

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

BRITISH RAILWAYS

EASTERN REGION

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

NORTHERN AREA

YORK

1st October, 1972

BY ORDER OF THE
GENERAL MANAGER

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| List of Lines in the sequence used throughout the book | Page in Table A |
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STANDARD SPEED RESTRICTIONS

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

Except where otherwise shown in table "A" trains must **not** exceed the speeds set out below:—

| | Speed m.p.h. |
|--|-----------------|
| 1. On double lines when passing through junctions between parallel lines or through crossover roads, or when entering or leaving Slow, Goods, Loop, Platform or Bay lines | 15 |
| 2. On Single lines when passing through loop connections | 20 |
| 3. When receiving, delivering or exchanging Train Staff or Electric Token by hand | 10* |
| 4. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus | 20 |
| 5. When receiving, delivering or exchanging Electric Token by means of automatic exchange apparatus | 25 |
| 6. When travelling over Goods lines except where otherwise shown in Table "A" | 40 |

*—In the case of Diesel Multiple Unit trains, the train must be brought to a stand.

SPEED OF LOCOMOTIVES RUNNING LIGHT

Diesel and Electric Locomotives, when running light, must not exceed a speed of 75 m.p.h. (except in those cases where such locomotives are limited to a lower speed).

- Notes.—(1) Where a lesser speed than mentioned above is laid down in Table "A", the Weekly Notice of Engineering Operations or by any other means, such speed restrictions 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.

MAXIMUM PERMISSIBLE SPEEDS AND SPEED RESTRICTIONS

The speeds shown in Table "A" are subject to further restriction for certain classes of locomotives, etc., as shown in the Route Availability book and Drivers must be prepared accordingly.

STANDARD LOCOMOTIVE HORN CODES

The following locomotive codes apply at all stations, junctions and sidings not otherwise specially provided for in Tables "A" and "E".

In order to avoid annoyance to passengers at stations and residents in the neighbourhood of the railway, Drivers are requested not to make use of the locomotive horns more 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.

| Description | Code |
|---|--|
| Distress signal | Series of short blasts (to be given on the high note of the warning horn). |
| *Main or Fast lines | 1 long |
| *Line next to Main line (Slow or Goods) | 2 long |
| *Line next to Slow or Goods | 3 long |
| (One additional long to be given for each additional line farther away from the Main line.) | |

*These codes to be given when approaching signals at Danger or when necessary to indicate when ready to proceed on same line.

| Approaching geographical junctions and requiring to proceed through junction | Code |
|--|-----------------|
| †On Main line and requiring to proceed to left | 1 long, 1 short |
| †On Main line and requiring to proceed to right | 1 long, 2 short |
| †On Slow or Goods line and requiring to proceed to left | 2 long, 1 short |
| †On Slow or Goods line and requiring to proceed to right | 2 long, 2 short |

†These codes to be given at signal box in rear of the box controlling the junction, unless otherwise shown in Table 'A';, but do not apply on the Southern Region.

STANDARD HORN CODES—*continued*

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

The Signaller at the box where the horn codes are given must pass the information to the Signaller at the signal box concerned.

| Description | Code |
|--|-------------------------|
| To or from Goods line or Slow line or Loop and Main line ... | 5 short |
| To cross from Main to Main | 4 short |
| To or from Bay or Platform lines | 1 crow, 1 long |
| 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 ... | 3 short, pause, 1 short |
| Up Sidings to Down Sidings or vice versa... .. | 3 short, pause, 3 short |
| Train ready to leave Sidings | 2 short, pause, 1 short |
| Shunt from Sidings to Main line | 2 short, pause, 2 short |
| To or from Loco. | 2 short |
| Express train requiring fresh locomotive at next stopping place | 3 crows |
| †Fire on line side | 1 crow, 1 long, 1 crow |
| Locomotive requiring water | 1 long, pause, 3 short |
| To indicate light locomotive is clear of points which require to be turned | 1 short |
| To indicate that train or light locomotive has been shunted clear of points leading from one running line to another (the Rule Book, Section H, Clause 9.1, and Section J, Clause 4.5) ... | 1 crow, 1 short |
| To indicate that train or light locomotive has been shunted clear of all running lines (the Rule Book Section J, Clause 4.5)... | 3 short |
| Before starting train assisted by locomotive in the rear (The Rule book Section H, Clause 3.20) | 2 crows |
| When either Driver finds it necessary to stop train assisted by a locomotive in rear (The Rule book Section H, Clause 3.20 ... | 3 or more short |

†To be repeated when passing next Permanent Way men, Station, Signal Box or Crossing Keeper's hut.

TABLE "A"

LIST OF SIGNAL BOXES, RUNNING LINES, ETC.

Direction in which information is shown—Down (unless otherwise stated)

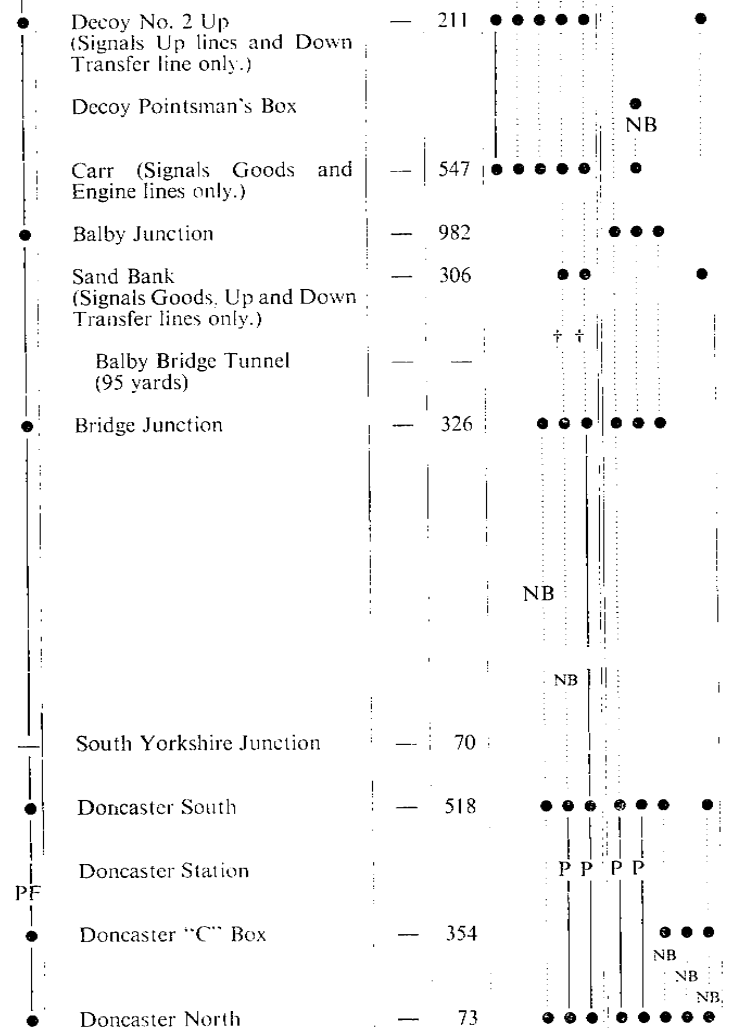
Explanation of References—

- 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) — ● ————— ● —
 "A" — Absolute Block on Goods line
 "P" — Permissive Block on Platform line for trains conveying passengers
 "PF" — Permissive Block on Passenger line for trains other than those conveying passengers
 "NB" — "No Block"

- 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
 G.F. — Ground Frame
 L & V — Locomotive and Brake Van
 C — Run-back catch points
 LC — Level Crossing
 P1 } See respective tables
 P2 } for conditions applicable
 P3 } to these level crossings.
 P4 }

- CW — Run-back catch points controlled from signal box
 S — Spring trailing points
 U — Unworked trailing points
 IBS — Intermediate Block Section Signal
 "TCB" — where running lines between successive signal boxes are completely track circuited.
 "TCB (G)" — the equivalent of Permissive Block on Goods Lines—See the instructions contained in the General Appendix
 "TCB (P)" — the equivalent of Permissive Block on Platform Lines for passenger trains—See the instructions contained in the General Appendix
 "TCB (PF)" — the equivalent of Permissive Block on Passenger Lines for freight trains—See the instructions contained in the General Appendix

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|-----|---|--|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | | | | | | | | | | | | | | | | |
| DONCASTER (BLACK CARR JUNCTION) AND NEWCASTLE | | | | | | | | 100 | 100 | MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES | | | | | | | |
| | | | | | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON SLOW LINES | | | | | | | |
| | | | | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| ● | Black Carr Junction | — | — | | ● | ● | | | 15 | Main and Goods over junction towards Gainsborough 116 m. 40 ch. to 116 m. 29 ch. (Huntingdon to Black Carr Jn. via March mileage) | | | | | | | |
| ● | Potteric Carr (Does not signal Down Main line.) | — | 1386 | ● | ● | ● | ● | | 60 | 15 | Main and Goods lines over junction towards Low Ellers Junction (Branch speed limit) 154 m. 0 chs. to 156 m. 57 ch. | | | | | | |
| ● | Decoy No. 1 Down (Signals Down lines only.) | — | 336 | | | | ● | | 10 | Over connections, to from and over Reception lines 153 m. 50 ch. to 154 m. 10 ch. | | | | | | | |



25 Up Goods No. 1, 154 m. 16 ch. to 153 m. 77 ch.

Stop

Transfer line at 155 m. 27 ch.

