart.

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

1. Guards will be advised by the signalman whether C.E.G.B. staff are on duty or not and Guards must so advise Drivers.
2. When C.E.G.B. staff are not in attendance, the signalman will inform the Guard in which siding the tanks require to be positioned.

## SHIPLEY

Drivers of trains stopped at No. 2 Platform, Shipley, must not reverse their locomotives so as to foul the junction at Bingley Junction Signal Box, until the authority of the Signalman has been obtained.
THACKLEY TUNNEL. A lamp showing a white light for the purpose of indicating to Drivers the position of signals is fixed on the Down side wall of the tunnel 100 yards on the Apperley side of Thackley Junction Down Outer Distant signal.

## KEIGHLEY

Trap points are installed in the Keighley and Worth Valley Light Railway Company's line at a point some 40 yards south of Keighley Station No. 3 Platform. The points are clipped and padlocked in the run-off position and a Notice Board has been erected prohibiting any movement by B.R. engines or vehicles over the points except by special arrangement between the Station Master, Keighley and the Light Railway Company.

## CUDWORTH NORTH JUNCTION TO MONK BRETTON

The signals controlling movements to and from the "Up and Down" Through Siding to Monk Bretton are electrically controlled to prevent more than one train or engine being on the line at the same time.

The "Up and Down" Through Siding is worked under the Regulations for working Single Lines by One Engine in Steam (subject to the modifications herein) as far as this is applicable but no train Staff is provided.
DISABLED TRAIN. Should a failure occur on the "Up and Down" Through Siding, the Fireman must place three detonators on the line 10 yards apart, not less than 100 yards from the train on the Cudworth North Junction side or at the trap points protecting the Main line if within that distance and then proceed to Cudworth North Junction signal box and advise the signalman of the circumstances.

The Fireman must conduct the assisting train to the disabled train.
FAILURE OF SIGNALLING EQUIPMENT. In the event of a failure of the signalling equipment controlling movements to and from the "Up and Down" Through Siding, working by Pilotman will be introduced between Cudworth North Junction and Monk Bretton.

## MONK BRETTON

Wagons detached in Messrs. Nicholson's Sidings must be secured by sprags. The scotch blocks must be placed across the railway and the gate closed.

## HUNSLET LANE GOODS BRANCH

BETWEEN HUNSLET GOODS JUNCTION AND HUNSLET GOODS YARD. If the rear of a train brought to a stand on one Arrival line is foul of the other Arrival line, the Guard must at once advise the Signalman at Hunslet Goods Junction.

## APPERLEY JUNCTION TO ILKLEY STATION <br> ILKLEY

WORKING INTO LOADING STAGE SIDING ADJACENT TO ILKLEY JUNCTION SIGNAL BOX. When making movements into this siding, care must be taken not to make contact with wagons standing at the loading stage on which private firm's employees are at work.

When coaching stock vehicles are stabled in this siding a red light must be placed on the end vehicle nearest the connection between the siding and the Up Main line.

## GRASSINGTON BRANCH

## RYLSTONE STATION LEVEL CROSSING

Drivers must indicate their approach to Rylstone Station Level Crossing by sounding the engine whistle.

## SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) (INCLUDING SHIPLEY, BRADFORD JUNCTION TO BINGLEY JUNCTION) <br> SHIPLEY

Loaded multiple unit diesel trains, booked to reverse direction at Shipley, may be propelled from platform No. 2 or No. 4 to the Down Passenger line at Bradford Junction box. Drivers of such trains will not be verbally advised by the Signalman and the Home signal concerned will be used for the movement. The tail lamp of such a train will not be transferred to the opposite end until the crossing movement has been made and the train has come to a stand at either No. 1 or No. 3 platform.

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

## MANNINGHAM

BETWEEN MANNINGHAM STATION JUNCTION AND BRADFORD (FORSTER SQUARE). Carrying of Side Lamps. Trains travelling over the East lines between Manningham Station Junction and Bradford (Forster Square) Station must carry side lights as laid down for trains on Fast lines, and trains travelling over the West lines must carry side lights as laid down for trains on Slow lines.

## BRADFORD (FORSTER SQUARE)

BETWEEN MANNINGHAM STATION JUNCTION AND BRADFORD (FORSTER SQUARE). Carrying of Side Lamps. Trains travelling over the East lines between Manningham Station Junction and Bradford (Forster Square) Station must carry side lights as laid down for trains on Fast lines, and trains travelling over the West lines must carry side lights as laid down for trains on Slow lines.

## EAST CARRIAGE SIDINGS

The permission of the Signalman must be obtained before any movement along the Siding leading to the Turntable is allowed to foul the connection from the East Arrival line.
BRADFORD FORSTER SQUARE. Propelling Movements. A propelling movement must not be made until the Signalman has been advised that a propelling movement is intended.

Empty diesel multiple units must not be propelled except:-
(i) When it is impracticable, because of the formation of the train set, for the Driver to walk through from one end to the other; or
(ii) When, in the event of the driving apparatus in the leading compartment becoming defective, the train cannot be driven from the leading end.
BRADFORD FORSTER SQUARE SIGNAL BOX. Rule 44B (b). The West arrival to Platforms 1-6 subsidiary signal or the East arrival to Platforms 1-6 subsidiary signal may be taken off before a train is brought to a stand at it. In such circumstances a Driver must draw forward cautiously as laid down in Rule 44B (a).

## SHIPLEY, LEEDS JUNCTION--IDLE (GOODS (BRANCH) SHIPLEY

GOODS YARD. During shunting operations wagons must not be allowed to run into No. 8 road without the locomotive being attached.

# NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH, SEAHAM HARBOUR branch, allhusen's branch, gateshead high street Junction TO GREENSFIELD JUNCTION <br> <br> NORTHALLERTON 

 <br> <br> NORTHALLERTON}

LOW GATES SIGNAL BOX. Locomotives requiring water. When the locomotive of an up or down train requires water during the time the level crossing gates are across the railway, the appropriate subsidiary signal will be lowered when the Driver has been brought quite or nearly to a stand at the Home signal, and the Driver must stop his locomotive at the water column short of the level crossing gates. The Driver must not proceed until he receives a green hand signal from the Signalman.

## STOCKTON-ON-TEES

Propelling Movements. Before a propelling movement is made on any running line between Hartburn, Bishopton Lane, Primrose Hill or North Shore signal boxes in accordance with the authorities listed in Table F , the signalman at the box at which the movement commences must be advised that a propelling movement is intended.

## STOCKTON NORTH SHORE BRANCH

The Branch is a Single line for approximately 200 yards from Bridge No. 3 towards Portrack Lane level crossing and if a movement is to be made to the Single line or towards North Shore Box from Clarence Road Coal Depot the permission of the North Shore Signalman must be obtained who must also be advised when the movement has been completed and the Single line is again clear.

Whenever a movement is to be made from North Shore Goods Yard such movement must not be made until the Driver is satisfied that it is safe to do so. He must then proceed towards Portrack Lane level crossing where, if he requires to proceed in the direction of North Shore Box, the permission of the Signalman at that box must be obtained by telephone. Movements must not be made direct from North Shore Goods Yard towards North Shore Box. After the movement has cleared the Single line the Driver must ensure that the North Shore Signalman is so advised.

## BILLINGHAM-ON-TEES

BILLINGHAM-ON-TEES STATION. Marker Boards. Drivers of all trains calling at Billingham-onTees must be prepared to stop with the locomotive and leading vehicles beyond the platform en 1 when the length of the train exceeds eight vestibule vehicles.

Boards marked 9, 10 and 11 respectively not illuminated, have been erected beyond the Up and Down platforms.

Drivers should ensure that trains are brought to a stand with the leading end of the first vehicle opposite the marker board corresponding to the number of passenger vehicles on the train.

Drivers of multiple-unit diesel trains should similarly ensure that trains are brought to a stand with the leading end of the train opposite the marker board corresponding to the number of cars on the train, when the train consists of nine or more cars.

## CLIFF HOUSE-SEATON ON TEES BRANCH

This branch is worked in accordance with the "One Engine in Steam" regulations and when a train requires to travel beyond the stop board or to the Up Siding, the One Engine in Steam Staff must be obtained as follows:-

1. Telephone the Signalman at Cliff House Signal Box.
2. Place switch on instrument to reverse position.
3. When indicator shows "Free" turn key to obtain staff.

When the Branch is again clear or shunting has been completed in the Up Sidings the staff must be returned to the instrument, the key must be turned and switch replaced to normal and the Signalman advised accordingly.

Before leaving, the person replacing the One Engine in Steam Staff in the instrument, must obtain an assurance that everything is in order and in the event of any failure of the apparatus must act in accordance with the instructions given by the Signalman.

## WEST HARTLEPOOL

The Down Main line between Church Street and Clarence Road boxes will be used in both directions in accordance with the Absolute Block Regulations.

All pissenger and parcels trains booked to stop at West Hartlepool Station will be dealt with at the Down platform and drivers of passenger trains proceeding over the line in the Up direction must bring their trains to a stand at the signals protecting the main to main crossover connection at the South end of the platform.
CEMETERY NORTH TO HARTLEPOOL. Trap points, protected by a signal are situated in the line to Hartlepool at $0 \mathrm{~m} . \mathrm{p}$. and worked from a two lever ground frame. The Guard or Shunter (Fireman in the case of a light engine) of a train proceeding towards the Hartlepool direction must work the Ground Frame in accordance with the instructions exhibited thereat.

## HORDEN

## HORDEN COLLIERY EMPTY SIDINGS

A speed of 10 m.p.h. must not be exceeded and during the hours of darkness a white light must be carried on the leading vehicle.

When a train is being propelled into the empty sidings at Horden Colliery, the Driver must give one long whistle when approaching the condenser towers.

## SEAHAM

HAWTHORN SIGNAL BOX. Traffic for the branch. In order to assist the working of trains which have to stop immediately after entering the branch for brakes to be pinned down, the down Home signal at Hawthorn signal box will be lowered as soon as it is possible to give such train a clear run over the junction.

A telephone is provided in the porch of the signal box for use by trainmen in emergency when the box is closed.

HAWTHORN LIMESTONE QUARRY SIDINGS. The gate giving entrance from the British Railway's line into these sidings is secured with chain and padlock, the key being kept at Hawthorn signal box. Guards should see that the gate is securely locked after shunting is completed, and that the key is returned to the Hawthorn Signalman. Safety swing chocks are provided at the entrance to the four sidings. Guard must see that the chocks are in proper position and secured both before and after shunting operations.
SEABANKS SIGNAL BOX. Loaded sidings. Trainmen must exercise special care when propelling trains in to the loaded sidings at Seabanks. One double brake for every eight wagons must be pinned down by the Guard before the propelling movement commences.
VANE TEMPEST COLLIERY SIDINGS. Trap points are provided on the single line leading into Vane Tempest Colliery loaded sidings, Seaham, at a point near the N.C.B. weigh cabin. These trap points are facing to trains approaching the sidings. A semaphore stop signal controlling facing direction movements over the trap points is provided on the left-hand side of the single line, 50 yards before reaching the trap points. The points and signal are worked by the N.C.B. staff and are controlled from the weigh cabin.

Drivers of trains from the direction of Hall Dene signal box must give one long whistle on approaching, to enable the N.C.B. staff to operate the trap points and stop signal.

## SUNDERLAND

SUNDERLAND STATION. Maximum number of vehicles. To avoid having to draw the train forward in the up direction, passengers for beyond Sunderland must be loaded in the front part of all trains. Where a train is composed of more than one portion such passengers must be loaded in the front part of each portion.
COUPLING OF DIESEL MULTIPLE UNITS. An empty Diesel Multiple-Unit train may be attached to a loaded diesel train standing in a platform line, provided the instructions in regard to the coupling of loaded Multiple-Unit Diesel trains, appearing on page 41 of the General Appendix, are carried out.

Where a subsidiary signal is not provided for the movement Drivers must be given authority to pass the protecting signal at Danger under the provisions of Rule 37 (a) (v).

## BETWEEN PELAW AND FELLING

INTERNATIONAL SIDING GROUND FRAME. No vehicle must be left on the Up or Down Goods line whilst traffic is being worked into or out of the siding, but the whole of the train must be shunted clear of the running lines before shunting operations are commenced.

No train working this siding should exceed 20 ordinary wagons and brake van, otherwise it cannot be shunted clear.

## ALLHUSEN'S BRANCH

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

The branch is worked under the Regulations for working Single lines by One Engine in Steam (subject to the modifications herein) as far as this is applicable but no train Staff is provided.
DISABLED TRAIN. Should a failure occur on the branch, the Fireman must place three detonators on the line 10 yards apart, not less than 100 yards from the train on the Park Lane Junction side or at No. 70 signal, if within that distance, and advise the Signalman at Gateshead of the circumstances from the nearest signal post telephone.

The Fireman must conduct the assisting train to the disabled train.
FAILURE OF SIGNALLING EQUIPMENT. In the event of a failure of the signalling equipment controlling movements to and from the branch, working by Pilotman will be introduced between No. 325 points and the branch end.

ALBANY ROAD LEVEL CROSSING. This level crossing must be kept clear for vehicular traffic* Guards working trains exceeding 15 wagons into the Works must divide their trains at Albany Road level crossing, and a sufficient number of brakes must be pinned down on the rear portion. The locomotive must then run forward with about 15 wagons and after disposing of them return for the second portion.

## GATESHEAD

GATESHEAD EAST STATION. Electric bells and indicators for starting of trains. Referring to Table Y ; an electric starting bell and a double-sided visual indicator are provided on the gantry carrying the Colour Light signal at the North end of the down platform.

There are two push buttons, one near the exit and one near the $2-\mathrm{v}$. board which operate the bell and also illuminate the visual indicator.

The visual indicator shows the letter " $R$ " when the bell is rung.

## ALNMOUTH TO ALNWICK

The signals for the single line between Alnmouth and Alnwick are electrically controlled to prevent opposing movements and to prevent more than one train being on the line between two stop signals, applicable to the same direction of travel, at the same time.

This line is worked on the Electric Token Block system (subject to the modifications herein) so far as this is applicable except that the line is controlled entirely by Alnmouth signal box and no token is provided.

Wrong line order forms will not be used.
SECTION OBSTRUCTED. If a train becomes disabled necessitating a second train entering the single line to render assistance, the Guard must arrange for the Fireman to proceed in the direction of the nearest telephone which will give communication with Alnmouth signal box. The Guard must proceed in the opposite direction. Both men must exhibit a hand danger signal to stop any approaching train and must place three detonators on the line, ten yards apart, not less than 300 yards from the disabled train. The Guard must remain at that point protecting the train as laid down in the final paragraph of this instruction.

The Fireman must then proceed to the nearest telephone, inform the Alnmouth signalman of the circumstances and request him to arrange for an assisting engine to be provided.

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

The assisting engine may be allowed to enter the single line from either Alnmouth or from Alnwick provided the Fireman has assured the Signalman that the disabled train has been protected in both directions in accordance with the first paragraph of this instruction.

The Fireman when he has been informed by the Signalman from which direction assistance will be provided, must return to the point at which he placed the detonators.

The Driver of the assisting engine must be specially advised by the Signalman at Alnmouth signal box that the man protecting the disabled train will be positioned 300 yards from that train.

The man affording protection in the direction from which assistance is given must conduct the assisting engine to the disabled train. Protection in the opposite direction must be continued until arrangements are completed for the disabled train to be cleared from the single line.
FAILURE OF TRACK CIRCUITS AND SIGNALS. In the event of a failure of a track circuit or signal applicable to the single line, traffic must be worked by Pilotman in accordance with Electric Token Regulation 25 so far as this Regulation can be applied.
TRAIN OR PORTION OF A TRAIN LEFT ON SINGLE LINE. When protecting the train in rear it will not be necessary for the Guard to lay down detonators in accordance with Rule 179 but he must place three detonators on the line, ten yards apart, not less than 300 yards in rear of the train and remain at that point exhibiting a hand danger signal until he is recalled to the train.

## ALNWICK

Movements between the Passenger and Freight lines may be regarded as within station limits.