10

Down Goods No. 2 over junction towards St. James West Jn. 22 m. 53 ch. to 22 m. 49 ch.
(Barnsley Jn., Penistone to Doncaster via Barnsley mileage)

C. Incline from Up Fast 150

Goods to Sorting Sidings
85 yards before reaching
Sand Bank Box.

C. Incline from Up Main to 150

Sorting Sidings 103 yards
before reaching Sand
Bank Box.

25 Over connection Up Passenger Independent to Up Main, 155 m. 47 ch. to 155 m. 42 ch.

15 Up Slow Goods/No. 2 Up Goods between Bridge Jn. and Decoy No. 2, 155 m. 27 ch.
to 154 m. 16 ch.

25 Up Fast Goods Independent No. 1 Up Goods, 155 m. 27 ch. to 154 m. 25 ch.

25 Up Goods No. 1 Independent, 155 m. 67 ch. to 155 m. 47 ch.

5 Over junction towards Mexborough, 22 m. 65 ch. to 22 m. 52 ch. (Penistone Barnsley Jn.
to Doncaster South mileage)

10 10 Up and Down S.Y. Goods, Down G.N. Goods and Down Main to Down Slow lines
155 m. 54 ch. to 155 m. 66 ch.

25 Over connection Up Passenger Independent No. 1 to Up Main, 155 m. 70 ch. to 155 m. 68 ch.

15 Up Slow and Up Bay Platform lines, 155 m. 77 ch. to 155 m. 63 ch.

25 Up Slow line between Doncaster South and Bridge Junction, 155 m. 63 ch. to 155 m. 47 ch.
10 Down Main to Down Slow No. 2, 155 m. 60 ch. to 155 m. 67 ch.

15 15 S.Y. Goods lines and Down G.N. Goods line, 155 m. 66 ch. to 156 m. 26 ch.

15 Down Slow No. 2, 155 m. 67 ch. to 156 m. 2 ch.

15 Over connection towards and over Up Slow No. 1, 156 m. 16 ch. to 155 m. 75 ch.

15 Up Slow No. 2, 156 m. 10 ch. to 155 m. 75 ch.

5 Over connections Down Slow No. 2 to Down Slow No. 1 and Down stabling shunt,
156 m. 2 ch. to 156 m. 12 ch.

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|--|--|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | | | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | | | | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.—cont. | | | | | | | | | | | | | | | | | | | | | |
| T.C.B. | Marshgate Junction (Controlled by Doncaster North box.) Moat Hill (L.C.) | — | 418 | | | | | 80 25 40 | 80 | 156 m. 57 ch. to 157 m. 50 ch. Over junction towards Barnetby, 0 m. 0 ch. to 0 m. 21 ch. (Marshgate Junction to Wrawby Junction mileage) Over junction towards Carcroft, 156 m. 20 ch. to 156 m. 72 ch. | | | | | | | | | | | |
| | Bentley Lane (L.C.) | | | | | | | | | | | | | | | | | | | | |
| | • Arksey Station (L.C.) | 1 | 1661 | | | DPL | 100 | | | | | | | | 4L 1S | | Empties and Coke trains for Hexthorpe. | | | | |
| | • Bentley Colliery | — | 1210 | | | | | | | | | | | | | | | | | | |
| | Daw Lane (L.C.) (P2) | | | | | | | | | | | | | | | | | | | | |
| | • Shaftholme (See page 31 for Shaftholme to Ferry bridge and page 32 for Applehurst Loop) | 1 | 836 | | | | | 20 25 | | | Over junction towards Knottingley, 68 m. 75 ch. to 68 m. 69 ch. (Manchester to Shaftholme via Knottingley mileage) Over Joan Croft Junction towards Applehurst Junction (Branch speed limit) | | | | | | | | | | |
| | Joan Croft (L.C.) | | | | | | | | | | | | | | | | | | | | |
| | Dormer Green (L.C.) | | | | | | | | | | | | | | | | | | | | |
| | Noblethorpe (L.C.) | | | | | | | | | | | | | | | | | | | | |
| | Barcroft (L.C.) | | | | | | | | | | | | | | | | | | | | |
| | Heyworth (L.C.) | | | | | | | | | | | | | | | | | | | | |
| | Moss (L.C.) | | | | | | | | | | | | | | | | | | | | |
| | Fenwick (L.C.) | | | | | | | | | | | | | | | | | | | | |
| | Balne Lowgate (L.C.) | | | | | | | | | | | | | | | | | | | | |

| Name | | Mileage | | Signal | | Speed Limit | | Notes | |
|------|--|---------|------|--------|---|-------------|--------------------|----------|---|
| | Balne (L.C.) | | | | | | | | |
| | Burn Lane (L.C.) | | | | | | | | |
| | Henwick Hall (L.C.) | | | | | | | | |
| ● | Brayton (L.C.) (See page 33 for Selby to Barlow.) | 12 | 1287 | | | | | 25 | Over junction towards Barlow, 8 m. 51 ch. to 8 m. 47 ch. (Goole to Selby mileage) |
| ● | Selby Canal (See page 33 for Selby West to Selby Canal.) | — | 1032 | ● | ● | ● | | 10 90 | Over junction towards Selby West (Branch speed limit) 173 m. 40 ch. to 174 m. 16 ch. |
| ● | Selby South (See page 108 for Leeds City to Hull (Paragon).) | — | 946 | ● | ● | ● | †DPL UPL | 25 35 | 25 90 25 50 45 |
| | Selby Station | — | 286 | | | | Signal SS.45/47 | | 25 40 45 |
| ● | Barlby (L.C.) | — | 990 | ● | | ● | | 45 | 25 40 45 |
| ● | Barlby North (See page 109 for Leeds City to Hull (Paragon).) | — | 444 | ● | | ● | | 25 50 | 25 50 |
| | Turnhead (L.C.) (P2) | | | | | | | | |
| | Riccall South (L.C.) (P2) | | | | | | | | |
| | York Road (L.C.) (P2) | | | | | | | | |
| | Chaloners Whin Junction (Controlled by York signal box.) (See page 83 for Normanton Altofts to York Chaloners Whin.) | 11 | 154 | | | | | 55 90 | 55 90 |
| | Signal 34 (down main) and Signal 36 (up main) | | | | | | | | |

† -Station Yard working for connecting passenger trains.

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|---|-------------------------------|------|--------------------------------------|------------|--------------------------|-------------------------|--|---|--|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.—cont. | | | | | | | | | | | | | | | | | |
| TCB | Holgate Junction (Controlled by York signal box.) (See page 33 for York Yards Holgate Junction to Skelton.) | 1 | 990 | | | UGL DGL | 113 104 | | | | | | | | | | |
| | | | | P & PF P & PF P & PF P & PF | P & PF | | | 15 | | Over junction towards York Yard South, 0 m. 0 ch. to 0 m. 20 ch. (Holgate Junction to York, Skelton mileage) | | | | | | | |
| | | | | | | | | 15 | 15 | All Passenger lines and connections between signals Y.31, Y.32 and Y.34 south of station and signals Y.221 and Y.246 north of station (187 m. 50 ch. King's Cross and York mileage and 0 m. 42 ch. York and Newcastle mileage) except that the speed restriction is 25 m.p.h. over the Up Main in the Up direction only, and 25 m.p.h. over the Down Main in the Down direction only | | | | | | | |
| | York (See page 34 for York to Scarborough.) | | 704 | | | | | 15 | 15 | All lines to and from Scarborough direction. York Station to 0 m. 26 ch. (York to Scarborough mileage) | | | | | | | |
| | Signal 200 (Down Main) | | | | | | | | | | | | | | | | |
| | Clifton and Loco. Sidings | | | | | | | | | | | | | | | | |
| | Signal 221 (Up Main) | | | | | | | 45 | 50 | Main lines 0 m. 42 ch. to 1 m. 9 ch. | | | | | | | |
| | | | | | | | | 90 | 90 | 1 m. 9 ch. to 1 m. 60 ch. | | | | | | | |
| | Skelton (See page 34 for York Yards Skelton to Holgate Junction and page 37 for York Skelton to Harrogate (Dragon).) | 1 | 1115 | | | | | | 20 | Over junction towards York Yard South (Branch speed limit) | | | | | | | |
| | | | | | | | | 25 | | Over junction towards Harrogate, 1 m. 46 ch. to 1 m. 56 ch. (York to Harrogate mileage) | | | | | | | |
| | | | | | UGL DGL | 347 338 | | | CW. Up Goods Line to Clifton, 698 yards before reaching signal Y.248. | 571 | | | | | | | |

[illegible]

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | Locomotive horn code L—Long S—Short C—Crow | | | | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|--|-------------------------|---|---|----|----------|---|--------------|---------------|--------------|---------------|-----|
| | | M. | Yds. | Up | Down | | Description | Standage Wagons L. & V. | | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For |
| | | | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.—cont. | | | | | | | | | | | | | | | | | | |
| ICB | Parkgate (See page 40 for Darlington, Parkgate to Bishop Auckland East.) | | | | | | | | | | | | | | | | | |

| | | | | | | | | | |
|---|---|------|------------------|------------------|------------|-----------|----------|----|--|
| Ferryhill (See page 43 for Kelloe Bank Foot Branch and Coxhoe Goods branch.) | — | 1155 | TCB | TCB | UGL DPL | 70 130 | 30 | 20 | Over connections and Up Goods Loop, 56 m. 65 ch. to 56 m. 37 ch. Over connections and Down Passenger Loop, 57 m. 24 ch. to 58 m. 8 ch. |
| | 2 | 18 | Signal F.443 | Signal F.423 | | | 30 60 | 30 | Over connection Down Leamside (Slow) to Down Main, 58 m. 72 ch. to 59 m. 1 ch. Over connection Up Main to Up Leamside (Slow), 58 m. 77 ch. to 58 m. 68 ch. Leamside (Slow) line—over junction towards Pelaw (Branch speed limit) |
| Tursdale Junction (Controlled by Ferryhill signal box.) (See page 44 for Tursdale Junction to Pelaw via Leam- side.) | | | | | | | | | |
| | | | | | | | | | |
| Hett Mill (L.C.) | | | | | | | | 80 | 62 m. 20 ch. to 54 m. 36 ch. |
| | | | | | | | 70 | 70 | 62 m. 20 ch. to 63 m. 0 ch. |
| | | | | | | | 80 | 80 | 63 m. 0 ch. to 64 m. 60 ch. |
| | | | | | | | 65 | 65 | 64 m. 60 ch. to 65 m. 63 ch. |
| | | | | | | | 50 | 50 | 65 m. 63 ch. to 66 m. 11 ch. |
| | | | | | | | 85 | 85 | 66 m. 11 ch. to 70 m. 5 chs. |
| | | | | | | | | | C. Down Main, 970 yards before reaching TY.403 signal. 140 |
| | | | | | | | | | C. Down Main 911 yards before reaching TY.401 signal. Level |
| | | | Signal TY.358 | Signal TY.371 | | | | | C. Down Main, 914 yards before reaching TY.399 signal. 200 |
| | | | TCB | TCB | | | | | C. Up Main, 850 yards before reaching F.420 signal. 200 |
| | | | | | | | | | C. Up Main, 800 yards before reaching F.408 signal. 150 |
| Durham Station | 7 | 484 | | | | | | | C. Up Main, 1,100 yards before reaching F.406 signal. 470 |
| | | | | | | | | | C. Up Main, 1,180 yards before reaching F.398 signal. 114 |
| | | | Signal TY.354 | Signal TY.357 | | | | | C. Up Slow, 530 yards be- fore reaching TY.370 signal. 114 |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|---|---------------------------|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|--|
| | | | | | | | | | | | | Down | | Up | | For | | |
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.—cont. | | | | | | | | | | | | | | | | | | |
| <div>TCB</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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| | | | | | | | | | | | | | | | | | |

VIA KING EDWARD BRIDGE

King Edward Bridge Junction
(Controlled by Gateshead
S.B.)
(See page 48 for K.E.B. South
East curve.)

1 1724

Newcastle Station West End ...

— 723

Newcastle ...
(See page 151 for Newcastle
to Carlisle.)

— 377

Newcastle Station East End ...

— 249

VIA HIGH LEVEL BRIDGE

King Edward Bridge Junction
(Controlled by Gateshead
S.B.)

Greensfield Junction
(Controlled by Gateshead
S.B.)
(See page 141 for Greensfield
Junction to High Street Junction)

— 674

Newcastle

— 1024

The lines between
signals 118 and 141
on the Up and 149
and 123 on the Down
are Goods lines.

20

20

All lines 79 m. 42 ch. to 79 m. 70 ch.

15

15

All lines to and from station via K.E.B., 79 m. 70 ch. to 0 m. 0 ch.

15
(East)

Entering and travelling over K.E.B. South East curve (Branch Speed limit)

15

Over junction towards Carlisle, 0 m. 0 ch. to 0 m. 23 ch. (Newcastle to Carlisle mileage)

CW. W Goods line, clear
of fouling point with X
Goods line.

Level

CW. Z goods line, 86 yards
before reaching Goods
line Starting signal.

Level

CW. Connection from Tyne
mouth lines and Goods
and A.B. sidings:

255

Up—Clear of fouling
point with Tynemouth
line, 76 yards before
reaching No. 84 signal
Up Tynemouth to Goods

255
(falling)

Down—Clear of fouling
with South lines.
CW. Down South lines to
Goods lines, clear of foul-
ing point with South line,
10 yards before reaching
No. 87 signal, down South
to Goods line.

Level

20

20

0 m. 48 ch. (79 m. 42 ch. York and Newcastle mileage) to 0 m. 16 ch.
(Gateshead to Blaydon mileage)

15

Entering and travelling over K.E.B. South East Curve (Branch Speed Limit)

10

10

Through Gateshead West station and entering Down Slow Line, 0 m. 0 ch. to 0 m. 16
ch. (Gateshead to Blaydon mileage)

20

Over junction towards High Street Junction (Branch Speed Limit)

15

Over junction towards Pelaw, 101 m. 33 ch. to 100 m. 75 ch. (Leeds to Newcastle mileage)

15

15

All lines, 101 m. 45 ch. to Newcastle Central Station (Leeds to Newcastle mileage)