## AMBLE BRANCH

AMBLE BRANCH. This Branch is worked in accordance with the Regulations for working single lines by one engine in steam, and all Drivers must be in possession of the Train Staff before leaving Chevington.

A Ground Frame is provided at Broomhill Colliery, the key for which is attached to the train staff. The Ground Frame must be operated by the Trainmen in accordance with the instructions exhibited.

Two Ground Frames are provided at Amble, one released by Annett's key attached to the Train Staff, giving access to the Goods Yard and the other by Annett's key kept in the Amble Station Office giving access to the Station sidings.

# BACKWORTH JUNCTION TO MORPETH (INCLUDING NEWSHAM TO BLYTH, NEWSHAM TO BLYTH LINKS ROAD, NETHERTON COLLIERY BRANCH, LOW PIT BRANCH AND ISABELLA COLLEERY BRANCH 

## BACKWORTH

BURRADON COLLIERY LINE-Single line between Fisher Lane and Hazlerigg signal boxes. This line is worked in accordance with the Regulations for Train Signalling on Single Lines of Railway by the Electric Token Block System.

## BEBSIDE

HORTON GRANGE SIDING. A telephone is provided near Bebside down Home signal to enable the Guard to inform the Signalman in accordance with Rule 147 whenever a train, complete with tail lamp attached, has been shunted into the above siding clear of the down Main line.

## CHOPPINGTON

NETHERTON COLLIERY BRANCH. The Regulations for Working Single Lines by One Engine in Steam apply between the up stop signal, worked from Choppington signal box and Netherton Colliery sidings. Locomotives or trains, however, may be allowed to enter the line between Choppington and the down stop signal for refuge purposes or for the purpose of working at Messrs. Foggo's Brickyard Siding, while another locomotive in possession of the train staff is at Netherton Colliery sidings or standing at the up stop signal.

A key is attached to the train staff for the gate leading into the Branch, and the Driver will be held responsible for seeing that the gate is locked by the Fireman after the locomotive and train have passed through in either direction.

## LYNEMOUTH COLLIERY (N.C.B.)

PROPELLING MOVEMENTS FROM RECEPTION SIDINGS TO EMPTY BATTERY SIDINGS-
RULE 108. A Driver may commence to propel from Nos. 1, 2, 3 or 4 Reception Sidings when the appropriate ground signals have been cleared without a hand signal being given from the Guard or Shunter.

Trainmen should keep a sharp look-out for hand signals from the N.C.B. Battery Attendant as a train is proceeding towards the Battery sidings.

## NEWSHAM

ISABELLA SIGNAL BOX-Colliery line, public road level crossing. When leaving Isabella Colliery sidings Drivers and Guards must exercise due care on approaching the public road level crossing and be prepared to act on the signals of the Colliery Handsignalman appointed to protect the crossing.

## BEDLINGTON TO WOODHORN ETC.

ASHINGTON COLLIERY RAILWAY. The National Coal Board Ashington Colliery Railway is worked in accordance with the B.R. Permissive Block Regulations for Goods Lines. At all the Signal Boxes on the Colliery Railway, a green handsignal held steadily will be exhibited to the Driver of a Freight train if the section is occupied by another Freight train and if this signal is acknowledged by the Driver, the signal controlling the entrance to the section will be lowered.

## CAMBOIS BRANCH

## FREEMANS CROSSING-BLYTH POWER STATION

Trains will be directed to "A" or "B" Group as required by the C.E.G.B. Hopper Controller.
WORKING OF BLYTH "A" GROUP. B.R. locomotives working trains into "A" Group will detach the loaded wagons on the Reception lines or as otherwise directed by the C.E.G.B. Hopper Controller and will depart with a train of empty wagons. The C.E.G.B. pilot locomotive will move all wagons over the hoppers for discharge.
WORKING OF BLYTH "B" GROUP. B.R. locomotives working trains into "B" Group will remain with the train of loaded wagons throughout the discharging process and depart with the same train of empty wagons.

Ingoing trains will enter along the Arrival line to No. 1 colour light signal, proceed to No. 4 signal where the train will be brought to a stand. When No. 4 signal is cleared, the train must be drawn forward over the Gross Weighbridge at a speed not exceeding $6 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. in one uninterrupted movement on to the Reception line. A Notice Board reading "Trains not to Exceed $6 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. until Clear of Weighbridge" is situated adjacent to No. 4 signal. A further Notice Board reading "Train Clear of Weighbridge" is situated 950 feet beyond the weighbridge. When the locomotive passes this Notice Board the train may proceed normally to No. 8 ground position light signal on the Reception line.

In order to obtain accurate weighs over this type of weighbridge the wagon buffers must be kept apart. Guards must apply the rear brakevan hand-brake when the train commences to pass over the weighbridge. This weighbridge is operated electronically and if the number of mis-weighs reaches a certain level the train will be required to repeat the weighing process.

If it is necessary to repeat the weighing process, No. 8 ground position light signal will be maintained at Danger and No. 7 ground position light signal will be cleared with an " $S$ " indication. The Guard must then handsignal the Driver to start and the whole of the train must set back behind No. 4 signal. A "Limit of Shunt" board is situated 60 yards in advance of No. 1 signal. No. 4 signal will then be cleared for re-weighing to take place.

If the weighing process has been completed satisfactorily, No. 8 ground position light signal will be cleared. The locomotive may then be detached and run round via the South Spur and the Pass Bye line, rejoining the train on the Reception line via No. 5 ground position light signal and $A / B$ spring points.

When the locomotive has again been attached and is ready to proceed to the Hopper House line, the Guard must operate the "Train Ready to Start" plunger at No. 7 ground position light signal which will give a similar indication to the C.E.G.B. Hopper Controller.

When No. 7 ground position light shows a proceed aspect the train must be drawn slowly over the discharge hoppers on a Stop/Start principle, 6 wagons at a time being discharged manually. These movements will be controlled by means of 6 special position light signals, the first of which is 50 yards beyond the exit from the Hopper House, and at equally spaced intervals thereafter and showing the following indications:-

|  |  | "MOVE IN DIRECTION OF |  | "MOVE IN REVE |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | "STOP IMMEDIATELY" | UNLOADING AT SLOW SPEED" |  | DIRECTION ATSLO |  |
| Red | White | Red | White | 0 | White 0 |
| 0 | 0 | 0 | White | 0 | White 0 |
|  |  |  | White | 0 | White 0 |

The train must be brought to a stand immediately when the special position light signals show "Red White Red" irrespective of the position of the train.

The Carriage and Wagon Examiner situated at the exit from the Hopper House will examine all wagons fasing over the hoppers and, if there are crippled wagons to be detached must, after examining the comrlete train, operate the "Cripple Push" indicator which will indicate "Attend Telephone" at No. 2 signal. The Guard must immediately attend to the telephone and ascertain which wagons require to be detached and must inform the Driver accordingly. If there are no crippled wagons to be detached the Carriage and Wagon Examiner must operate the "Clear Away" plunger.

A Tare Weighbridge is situated on the Departure line 35 yards in advance of No. 2 signal. Trains must be drawn forward over the Tare Weighbridge at a speed not exceeding $6 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. in one uninterrupted movement and Notice Boards are exhibited identical to these provided at the Gross Weighbridge. The Guard need not apply the rear brakevan handbrake at this location except in an emergency.

Crippled wagons must be detached into the siding provided approximately 275 yards in advance of the Tare Weighbridge. Access to this siding is by means of hold up points for the set back movement.

Pass Bye lines are provided to avoid trains passing over the weighbridges during period of maintenance or other emergency. When Pass Bye lines are being used for this purpose trains will be brought to a stand at No. 1 Arrival signal and the Driver instructed by the C.E.G.B. Hopper Controller, by telephone at the signal, of the movements required to be made.

When the Tare Weighbridge line is not in use, the train will be diverted before reaching the last of the special position light signals but this signal and No. 2 Colour light signal will still apply to the movement of the train.

## NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH, VIA BACKWORTH (INCLUDING BENTON CURVES)

## MANORS NORTH

WORKING OF TRAINS BETWEEN NEW BRIDGE STREET GOODS YARD AND TRAFALGAR
NORTH YARD. The Shunters at New Bridge Street must advise the Signalman at Newcastle signal box, by telephone, of all trains or locomotives which require to proceed from New Bridge Street to Trafalgar North Yard, and the movement must not be commenced until the permission of the Newcastle Signalman has been received.

Guards and Shunters must advise the Signalman at Newcastle of all trains or locomotives which have to pass from Trafalgar North Yard to New Bridge Street or when it is necessary to pass the outlet signal for shunting purposes.

The loose points on the through lines to and from Trafalgar North, when not in use, must be placed for the left-hand line in both directions, the Drivers must, when the lines are clear, proceed on the left-hand line and must be prepared to stop short of any obstruction.

Propelling movements are authorised over the Up and Down Reception lines, but not more than 35 wagons may be propelled over the Up Reception in the proper direction.

## WEST JESMOND

STATION SIDINGS. Owing to the gradient, a train requiring to work at West Jesmond Station Sidings which cannot be placed inside clear of the Up Main line must be left on the Up Main line in West Jesmond Station Platform when the locomotive is detached. The wagons left on the Up Main line must be firmly secured before the locomotive is detached.

## SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS <br> SOUTH GOSFORTH

EMPTY COACHING STOCK TRAINS FROM GOSFORTH CAR SHEDS, ETC., FOR NEW-
CASTLE CENTRAL AND BEYOND. Drivers of empty coaching stock trains must advise the signalman at South Gosforth box by telephone what trains the sets are going to work from Newcastle Central or from their destination if beyond Newcastle. The signalman at South Gosforth must immediately transmit the information to the signalman at Newcastle.
TRAINS FROM THE PONTELAND BRANCH. Drivers of all trains from the Ponteland Branch must advise the signalman at Coxlodge of their destination. The signalman at Coxlodge must inform the signalman at South Gosforth who must then transmit the information to Newcastle.

## COXLODGE

WORKING BETWEEN COXLODGE AND CALLERTON I.C.I. SIDINGS. Hand points are provided in the vicinity of the former Callerton station to enable the engine to run round the train prior to propelling vehicles into the I.C.I. Sidings. Drivers must stop short of these points to ensure that they are placed in the proper position for safety of the movement to be made.

## heaton south Junction to tynemouth via wallsend (INCLUDING UP BENTON GOODS LINE) <br> HEATON

Drivers of locomotives from Heaton Motive Power Depot must advise the Signalman at Heaton by telephone what movement they require to make and in the case of locomotives proceeding to the Carriage Sidings, what train they are to work.

## RIVERSIDE BRANCH

RIVERSIDE JUNCTION TO PERCY MAIN STATION

## BETWEEN WALKER AND ST. PETER'S

TAR WORKS SIDING. Traffic to or from the siding must be attached at the front of the train.
On arrival at the siding, and after the train clears the catch points leading to the runaway siding, it must be set back with its rear brake van against the buffer stops in the latter siding before work is commenced

## ST. PETER'S

MORRISON'S SIDINGS.-Spring safety points are provided on the incline leading from St. Peter's to Morrison's sidings, 30 yards East of the level crossing over Glasshouse Street. Men in charge of trains going to Morrison's sidings must hold up the lever of the points as the trains pass over.
GLASSHOUSE STREET LEVEL CROSSING. When it is necessary for a train to pass over Glasshouse Street Level Crossing, the staff in charge of the train must first close and padlock the gates across the pedestrian subways and then operate the twin red flashing road signals as follows to control road traffic:-
(1) Turn master switch with key provided to energise road signal controls.
(2) Press 'Start" plunger to cause road signals and warning bell to operate.

When the train has passed over the level crossing:-
(3) Press "Stop" plunger to terminate road signals and warning bell operation.
(4) Restore Master switch.
(5) If the "Stop" plunger fails to stop the operation of the road signals and bells-restore the master switch and report the failure to the Signalman or Station Master.
The gate across the pedestrian subway must be closed and padlocked across the railway when rail traffic has passed clear.

## BENTON (EARSDON) TO TYNE COMMISSION QUAY (INCLUDING PERCY MAIN STATION TO NORTH) BETWEEN PERCY MAIN NORTH AND EARSDON BOXES

When it is necessary in case of emergency for trains composed of coaching stock to be diverted via Percy Main North and Earsdon, such trains must not exceed a speed of 30 miles per hour.

The coaching stock must conform to the dimensions laid down in the "Dimensions of Loads" issued by the Railway Clearing House in April, 1941, namely, 9 feet wide and 13 feet high in centre from rail and 11 feet high at side from rail excepting that in an emergency, stock 9 feet 3 inches wide may be allowed.

## PERCY MAIN

NORTH SIGNAL BOX. Rising Sun Colliery Line. The line from the junction with the British Railway's line to Rising Sun Colliery exchange sidings is single and is track circuited as far as the up Branch starting signal, situated 200 yards from the exchange sidings. No token is provided, the signals giving admission to the single line at each end being electrically interlocked.
(Note.-Whenever the term "single line" is mentioned in these instructions it refers only to that portion of the single line which is track circuited. The remainder of the line at the Colliery is shunting area.)

More than one train is permitted to be in the Colliery exchange sidings at the same time. The Colliery locomotives occupy the shunting area as necessary in connection with their own shunting operations.

A notice board applicable to Drivers of inward trains is provided 100 yards on the Percy Main side of the up Branch starting signal. The board is illuminated and lettered "Drivers must stop and then proceed cautiously."

If it is necessary for a shunting movement from the exchange sidings to occupy the single line beyond the up Branch starting signal, the permission of the Signalman at Percy Main North must be obtained by means of the telephone fixed on this signal post. When the shunting operation has been completed the Signalman must be informed.

When a locomotive or locomotive and van from the direction of Blue Bell for Rising Sun Colliery exchange sidings has arrived at the main to main crossover the Fireman or Guard, as the case may be, must intimate to the Signalman at Percy Main North whether the train is complete with tail lamp attached, by means of the telephone at the signal giving admission to the single line.

When an outward train is ready to leave the exchange sidings the Signalman at Percy Main North must be informed on the telephone and the destination and description of the train given.

Should a locomotive or train become disabled on the single line and require assistance, the Fireman must proceed to the nearest telephone and inform the Signalman at Percy Main North of the circumstances, and the Signalman may, on receipt of such information, allow a second locomotive to enter the section. The relieving locomotive must be accompanied by the Fireman of the disabled locomotive or train, who must explain to the Driver where, and in what circumstances, the disabled locomotive or train is situated.

The Driver of the disabled locomotive must not allow it to be moved until the assisting locomotive has arrived.

The Guard of the disabled train, or in the case of a locomotive the Driver, will be held responsible for the safe and proper working of the single line until both locomotives have left it and the single line is again clear. The Guard of a train, or in the case of a locomotive the Driver, must inform the Signalman at Percy Main North when the line is clear. The Signalman must instruct the Driver of the next train to proceed at Caution over the single line.

In the event of failure of track circuits Nos. 8,9 or 10 , when the fixed signals cannot be worked, the single line must be worked by Pilotman and no train or locomotive must be allowed on the single line unless accompanied by the Pilotman.

## BETWEEN PERCY MAIN NORTH SIGNAL BOX AND TYNE COMMISSION QUAY STATION. <br> When a Passenger, Empty Coaching Stock or Fish train from the Tyne Commission Quay to Percy Main

 North is worked by two locomotives, double heading is prohibited and the second locomotive must be attached in rear.If, in the case of a Passenger or Empty Coaching Stock train, a third locomotive is required an additional assisting locomotive may be employed, but it must be attached in front so that two locomotives will be hauling and one pushing.

After a train to or from Tyne Commission Quay Station has come to a stand at Percy Main North for the purpose of the locomotive running round, the Driver must leave the continuous brake fully applied, and before the locomotive is uncoupled the Guard must see that the continuous brake is applied and screw the hand brakes hard on. When the train is to be worked away by another locomotive, the locomotive which arrived with the train must not be uncoupled until the other locomotive has been coupled.
TYNE COMMISSION QUAY. Passenger station. Drivers must keep a good look-out for the Rolling Bridge which fouls the running line when brought into use at the East end of the station, and be prepared to stop short as necessary.

In the event of it being necessary for a locomotive to proceed beyond the Rolling Bridge, and the latter be placed across the line between the locomotive and train, a responsible member of the T.I.C. staff will inform the Driver what is being done. After the locomotive has proceeded forward the Driver should not again move until verbally instructed by the responsible member of the T.I.C. staff.
TYNE COMMISSION STAITHS. Exchange sidings. The Tyne Commissioners will provide a man who will meet each train on arrival and give the Guard necessary instructions as to its disposal. The Tyne Commissioners' man will accompany the front portion of the train, and the Guard must maintain such a position as the train advances as will enable him to receive hand signals from the front of the train and transmit them to the Driver.

The Guard must be as near to the front of the train as will enable the Driver to receive any signals given. The Guard must also assist in securing the train, and must not leave the sidings until he has received permission to do so from the person in charge.

## NORTHUMBERLAND DOCK BRANCH

This branch is worked in accordance with the regulations for working single lines by "one engine in steam'" and all drivers must be in possession of the train staff obtained from the signalman at Engine Shed box before passing the notice board which is situated approximately 200 yards south of the box.

In the return direction, all trains must stop at No. 44 signal and the trainmen must indicate their arrival to the signalman by means of the Fireman's Call Plunger which is located on the signal post.

A ground frame is provided at the Esso Sidings which is released by an Annett's key attached to the Train Staff.

The ground frame will be operated by the guard.

## NeWCASTLE QUAYSIDE BRANCH <br> NEWCASTLE

TRAFALGAR SOUTH YARD. Quayside Branch. Before an Engineer's trolley is permitted to enter upon the single line the Ganger, or person in charge, must be in possession of the train staff, which he must retain until the trolley is removed clear of the single line, when the train staff must be returned to the Yard Inspector at Trafalgar South Yard.

## NEWCASTLE TO CARLISLE (DURRAN HILL: EXCLUSIVE) NEWCASTLE

CENTRAL STATION. Locomotive following trains out of Bay Platforms Nos. 11 to 15 inclusive. Rules 97 and 98. The Driver of a locomotive after having worked the train into one of the Bay Platform lines Nos. 11 to 15 inclusive, must be prepared, unless he receives instructions to the contrary, to follow the train or empty carriages out of the Platform line as far as the Platform Starting signal. He must exercise caution and keep the locomotive under such control as to be able to stop at once, clear of the last vehicle of the train he is following, in the event of that train being brought to a sudden stand or its speed reduced. The locomotive must stop at the Platform Starting signal until it has been replaced to Danger behind the preceding movement and the appropriate signal cleared for the further movement of the locomotive.

## BLAYDON

## GAS HOUSE LEVEL CROSSING

Whenever it is necessary for any of the following to pass over the level crossing in either direction, the vehicle concerned must be brought to a stand and must not proceed over the crossing until the person in charge is satisfied that it is safe to do so:-
(i) a Tamping Machine
(ii) a Track Recording Machinc
(iii) a Ballast Cleaning Machine
(iv) an Engineer's Rail Motor

Arrangements must be made for the crossing to be manned before Single Line Working is introduced.

Whenever it is necessary for a movement to pass over the level crossing in the "wrong" direction, such movement must first be brought to a stand clear of the level crossing and must not proceed over the level crossing until the person in charge of the movement or the handsignalman provided when Single Line Working is in operation, is satisfied that it is safe to do so.

## HALTWHISTLE

FREIGHT TRAINS WORKING AT STATION. When down Freight trains are detaching at Haltwhistle Station, Guards, in addition to putting the van brake hard on and making use of the chain, must pin down two double brakes for trains up to 25 wagons and additional brakes in proportion when trains are composed of more than 25 wagons.

## SCOTSWOOD TO WEST WYLAM VIA NORTH WYLAM LEMINGTON

WALBOTTLE SIGNAL BOX. Owing to the gradient no train, or part of a train, must be allowed to stand on the down main line unless the locomotive is attached at the Newburn end.

If it is necessary for a locomotive to run round a train, or part of a train, the train or part thereof must be placed on to the up main line via the West crossover, and firmly secured before the locomotive is detached and the running round movement commenced.

Trains from the East requiring to be staged in Blutcher Colliery Sidings must be taken forward on the Down Main to Newburn for the running round movement and then return via the Up Main to Walbottle.

## HALTWHISTLE TO ALSTON

Featherstone Park and Slaggyford Level Crossings are "open" crossings without gates or barriers, no attendance being given.

Coanwood Level Crossing is provided with gates but no attendance is given.
Drivers must bring their trains to a stand at the illuminated stop boards provided on each side of the crossings, the driver must sound the engine whistle and after ensuring the crossings are clear, proceed cautiously over the crossings.

Any failure of the equipment at the crossings, e.g. the lighting of the stop boards, must be reported as soon as possible to the Station Master or person in charge at ALSTON or HALTWHISTLE.

## WEATHERHILL TO CONSETT NORTH

## CONSETT

CONSETT NORTH SIGNAL BOX-CONSETT IRON COMPANY'S PLATE MILL SIDINGS. The entry to the sidings is controlled by Consett South Ground Frame. A Notice board lettered "NO MOVEMENT TO BE MADE PAST THIS BOARD WITHOUT PERMISSION OF THE YARD STAFF" is provided at this entry to the Sidings. A train requiring to enter the sidings will be propelled from Consett North Signal box and must not pass this notice board until authorised by the shunter who will give permission when he has operated the Ground Frame points. After a train has entered the sidings the ground frame points must be replaced to normal to allow shunting to be performed between the sidings and Shunt Spur as necessary. When a train or engine is ready to leave the sidings for Consett North the shunter must telephone the signalman and when permission has been obtained operate the points and lower the signal for the train or engine to depart in accordance with instructions given at the Ground Frame.

CONSETT NORTH Nos. 1, 2 AND 3 RECEPTION LINES. As an indication to drivers that a train is being admitted into an already occupied reception line the signal controlling the entrance to such lines will not be cleared until the train has been brought nearly to a stand. Thereafter the signalman will exhibit a green hand signal held steadily to the Drivers of all locomotives on the trains and this signal must be acknowledged by giving a short whistle.

## CONSETT NORTH TO OUSTON JUNCTION (INCLUDING CARR HOUSE WEST TO FELL AND ANNFIELD TO OXHILL)

## CONSETT

CONSETT HIGH YARD. Propelling of trains. Skids have been provided for use in connection with the propelling of trains in the Consett Iron Company's High Yard reception sidings, in order to protect the public level crossing during such movements. The skids must be placed by the British Railway's staff on the appropriate reception siding before a train or wagons are shunted into it and will be removed by C.I.C. staff when the load is gravitated into the Works. Before a propelling movement is made into the High Yard the Shunter must proceed along the siding into which the wagons are to be propelled and must place on one rail a skid at the Works end of the siding, clear of the fouling point with other roads. He must then return to the train, inform the Guard that a skid has been placed in position, and the Guard must given an assurance to the Shunter and Driver that the train to be propelled is properly coupled up to the locomotive. Loads should be brought to a stand short of the skids.

Sufficient brakes must be pinned down by the Shunter, assisted by the Guard, to ensure that the propelled train has to be pushed down the incline against the power of the brakes on the vehicles Careful attention to the weather conditions is essential. No reliance must be placed on the locomotive coupling and locomotive brake power to hold the train from getting out of control, such power being kept in reserve for emergency use only

The Guard must not ride in his van but must remain on the ground so as to have free access to the wagon brakes in case it is found necessary to pin down more brakes in order to keep the train under complete control.

If there are any wagons standing in the siding into which wagons are to be placed, the Shunter must satisfy himself that the skid is in position at the Works end of the siding and the Guard or Shunter must ensure that the brakes of the standing wagons are properly applied before allowing the propelling movement. When the wagons are against the standing wagons the whole of the wagons must be coupled together.

The Guard must remain with the train until it has completed the propelling movement and has been brought to rest in the Consett Iron Company's High Yard. The Guard and Shunter must satisfy themselves that all brakes are securely pinned down on all wagons left standing in the Consett Iron Company's reception sidings before detaching the locomotive.

Loose shunting of vehicles into this yard must not be undertaken unless it is unavoidable, and then, only under the following conditions:-

Not more than four wagons may be lowered into the sidings at one time.
The wagons must be brought to a stand and the brakes tested before the wagons are uncoupled from the locomotive or train
There must not be less than two men in attendance on the wagons until they are brought to rest on completion of the shunt.

CARR HOUSE EAST AND WEST SIGNAL BOXES. Goods line. As an indication to Drivers that a train is being admitted into the goods line when it is already occupied, the signal controlling the entrance to the goods line will not be cleared until the train has been brought nearly to a stand. Thereafter the Signalman will exhibit a green hand signal held steadily to the Drivers of all locomotives on the trains, and this signal must be acknowledged by giving a short whistle.

CARR HOUSE EAST SIGNAL BOX. Consett Iron Company's Siding. Before a train which has arrived on the down goods line is set back on to the up line for the purpose of proceeding to the Consett Iron Company's Siding, No. 17 points must be set for the Consett Iron Company's Siding, after which the train must be propelled from the goods line and brought to a stand on the up main line at the Consett side of points referred to above. The Guard must then apply the hand brake of the van, and pin down a sufficient number of wagon brakes to enable the propelling movement into the Company's siding to be controlled, after which he must uncouple the van and advise the Signalman that he has done so. These points may then be reversed in order that the van may be gravitated on the up main line as far as is necessary in order to clear the connection leading to the Consett Iron Company's Siding.
CONSETT NORTH SIGNAL BOX. Consett Iron Company's Plate Mill Sidings. The entry to the sidings is controiled by Consett South Ground Frame. A notice board lettered "NO MOVEMENT TO BE MADE PAST THIS BOARD WITHOUT PERMISSION OF THE YARD STAFF" is provided at this entry to the sidings. A train requiring to enter the sidings will be propelled from Consett North Signal Box and must not pass this notice board until authorised by the Shunter who will give permission when he has operated the Ground Frame points. After a train has entered the sidings the Ground Frame points must be replaced to normal to allow shunting to be performed between the sidings and shunt spur as necessary. When a train or engine is ready to leave the sidings for Consett North the shunter must telephone the signalman and when permission has been obtained operate the points and lower the signal for the train or engine to depart in accordance with instructions given at the Ground Frame.
CONSETT NORTH, NOS. 1, 2 and 3 RECEPTION LINES. As an indication to drivers that a train is being admitted into an already occupied reception line, the signal controlling the entrance to such line will not be cleared until the train has been brought nearly to a stand. Thereafter the signalman will exhibit a green hand signal held steadily to the Drivers of all locomotives on the trains and this signal must be acknowledged by giving a short whistle.

## CONSETT NORTH SIGNAL BOX-Consett Low Yard

"Talk back" loudspeakers are installed between No. 2 Departure and No. 1 Reception on either side of the road bridge.

## Inward Train

The Signalman at Consett North signal box will advise the Guard the number of Reception on which the train has to run.

The Guard must set the points, ascertain whether the Reception is occupied or clear and advise the Signalman by means of the talk back loudspeaker when the train may be allowed to enter the sidings.

If the Reception is clear the train must be propelled to the South end.
If the Reception is occupied the train must be coupled to the wagons standing in the Reception. Outward Train

The Driver must obtain permission from the Signalman by means of the talk back loudspeakers before a train departs from the Reception Sidings.

## between stella gill (SOUTH pelaw) and consett (fell c.i.c.)

WORKING OF 56-TON WAGONS BETWEEN TYNE DOCK AND CONSETT. Iron ore is conveyed between Tyne Dock Bottom and Consett in trains composed of specially constructed 56 -ton wagons with power operated doors for discharging, and also fitted with the vacuum brake. For details, see printed pamphlet "Instructions relating to the working of 56 -ton wagons between Tyne Dock and Consett'".

## BETWEEN OUSTON JUNCTION AND ANNFIELD PLAIN

PASSENGER TRAINS WORKED BY TENDER LOCOMOTIVES. Tender locomotives drawing Passenger trains between Ouston Junction and Annfield Plain, which do not stop at the intermediate stations, must always be ruin chimney first in each direction.

## STELLA GILL TO WASHINGTON CHEMICAL WORKS (INCLUDING PELTON COLLIERY BRANCH)

## between stella gill (south pelaw) and tyne dock bottom

 WORKING OF 56 -TON WAGONS BETWEEN TYNE DOCK AND CONSETT. Iron ore is conveyed between Tyne Dock Bottom and Consett in trains composed of specially constructed 56-ton wagons with power operated doors for discharging and also fitted with the vacuum brake. For details, see printed pamphlet "Instructions relating to the working of 56 -ton wagons between Tyne Dock and Consett."
## WASHINGTON CHEMICAL WORKS

PLACING OF VEHICLES ON DOWN GOODS LINE. Vehicles may be placed on the Down Guods line between Washington Chemical Works Box and Washington South Box at the Chemical Works
Box end.

The Shunter will accompany the vehicles and see that they are not pushed foul at Washington South Box and will place a red light on the vehicle nearest Washington South Box.

When the vehicles are removed the Yard Inspector or person in charge must advise the Signalman at the Box at which the vehicles are removed.

## PELTON COLLIERY

Telephonic communication is provided between the Yard Inspector's Office at Stella Gill and the N.C.B. Weigh Office at Pelton Colliery for use in connection with the working of trains to and from the Colliery as follows:-

## Inward Movements

1. Whilst the train is being marshalled at Stella Gill for eventual propelling to the Colliery, the Yard Inspector must so advise the N.C.B. Weigh Office staff approximately 30 minutes before its expected departure.
2. On receipt of this advice the N.C.B. will then send their representative to Stella Gill Sidings to accompany the train to the Colliery. The arrival of this man at the train concerned indicates (i) that the N.C.B. have manned the level crossing at the Colliery and will maintain the attendance until the train has completed its work at the Colliery and left for Stella Gill, and (ii) that the N.C.B. representative has checked the position of all points concerned to ensure they are correctly set for the propelling movement into the Colliery.
3. When the train is ready to leave Stella Gill, the Shunter will so inform the Yard Inspector who will obtain permission by telephone from the N.C.B. for it to depart. The Inspector will then hand the Train Staff to the Driver and authorise the train to proceed.
4. Enquiries may be made by the N.C.B. to the Yard Inspector as to the probable time of arrival of trains at the Colliery and any relevant information available should be given.

## Outward Movements

5. When operations are complete at the Colliery, a member of the N.C.B. staff will telephone the Yard Inspector and advise him of the departure of the train for Stella Gill.

## HEDWORTH LANE TO TYNE DOCK BOTTOM (INCLUDING BOLDON COLLIERY TO GREEN LANE, GREEN LANE TO HARTON AND HARTON TO WHITBURN)

## WORKING OF GREEN LANE SIDINGS BETWEEN GREEN LANE AND PONTOP CROSSING

BOXES. Trains must only enter the Sidings at the Green Lane end. Guards of trains requiring to enter Green Lane Sidings must ensure that the hand points have been correctly set for the movement to take place and advise the Signalman at Green Lane accordingly.

The Sigualman must also be advised when the movement has arrived on the Siding clear of the running lines. When the work in the Sidings has been completed, full details of all traffic which has been attached or detached must be given to the Signalman at Green Lane box.

Trains must not leave the Sidings at the Green Lane end until the Signalman has been advised and No 13 position light signal has been lowered.

During fog or falling snow the Signalman at Green Lane box will advise the person working the ground frame when this has been done. Guards must advise the Signalman at Pontop Crossing box when trains for Hedworth Lane direction are ready to leave the Sidings.

No. 4 Siding must be kept clear for locomotives requiring to run round.
GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS JUNCTION TO BENSHAM CURVE JUNCTION, LOW FELL JUNCTION TO NORWOOD, NORWOOD TO DUNSTON EAST, REDHEUGH BRANCH, TANFIELD BRANCH)

## GATESHEAD

BRIDGE BETWEEN BENSHAM CURVE AND KING EDWARD BRIDGE JUNCTION. An indicator showing the words line under bridge occupied for the information of Trainmen is fixed on the approach side of the bridge. The indicator remains illuminated whenever the down line under the bridge is occupied, and Drivers of train locomotives and locomotives assisting in rear must, when the indicator is illuminated, proceed with care and be prepared to stop as necessary.