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|---------------------------|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.—cont. | | | | | | | | | | | | | | | | | |
| NEWCASTLE AND FALLODON (44 M.P.) | | | | | | | | | | | | | | | | | |
| P & PF | | | | | | | | | | | | | | | | | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | |
|---|---------------------------|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|----|
| | | | | | | | | | | | | Down | | Up | | Fo |
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.—cont. | | | | | | | | | | | | | | | | |
| TCB | Stobswood (L.C.) | | | | | | | | | | | | | | | |
| | Widdrington North | 1 | 1097 | | | | | | | S. Up Main line, 1,050 yards before reaching W.15. | 300 | | | | | |
| | Felton Lane (L.C.) | | | | | | | | | | | | | | | |
| | Chevington (L.C.) | — | 1424 | | | UGL DGL | 159 159 | | | | | | | | | |
| | Acklington Station | 2 | 1650 | | | DRS | 61 | 65 | 65 | 30 m. 0 ch. to 30 m. 40 ch. | | | | | | |
| | Warkworth (L.C.) (P2) | | | | | | | | | | | | | | | |
| | Wooden Gate (L.C.) | | | | | | | | | | | | | | | |
| | Alnmouth Station | 6 | 572 | | | URS UPL DPL | 74 160 180 | 60 | 60 | 34 m. 65 ch. to 35 m. 43 ch. CW. Up Passenger Loop, clear of fouling point with main line. CW. Down Passenger Loop clear of fouling point with Main line. S. Up line, 510 yards before reaching 119 signal. S. Down line, 980 yards before reaching 102 signal. S. Down line, 990 yards before reaching D.31 signal. CW. Southside Colliery line, 10 yards past 105 signal. C. Down line, 600 yards before reaching D.36 signal. C. Down line, 560 yards before reaching D.37 signal. | 264 (falling) 255 223 525 (falling) 208 91 185 163 | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|--|---------------------------|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|--|---|---------------|--------------|---------------|-----|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.—cont. | | | | | | | | | | | | | | | | | | |
| • | Goswick (L.C.) | 2 | 327 | | | | | | | | C. Up line, 725 yards before reaching U.64 signal. | 245 | | | | | | |
| | Scremerston (L.C.) | | | | | | | | | | C. Down line, 960 yards before reaching D.62 signal. | 190 | | | | | | |
| | Spittal (L.C.) ... | | | | | | | | | | C. Down line, 560 yards before reaching SN.3 signal. | 190 | | | | | | |
| | | | | | | | | | | | C. Down line, 560 yards before reaching D.63B. signal. | 190 | | | | | | |
| • | Tweedmouth | 5 | 224 | | | | | | | | CW. Down Main 490 yards before reaching T.12. | 190 | | | | | | |
| | | | | | | UGL | 60 | | | | CW. Up Goods Loop clear of fouling point with Main line, 460 yards before reaching T.18. | 190 (falling) | | | | | | |
| | | | | | | DGL | 60 | | | | S. Connection from Down Goods Loop (North end) to Down Main Line. | 190 | | | | | | |
| | | | | | | | | 50 | | | 65 m. 57 ch. to 66 m. 57 ch. | | | | | | | |
| | | | | | | | | 60 | | | 66 m. 5. ch. to 67 m. 69 ch. | | | | | | | |
| | | | | | | | | | 50 | | 66 m. 70 ch. to 65 m. 57 ch. | | | | | | | |
| | | | | | | | | | 30 | | 67 m. 6 ch. to 66 m. 70 ch. | | | | | | | |
| | | | | | | | | | 60 | | 67 m. 69 ch. to 67 m. 6 ch. | | | | | | | |
| | | | | | | | | 80 | 80 | | 69 m. 0 ch. to 69 m. 66 ch. | | | | | | | |
| | | | | | | | | | | | C. Down line, 800 yards before reaching Down Auto signal D.68. | 190 | | | | | | |

Berwick Station ... 1 44

Ayton Station ... 6 1214
(Scottish Region)

DGL 73

C. Down line, 560 yards before reaching Down Auto signal D.69. 190
C. Down line, 600 yards before reaching Down Auto signal D.54. 190
C. Down line, 560 yards before reaching Down Auto signal D.53. 190
C. Down line, 830 yards after passing Down Auto signal D.53. 190

3S 1L

Work at Berwick.

SHAFTHOLME TO FERRYBRIDGE

SHAFTHOLME AND FERRYBRIDGE

45 45 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES:

20 68 m. 69 ch. to 68 m. 75 ch.

Shaftholme
(See page 16 for Black Carr Junction to Berwick (Marshall Meadows).

Thorpe Gates (L.C.)

Haywood (L.C.)

Askern (L.C.) 2 851

Selby Road (L.C.)

Norton (L.C.) ... 1 286

Stubbs Walden South (L.C.)

Stubbs Walden North (L.C.)

Womersley (L.C.) 2 950

Post Office Lane (L.C.) (P2)






Spring Lodge (L.C. (P2)

Cridling Stubbs (L.C.) (P2)

Waterfield No. 1 (L.C.)

C. Down line, 1 mile 620 yards before reaching Knottingley 437 signal. 220

TCB Down Main line
Absolute Block Up Main line

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | | |
| SHAFTHOLME TO FERRYBRIDGE—cont. | | | | | | | | | | | | | | | | | | | |
| TCB { |  Knottingley South Junction (Controlled by Knottingley S.B.) (See page 91 for Knottingley South Junction to East Jn.) | 3 | 1469 | | | | | 10 | | Over junction towards Knottingley East Junction (Branch speed limit) | | | | | | | | | |
| |  Knottingley West Junction (Controlled by Knottingley S.B.) (See page 87 for Wakefield (Kirkgate) East to Goole.) | — | 858 | | | | | 25 | | 58 m. 48 ch. to 58 m. 21 ch. | | | | | | | | | |
| |  Ferrybridge Station (See page 93 for Wath Road Junction to Burton Salmon.) | — | 1377 | | | | | 20 | | 0 m. 40 ch. to 0 m. 0 ch. CW. Up line, 519 yards before reaching Knottingley 381 signal. | 174 | | | | | | | | |
| APPLEHURST LOOP | | | | | | | | | | | | | | | | | | | |
| TCB { | APPLEHURST JUNCTION AND JOAN CROFT | | | | | | | | 25 | 25 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | | |
| |  Applehurst Junction (See page 58 for Stainforth to Adwick Junction.) | | | | | | | | | CW. Down line, 400 yards before reaching SH.851 signal. | 361 (falling) | | | | | | | | |
| |  Joan Croft Junction (Controlled by Shaftholme S.B.) (See page 16 for Black Carr Junction to Berwick (Marshall Meadows.)) | — | 1096 | | | | | | | CW. Up line, 460 yards before reaching Applehurst Junction up home A.J4 signal. | 3464 (falling) | | | | | | | | |

| | | | | | | | | | | | |
|---------------------------|--|--|------|--------|--------|--------|----|----|--|-------------------------|----|
| One Train Only | | SELBY (BRAYTON) TO BARLOW | | | | | | | | | |
| | | SELBY (BRAYTON) AND BARLOW | | | | | | | | | |
| ● | | Brayton (See page 17 for Black Carr Junction to Berwick (Marshall Meadows.)) | | | | | | | | | |
| | | Barlow (L.C.) (P1) | | | | | | | | | |
| | | 2 | 511 | | | | CL | 42 | | 30 (both directions) | 20 |
| | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | | |
| | | 8 m. 47 ch. to 8 m. 51 ch. | | | | | | | | | |
| Single line (No token) | | SELBY WEST TO SELBY (CANAL) (GOODS LINE) | | | | | | | | | |
| | | SELBY WEST AND SELBY (CANAL) | | | | | | | | | |
| ● | | Selby West (L.C.) (See page 108 for Leeds City to Hull Paragon.) | | | | | | | | | |
| | | Selby Canal (See page 17 for Black Carr Junction to Berwick (Marshall Meadows.)) | | | | | | | | | |
| | | — | 1063 | | | | | | | 10 (both directions) | 20 |
| | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | | |
| TCB(G) | | YORK YARDS, HOLGATE JUNCTION AND YORK, SKELTON | | | | | | | | | |
| | | HOLGATE JUNCTION AND SKELTON | | | | | | | | | |
| ● | | <i>Holgate Junction</i> (Controlled by York Signal box.) (See page 18 for Doncaster (Black Carr Junction) to Berwick (Marshall Meadow.)) | | | | | | | | | |
| | | York Yard South | | | | | | | | | |
| | | — | 378 | TCB(G) | TCB(G) | TCB(G) | | | | 20 | 20 |
| | | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | | | |
| | | 0 m. 0 ch. to 0 m. 20 ch. CW. Down Goods line, near Holgate Road Bridge, 415 yards before reaching York Yard South Down Goods Outer Home signal. 1680 (falling) | | | | | | | | | |
| | | CW. Down Doncaster Goods, 267 yards before reaching York Yard south Home Signal. 1680 (falling) | | | | | | | | | |
| | | CW. Down Leeds Goods, 330 yards before reaching York Yard South Home signal. 1680 (falling) | | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| YORK YARDS, HOLGATE JUNCTION AND YORK, SKELTON—cont. | | | | | | | | | | | | | | | | | |
| TCB on Down Main line | York Yard North | — | 1204 | NB | NB | | | 10 | 10 | 0 m. 20 ch. to 0 m. 29 ch. | | | | | | | |
| | Skelton | — | 1017 | | | | | | | CW. Up Goods, clear of fouling point with Harrogate Branch, 740 yards before reaching Up Goods Home signal. | 1487 (falling) | | | | | | |
| YORK YARD SOUTH TO WATERWORKS JUNCTION VIA SCARBOROUGH GOODS LINES | | | | | | | | | | | | | | | | | |
| TCB(G) | YORK YARD SOUTH AND WATERWORKS JUNCTION | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | York Yard South | | | | | | | | | | | | | | | | |
| | Leeman Road Junction (Controlled by York signal box.) | — | 682 | | | | | | | | | | | | | | |
| | Waterworks Junction (Controlled by York signal box.) (See below for York Waterworks Junction to Scarborough.) | — | 173 | | | | | | | | | | | | | | |
| YORK (WATERWORKS JUNCTION) TO SCARBOROUGH | | | | | | | | | | | | | | | | | |
| TCB on Up Main line | YORK AND FLAXTON (8 M. 60 CH.) | | | | | | | 70 | 70 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | York (See page 18 for Black Carr Junction to Berwick (Marshall Meadows)) and above for Waterworks Junction to York Yard South.) | | | | | | | 15 | 15 | Between York Station and 0 m. 26 ch. | | | | | | | |