## DUNSTON-ON-TYNE

NORWOOD SIGNAL BOX-Catch points on down line. Catch points are provided on the down line immediately West of the clearance bar at Norwood.

A train must not be allowed to leave Norwood and proceed in the direction of the catch points until the "Train Out of Section" signal has been received for the previous train (except where such previous train is assisted by a locomotive in the rear, or in the case of a locomotive running light or locomotives coupled or locomotive and van) whether such train is to carry out shunting operations or not.

These catch points must always be left in the run-off position except:-
(a) during shunting operations on the down line, or
(b) when it is necessary to attach an assistant locomotive in the rear of a train on the down line.

In both these cases the catch points must be pulled before a forward movement is made over them.
Clearance boards are erected adjacent to the down line between Norwood and Bensham Curve signal boxes showing 15 wagons, 25 wagons and 35 wagons respectively. Drivers of trains awaiting assisting locomotives or requiring to shunt back into the yard must be careful to draw forward to the appropriate board according to the number of wagons on their trains.

NORWOOD COKE WORKS N.C.B. SIDINGS. Six sidings have been provided for the exchange of traffic between British Railways and the National Coal Board at Norwood Coke Works. These sidings are numbered 1 to 6 , reading from left to right from the railway end. Normally, ingoing wagons will be placed in No. 6 Siding; traffic for despatch will be placed in Sidings Nos. 1 to 5 as necessary by the N.C.B.

A telephone has been provided at the North (or main line) end of the exchange sidings, connected with the Coke Works weigh cabin.

All trains will be propelled into the sidings.
Between the hours of 06.00 and 22.00 Mondays to Fridays, 06.00 and 17.00 Saturdays, and 06.00 and 14.00 on Sundays, no movement must take place into the exchange sidings until the Guard has communicated with the Coke Works weigh cabin by telephone and has received permission to place his train in No. 6 Siding, or in another siding if No. 6 is occupied. If the Coke Works Weighman specifies any road other than No. 6 for the reception of the inward load, the Guard must tell him the number of wagons requiring to be placed on the road, and receive his assurance that if these wagons are propelled in clear of the North end connections they will not foul any other road or any movement by the Coke Works locomotive.

At other times there will be no Weighman on duty. The N.C.B. will leave No. 6 Siding clear of traffic at close of work and one train may be placed therein, not further than is necessary just to clear the connections at the North end of the sidings. If a second train requires to be disposed of, or for any reason Siding No. 6 is not available, the Guard must examine the siding/s to be used in disposing of his train, and ensure that no wagons are left foul at the South (or Coke Works) end of the sidings.

In no case must wagons be propelled through a road and be foul of any other road at the South (or Coke Works) end of the exchange sidings.
DUNSTON POWER STATION-Delivery of coal and goods to exchange sidings. Working in the Dunston Power Station exchange sidings is controlled by the Central Electricity Authority and Trainmen must work to the instructions given by the Signalman, Dunston West and/or the C.E.A. Comimissionaire. When a Commissionaire is not on duty trainmen may, on the instrtictions of the signalman, place traffic on an empty ingoing siding. In such cases the traffic must be left at the West End of the siding immediately clear of the handpoints of the adjacent siding.

When advised by the Signalman that a train is approaching, the Commissionaire will inform him where the load is to be detached. The Signalman will instruct the Guard, who wili be responsible for placing the traffic where it is required. During busy periods it may be necessary for an incoming train locomotive to move other traffic in the sidings before the load can be detached.

To assist the Guards in carrying out the instructions a diagram board is provided at the entrance to the sidings. This board shows the nomenclature of the sidings, the position of points, the disused "A" station crossing and the ungated level crossing at " $B$ " station.

The Commissionaire will be responsible for setting points West of the disused "A" station crossing, and for ensuring that no conflicting movements by C.E.A. locomotives are taking place when British Railways' locomotives are working in the sidings. He will take up a position on the disused "A" station crossing and will assist the Guard by giving hand signals as necessary. These arrangements will enable the Guard to remain in a position where he can keep in touch with his Driver, but he will be responsible for seeing that hand points at the East end of the sidings are correctly set.

When propelling beyond the disused " A " station crossing, great care must be exercised to ensure that no wagons foul the ungated level crossing at " $B$ " station.

A "Limit of Shunt" board is erected approximately 25 yards East of "B" station crossing to mark the limit of this propelling movement.

Twenty-four XX wagons can be accommodated between the "Limit of Shunt" board and the disused " $A$ " station crossing on each of the three ingoing coal lines.

Immediately the delivery of the load has been completed the Commissionaire will advise the Signalman, Dunston West, who will control the departure of the locomotive from the loaded sidings.

TRAINS FOR C.E.A. GROUND FRAME, BETWEEN NORWOOD AND DERWENTHAUGH. Drivers of all trains required to detach or attach at the above ground frame must stop at Norwood signal box and advise the Signalman accordingly.

BETWEEN EAST SIGNAL BOX AND REDHEUGH BANK FOOT. The lines between Dunston East signal box and Redheugh Bank Foot may be used in either direction provided arrangements are made beforehand between the Yard Inspector at Redheugh Bank Foot and the Signalman at Dunston East.

When a Yard Inspector is not on duty at Redheugh Bank Foot, the Signalman at Dunston East must instruct the Driver and Guard as to the line over which the train will travel to, and return from, the crossover road situated approximately 250 yards East of the Gas Works ground frame, and traimmen must not leave Dunston East signal box until they have been so instructed.

Trains must not exceed a speed of $\mathbf{1 0}$ miles per hour.
The trainmen must, at all times, keep a sharp look-out for another train working at or approaching the sidings at Redheugh Bank Foot.

DUNSTON STAITHS-Single line between No. 6 Spout, river side of Staith, and Yard Inspector's Office at Norwood Junction-Single line between No. 12 Spout, basin side of Staith and Yard Inspector's Office at Norwood Junction. The single line in each case terminates at the Norwood Junction end before reaching the fouling point of the siding connections, and no locomotive must foul any of the connections except with the permission of the Yard Inspector or Shunter in charge at Norwood Junction.

No locomotive must foul either of the two single lines at the Staiths end of the sidings unless in possession of the proper train staff.

When the jetty pilots commence work the proper pushing-up pilot must be coupled up to and accompany the jetty pilots on to the Staith and carry the proper train staff. After the jetty pilots have finished work, the pushing-up pilot must take the train staff required, hand it to the jetty pilot Driver, be coupled up to and accompany the jetty pilot off the Staiths. The working area of the jetty pilots will be between East and West end of Riverside and Basin Staiths.

When Riverside and Basin side jetty pilots go to the Pit Siding for locomotive purposes, and the train staff is required for a second locomotive to be used in the meantime, the locomotives must be coupled at Norwood Junction and then proceed to the Pit Siding, where the locomotive requiring locomotive duties must be left clear of the single line.

When a locomotive has finished locomotive duties, it must not leave the Pit Siding until the locomotive carrying the train staff has arrived, and been coupled to it, or the train staff has been conveyed to the Driver by the Yard Inspector at Norwood Junction.

## DERWENTHAUGH

GARESFIELD SIDINGS. Wagons must not be left on the main line during the time a locomotive is working in the sidings unless it is known that delays to other trains will not take place in consequence.
DERWENTHAUGH AND SWALWELL COLLIERY BRANCH. The staff (with round handle) kept at Derwenthaugh signal box applies to the single line between Derwenthaugh signal box and the connection with the Swalwell Opencast Coal sidings, which is worked in accordance with the Regulations for Working Single Lines of Railway by One Locomotive in Steam. Beyond this point Drivers must be prepared to proceed at Caution and to stop short of any obstruction.

## BLAYDON

DIVERSION OF TRAINS VIA NORWOOD. When, in case of emergency, trains are diverted via Norwood, the following restrictions on coaching stock must be observed:-

Via Norwood. Passenger trains and trains conveying empty coaching stock made up of London Midland (including all former L.M.S. stock working to or from the Scottish Region), Western and/or Southern Region coaching stock, or former L.N.E.R. stock bearing plates lettered "Restriction 2" or "Restriction 3 " must not pass any other train on the opposite line between Blaydon Main and Blaydon signal boxes.

## PELAW TO SOUTH SHIELDS <br> (INCLUDING TYNE DOCK BOTTOM BRANCH)

## JARROW

JARROW EAST END LYGHT RAILWAY AND MERCANTLLE DRY DOCK COMPANY. Instructions for dealing with traffic for the Shell Mex \& B.P. Co. Ltd.:-
(1) Two exchange sidings are situated on the West side of the branch single line at the South side of Jarrow High Street level crossing. Each siding will accommodate 30 tank cars.
(2) The sidings are in the form of loops connected to the running line by points worked by throw-over levers. The points when not in use must be left normal for the running line.
(3) The siding next the branch line is the exchange point for outward installation traffic and the other siding the exchange point for inward installation traffic.
(4) B.R. locomotives must not cross Jarrow High Street level crossing until authorised to do so by a Conductor provided from the Shell Mex \& B.P. Co. Ltd. staff, who will remain with the locomotive until it has returned to the sidings South of the level crossing.
B.R. locomotives must not pass beyond a point 44 feet short of the gantry at which a "Limit of Shunt" board is in position.
B.R. locomotives must not actually enter the oil compounds. Wagons will normally be placed in position or uplifted by the Oil Company's staff by means of the Capstans provided, but in an emergency wagons may be placed between the locomotive and the tank wagons to act as lengtheners to enable a locomotive to attach without passing beyond the gates.

## SOUTH SHIELDS

STATION. Guards to intimate arrival. When High Shields Station signal box is closed. Guards of Down trains arriving in the Up or Down Platform lines must immediately advise the Signalman at South Shields, by telephone, whether their trains are complete with tail lamp attached. Telephones are provided for this purpose at the commencement of each platform.
COMPOSITION OF SPECIAL AND EXCURSION TRAINS. The composition of Special and Excursion trains to and from South Shields must not exceed 10 bogie or 15 six-wheeled vehicles, unless specially arranged with the Divisional Manager.

## TERRYHHLL (TURSDALE) TO PELAW VIA LEAMSIDE (INCLUDING WASHINGTON COLLIERIES BRANCH)

FENCEHOUSES N.C.B. LAMBTON SIDINGS. Clearances between the Weighbridge Road and the adjoining line are limited and a red light has been erected approximately 25 yards from the Weigh Cabin on the Fencehouses Signal Box side.
B.R. engines must not proceed past this point when the red light is illuminated.

## WASHINGTON

WASHINGTON SOUTH SIGNAL BOX. Washington Collieries Branch. An Annett's key, which is attached to the train staff, has been provided to release the one-lever ground frame which controls the South end connection of the Glebe Colliery Weigh Siding with the single line.

The North end connection of the Weigh Siding with the single line is controlled by a two-lever ground frame. The levers are free and are worked by the National Coal Board Fatfield Road Level Crossing Keeper.

The points in the N.C.B. running line at Washington Glebe Colliery to the stockyard are normally padlocked in the rumning position, the key being attached to the "one engine in steam" staff for Washington South-Glebe Colliery Branch.

## INSTRUCTIONS TO TERMINAL STAFF FOR WORIING TRAINS AND LIGHT ENGINES: TYNE FREIGHTLINER TERMINAL

1. The Terminal Regulator when on duty is responsible for train, wagon and locomotive movements within the terminal.
2. Entry to and exit from the terminal is via ground frame points to the Down line on the Leamside line. Release of the ground frame is controlled by the Signalman at Wardley signal box and the points lock both ways. Points inside the Terminal are hand operated.
3. Direct telephone connection is provided between the ground frame and the signal box. Telephone link is available, via the switchboard in the terminal traffic office between all other terminal telephones and one in the signal box; they include one at the north end of the transfer area (compressor house), two along the transfer area itself and one at the southern end (C.M. \& E.E. Workshop).
4. Trains or light engines may run to or from either the transfer area or the separate run round sidings. The run round sidings will be used when necessary for holding trains temporarily before or after movement to or from the transfer area.
5. Trains may arrive or depart via Pelaw or Usworth.

## 6. Train Arrival

### 6.1. Preparation

40 minutes before a train is due to arrive, the Terminal Regulator must consult the District Control on the whereabouts of the train. 20 minutes before arrival time the Terminal Regulator must again telephone the District Control to confirm that the train is approaching. On being told it is, he will inform the crane directors what movements he is arranging for the train, where it should stop and subsequent disposal of the light engine. If the train is to run directly into the transfer area, he must also warn the crane directors to be prepared to stop work there. He must ensure that the selected line is clear of obstructions and must warn any persons in the vicinity of the impending movement. He must then proceed to the ground frame, setting hand points on the way and arriving 10 minutes before arrival time (in time to accept the train without delay).

### 6.2. Arrival via Pelaw-Procedure

From the ground frame, the Terminal Regulator must 'phone the signalman and on being told that the train is approaching he must:-
6.2.1. if the train is to run to the transfer area, separately instruct each of the crane directors to stop work and receive their confirmation. (If the siding next to the roadway is to be occupied by the train, the crane directors must ensure that road vehicles do not obstruct the movement.)

### 6.2.2. operate the ground frame.

The signalman may then allow the train to cross to the down line to enter the terminal. The Terminal Regulator must handsignal the train over the ground frame points and the driver must proceed to where the train is to be stopped by handsignal from the appropriate crane director. After the train has passed the ground frame, the Terminal Regulator must set the ground frame to normal.

### 6.3. Arrival from Usworth-Procedure

From the ground frame, the Terminal Regulator must 'phone the Signalman and on being told that the train is arriving he must:-..
6.3.1. If the train is to run to the transfer area, separately instruct each of the crane directors to stop work and receive their confirmation. (If the siding next to the roadway is to be occupied by the train, the crane directors must ensure that road vehicles do notobstruct the movement.)
6.3.2. sce that the train passes the ground frame points complete with tail lamp and advise the signalman accordingly. Operate the ground frame and depress the "Shunt Back" plunger to start the propelling movement into the terminal.
Note:-A marker board is provided on the Down side north of the terminal to indicate to a driver that having stopped his locomotive there the rear of his train will be clear of the ground frame points. A "shunt back" board is provided near the marker board and when illuminated this will be the signal to the guard that the propelling movement into the terminal may take place. The Terminal Regulator will operate from the ground frame the switch which causes the "shunt back" board to be illuminated; he will depress the switch until he sees that the propelling movement has started, and in any case, for a period of not less than 30 seconds.
6.3.3. after the train has passed the ground frame the Terminal Regulator must set the ground frame to normal.
6.3.4. the driver must stop for instructions in the terminal at the illuminated notice board located at the entrance to the transfer area. The crane director nearest the locomotive must direct the driver where to position his train.

### 6.4. Train Arrival-Applying Handbrakes

The Terminal Regulator must ensure that handbrakes have been applied to the first three wagons and the brakevan before the locomotive leaves the train.

### 6.5. Train Arrival-Resumption of Terminal Work

It is the responsibility of the Terminal Regulator, which he may delegate to the crane director nearest to the locomotive, to see that the locomotive is not uncoupled until sufficient air pressure has been applied to the brake system for satisfactory operation of the container clamps. If the train has arrived in the transfer area, the Terminal Regulator, or crane director acting on his instructions, may authorise the resumption of work when the locomotive has been detached and, if necessary, has run clear of the transfer area and movement is finished.

### 6.6. Disposal of Locomotive

The Terminal Regulator must consult with the signalman for departure of the locomotive. The train crew will be responsible for operation of the ground frame when leaving the Terminal.