| | | | | | | | |
|--|---|-----|----|---|---|-------|---|
| ● Burton Lane (See page 37 for Foss Islands branch.) | 1 | 97 | 20 | Over junction towards Foss Islands (Branch speed limit) | | | |
| ● Bootham (L.C.) | — | 919 | | | | | |
| Haxby Road (L.C.) | | | | | | | |
| Haxby (L.C.) | | | | | | | |
| Strensall No. 1 (L.C.) | | | | | | | |
| Strensall No. 2 (L.C.) | | | | | | | |
| ● Strensall (L.C.) | 5 | 8 | | | | 1S 2L | E.C.S. trains for be- yond York. E.C.S. trains termin- ating York. |
| Common Road (L.C.) | | | | | | 2S 2L | |
| FLAXTON (8 M. 60 CH.) AND MALTON | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | |
| Flaxton Station (L.C.) | | | | | | | |
| Foston (L.C.) | | | | | | | |
| ● Barton Hill Station (L.C.) | 5 | 26 | 45 | 45 | 13 m. 60 ch. to 14 m. 55 ch. | | |
| Howsham Gates (L.C.) | | | | | | | |
| ● Kirkham Abbey Station (L.C.) | 3 | 692 | 40 | 40 | 15 m. 0 ch. to 18 m. 60 ch. | | |
| ● *Malton Station (L.C.) | 6 | 782 | 40 | 40 | 21 m. 1 ch. to 21 m. 5 ch. | | |
| MALTON AND SEAMER | | | 70 | 70 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | |
| ● Rillington Station (L.C.) | 4 | 143 | | | | | |
| High Scampston (L.C.) | | | | | | | |
| Low Scampston (L.C.) | | | | | | | |
| ● Knapton (L.C.) | 2 | 48 | | | | | |
| Heslerton Station (L.C.) | | | | | | | |
| West Heslerton (L.C.) | | | | | | | |
| East Heslerton (L.C.) | | | | | | | |

* —The Down Main line through Malton Station Platform (between Nos. 11 and 15 points) is worked in both directions.

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|----|---|---|---|---------------|--------------|---------------|-----|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| YORK (WATER WORKS JUNCTION) TO SCARBOROUGH—cont. | | | | | | | | | | | | | | | | | | |
| • | Weaverthorpe Station (L.C.) | 5 | 597 | | | | | | | | | | | | | | | |
| | Ganton (L.C.) | | | | | | | | | | | | | | | | | |
| | Metes Lane (L.C.) | | | | | | | | | | | | | | | | | |
| | Long Lane (L.C.) | | | | | | | | | | | | | | | | | |
| | Crab Lane (L.C.) | | | | | | | | | | | | | | | | | |
| • | Seamer West (See page 117 for Seamer West to Hull, West Parade.) | 5 | 1656 | | | URS | 63 | | 25 | Over junction towards Hull, 50 m. 43 ch. to 50 m. 36 ch. (Hull to Seamer mileage) | | | | | | | | |
| | Seamer Station | — | 682 | | | | | | | | | | | | | | | |
| • | Seamer East (L.C.) | — | 66 | | | | | | | | | | | | | | | |
| | SEAMER AND SCARBOROUGH | | | | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | | |
| | | | | | | | | 45 | 45 | 39 m. 40 ch. to 40 m. 0 ch. | | | | | | | | |
| • | Falsgrave (See page 37 for Scarborough Falsgrave to Gallows Close Siding.) | 2 | 1004 | | | | | 20 | | Over junction towards Gallows Close Sidings (Branch speed limit) | | | | | | | | |
| | | | | | | | | | 35 | 41 m. 55 ch. to 41 m. 27 ch. | | | | | | | | |
| • | Scarborough Station | — | 315 | | | | | | | | | | | | | | | |

| | | | | | | | | | | | |
|---|--|-------|------|----------|--|----------------------------|--|----|--|--|--|
| Staff and Ticket (modified) see page 287 | FOSS ISLANDS BRANCH (GOODS LINE) | | | | | | | | | | |
| | FOSS ISLANDS BRANCH | | | | | | | | | | |
| Special Instructions See page 288 | Burton Lane (See page 35 for York (Water-works) to Scarborough.) | | | | | | | | | | |
| | Foss Islands | | | | | | | | | | |
| | | 1 | 1266 | | | 20 (both directions) | 5 | 5 | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | |
| | | | | | | | | | | Over connections to and from Rowntrees Works | |
| SCARBOROUGH (FALS GRAVE) TO GALLOWES CLOSE SIDINGS | | | | | | | | | | | |
| SCARBOROUGH (FALS GRAVE) AND GALLOWES CLOSE SIDINGS | | | | | | | | | | | |
| Special Instructions See page 288 | Falsgrave (See page 36 for York Water-works Junction to Scarborough.) | | | | | | | | | | |
| | Gallowes Close Tunnel (260 yards) | | | | | | | | | | |
| | | — 691 | | | | 20 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | |
| | | | | | | | | | | | |
| YORK (SKELTON) TO HARROGATE (DRAGON) | | | | | | | | | | | |
| TCB on Up Main line | YORK (SKELTON) AND KNARESBOROUGH | | | | | | | | | | |
| | Skelton ... (See page 18 for Black Carr Junction for Berwick (Marshall Meadows).) | | | | | | | | | | |
| TCB on Up Main line | Nether Poppleton (L.C.) | | | | | | | | | | |
| | Poppleton Station (L.C.) | | | | | | | | | | |
| TCB on Up Main line | Hessay Road (L.C.) | | | | | | | | | | |
| | Hessay (L.C.) | | | | | | | | | | |
| TCB on Up Main line | Hessey WD (G.F.) | | | | | | | | | | |
| | Marston Moor (L.C.) | | | | | | | | | | |
| | | 3 | 263 | DRS** 35 | | 65 | 65 | 25 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | |
| | | | | | | | | | | 1 m. 56 ch. to 1 m. 46 ch. | |
| | | | | | | | | | | | |

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

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | |
|--|--|------|-------------------------------|------|---------------|-------------------------|--------------------------|----|--|---|--|---------------|---|---------------|----|--|-----|
| | | | | | | | | | | | | | Down | | Up | | For |
| | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| YORK (SKELTON) TO HARROGATE (DRAGON)—cont. | | | | | | | | | | | | | | | | | |
| ● | Hammerton Station (L.C.) | 2 | 1207 | | | | | | | | | | | | | | |
| | Hammerton Road (L.C.) | | | | | | | | | | | | | | | | |
| ● | Cattal Station (L.C.) | 1 | 857 | | | | | | | | | | | | | | |
| | Whixley (L.C.) | | | | | | | | | | | | | | | | |
| | Knaresborough Tunnel (178 yards) | | | | | | | | | | C. Down line, 1 mile 1,083 yards before reaching Knaresborough Station Down Home signal. | 127 | | | | | |
| ● | Knaresborough Station (L.C.) | 6 | 801 | | | | | 40 | 40 | 16 m. 20 ch. to 16 m. 41 ch. | | | | | | | |
| | KNARESBOROUGH AND HARROGATE (DRAGON) | | | | | | | 50 | 50 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | Belmont (L.C.) | | | | | | | | | | | | | | | | |
| ● | Starbeck South (L.C.) | 1 | 1087 | | | | | 30 | 30 | 18 m. 13 ch. to 18 m. 23 ch. | | | | | | | |
| | Starbeck Station | — | 88 | | | | | | | | | | | | | | |
| ● | Starbeck North | — | 264 | | | | | | | | | | | | | | |
| ● | Harrogate Dragon (See page 103 for Leeds to Harrogate Dragon.) | 1 | 176 | | | | | 30 | | 1 m. 3 ch. to 1 m. 7 ch. (Starbeck North Junction to Dragon Junction mileage) | | | | | | | |
| | | | | | | | | | | C. Down line, 460 yards before reaching Dragon Down Home signal. | 104 | | | | | | |

NORTHALLERTON (CASTLE HILLS JUNCTION) TO REDMIRE

| NORTHALLERTON AND LEYBURN | | | | | 45 | 45 | MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINES | |
|---------------------------|---|---|---|------|------------|-------------------------|---|----------------------------|
| Single line No token | ● | Northallerton Station (See page 20 for Black Carr Junction to Berwick) | | | | 15 (both directions) | 0 m. 0 ch. to 0 m. 28 ch. (Castle Hills Loop mileage) | |
| | | West Junction (Controlled by Northallerton Station Signal box.) | | | | | | |
| Electric Token | | Yalforth (L.C.) (P4) | | | | 10 (both directions) | When passing over Yafforth Level Crossing | |
| | | Ainderby Gates (L.C.) | | | | | | |
| | ● | Ainderby Station (L.C.) | 2 | 1352 | | | | |
| | | Scruton (L.C.) Ham Hall (L.C.) (P4) | | | | 10 (both directions) | When passing over Ham Hall Level Crossing | |
| One Train only | ● | Leeming Bar Station | 2 | 1631 | | 30 | 30 | 7 m. 15 ch. to 7 m. 30 ch. |
| | | Aiskew (L.C.) | | | | | | |
| | ● | Bedale Station (L.C.) | 1 | 1329 | URS UGL | 40 8 | | |
| | | Crakehall (L.C.) | | | | 15 (both directions) | 7 m. 30 ch. to 7 m. 49 ch. | |
| | | Finghall Lane (L.C.) | | | | | | |
| | | LEYBURN AND REDMIRE | | | | 25 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | |
| | ● | Leyburn Station | 9 | 1436 | CL DRS | 57 34 | S. Trailing end of connection, Single line to Up Platform, 302 yards before reaching No. 24 Up Starting signal. 499 (falling) | |
| | | Wensley Station (L.C.) | | | | | | |
| | | Redmire Station | 5 | 5 | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---|--------------|----------------|-----|---|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST | | | | | | | | | | | | | | | | | | |
| DARLINGTON (PARKGATE) AND BISHOP AUCKLAND | | | | | | | | | | | | | | | | | | |
| Single line no token | | | | | | | | 45 | 45 | MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES | | | | | | | | |
| | | | | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | | |
| | • Parkgate (See page 22 for Black Carr Junction to Berwick.) | | | | • | | | | 20 | All lines, 1 m. 15 ch. to 0 m. 0 ch. | | | | | | | | |
| | North Road Station | | | | | | | | | | | | | | | | | |
| | • Hopetown (See page 42 for Darlington (Hopetown) to Nickstream.) | — | 1606 | | • | | | 15 | | Over junction towards Nickstream (Branch speed limit) | | | | | | | | |
| | • Charity | — | 752 | | | | | | | | | | | | | | | |
| | Whiley Hill (L.C.) (P2) | | | | | | | | | | | | | | | | | |
| | • Heighington Station (L.C.) | 3 | 1255 | | | | | | | | | | Up Standard Junction horn codes to be given here. | | | | | |
| | | | | | | | | | | | | | | | 1S 1L 2S 1L | | Rise Carr Goods line Darlington Motive Power Depot. | |
| | • Shildon (See page 41 for Shildon Works Branch.) | 3 | 451 | | | | | 15 40 30 | 40 | Over junction towards Shildon Works Branch (Branch speed limit) 8 m. 18 ch. to 8 m. 51 ch. Connection from Down Main to Single line, 8 m. 51 ch. to 8 m. 56 ch. CW. Up Reception, clear of fouling point with Main line, 420 yards before reaching No. 50 Up Reception line Home signal. | | | | | | | | |
| | Shildon Tunnel (220 yards) | | | | | | | | | | 220 | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | Permanent speed restrictions, miles per hour | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|--|--|-------------------------|---|----|----------|---|--------------|---------------|--------------|---------------|-----|
| | | M. | Yds. | Up | Down | | | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For |
| | | | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | |
| BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS) | | | | | | | | | | | | | | | | | | |
| <div>Electric token</div> <div>One Train only</div> | BISHOP AUCKLAND EAST AND EASTGATE (A.P.C.M. SIDINGS) | | | | | | 35 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | | | |
| | Bishop Auckland East (See page 41 for Darlington Parkgate to Bishop Auckland East.) | | | | | | 15 (both directions) | 11 m. 18 ch. to 11 m. 35 ch. | | | | | | | | | | |
| | Etherley Ground Frame | | | | | | 15 (both directions) | 14 m. 44 ch. (Parkgate Junction to Wear Valley Junction mileage) to 0 m. 3 ch. (Wear Valley to Eastgate mileage) | | | | | | | | | | |
| | Witton-Le-Wear Station | | | | | | | | | | | | | | | | | |
| | Wolsingham Station | | | | | | 10 1503 | CL | 94 | S. Down Main clear of fouling point 550 yards before reaching No. 21 Down Main Starting signal. | | 200 | | | | | | |
| | Broadwood Quarry Sidings | | | | | | 2 480 | | | | | | | | | | | |
| | Unthank (L.C.) (P1) | | | | | | | | | | | | | | | | | |
| | Eastgate (A.P.C.M. Sidings) | | | | | | 6 335 | | | | | | | | | | | |
| DARLINGTON (HOPETOWN) TO NICKSTREAM | | | | | | | | | | | | | | | | | | |
| <div>One Train Only</div> | DARLINGTON (HOPETOWN) AND NICKSTREAM | | | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | | | |
| | Hopetown (See page 40 for Darlington Parkgate to Bishop Auckland East.) | | | | | | | | | | | | | | | | | |
| | Nickstream | | | | | | 1 281 | | | | | | | | | | | |

One Train Only

KELLOE BANK FOOT BRANCH

KELLOE BANK FOOT BRANCH

Kelloe Bank
Foot Ground Frame

West Cornforth (L.C.) (P1)

Kelloe Bank Foot 3 713

20
(both
directions)

MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE

FERRYHILL TO NORTON-ON-TEES SOUTH

FERRYHILL AND NORTH-ON-TEES SOUTH

35

35

MAXIMUM PERMISSIBLE SPEED ON MAIN AND GOODS LINES

- Ferryhill
(See page 22 for Black Carr
Junction to Berwick.)

- Bishop Middleham 1 1328

- Stillington Station 5 395

20

20

4 m. 3 ch. to 3 m. 64 ch.

- Norton-on-Tees West (L.C.) 3 853
(See page 131 for Norton-on-
Tees West to East.)

30

30

Over junction towards Norton-on-Tees (Branch speed limit)
0 m. 30 ch. to 0 m. 4 ch.

1S 1L

To stop at Billing-
ham.

- Norton-on-Tees South — 715
(See page 125 for Northaller-
ton to Gateshead via Horden.)

3S 1L

Freight trains stop-
ping at Belasis Lane

43

COXHOE GOODS BRANCH (GOODS LINE)

COXHOE GOODS BRANCH

Coxhoe Ground Frame
(See page 23 for Black Carr
Junction to Berwick.)

Thinford Lane (L.C.) (P1)

Cornforth Lane (L.C.) (P1)

Coxhoe W.H. (L.C.)

Coxhoe Goods 1 1729

20
(both
directions)

MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE

CW. Clear of fouling point 214
with slow lines.