## 7. Train Departure

### 7.1. Preparation

7.1.1. As soon as crane working permits after the loading of each wagon is completed, the crane director must check that the clamp warning system is working, clamp the containers and ensure that the blue light on the warning system is out. Failures must be reported immediately to the Terminal Engineer's staff.
7.1.2. 30 minutes before departure time, the Terminal Regulator must ensure that, and prepare a certificate stating that, all containers on the train are secure and the tail lamp is in place (and lit if necessary). He must check the train consist with the containers and inform the Traffic Office of any discrepancies. He must hand to the guard the certificate and the train consist.
7.1.3. Approximately 30 minutes before departure time the Terminal Regulator must ascertain from the Terminal Engineer that a complete brake test has been carried out and proved satisfactory. The Terminal Regulator must then give the Guard an assurance that this brake test has been completed.

### 7.2. Arrival of Locomotive

The signalman must inform the Terminal Regulator by telephone of the approach of the locomotive. The Terminal Regulator must inform the crane directors of the impending movement and, if the locomotive is to go to the transfer area, instruct the crane directors to stop work. The Terminal Regulator must then proceed to the ground frame, setting appropriate hand points on the way, admit the locomotive and instruct the driver. After the locomotive has been attached, the driver and guard must conduct their simple brake test. Work may be resumed in the transfer area after the locomotive has been attached.

### 7.3. Train Departure-Procedure

The Terminal Regulator must warn the crane directors of the impending departure and walk to the ground frame.

### 7.3.1. Via Pelaw

From the ground frame the Terminal Regulator must obtain from the signalman release of the frame and from the crane directors, by telephone, assurance that they have stopped work in the transfer area. The Terminal Regulator must operate the ground frame and advise the guard by telephone to move the train and leave the terminal. When the train has cleared the ground frame points the Terminal Regulator must return the ground frame to normal.

### 7.3.2. Via Usworth

Trains leaving the terminal to proceed via Usworth must propel out and across to the Up line. The whole route for the propelling movement must be set before the train starts. From the ground frame, the Terminal Regulator must instruct the crane directors to stop work and obtain their assurance that this has been done. He must also obtain from the signalman release of the ground frame, which will be given after the signalman has set the route for the train to run over to the Up line. The Terminal Regulator must then operate the ground frame and advise the guard by telephone that the train may move. When the train has cleared the ground frame points, the Terminal Regulator must return the frame to normal.
Note:--the crane directors must assist if required by passing on to the driver the guard's signal to start the train moving.
7.4. Train Departure-Resumption of Terminal Work

Immediately the train has pulled clear of the transfer area the crane directors may restart their cranes, unless otherwise directed by the Terminal Regulator.
7.5. The handpoints setting the route to either the transfer area or the run-round lines should normally be set for the run-round lines.

## 8. Movement between Run-round lines and Transfer Area

8.1. The line between the ground frame and the points mentioned in 7.5 . is long enough for a locomotive and up to five freightliner wagons to move between the run-round lines and the transfer area without going out on to the main line. The Terminal Regulator will be responsible for such movements, taking suitable precautions for safety in the transfer area as set out in 6 and 7 above.
8.2. Before moving more than five wagons from one area to the other, the Terminal Regulator must arrange with the signalman for release of the ground frame points and occupation of the Down Main line. The Terminal Regulator must take precautions for safety in the transfer area, as set out in 6 and 7 above, and must control the movement from the points controlling entry to the run-round sidings or transfer area.

## 9. Arrival of Train when Terminal Regulator not on duty

9.1. Before going off duty, the late shift Terminal Regulator must:-
9.1.1. set handpoints to direct the train into the selected siding and leave a red light to indicate where the locomotive should stop.
9.1.2 inform the maintenance supervisor on duty that he has taken these actions and which siding he has selected for the train.
9.2. The maintenance supervisor on duty must consult the signalman about the train's arrival. When it is approaching the maintenance supervisor must walk over the selected siding and ensure that the light and the handpoints are as the Terminal Regulator left them. The maintenance supervisor must meet the train guard at the ground frame and tel! him that the internal points and the light are in place.
9.3. The train guard must operate the ground frame and admit the train as described in paragraphs 6.3.2. and 6.3.3. The driver must stop with his locomotive at the red light mentioned in paragraph 9.1.
9.4. The maintenance supervisor must ensure that sufficient air pressure has been applied to the brake system for satisfactory operation of the container clamps before the locomotive is detached.
9.5. The guard will be responsible for applying handbrakes before the locomotive is detached.
9.6. The train crew will be responsible for disposal of the locomotive.

## HYLTON FORD WORKS TO HENDON JUNCTION (INCLUDING PALLION TO DEPTFORD)

## HYLTON

FORD WORKS SIDINGS. Before shunting operations are commenced at these sidings, Guards must satisfy themselves that the duplicate safety swing chocks provided on the lines lending to the Ford Paper Works incline are in their proper position and secured.

BETWEEN PALLION AND HENDON SIGNAL BOXES. The Up and Down lines between Pallion and Hendon are worked in accordance with the Regulations for Goods lines, not worked under any Block System, together with the following additional instructions:-

Drivers must have their locomotives and trains under such control between Pallion and Hendon signal boxes as will enable them to stop clear of any obstruction which may be in front.

Guards in charge of Freight trains must advise the Signalman at Pallion on passing, the number of wagons on the train and description of traflic.

Before any locomotive which is engaged in shunting at the Co-operative Depots, Wayman's Depots, or at the New Sidings near Wayman's Depots is allowed to foul either the Up or Down main line, without entering upon the track circuit extending 100 yards in the rear of Hendon Down outer home signal, or the assisting engine off an Up train is crossing to the Down line to return to Hendon the Person in charge at the Bank Top must first telephone the Signalman at Hendon what is about to be done and then act in accordance with paragraph 5 of the Regulations for Goods lines not worked under any Block System.

During shunting operations the Guard or Shunter in charge will be held responsible for properly manipulating the signals protecting the movements which are being made and ensuring the signals are left in the "Of"" position before departure.

## PALLION

DEPTFORD BRANCH-J. A. Jobling \& Co. Led., Glass Works Siding. The siding is situated on the up line between Deptford and Ogden's Lane signal boxes. The points are worked from a ground frame locked by an Annett's key. The key is kept in Pallion Station signal box.

Shunting movements in the sidings are regulated by a 3 -a spect colour light signal giving the following indications:-

| Red $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | Stop |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Yellow | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | Set back |
| Green $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | $\ldots$ | Move forward |

The signal can be worked by cither of two switches located in wooden boxes which are normally kept locked. The Guard is the only person authorised to work the switches.

When it is necessary to shunt the siding, the Guard, before entering the branch, must obtain the Annett's key and the key to the switch boxes from the Signalman at Pallion.

The locomotive must not enter the warehouse and a sufficient number of vehicles must be attached to obviate the necessity for so doing.

Whilst attaching or detaching movements are taking place a portion of the train and/or brake van must be left secured on the Up line to protect the shunting movements.

The Guard will be responsible for switching off the signal, locking the switch box, locking the ground frame, and returning the keys to the Signalman at Pallion when leaving the Branch.

## MON\&WEARMOUTH TO HYLTON COLLIERY MONKWEARMOUTH, SOUTHWICK AND HYLTON COLLIERY BRANCH

BETWEEN MONKWEARMOUTH AND WEARMOUTH COLLIERY. Drivers of trains entering the branch from Monkwearmouth direction must bring their trains to a stand at the board situated at the crossover road about 200 yards on the approach side of Wearmouth Colliery ground frame and await instructions of the Person in charge.
BETWEEN WEARMOUTH COLLIERY AND HYLTON COLLIERY. The line at the left-hand side entering from the Monkwearmouth direction is worked as a single line in both directions between Wearmouth Coiliery and Hylton Colliery, a train staff being provided for this purpose.

The right-hand line entering from the Monkwearmouth direction is worked as a single line in both directions between Wearmouth Colliery and Hylton Colliery, a disc in pouch being used as a train staff. Only N.C.B. locomotives will use this line.

The points at Wearmouth Colliery and Hylton Colliery are normally set from the colliery to the single line used by the N.C.B. locomotives. When British Railways' trains are required to work over the left-hand line entering from the Monkwearmouth end, the Shunter who accompanies the train will be responsible for working the Ground Frame and points for the passage of such trains on the outward and return journeys, and restoring the points and signals to their former positions after the trains have passed clear.

The points at Southwick Goods Yard, Austin and Pickersgills' Siding and Aiton \& Co.'s Siding will be released when necessary for shunting purposes by the Annett's key which is attached to the Train Staff for the Single Line.

Not more than equal to 20 ordinary wagons may be propelled into Austin and Pickersgills' siding at one time, and attention is drawn to the special braking instructions and formula applicable. A hold-up lever is provided at a sand drag approximately 165 yards from the entrance to the siding, and this must be operated by the Shunter accompanying the train.

Although Austin and Pickersgills' two sidings are joined by at crossover at the far end, this connection must not be used by British Railways' locomotives.

## SOUTH DOCK BRANCHES

TRAINS FROM SOUTH DOCK BOTTOM. The Guard or Shunter in charge of a train from South Dock Bottom which requires a clear run across Hendon Junction must advise the Signalman at Hendon accordingly on the telephone provided near Hendon Up Banner signal, and must not signal the Driver to start until the banner signal has been pulled off.
HENDON SIGNAL BOX. The signals at Hendon must not be lowered for trains requiring to proceed on to Nos. 1 and 2 Belt Conveyor lines, nor the lines leading to Nos. 6, 7 and 8 Jetties, until intimation is received from the Shunter or Guard that the route has been set up. The Shunter or Guard must make arrangements with a Bankrider for the reception of the train before giving such intimation to the Signalman.

When the fixed signals are lowered, the Driver may proceed without waiting for a hand signal from the Shunter or Guard.
LONDONDERRY SIGNAL BOX. When propelling loads on to Nos. 21,22 and 23 Jetties, Drivers must keep a sharp look-out for, and be prepared to act immediately upon, hand signals given by Shunters or Guards.

Exemption from the strict application of Rule 108 is given at Londonderry to the extent that, after a load has been prepared ready to be propelled on to the jetties, the Shunter must proceed towards the jetties in order to take up a position from which he can signal the Driver after coming on to the jetty lines, but before leaving the locomotive he must instruct the Driver to follow him after an interval of three or four minutes, and after the fixed signals from Londonderry signal box have been lowered.

## WEST HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY (INCLUDING SHOTTON AND THORNLEY COLLIERY BRANCHES) WEST HARTLEPOOL

CEMETERY NORTH TO HARTLEPOOL. Trap points, protected by a signal are situated in the line to Hartlepool at $0 \mathrm{~m} . \mathrm{p}$. and worked from a two lever ground frame. The Guard or Shunter (Fireman in the case of a light engine) of a train proceeding towards the Hartlepool direction must work the Ground frame in accordance with the instructions exhibited thereat.
THORNLEY COLLIERY SIDINGS. When propelling brake tenders into Thornley Colliery Sidings, the tender must be placed on to the loaded traffic in the outgoing Sidings before disposal of the empty wagons.

## SOUTH HETTON COLLIERY TO RYHOPE GRANGE (INCLUDING SILKSWORTH COLLIERY BRANCH) <br> SOUTH HETTON

HAWTHORN COMBINED MINE AND COKE PLANT. Movements over the Single line from South Hetton Box are controlled by two aspect colour light signals operated from the N.C.B. Ground Frame at the North Entrance to the N.C.B. Exchange Sidings. Telephone communication is provided between South Helton box and the N.C.B. premises by which means movements over the Single line are regulated.

In the event of the telephone failing, Guards of trains arriving at South Hetton Box and requiring to enter the N.C.B. Sidings will be instructed by the Signalman to proceed to the N.C.B. Traffic Manager's Office to obtain the necessary permission.

## SOUTH HETTON COLLIERY BRANCH-PESSPOOL LANE LEVEL CROSSING

(1) Pesspool Lane Level Crossing is an "open" crossing without gates or barriers and is situated between Wellfield signalbox and South Hetton Colliery, no attendance being given.
(2) Road traffic is controlled by twin red flashing road lights positioned on each side of the railway. The aspects of these road lights are actuated by track circuits which are situated on each approach side of the level crossing.
(3) The following indications are given by the rail signals immediately protecting the level crossing. White Steady Light-Proceed-Road Signals alight and flashing.
White Flashing Light Stop - Road Signals failed
No Light -Stop -Failure of apparatus
Red Light -Stop -Road Signals clear.
(4) Should a white flashing light or no light be displayed at the signal protecting the crossing, drivers must bring their trains to a stand short of the level crossing and must not proceed over the crossing until satisfied that the crossing is clear. When the driver considers it safe to continue over the crossing he must proceed cautiously sounding the locomotive whistle/horn.
(5) Should a train be detained at the signal protecting the crossing by a red aspect the driver may proceed in accordance with paragraph 4 after a period of three minutes has elapsed.
(6) N.C.B. staff must be advised from the first available telephone of any failures.

## RYHOPE

SILKSWORTH COLLIERY BRANCH. Ryhope Colliery sidings. On arrival at Silksworth Colliery signal box of a train for Ryhope Colliery, the Driver must sound the locomotive whistle to indicate to the N.C.B. staff that the train requires to enter the sidings.

In no circumstances must a locomotive or train pass the the signal worked by the N.C.B. staff until the signal has been lowered, except that should the signal have failed, Trainmen must act upon the hand signals given by the N.C.B.'s Person in charge of the level crossing.

On leaving the colliery sidings, the Driver must bring the locomotive to a stand clear of the level crossing and must not proceed until he has received a hand signal from the N.C.B.'s Person in charge of the level crossing and the signal worked from Silksworth Colliery signal box has been lowered.

## FERRYHILL No. 1 TO KELLOE BANK FOOT <br> (ALSO THRISLINGTON COLLIERY BRANCH) <br> COXHOE BRIDGE

RAISBY HILL LOW QUARRY SIDINGS. During darkness, fog or falling snow, before a movement is made into Raisby Hill Low Quarry sidings the Guard must precede the locomotive to ensure that the line is clear.

## FERRYHILL

THRISLINGTON COLLIERY BRANCH. The branch between Ferryhill No. 1 and Thrislington Colliery may be utilised for storage purposes provided:-

The branch is not required for ordinary traffic purposes.
The Train Staff for the branch is in the possession of the Signalman at Ferryhill No. 1.
The provisions of Rule 114 are carried out except that it will not be necessary to provide a red light at the Thrislington end of the vehicles.

A lever collar is placed on the lever of the points leading on to the single line whilst the line is occupied.
The connections to Thrislington Colliery Sidings and Steetley Dolomite Sidings are controlled by one lever ground frame is released by key attached to the Train Staff for the Single Line.

## BISHOP AUCKLAND EAST TO DURHAM (RELLY MILL) BISHOP AUCKLAND

BISHOP AUCKLAND STATION. Coaching stock in No. 3 Platform line. A marker board is fixed to the first roof pillar in rear of the up home signal at East signal box, indicating that coaching stock vehicles must not stand beyond this board, that is, towards East signal box. Drivers must bring their trains to a stand with the vehicles within this board. Shunters and others concerned must not leave such vehicles standing East of this board.

## BETWEEN BISHOP AUCKLAND NORTH AND HUNWICK SIGNAL BOXES

## Working of Newton Cap Ground Frame

The ground frame which operates the points at Newton Cap on the Down line between Bishop Auckland North and Hunwick signal boxes is released by Annett's Key which is kept by the Yard Foreman at Bishop Auckland. When a freight traiin requires to work at the sidings the guard must obtain the Key from the Yard Foreman, and, on arrival at Hunwick, must give the Signalman an assurance that all is in order at the ground frame and that the key has been brought through. The Key must be returned to the Yard Foreman at Bishop Auckland by the first stopping freight train or by light engine.

## WEAR VALLEY TO WESTGATE-IN-WEARDALE

## STANHOPE

STATION SIGNAL BOX. The line between Stanhope signal box and the West end of the station is double. When two trains cross at Stanhope the Fireman of each train may convey the Token from his own train to and from the signal box as may be necessary, but under no circumstances must either Fireman convey a Token which is not applicable to the train he is working. Before the Fireman of an up train proceeds to the signal box with the Token he must have an assurance from the Guard that the whole of the train has arrived at the platform complete. For this purpose the men must walk towards each other.