One Train Only

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| FERRYHILL (TURSDALE JUNCTION) TO PELAW VIA LEAMSIDE | | | | | | | | | | | | | | | | | |
| TCB | FERRYHILL (TURSDALE JUNCTION) AND PELAW | | | | | | | | | | | | | | | | |
| | 60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | | | | | | | | | | |
| | 40 40 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | | | | | | | | | | |
| | Tursdale Junction (Controlled by Ferryhill signal box.) (See page 23 for Black Carr Junction to Berwick.) | | | | | | | | | | | | | | | | |
| | C. Down Leamside line, 800 yards before reaching WL.417 signal. 220 | | | | | | | | | | | | | | | | |
| | C. Down Leamside line, 856 yards before reaching WL.415 signal. 125 | | | | | | | | | | | | | | | | |
| | C. Up Leamside line, 850 yards before reaching F.412 signal. 293 | | | | | | | | | | | | | | | | |
| | C. Up Leamside line, 850 yards before reaching F.414 signal. 125 | | | | | | | | | | | | | | | | |
| | Whitwell 3 1313 | | | | | | | | | | | | | | | | |
| | Leamside (L.C.) 3 884 | | | | | | | | | | | | | | | | |
| 1S 2L 1S 1L 2S 1L | | | | | | | | | | | | | | | | | |
| Sunderland Branch. Pelaw not stopping at Washington. Tyne Dock not stopping at Washington. | | | | | | | | | | | | | | | | | |
| 55 35 55 10 m. 4 ch. to 9 m. 61 ch. 11 m. 42 ch. to 12 m. 1 ch. 3S 1L | | | | | | | | | | | | | | | | | |
| Penshaw Yard. | | | | | | | | | | | | | | | | | |
| Fencehouses Station (L.C.) 2 1193 | | | | | | | | | | | | | | | | | |
| Penshaw North 2 744 | | | | | | | | | | | | | | | | | |
| 45 14 m. 40 ch.to 14 m. 65 ch. | | | | | | | | | | | | | | | | | |
| CW. Up Arrival line, clear of fouling point with Up Main line. 154 | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|------|--|------------|----------|----------------|----------|--|------------------|--|---|--|--|
| ● | Washington South (See page 142 for South Pelaw to Washington.) | — | 1705 | | UGL DGL | 33 50 | 30 40 15 | 30 40 | 14 m. 76 ch. to 15 m. 27 ch. 15 m. 36 ch. to 16 m. 0 ch. Over junction towards Chemical Works to South Pelaw line | 1S 1C | | | | South Pelaw, to be given on approaching Down Main Home signal. Lambton line. Trains going South. Approaching Pontop Branch Home signal. |
| ● | Usworth Station (L.C.) | 1 | 1123 | | | | | | CW. Down Goods Loop, clear of fouling point with Down Main line. 330 yards before reaching Washington South Down Goods Loop shunting signal. | 539 (falling) | | | | |
| | Follingsby (L.C.) (P2) | | | | | | | | | | | 1S 1L 2S 1L 3S 1L 1S 2L 2S 2L | | Dunston. Team Valley. Newcastle via K.E.B. Newcastle via H.L.B. Allhusen's Hawks and P. Way Sdgs. |
| | | | | | | | | | | | | 3S 2L | | Goods Lines at Pelaw. |
| ● | Wardley | 2 | 421 | | | | | | | | | | | |
| ● | Pelaw Station (See page 129 for Northallerton to Gateshead via Horden.) | 1 | 160 | | | | 25 | | 20 m. 50 ch. to 20 m. 70 ch. | | | | | |

CONSETT NORTH TO OUSTON JUNCTION

| | | | | | | | | | | | | | | |
|---|---|---|-----|--|--|--|----------|----------|--|----|--|--|--|--|
| | CONSETT NORTH AND OUSTON JUNCTION | | | | | | 40 20 | 40 20 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | |
| ● | Consett North (See page 47 for Consett North to Blackhill.) | | | | | | | | 13 m. 57 ch. to 13 m. 20 ch. | | | | | |
| ● | Consett East | — | 889 | | | | | | C. Down line, 615 yards before reaching Down Main Home signal. | 49 | | | | |
| | | | | | | | | | C. Down line, 378 yards before reaching Down Main Home signal. | 49 | | | | |
| | | | | | | | | | C. Down line, 1,088 yards before reaching Down Main Home signal. | 64 | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|----------|---|---|---|---------------|--------------|---------------|--------------------------------|
| | | | | | | | | | | | | Down | | Up | | For |
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | |
| CONSETT NORTH TO OUSTON JUNCTION—cont. | | | | | | | | | | | | | | | | |
| • | Carr House West (See page 48 for Carr House West to Fell.) | — | 1495 | | | • A NB | | 25 15 | | 12 m. 31 ch. to 12 m. 17 ch. Over junction towards Consett Iron Works (Fell) (Branch speed limit) C. Down line, 381 yards before reaching Down Main Home signal. | 64 | | | | | |
| • | Carr House East | — | 666 | | | • Y | | | | CW. Down Goods line, clear of fouling point with Main line, 230 yards before reaching West Box Goods line Stop signal. C. Up line, 407 yards before reaching Up Main home signal. | 188 161 | | | | | |
| • | Annfield (See page 48 for Annfield to Oxhill.) | 4 | 873 | | | | | 35 35 | 35 35 | 11 m. 53 ch. to 9 m. 24 ch. C. Up line, 3 miles 127 yards before reaching Carr House East Up Distant signal. 8 m. 2 ch. to 7 m. 56 ch. CW. Up line, 3 miles 123 yards before reaching Carr House East Up Distant signal. | 64 35 | | | | | Propel to Oxhill from up main. |
| • | | | | | | | | 15 | | Over junction towards Oxhill, C. Up line, 463 yards before reaching Up Main Home signal. C. Up line, 1 mile 849 yards before reaching Up Main Home signal. | 17 m. 69 ch. to 17 m. 64 ch. (Oxhill to Annfield mileage) 54 35 | | | | | |

| | | | | | | | | |
|----------------|---|---|----|------|-------------------------|--|---|----------------|
| TCB | | Beamish Tunnel (62 yards) | | | 25 | 25 | 7 m. 56 ch. to 7 m. 25 ch. C. Up line, 3 miles 653 yards before reaching Annfield Home signal. | 51 |
| | ● | Beamish Station | 3 | 1232 | 30 | 30 | 6 m. 36 ch. to 5 m. 53 ch. C. Up line, 495 yards before reaching Up Home signal. C. Up line, 1 mile 1,106 yards before reaching Up Home signal. C. Up line, 2 miles 30 yards before reaching Beamish Up Home signal. | 49 55 55 |
| | | | | | 30 | 30 | 1 m. 68 ch. to 1 m. 46 ch. | |
| | ● | South Pelaw (See page 142 for South Pelaw to Washington.) | 3 | 57 | 15 | 15 | Over all connections between Consett North to Ouston Junction and South Pelaw to Washington Chemical Works routes, 0 m. 71 ch. to 0 m. 58 ch. CW. Up line, 390 yards before reaching Up Starting signal. C. Up line, 915 yards before reaching S.13 signal. C. Up Main, 560 yards before reaching S.13 signal. | 56 66 66 |
| | | Ouston Junction (Controlled by Tyne signal box.) (See page 24 for Black Carr Junction to Berwick.) | | 1249 | | | | |
| | CONSETT NORTH TO BLACKHILL STATION | | | | | | | |
| | CONSETT NORTH AND BLACKHILL STATION | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | |
| | ● | Consett North (See page 45 for Consett North to Ouston Junction.) | | | | | | |
| | | Blackhill No. 1 Tunnel (135 yards) | | | | | | |
| | | Blackhill No. 2 Tunnel (52 yards) | | | | | | |
| One Train Only | Blackhill Station | 1 | 93 | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| CARR HOUSE WEST TO FELL | | | | | | | | | | | | | | | | | |
| NB | CARR HOUSE WEST AND FELL | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| | • Carr House West (See page 46 for Consett North to Ouston Junction.) | | | • | | | | | | | | | | | | | |
| | • Consett Fell | — | 840 | • | | | | | | | | | | | | | |
| ANNFIELD TO OXHILL | | | | | | | | | | | | | | | | | |
| Electric token | ANNFIELD AND OXHILL | | | | | | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | |
| | • Annfield (See page 46 for Consett North to Ouston Junction.) | | | | | | | | | CW. Clear of fouling point with Main line. | 154 | | | | | | |
| | • Oxhill (L.C.) | — | 1263 | | | | | | | | | | | | | | |
| KING EDWARD BRIDGE SOUTH EAST CURVE | | | | | | | | | | | | | | | | | |
| P & PF | KING EDWARD BRIDGE SOUTH EAST CURVE | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | King Edward Bridge Junction (Controlled by Gateshead S.B.) (See page 25 for Black Carr Junction to Berwick.) | | | | | | | | | | | | | | | | |

NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH

TCB

MANORS JUNCTION AND TYNEMOUTH VIA BACKWORTH

Manors Junction
(See page 26 for Black Carr
Junction to Berwick.)

Manors Station — 176

Jesmond Station — 1056

West Jesmond Station — 1469

South Gosforth Station — 1496

South Gosforth Station Junction
(See page 52 for South
Gosforth to Callerton.) — 154

South Gosforth — 484

Benton Station 1 880

Benton Station Junction
(Controlled by Benton signal
box.) (See page 51 for Benton
Curves.) — 176

Benton East Junction
(Controlled by Benton signal
box.) (See page 51 for Benton
S.E. curve.) — 990

Backworth Station 1 1342

60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

25 0 m. 14 ch. to 0 m. 0 ch.
30 0 m. 14 ch. to 0 m. 46 ch.
C. Down line, 209 yards
before reaching B.28 (falling)
signal.