## DARLINGTON (PARKGATE) TO WEAR VALLEY (INCLUDING NORTH ROAD LOCO. WORKS LINE, SHILDON WORKS BRANCH, SHILDON (SHILDON NORTH JUNCTION) TO RANDOLPH COLLIERY AND BISHOP AUCKLAND WEST TO NORTH <br> DARLINGTON

BETWEEN PARKGATE AND ALBERT HILL SIGNAL BOXES. Down Goods Line. Before a train or locomotive is allowed to leave Haughton Bridge Down Yard line to proceed to Albert Hill signal box or beyond, via the down goods line, the Parkgate Signalman's permission must be obtained by the yard staff. In the absence of the yard staff, the Guard of the train, or Fireman in the case of a locomotive running light, must obtain this permission.
SINGLE GOODS LINE BETWEEN HOPETOWN AND CHARITY SIGNAL BOXES. The Permissive Block Regulations are in operation together with the following additional instructions:The line may be used in both directions.
Only when the trains are proceeding in the same direction may more than one train be in the section at one and the same time.
SINGLE GOODS LINE BETWEEN CHARITY AND RISE CARR SIGNAL BOXES. The Permissive Block Regulations are in operation together with the following additional instructions:-

The line may be used in both directions.
Only when the trains are proceeding in the same direction may more than one train be in the section at one and the same time.

## SHILDON

NORTH-BOUND TRAINS FROM UP YARD. North-bound trains must be drawn from Shildon up yard to Simpasture signal box on the siding, at which point the locomotive must run round, afterwards propelling the train on to the up main line in order to clear the main to main crossover.

Before the propelling movement is commenced, the van brake must be applied and one double wagon brake in every twelve must be pinned down. The wagon brakes pinned down must, in all cases, be next to the van.
SHILDON TUNNEL. The signals for the single line through the tunnel are electrically controlled to prevent opposing movements and to prevent more than one train being on the line between two stop signals, applicable to the same direction of travel, at the same time.

The single line is worked on the Electric Token Block system (subject to the modifications herein) so far as this is applicable except that the line is controlled entirely by Shildon signal box and no token is provided.

Wrong line order forms will not be used.

## Section Obstructed

If a train becomes disabled necessitating a second train entering the single line to render assistance the Guard must arrange for the Fireman to proceed in the direction of the nearest telephone giving communication with Shildon signal box. The Guard must proceed in the opposite direction. Both men must exhibit a hand danger signal to stop any approaching train and place three detonators, 10 yards apart, not less than 300 yards from the disabled train, or at the entrance to the tunnel, whichever is the greater, and also on the line leading to the Randolph Colliery Branch if within that distance. The Guard must remain at that point protecting the train as laid down in the final paragraph of this instruction.

The Fireman must then proceed to the nearest telephone, inform the Shildon Signalman of the circumstances and request him to arrange for an assisting engine to be provided.

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

The assisting engine may be allowed to enter the single line from either end provided the Fireman has assured the Signalman that the disabled train has been protected in both directions in accordance with the first paragraph of this instruction.

The Fireman, when he has been informed by the Signalman from which direction assistance will be provided, must return to the point at which he placed the detonators.

The Driver of the assisting engine must be specially advised by the Signalman at Shildon signal box at which point the man protecting the disabled train is positioned from that train.

The man affording protection in the direction from which assistance is given must conduct the assisting engine to the disabled train. Protection in the opposite direction must be continued until arrangements are completed for the disabled train to be cleared from the single line.

## Failure of Track Circuits and Signals

In the event of a failure of a track circuit or signal applicable to the single line, traffic must be worked by Pilotman in accordance with Electric Token Regulation 25 so far as this Regulation can be applied.

## Train or Portion of a Train Left on Single Line

When protecting the train in rear it will not be necessary for the Guard to lay down detonators in accordance with Rule 179 but he must place three detonators on the line, ten yards apart, not less than 300 yards in rear of the train or the entrance to the tunnel, whichever is the greater and remain at that point exhibiting a hand danger signal until he is recalled to the train.

## Maintenance of Tunnel

For the purpose of inspecting the Single line through Shildon tunnel week day track inspections will be carried out each Monday, Wednesday and Friday from 0730 to 0900 without the Engineering Department taking possession of the single line through the tunnel. During the period of these inspections Down traffic will not be interrupted but in the case of Up traffic, Classes " 1 ", " 2 ", " 0 " and diesel hauled freight trains only will be allowed to pass with the object of limiting the volume of smoke present in the tunnel during the period 0730 to 0900 . The Engineer's representative, must report to the Signalman at Shildon before entering the tunnel and sign the train register at that point. When clear of the tunnel he should report to the Signalman at Shildon signal box by means of the telephone at signal No. 46.

A record must be made in the Train Register of the time when information is received that the Engineer's representative is clear of the Tunnel.

## BISHOP AUCKLAND

EAST SIGNAL BOX-Rule $\mathbf{4 4 B}(b)$. The Down Main to No. 1 Platform line subsidiary signal may be taken off before a train is brought to a stand at it. In such circumstances a Driver must draw forward cautiously as laid down in Rule 44B(a).

Propelling Movements. A propelling movement from Bishop Auckland West to North must not be made until the Signalman at Bishop Auckland West has been advised that a propelling movement is intended.

## ETHERLEY

Propelling Movements. A propelling movement must not be made from Etherley to Wear Valley Junction on the Down Main until the Signalman at Etherley box has been advised that a propelling movement is intended.

## SHILDON (SHILDON NORTH JUNCTION) AND RANDOLPH COLLIERY

The single line between Shildon North Junction and Randloph Colliery is worked under Regulations for Working Single Lines by "One Engine in Steam" so far as this is applicable but no train staff is provided: Signals controlling movements to and from the single line are electrically controlled to prevent more than one train or engine being on the single line at the same time.

## Disabled Train

Should a failure occur on the branch, the Fireman must place three detonators on the line 10 yards apart, not less than 100 yards from the train on the Shildon North Junction side, or at No. 55 signal, if within that distance, and advise the Signalman at Shildon of the circumstances from the nearest signal post telephone.

The Fireman must conduct the assisting train to the disabled train.

## Failure of Signalling Equipment

In the event of a failure of the signalling equipment a competent man will be appointed at the connections at Shildon North Junction to control movements to and from the branch.

## COWTON (ERYHOLME) TO RICHMOND

## CATTERICK BRIDGE STATION TO RICHMOND STATION WORKING OF TRAINS FROM RICHMOND

Before a train is allowed to depart from Richmond Station the Guard must receive an assurance from the Signalman at Catterick Bridge box that the gates at Broken Brae and Parkgate Lane level crossings have been placed and secured across the roadway.

Should the telephone fail the Guard must inform the Driver accordingly and instruct the Driver to approach each level crossing cautiously, sound the horn, and be prepared to stop at the level crossing concerned if the gates are not closed to road traffic.

## CATTERICK CAMP RAILWAY CATTERICK BRIDGE

CATTERICK CAMP RAILWAY. British Railways work the Catterick Camp Railway on behalf of the War Department.

The Regulations for Train Signalling on Single Lines of Railway by the Absolute Block System with Train Staff are in operation on the single line between Catterick Bridge and Catterick CampJunction signal boxes.

During the period when Passenger trains are not running between Catterick Bridge station and the Camp, the whole of the lines between the Yard Ground Frame and the Camp Junction signal box must be regarded as shunting area.

The Camp Junction ground frame will control shunting operations from the single line into the War Department Yard and is released by an Annett's Key attached to the train staff.

When during this period it is necessary for shunting operations to be performed, the Shunter or Person in charge must obtain the train staff from the Signalman and will be held responsible for the custody of and the return of the train staff to the Signalman when shunting operations are completed.

After the train staff has been obtained in accordance with this authority one or more locomotives may be permitted to enter the Goods Yard for shunting purposes with the permission of and under the control of the Shunter or Person in charge.

The Regulations for Train Signalling on Single Lines of Railway by the Electric Token Block System apply between Catterick Camp Junction and Catterick Camp Central signal boxes.

Men are provided at the undermentioned level crossings to protect road traffic during the time trains are running over the Camp Railway:-

| Level Crossing |  |  |  |  | Passenger trains |  | Freight trains |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Camp Station (C | ssin | o S |  |  | Foreman | .. | Foreman |
| Cinema | ... | ... | ... | ... | Military personnel |  | Military personnel |
| Colburn | $\ldots$ | $\ldots$ | $\ldots$ |  | Military personnel |  | See note |
| Walkerville | $\ldots$ |  |  | $\ldots$ | Military personnel |  |  |
| Farmers Arms |  | $\ldots$ |  | $\ldots$ | Military personnel Porter Signalman |  | See note below. |
| Brompton Lane | .. |  |  |  |  |  |  |

The men stationed at the level crossings must prominently exhibit a red hand signal against road traffic when a train is approaching.

There are other less important level crossings where men are not provided.
Drivers must approach all level crossings cautiously and sound locomotive whistles.

Guards must be careful to see that whenever the locomotive is detached from the train the van brake is put hard on and a sufficient number of brakes pinned down to hold the train, the line being on heavy gradients.

Trains travelling from the direction of the Camp to Catterick Bridge station must not exceed 30 wagons and must have brakes pinned down in the proportion of 1 in 3 . Loaded wagons must be next the locomotive and the brakes pinned down at the front part of the train.

In the event of a train consisting only of empty wagons, three brakes should be pinned down next the locomotive.

The load of a Class J. 25 locomotive from Catterick Bridge station to the Camp is 200 tons, and from the Camp to Catterick bridge 270 tons.

A 20 -ton brake van must be used.
Traffic may be attached and detached at the following places only:-
Walkerville Siding. Camp Station.
Colburn Siding. Power House Siding, including the Ordnance Stores.
The points giving access to Walkerville and Colburn sidings are locked by the token for the section-
Walkerville Siding must only be worked by trains proceeding towards the Camp station. Owing to the severe gradient traffic for this siding must be marshalled as near the Guard's van as practicable, and before detaching any vehicle the Guard must apply the van brake and also pin down sufficient wagon brakes to prevent any movement of the rear portion.

The line between the Catterick Camp Central signal box and the Power House Siding is treated as shunting area.

Trains working between the Camp station and the Power House Siding must have a van in the rear in each direction, except that trains consisting of not more than 7 empty "Warflats" or 12 empty "Lowfits," or the equivalent thereof, may run without a van in the rear, provided the automatic brake is in operation on all the vehicles. The Guard or Foreman must ride on the last vehicle.

The Foreman must accompany each Freight train which requires to pass over the level crossings between the Camp station and the Power House Siding, in order to protect them. The locomotive must be stopped on approaching each level crossing to enable this to be done.

Colburn Level Crossing. Freight trains proceeding towards Catterick Bridge must be brought to a stand immediately before passing over this crossing.

Farmers' Arms Level Crossing. During the time Passenger trains are running the normal position: of the gates will be across the railway and they must remain in this position until required to be altered for the passage of trains.

During the time Freight trains only are running the level crossing gates will stand normally across the railway and must remain padlocked in this position until required to be altered for rail traffic.

Freight trains proceeding towards the Camp must come to a stand at Catterick Camp Junction signal box in order to pick up the Porter-Signalman who will ride in the van. The Guard must satisfy himself that the Driver is aware that the train is required to stop short of the level crossing, and when: it has stopped, the Fireman must unlock the gates, secure them across the roadway and re-join the train, which must then proceed on its journey. When the train is clear of the gates, the Porter-Signalman must close them across the railway and padlock them in this position, afterwards returning to the Junrtion signal box.

On the return journey from the Camp the gates must be opened by the Fireman. The Guard must satisfy himself that the Driver is aware that the train is required to stop short of the level crossing for this purpose. When the train has been stopped the Fireman must unlock the gates, secure them across the roadway, and the Driver must then draw the train over the level crossing clear of the gates. After this has been done the Guard must close the gates across the railway and padlock them in this position, afterwards rejoining the train.

## NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE) LEYBURN STATION

The section between Leyburn and Wensley is worked in accordance with the Regulations for Train Signalling on Single Lines of Railway by the Electric Token Block System.

An Auxiliary Key Token instrument is installed at Leyburn Down Starting signal to enable Drivers to obtain a token for the section.

When it is necessary for a Driver to receive a token from the Auxiliary instrument the Signalman must, after obtaining permission from the Signalman at Wensley in the usual way, withdraw the special key from the instrument in the signal box, place it in the slot at the side of the token instrument, give it one half turn to the right, and press the plunger which will cause the indicator on the Auxiliary instrument at the signal to show FREE.

When a train is about to depart the Driver must, if not in possession of a token, proceed to the Auxiliary Token instrument referred to, and unless the indicator on the instrument shows FREE he must communicate with the Signalman by means of the telephone. When the indicator on the instrument shows FREE a token must be extracted from the instrument in accordance with the instructions shown on the brass plate fixed on the instrument.

After the token has been obtained from the instrument the Driver must advise the Signalman accordingly on the telephone and place the token in the usual leather pouch and the Signalman must pass the special key by way of the slot into the token instrument. Tokens cannot be replaced in the Auxiliary instrument. Should it be necessary to cancel a token which has been withdrawn from the Auxiliary instrument, this should be done by returning the token to the Signalman at Leyburn.

## WORKING OF WENSLEY QUARRY

When empty wagons are being placed in the South Durham Steel and Iron Co. Ltd.'s siding the train must be divided on the main line and the wagons placed in the appropriate sidings in accordance with the accommodation available.

## WENSLEY TO REDMIRE

The line between Wensley and Redmire is worked in accordance with the "One Engine in Steam" regulations. The Ground Frame at Redmire is released by an Annett's key which is fitted in the train staff provided.

The staff is kept at Wensley Station Signal Box when not in use.

## WORKING OF REDMIRE QUARRY

Post Office telephones have been provided at Redmire Ground Frame and Wensley Station Office. The telephone at Redmire is located in a box on a concrete post, near the Ground Frame. The box is fitted with a lock which can be operated with a small key which is attached to the Annett's key. The number of the telephone is Leyburn 3351.

The number of the telephone at Wensley Station is Leyburn 3339.
Before a loaded train leaves Redmire the guard must telephone the signalman at Wensley and obtain an assurance that the gates there are closed to road traffic and will be kept in that position until the train has cleared the crossing.

The box, in which the telephone at Redmire is located, must be locked after being used. Should a guard be unable to lock the box he must immediately advise the Station Master, Leyburn.

## FERRYHILL No. 3 TO NORTON-ON-TEES SOUTH (INCLUDING NORTON-ON-TEES WEST TO EAST) FERRYHILL

MAINSFORTH COLLIERY N.C.B. SIDINGS. The entrance to Mainsforth Colliery sidings is controlled by Mainsforth signal box and the Signalman there must not allow trains to proceed on to the Colliery single line until he has obtained the permission of the Colliery staff.

The line leading to the Empty sidings is crossed by the Colliery Tip line. Movements of trains or locomotives at this crossing are controlled by four two-aspect colour light signals which are operated by the N.C.B. staff. These colour light signals must not be operated by British Railways' staff. The normal aspects exhibited by these signals will be "Red" to and from the Empty sidings, and "Green" to and from the Colliery Tip line.

A telephone for the use of trainmen and N.C.B. staff, fixed on a post at the hand points giving access to the Colliery Loaded sidings, provides communication with Mainsforth signal box.

Working of Colliery Empty sidings. A train for the Colliery Empty sidings must not be allowed to leave Mainsforth signal box until the appropriate colour light signal has been placed to the Clear position for the passage of the British Railways' train by the member of the N.C.B. staff who will then telephone the Signalman at Mainsforth signal box that the train may enter the sidings.

The member of the N.C.B. staff will remain at the telephone until the train has returned from the Empty sidings. Locomotivemen must be prepared to obey the indication shown by the colour light signal protecting the crossing.

Working of Colliery Loaded sidings. Trains are allowed into the Colliery Loaded sidings by the Mainsforth Signalman on the authority of the Colliery Weigh Cabin staff.

Should there already be one or more trains in the Loaded sidings when a further train is required to enter and N.C.B. staff are not in attendance at the telephone, the Signalman must instruct the Guard to proceed into the sidings on foot and instruct any other trainmen not to move on to the single line until the further train is inside clear. After the Guard has done so, he must telephone the Signalman accordingly, and providing permission has been obtained from the Colliery Weigh Cabin staff, such further train may be allowed to enter the sidings.

Trainmen in the Colliery sidings must confer with one another as to what movements they intend to make and telephone to the Signalman when a train is ready to leave the sidings.

One shunting signal and two departure signals are provided on the single line. Trains ready to leave the Colliery for the main line must not do so until both the departure signals are in the Clear position, nor must the line leading to the Empty sidings be fouled by such trains having difficulty in starting and requiring to set back.

## WEST HARTLEPOOL GOODS AND DOCK LINES <br> WEST HARTLEPOOL

UP WEIGH LINE FROM CHURCH STREET TO NEWBURN. Wrong direction working is authorised from the Weighbridge to Church Street Weigh Independent No. 11 signal.

During daylight and in clear weather only loads not exceeding 20 wagons with or without brake van, after being weighed, may be propelled over this portion of line.

Trains composed of more than 20 wagons requiring to travel from the Weighbridge to No. 11 signal at Church Street must be hauled.

The Guard or Shunter must obtain the permission of the Signalman at Church Street by telephone before authorising the Driver to commence the wrong direction movement from the Weighbridge towards No. 11 signal irrespective of whether the movement is to be propelled or hauled.

MIDDLETON SIDINGS. Before a movement is made to or from the Sheer Legs Sidings the person in charge of the train, or the driver in the case of a light engine, must inform the Signalman at Central Marine box, by telephone, and must advise the Signalman when the movement is completed.
BETWEEN HARTLEPOOL STATION AND CENTRAL MARINE SIGNAL BOXES. The lines between Central Marine Signal Box and the two Stop Boards at the Hartlepool end of the Branch is Shunting area.

## BILLINGHAM-ON-TEES TO PORT CLARENCE (INCLUDING BILLINGHAM BECK BRANCH AND HAVERTON HILL LOOP) PORT CLARENCE AND BELL'S BANK FOOT

Drivers working between Port Clarence and Bell's Bank Foot must understand they are working in shunting area and must be prepared to stop short of any obstruction.

Stop boards, suitably lettered, are erected adjacent to the various lines, and Drivers must not pass these boards until instructed to do so by the Person in charge at Bell's Bank Foot.

## PORT CLARENCE; PHILLIPS IMPERIAL PETROLEUM LTD. SIDINGS

The following instructions must be complied with when working to and from this installation:-

1. No movement to be made towards the Inwards Siding until instructions to do so are received from the Yard Foreman at Port Clarence.
2. Guards must use "electric" hand lamps.
3. Matches, Lighters, cigarettes and similar items must be deposited in the receptacle provided at the Gates.
4. B.R. Engines and/or Brake Vans must not pass the Notice Board giving access to the sidings.
5. After attaching load, trains must depart on the departure line but must not pass the Notice Board located on this line reading "STOP AND OBTAIN PERMISSION TO PASS" until instructed by the Yard Foreman at Port Clarence.

## I.C.I. BILLINGHAM WORKS

The Guard, Shunter or person in charge of movements with B.R. engines in the East Grid and South Grid Sidings of the I.C.I. Billingham Works, must, when placing wagons into any sidings, pin down the hand brakes on at least six wagons at the Haverton Hill South Signal Box end of the siding or if there are less than six wagons, the brakes must be applied on all wagons.

Before authorising the Driver to proceed with wagons out of any siding in the East or South Grid of the I.C.I. Billingham Works towards Haverton Hill South Signal Box the Guard, Shunter or person in charge, must pin down the hand brakes on at least the first six wagons, or every wagon if there are less than six, left in any siding from which wagons are removed.

## EAST GRID; I.C.I. LTD

A notice board as under is affixed at 50 yards on the approach side of the level crossing across the Belasis Lane end of the East Grid Sidings:-

> NOTICE TO B.R. DRIVERS STOP
> DO NOT PROCEED UNTIL
> THE LEVEL CROSSING AHEAD IS PROTECTED AND YOU ARE INSTRUCTED BY THE B.R. FOREMAN TO SO PROCEED

Drivers must not foul the crossing until it has been protected under the special instructions issued to the B.R. Foreman and I.C.I. Controller, and the B.R. Foreman authorises the Driver to proceed, either drawing or propelling the load.

## BILLINGHAM-ON-TEES BECK BRANCH

## BETWEEN STOCKTON (NORTH SHORE) AND HAVERTON HILL SOUTH SIGNAL BOXES.

The single line between Stockton (North Shore) and Haverton Hill South is worked in accordance with the Regulations for Train Signalling on Single Lines of Railway by the Electric Token Block System with the following modifications:-

During clear weather. Two trains travelling in the same direction are allowed in the section at one time under the following conditions:-

Down trains. As soon as a down train has arrived at Haverton Hill South Down Home signal the token must be handed to the Signalman, and if a following train is required to enter the section before the first train has passed out of the section the Signalman at North Shore will stop the second train or locomotive and warn the Driver in accordance with the method of cautioning adopted in the Permissive Block Regulations.

## INSTRUCTIONS TO TERMINAL STAFF FOR WORKING TRAINS AND LIGHT ENGINES; STOCKTON-ON-TEES FREIGHTLINER TERMINAL

1. The Terminal Regulator is responsible for train, wagon and locomotive movements within the terminal.
2. Entry to and exit from the terminal is via a ground frame released by key token. Points inside the Terminal are hand operated.
3. Direct telephone connection is provided between the ground frame and both North Shore and Haverton Hill South signal boxes. Telephone link is available via the switchboard for all other terminal telephones (including one at the ground frame) and one in North Shore signal box; there are four telephones along the transfer area.

## 4. Train Arrival

### 4.1. Preparation

40 minutes before a train is due to arrive, the Terminal Regulator must consult the District Control on the whereabouts of the train. 20 minutes before arrival time the Terminal Regulator must again telephone the District Control to confirm that the train is approaching. On being told it is, he must inform the crane directors what movement he is arranging for the train, where it should stop and subsequent disposal of the locomotive. He must also warn the crane directors to be prepared to stop work in the transfer area. He must ensure that the selected lines are clear of obstructions and warn any persons in the vicinity of the impending movements. He must then proceed to the ground frame, setting handpoints on the way and arriving in time to accept the train without delay.

### 4.2. Arrival via North Shore-Procedure

From the ground frame, the Terminal Regulator must telephone the Signalman and on being told that the train is approaching he must :-
4.2.1. separately instruct each of the crane directors to stop work and receive their confirmation. (If the siding next to the roadway is to be occupied by the train, the crane directors must ensure that road vehicles do not obstruct the movement).
4.2.2 obtain the token from the driver, operate the ground frame and handsignal the train over the ground frame points.
4.2.3. the driver must proceed to where the train is to be stopped by handsignal from the appropriate crane director. After the train has passed the ground frame, the Terminal Regulator must set the ground frame to normal. He must return the token to the driver unless arrangements have been made with the Signalman to pass another train over the single line-in which case the token must be placed in the Intermediate Token Instrument in accordance with existing instructions.

### 4.3. Arrival via Haverton Hill South-Procedure

From the ground frame, the Terminal Regulator must telephone the Signalman and on being told that the train is approaching he must:-
4.3.1. separately instruct each of the crane directors to stop work and receive their confirmation. (If the siding next to the roadway is to be occupied by the train, the crane directors must ensure that road vehicles do not obstruct the movement).
4.3.2. obtain the token from the driver and after the train has passed the ground frame complete with tail lamp, operate the ground frame and handsignal the guard that the propelling of the train into the terminal may commence. The Terminal Regulator must remain at the ground frame until the train is over the ground frame points, then set the points to normal. He must return the token to the driver unless arrangements have been made with the Signalman to pass another train over the single line, in which case the token must be placed in the Intermediate Token Instrument in accordance with existing instructions.
4.3.3. the driver must stop in the terminal at a handsignal from the crane director nearest the locomotive.

### 4.4. Train Arrival-Applying Handbrakes

The Terminal Regulator must ensure that handbrakes have been applied to the first three wagons and the brakevan before the locomotive leaves the train.

### 4.5. Train Arrival-Resumption of Terminal Work

It is the responsibility of the Terminal Regulator, which he may delegate to the crane director nearest to the locomotive, to see that the locomotive is not uncoupled until sufficient air pressure has been applied to the brake system for satisfactory operation of the container clamps. When the locomotive has been detached and, if necessary, has run clear of the transfer area, the Terminal Regulator, or crane director acting under his instructions, may authorise the resumption of work there after he has assured himself that movement is finished.
4.6. Disposal of Locomotive

The Terminal Regulator must inform the appropriate Signalman of departure of the locomotive. The crew will be responsible for operation of the ground frame when leaving the Terminal.

## 5. Train Departure

5.1. Preparation
5.1.1. as soon as crane working permits after the loading of each wagon is completed, the crane directors must check that the clamp warning system is working, clamp the containers and ensure that the blue light on the warning system is out. Failures must be reported immediately to the Terminal Engineer's staff.
5.1.2. 30 minutes before departure time, the Terminal Regulator must ensure that, and prepare a certificate stating that, all containers on the train are secure and the tail lamp is in place (and lit if necessary), He must check the train consist with the containers and inform the Traffic Office of any discrepancies. He must hand to the guard the certificate and the train consist.
5.1.3. Approximately 30 minutes before departure time the Terminal Regulator must ascertain from the Terminal Engineer that a complete brake test has been carried out and proved satisfactory. The Terminal Regulator must then give the Guard an assurance that this brake test has been completed.
5.2. Arrival of Locomotive

The driver must inform the Terminal Regulator by telephone at the ground frame of his arrival with the locomotive. The Terminal Regulator must inform the crane directors of the impending movement with the locomotive and instruct them to stop work in the transfer area. He must then proceed to the ground frame, setting appropriate hand points on the way, admit the locomotive and instruct the driver. After the locomotive has been attached, the driver and guard must conduct their simple brake test. Work in the transfer area may be resumed after the locomotive has been attached.
5.3. Train Departure-Procedure
5.3.1. The Terminal Regulator must warn the crane directors of the impending departure, obtain the token from the driver or the Intermediate Token Instrument in accordance with existing instructions and proceed to the ground frame. From the ground frame, the Terminal Regulator must instruct the crane directors to stop work in the transfer area and receive their assurance that this has been done. The Terminal Regulator must operate the ground frame and signal the guard to move the train. When the train has cleared the ground frame points the Terminal Regulator must return the ground frame to normal and hand the token to the driver.
5.3.2. trains proceeding via North Shore must leave the terminal head on; those proceeding via Haverton Hill South must propel out of the terminal.
5.3.3. the crane directors must assist by passing on to the driver the guard's signal to start the train.

### 5.4. Train Departure-Resumption of Terminal Work

Immediately the train has pulled clear of the transfer area the crane directors may restart their cranes, unless otherwise directed by the Terminal Regulator.

## THORNABY (BOWESFIELD) TO WELLFIELD (GOODS LINES)

## REDMARSHALL SOUTH AND WELLFIELD

Drivers of trains admitted to an occupied section at Redmarshall South or North when proceeding towards Wellfield must understand that at any time the section may extend to Wellfield and be prepared to stop short of any obstruction between these two points.

Drivers of trains admitted to an occupied section at Wellfield or Wingate South when proceeding towards Redmarshall must understand that at any time the section may extend to Redmarshall South and be prepared to stop short of any obstruction between these two points.

## WELLFIELD

WORKING OF TRAINS UP AND DOWN BRANCH LINES BETWEEN WELLFIELD AND
WINGATE/TRIMDON. The points to and from the former Up and Down Branch Lines at Wellfield have been disconnected from the signal box and are clipped and padlocked for through running on the Up and Down Main lines. When it is necessary for a train to lift traffic from the branch the movements through the points and on the branch will be specially supervised. Trains to the branch must use the former Up Branch line and those from the Branch must use the former Down Branch line. Only one train must be allowed on the branch at any one time and a propelling movement must not be made on the Down Branch Line from Wingate to Wellfield.

## DARLINGTON SOUTH TO SALTBURN (INCLUDING GENEVA LOOP, FIGHTING COCKS BRANCH, HARTBURN CURVE AND TEES THORNABY EAST JUNCTION TO GUISBOROUGH JUNCTION (GOODS LINES), ETC.

## DARLINGTON

BETWEEN GENEVA SIGNAL BOX AND CROFT GROUND FRAME. The section between Geneva signal box and Croft ground frame is shunting area, but when necessary No. 2 line may be used as a through line in both directions for locomotives or trains requiring to travel between the two points, in which case the working must be in accordance with the following instructions:-

All Drivers working between Geneva signal box and Croft ground frame must understand that they are working in a shunting area and must be prepared to stop short of any obstruction.
Passenger trains must not run on the line except in case of accident or other emergency and then only after arrangements have been made for the working by the Station Master or other responsible person. In this event the working will be in charge of a Pilotman, who must accompany each train or locomotive passing on to or over the line. The Pilotman will supervise the arrangements generally and will also be responsible for seeing that all points which become facing are secured by clip or scotch for the passage of Passenger trains. No locomotive must foul the line without the Pilotman being present and authorising the movement. In case a locomotive is in any of the sidings when a Passenger train is required to pass over the line, the Pilotman must obtain a definite assurance from the Driver of such locomotive that he will stand clear until the Passenger train has passed and until he has received authority from the Pilotman to move.

During fog or falling snow the District Engineer will provide a man to assist the Signalman at Geneva in connection with Storeyard shunting movements.

## FIGHTING COCKS BRANCH

A "STOP TELEPHONE" board is provided at the junction of the single line and the exit from the Rail Welding Depot at the Oak Tree end and must be used by trainmen from either of these lines before proceeding towards the Departure line to Oak Tree Signal Box. Trainmen must advise the signalman at Oak Tree Signal Box that the train is ready to proceed to the Departure line and also inform him whether it is intended to be drawn or propelled. Propelling of trains between the "STOP TELEPHONE" board and Oak Tree Signal Box is prohibited except for fully fitted freight trains. The train must not proceed until the permission of the signalman has been obtained.

## DINSDALE-FIGHTING COCKS

RAIL WELDING DEPOT. Before a propelling movement into the depot is commenced, the guard must inform the Driver that the movement must be brought to a stand with the leading vehicle at the entrance to the Long Welded Rail Sidings.

When the movement has been brought to a stand the Guard must satisfy himself that it is safe to complete the movement into the siding (Rule $111(\mathrm{~d})$ ).

## ALLENS WEST

Down passenger trains stopping at Allens West Halt must not whistle, in accordance with the instruction shown on Page 278, at the two whistle boards sited immediately in rear of Allens West level crossing.

When the driver of a Down stopping train has received the signal to start from the guard he must press the plunger located on the Down platform. When the Down I.B. Home signal is lowered for the train to proceed, the driver must sound the engine whistle/horn immediately before moving towards the level crossing.

When Single Line Working is in operation over the Up Main line drivers must be instructed not to pass the Down I.B. Home signal at danger until a green handsignal is exhibited by the Emergency Crossing Keeper, in attendance at Allens West level crossing, for the train to proceed.

Rule 55. Should a train be detained at the Down I.B. Home signal when the telephone has failed and the Driver is unable to communicate with the Signalman at Urlay Nook, he must after waiting a period of three minutes approach Allens West level crossing cautiously, sound the engine whistle, and stop short of the crossing. The driver must not proceed as described in Rule 55 (g) (ii) until he is satisfied the crossing is clear.

## THORNABY

## WORKING BY BRITISH RAILWAYS' LOCOMOTIVES IN POWER GAS CORPORATION,

 SUDRONS SIDINGS. The points connecting Messrs. Power Gas Corporation's Sidings to the shunting line, and derailer fixed on the line giving access to the Works are worked by a hold-up lever.A telephone giving communication with the Signalman at Bowesfield is fixed on a post adjacent to the derailer.

When it is desired to make a movement from the shunting line towards the works line, the Guard or Shunter must, before signalling the Driver to set back on to this line, arrange for the firm's employee concerned to lift the derailer from the line and hold it in that position until the whole of the movement has been completed. Care must be taken on release to ensure that the derailer returns correctly to the normal position on the line after which the Guard or Shunter must inform the Signalman at Bowesfield by telephone that the shunting line is clear.
BOWESFIELD SIGNAL BOX-Castle Eden Branch. Drivers admitted to an occupied section must understand that at any time the section may extend from Bowesfield to Stillington North and must be prepared to stop short of any obstruction between these points.

## BETWEEN THORNABY, BOWESFIELD AND TEES THORNABY EAST JUNCTION SIGNAL

 BOXES-Down Goods Loop ground frame. When trains or locomotives on the Down Goods Loop or adjacent sidings prepare to depart or carry out shunting movements through the ground frame points to the Down Goods line, the Fireman must, if the Guard is not present at the ground frame communicate with the Signalman at Bowesfield and advise him of the movement to be made and, when necessary, operate the ground frame in accordance with the posted instructions. In case of locomotives running light, when a Guard is not available, the Fireman must operate the ground frame and restore it to normal after use.
## MIDDLESBROUGH

## WEST MARSH BRANCH: BRITANNIA WORKS CROSSING

This crossing provides access across the West Marsh Branch to and from the Britannia and Bridge Construction Works of Messrs. Dorman Long (Steel) Limited and is protected on the Marsh Road side by a gate with a gateman in attendance. The gate will be kept closed across the roadway except when road vehicles require to cross the railway.

Road and rail traffic is controlled by two-aspect (red and green) colour signals as under:-
Signal "A"", affixed on respective sides of the footbridge and focussed along the railway, Signal "B", $\}$ normal aspect GREEN
Signal "C", Signal "D" $\} \begin{aligned} & \text { affixed on the footbridge columns on the Works' side focussed along the }\end{aligned}$ Signal "D" $\}$ respective road approaches, normal aspect RED.
A two-way red light is affixed to the security gate.
When the security gate is opened for road traffic, a switch on the gate automatically alters signals " $A$ " and " $B$ " to red and " $C$ " and " $D$ " to green. When the gate is again closed across the road, the colour lights return to their normal aspects.

Rail movements may be drawn or propelled over the crossing when colour light signals " $A$ " and " $B$ " display a green aspect. Rail movements must stop short of the crossing when these colour light signals display a red aspect.

In the event of failure of colour light signals " $A$ " and " $B$ ", rail movements must stop short of the crossing until authorised to cross by the Gateman.

## PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

Propelling movements-A propelling movement must not be made until the Signalman at Middlesbrough East or Middlesbrough West box, as the case may be has been advised that a propelling movement is intended.

Empty diesel multiple units must not be propelled except:-
(i) When it is impracticable, because of the formation of the train set, for the Driver to walk through the train from one end to the other.
(ii) When, in the event of the driving apparatus in the leading compartment becoming defective, the train cannot be driven from the leading end.

## CARGO FLEET

WHITEHOUSE SIGNAL BOX-Working of Trains on Whitehouse Branch. Trains or pilots delivering wagons to the Whitehouse Branch must on all occasions be accompanied by two men-the Guard or Shunter and the Yard Inspector or other competent member of the staff.

The Signalman at Whitehouse Signal Box must not authorise a movement on to the Branch until he has been assured the Yard Inspector or other competent member of the staff has proceeded into the Branch.

The Guard or Shunter, when authorising the Driver to commence the propelling movement, must be at a sufficient distance in rear of the wagons to allow him to proceed in front with a red flag or red light during darkness to the road crossing at the Junction of Marsh Road and Cargo Fleet Road and remain at the crossing until the engine has cleared the crossing.

The Yard Inspector, or other competent member of the staff, must proceed ahead of the movement to set the route and advise all concerned that wagons are about to be propelled into the Works' Sidings.

When an engine with or without wagons attached is leaving the Works' Sidings, the Guard or Shunter must proceed ahead of the engine to the crossing at the junction of Marsh Road and Cargo Fleet Road, and remain there until the last vehicle has passed over the crossing.

## SOUTH BANK

CLAY LANE SIDING-Trains to Cleveland Iron Works. Drivers of trains proceeding to Cleveland Iron Works must be prepared to stop short of the crossover leading from the single line to the departure line at Clay Lane, and unless instructed to the contrary, may proceed cautiously, being prepared to stop short of any obstruction.

Trains from Cleveland Iron Works. Before a train is allowed to leave Cleveland Iron Works the Guard must obtain permission from the Inspector or Person in charge at Clay Lane. The telephone, which is situated in Messrs. Dorman, Long \& Co.'s box adjacent to the level crossing, may be used for this purpose. Drivers must not proceed until they have a verbal assurance from the Guard that the necessary authority has been received.

## GRANGETOWN

## WORKING OF TRAINS IN TEES DOCK EXCHANGE SIDINGS

The Grangetown Box Signalman will advise the Sidings Foreman of the passage of each B.R. train to the Tees Dock Branch and on receipt, the Foreman must arrange for the route for the train into the sidings to be set up.

Drivers of B.R. T.C.C. and Shell-Mex engines requiring to proceed into the Exchange Sidings must stop at the notice board installed at the junction with the lines from Tees Dock about 400 yards from the junction with British Railways lines at Grangetown Box and must not proceed until authorised to do so by the B.R. Foreman or Shunter.

The departure of each B.R. train or engine must be advised to the Grangetown Signalman by the Sidings Foreman.
B.R. engines must draw their trains into and out of the Tees Dock Branch. Those from and to the Beam Mill (Lackenby) Lines and east of Grangetown will be required to use the Ore Sidings Nos. 1 and 2 Reception Lines for running round purposes.
B.R. trains must not leave the sidings to proceed to Grangetown Box until authorised to do so by the Sidings Foreman.

## UP AND DOWN LACKENBY LINES BETWEEN GRANGETOWN AND LACKENBY No. 3 GROUND FRAME

1. These lines are worked in accordance with special instructions.
2. Only one train may be allowed in the section on the Down Beam line between Grangetown Signal Box and Lackenby No. 3 Grid colour light Down Home signal and only one train may be allowed in the section on the Up Beam line between Lackenby No. 3 Grid colour light Up Starting signal and Grangetown Signal Box.
3. Between Lackenby No. 3 Grid Ground Frame and No. 4 Grid, there are two running lines, No. 1 ingoing and No. 2 outgoing. On the approach line towards No. 4 Grid Sidings, there is a notice board which reads:-

## B.R. Drivers must not pass this board until authorised to do so by the Foreman or Shunter.

4. Trains for No. 4 Grid will be drawn along the No. 1 Ingoing line into any of the No. 4 Grid Sidings Nos. 2 to 7 inclusive and the engine will run round via No. 1 Siding. Beyond the East end connection of No. 7 Siding there is a LIMIT OF SHUNT board to prevent B.R. engines fouling Messrs. Dorman Long's Lackenby Link lines but at such a distance as permits the B.R. engine to return along No. 1 Siding.
5. Outgoing B.R. engines will attach their loads from Sidings 8 to 12 and as far as practicable, will leave No. 4 Grid via the Escape line onto the No. 2 Outgoing line, No. 3 Grid. For each train engine, or engine and van requiring to enter No. 4 Grid, the B.R. Foreman must contact by telephone the Lackenby Box (Dorman Long (Steel) Ltd.) Signalman and the latter, after warning any of Dorman Long (Steel) Ltd., men over his loud-hailing system to get clear, will advise the B.R. Foreman. This Foreman will instruct the Guard into which siding in No. 4 Grid the train engine or engine and van is to proceed and the Guard must ensure the points are properly set for the required siding.
SHELL-MEX REFINERY, TEESPORT. Only Special flame proofed locomotives (D2046, 2057, 2093) are permitted to move tank wagons to and from the loading points at Teesport Refinery. Other types of locomotive must not work beyond the exchange sidings.

Drivers of trains or engines leaving the exchange sidings must use the telephone situated at No. 81 position light signal and advise the signalman at Grangetown signal box that the train is ready for departure.

## GRANGETOWN TO TEESPORT SHELL REFINERY EXCHANGE SIDINGS

The signals for the single line between Grangetown and Teesport Shell Refinery Exchange Sidings are electrically controlled to prevent opposing movements and to prevent more than one train being on the line between two stop signals, applicable to the same direction of travel, at the same time.

The line is worked on Electric Token Block system (subject to the modifications herein) so far as this is applicable except that the line is controlled entirely by Grangetown Station signal box and no token is provided.

Wrong line order forms will not be used.

SECTION OBSTRUCTED. If a train becomes disabled necessitating a second train entering the single line to render assistance, the Guard must arrange for the Fireman to proceed in the direction of the nearest telephone which will give communication with Grangetown Station signal box. The Guard must proceed in the opposite direction. Both men must exhibit a hand danger signal to stop any approaching train and must place three detonators on the line, ten yards apart, not less than 300 yards from the disabled train. The Guard must remain at that point protecting the train as laid down in the final paragraph of this instruction.

The Fireman must then proceed to the nearest telephone, inform the Grangetown Station signalman of the circumstances and request him to arrange for an assisting engine to be provided.

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

The assisting engine may be allowed to enter the single line from either Grangetown or from Teesport Shell Refinery Exchange Sidings provided the Fireman has assured the Signalman that the disabled train has been protected in both directions in accordance with the first paragraph of this instruction.

The Fireman when he has been informed by the Signalman from which direction assistance will be provided, must return to the point at which he placed the detonators.

The Driver of the assisting engine must be specially advised by the Signalman at Grangetown Station signal box that the man protecting the disabled train will be positioned 300 yards from that train.

The man affording protection in the direction from which assistance is given must conduct the assisting engine to the disabled train. Protection in the opposite direction must be continued until arrangements are completed for the disabled train to be cleared from the single line.

Failure of Track Circuits and Signals. In the event of a failure of a track circuit or signal applicable to the single line, traffic must be worked by Pilotman in accordance with Electric Token Regulation 52 so far as this Regulation can be applied.

Train or Portion of a Train Left on Single Line. When protecting the train in rear it will not be necessary for the Guard to lay down detonators in accordance with Rule 179 but he must place three detonators on the line, ten yards apart, not less than 300 yards in rear of the train and remain at that point exhibiting a hand danger signal until he is recalled to the train.

WILTON WORKS BRANCH. A notice board reading "Stop Telephone" is situated adjacent to the up I.C.I. line near the site of the former Wilton Works Signal box. Drivers of trains or engines leaving Wilton must use the telephone situated at the notice board to obtain the permission of the Signalman at Grangetown signal box before passing this board to proceed towards Grangetown, even though the driver is in possession of the "one Engine in steam" train Staff.

## REDCAR

TOD POINT—Messrs. Dorman, Long \& Co.'s Warrenby Depots and Warrenby Sand sidings. A train may be allowed to work along the line between Top Point signal box and Messrs. Dorman, Long \& Co.'s Warrenby Depots, or Warrenby Sand sidings, and may return in the wrong direction to the Stop Board lettered Stop, Whistle and Wait Instructions fixed at the Warrenby platform end.

A train returning in the wrong direction must stop at the lettered stop board, and the Driver must sound the locomotive whistle. When the Signalman at Tod Point is in a position to do so he will authorise the Driver, by means of a green hand signal or a telephone message via the Mineral Office, to proceed forward to the signal box.

During the time the train is working on the line in question, movements may be carried on as necessary within the stop board.

## SALTBURN

STATION-No. 1 Platform line, Passenger Siding and Shunting line. A Notice Board reading "INCOMING TRAINS MUST STOP AT THIS BOARD" is situated about 80 yards before reaching the buffer stops on No. 1 Platform line. No. 4 Down Main Home signal, with route indication 1, will be given when the line is clear to this Notice Board.

No movement on to No. 1 Platform line from the Passenger Siding or Shunting line, or from the Passenger Siding to the Shunting line or vice versa, must be allowed without the person in charge of such a movement first obtaining the permission of the Signalman at Station Box. The Signalman must be informed when the line is again clear after a movement has been completed. This instruction does not apply to locomotives of trains arriving at No. 1 Platform and requiring to run round via the Shunting line.

## NORMANBY BRANCH

SKIPPERS LANE LEVEL CROSSING. Before any shunting movement is made which will pass over or foul Skippers Lane Level Crossing, the Guard or person in charge of the movement must obtain an assurance from the Crossing Keeper that the Level Crossing gates have been closed and secured against road traffic. When the shunting movement has been completed and the Level Crossing is again clear, the Guard or Shunter must advise the Crossing Keeper accordingly.

## SALTBURN WEST AND CRAG HALL

SKINNINGROVE IRON WORKS. The speed of locomotives must not exceed $5 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. when propelling into the Skinningrove Iron Works Co's Sidings.

## MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY

WORKING OF NUNTHORPE STATION GROUND FRAME. The ground frame which operates the Siding points is released by Annetts Key which is kept at Nunthorpe Station signal box. When a train requires to work at the sidings the Guard must obtain the key from the signalman at Nunthorpe Station Signal Box.

## BETWEEN WHITBY AND RUSWARP

GAS WORKS SIDING. When shunting wagons on to the Coal Store not more than 4 wagons may be propelled up the gradient and they must remain coupled to the locomotive until they are on the cells.

## BETWEEN CASTLETON AND BATTERSBY

TUNNICLIFFE SIDING. Owing to the gradient of the line, traffic into and out of this siding must always be worked by trains travelling in the Up direction.

## WHITBY

PROPELLING OF PASSENGER TRAINS. A propelling movement must not be made until the signalman at Whitby Station Box has been advised that a propelling movement is intended.

Empty diesel multiple units must not be propelled except:-
(i) When it is impracticable because of the formation of the train set for the driver to walk through the train from one end to the other
or
(ii) When in the event of the driving apparatus in the leading compartment becoming defective the train cannot be driven from the leading end.
WHITBY STATION BOX-Rule 44B (b). The subsidiary signal for a train entering No. 1 Platform line may be lowered before a train is brought to a stand at it. In such circumstances a Driver must draw forward cautiously as laid down in Rule 44B (a).
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[^0]:    $\dagger$ West of Signal Box. Connected to Garforth Branch.

[^1]:[^2]:    * Booked passenger train service in Summer.

[^3]:    * See additional instructions on pages indicated.

[^4]:    Where crossover roads to be used for Single Line Working are protected by "approach lighted" colour light Home and Distant signals, or by "approach lighted" colour light Automatic and SemiAutomatic signals, these signals, except as shown in following clause (a), will not be illuminated during Single Line Working when a train passes on the opposite line to which they normally apply.

    ## (a) CROSSOVER ROADS CONTROLLED FROM SIGNAL BOXES

    Switches on the signal posts or adjacent to the signals have in some cases been provided for the purpose of continuously lighting these signals when they are approached by Up trains travelling over the Down line or Down trains over the Up line. Keys for these switches are kept in the signal boxes at each end of the section concerned.

    When instituting Single Line Working the person acting as Pilotman must obtain the key from the Signalman before commencing to distribute the necessary forms, and operate the switches whilst passing through the section.

[^5]:    RUNNING MOVEMENTS-Trains running directly to Reception Sidings (Down trains-Reception Sidings 1 to 7 inclusive: Up trains-Reception Sidings 10 to 14 inclusive). When a train is run directly to one of these Reception Sidings the Driver must, unless otherwise instructed, bring the train to a stand as close as possible to the subsidiary signal at the hump end of the siding concerned. The Guard of each Up train must assist the Driver by signalling to him immediately the rearmost vehicle has passed the subsidiary signal.

    To prevent tightening of the couplings the Guard must apply the van brake when forward movement stops and when all movement has ceased the van brake must be gradually released and left in the "off" position.

    Trainmen working short Down trains to Reception Sidings 1 to 5 inclusive may be instructed to stop immediately the rearmost vehicle has passed the subsidiary signal at the West end of the siding concerned and in these circumstances the Guard must assist the Driver by signalling to him when the train has reached the required position.