C. Down line, 625 yards
before reaching DB.0
signal. 75

55 55 1 m. 41 ch. to 1 m. 79 ch.
C. Down line, 520 yards
before reaching DB.1
signal. 75

C. Down line, 540 yards
before reaching DB.1B
signal. 75

30 Over junction towards Callerton (Branch speed limit)

30 30 2 m. 39 ch. to 2 m. 74 ch.
C. Down line, 550 yards
before reaching D.3B
signal. 100

C. Down line, 500 yards,
before reaching B.41
signal.

25 Over junction towards Benton Quarry South Junction (Branch speed limit)

25 Over junction towards Benton North Junction (Branch speed limit)

25 Over junction towards Benton Quarry North Junction (Branch speed limit)
C. Down Main line, 545 yards before reaching
D.5B signal. 120

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----------|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH—cont. | | | | | | | | | | | | | | | | | |
| TCB | Backworth Junction (See page 158 for Backworth to Morpeth via Seghill.) | — | 110 | | | | | 30 30 45 | 30 40 | 6 m. 54 ch. (Manors to Morpeth mileage) to 11 m. 18 ch. (Heaton to Backworth mileage) Over junction towards Morpeth, 6 m. 60 ch. to 6 m. 78 ch. (Manors to Morpeth mileage) 9 m. 31 ch. to 9 m. 1 ch. 8 m. 76 ch. to 9 m. 31 ch. C. Up Main line, 620 yards before reaching U.6X signal. C. Up Main line, 560 yards before reaching B.1 signal. C. Up Main line, 560 yards before reaching U.10B signal. C. Up Main line, 560 yards before reaching U.10 signal. C. Up Main line, 560 yards before reaching U.9 signal. | 100 120 120 100 75 | | | | | | |
| | West Monkseaton Station | 1 | 1320 | | | | | | | | | | | | | | |
| | Monkseaton Station | — | 1342 | | | | | 45 40 | 45 40 | 8 m. 60 ch. to 8 m. 38 ch. 8 m. 20 ch. to 7 m. 78 ch. | | | | | | | |
| | Whitley Bay Station | — | 971 | | | | | | | | | | | | | | |
| | Cullercoats Station | — | 748 | | | | | | | | | | | | | | |
| | Tynemouth North (See page 54 for Tynemouth to Heaton South via Wallsend.) | 1 | 242 | | | | | 20 | 20 | 6 m. 56 ch. to 6 m. 23 ch. | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

BENTON NORTH WEST CURVE

BENTON NORTH WEST CURVE

25

25

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

TCB

Benton Station Junction
(See page 49 for Manors Junction to Tynemouth.)

Benton North Junction
(See page 27 for Black Carr Junction to Berwick.)

— 814

CW. Up line clear of fouling point with Main line.

77

BENTON SOUTH WEST CURVE

BENTON SOUTH WEST CURVE

25

25

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

TCB

Benton Quarry South Junction
(See page 27 for Black Carr Junction to Berwick.)

Benton Station Junction No. 1
(See page 49 for Manors Junction to Tynemouth.)

— 546

CW. Down line, clear of fouling point with Main line.

65

BENTON SOUTH EAST CURVE

BENTON SOUTH EAST CURVE

25

25

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

TCB

Benton Quarry North Junction
(See page 27 for Black Carr Junction to Berwick.)

Benton East Junction

— 843

C. Down line, clear of fouling point with Main line.

100

UP BENTON GOODS LINE

UP BENTON GOODS LINE

15

MAXIMUM PERMISSIBLE SPEED ON GOODS LINE

TCB(G)

Heaton
(See page 53 for Heaton South Junction to Tynemouth)

Heaton North Junction
(Controlled by Heaton S.B.)
(See page 26 for Black Carr Junction to Berwick.)

— 784

CW. Up line, 620 yards before reaching H.77 signal.

91

(falling)

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| SOUTH GOSFORTH TO CALLERTON ICI SIDINGS | | | | | | | | | | | | | | | | | |
| Single line No Token One Train Only | SOUTH GOSFORTH AND CALLERTON ICI SIDINGS | | | | | | | | | | | | | | | | |
| | South Gosforth Station Junction (Controlled by South Gosforth signal box.) (See page 49 for Manors to Tynemouth via Backworth.) | | | | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES | | | | | | | |
| | South Gosforth West Junction (Controlled by South Gosforth signal box.) | — | 899 | | | | | | | C. Down line, 445 yards before reaching SG.23 signal. | 66 | | | | | | |
| | West Gosforth Station | | | | | | | | | | | | | | | | |
| | Coxlodge Station (L.C.) | 1 | 515 | | | | | | | | | | | | | | |
| | Bells (L.C.) (P1) | | | | | | | | | | | | | | | | |
| | Kerton Bank (L.C.) (P1) | | | | | | | | | | | | | | | | |
| | Callerton (L.C.) (P1) | | | | | | | | | | | | | | | | |
| Callerton I.C.I. Sidings | | | | | | | | | | | | | | | | | |
| RIVERSIDE BRANCH (RIVERSIDE JUNCTION TO PERCY MAIN) | | | | | | | | | | | | | | | | | |
| TCB on Up Main Line | RIVERSIDE JUNCTION AND PERCY MAIN | | | | | | | | | | | | | | | | |
| | Riverside Junction (See page 26 for Black Carr Junction to Berwick.) | — | — | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINE | | | | | | | |
| | | | | | | | | | 20 | 0 m. 24 ch. to 0 m. 0 ch. | | | | | | | |
| | | | | | | | | | | C. Up line, 456 yards before reaching N.1 signal. | 221 | | | | | | |
| | Byker Tunnel (150 yards) | | | | | | | 35 | 35 | 0 m. 50 ch. to 0 m. 70 ch. | | | | | | | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | Locomotive horn code L—Long S—Short C—Crow | | | | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|--|-------------------------|---|---|----|----------|---|--------------|---------------|--------------|---------------|-----|
| | | M. | Yds. | Up | Down | | Description | Standage Wagons L. & V. | | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For |
| | | | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | |
| HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND—cont. | | | | | | | | | | | | | | | | | | |
| • | Percy Main Station (See page 160 for Percy Main Station to North and page 53 for Riverside Branch.) | — | 1213 | | | | | 20 | | Over junction towards Riverside Branch, 6 m. 42 ch. to 6 m. 35 ch. (Riverside Branch mileage) | | | | | | | | |
| | | | | | | | | 15 | | Over junction towards Percy Main North (Branch speed limit) | | | | | | | | |
| | Preston Colliery | | | | | | | 25 | 25 | 5 m. 32 ch. to 6 m. 1 ch. | | | | | | | | |
| | North Shields Goods Yard G.F. | | | | | | | | | | | | | | | | | |
| | North Shields Station | 1 | 418 | | | | | | | | | | | | | | | |
| | North Shields Tunnel (786 yards) | | | | | | | | | | | | | | | | | |
| • | Tynemouth South | — | 1716 | • | • | | | | | | | | | | | | | |
| • | Tynemouth North (See page 50 for Tynemouth to Manors via Backworth.) | — | 416 | • | • | | | 20 | 20 | 6 m. 23 ch. to 6 m. 56 ch. | | | | | | | | |
| DONCASTER MARSHGATE JUNCTION TO LEEDS CITY (WEST JUNCTION) | | | | | | | | | | | | | | | | | | |
| TCB on Down Main line Absolute Block on Up Main line | DONCASTER MARSHGATE JUNCTION AND WAKEFIELD (WESTGATE) | | | | | | | 70 | 70 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | | |
| | Marshgate Junction (Controlled by Doncaster North signal box.) (See page 36 of Southern Area Sectional Appendix for Kings Cross to Marshgate Junction.) | | | | | | | | 40 | 155 m. 72 ch. to 156 m. 20 ch. | | | | | | | | |
| | Dock Hills (L.C.) | | | | | | | | | | | | | | | | | |
| | Bentley Crossing (L.C.) | 1 | 856 | | | URS | 50 | 15 | | Over junction towards Brodsworth Colliery (Branch speed limit) | | | | | | | | |
| | Castle Hills Junction (Controlled by Skellow Junction.) (See page 57 for Brodsworth Colliery Branch.) | 1 | 528 | | | | | | | | | | | | | | | |

| | | | | | | |
|-----|--|--------|--------------------|----|----------|--|
| TCB | <i>Carcroft Junction</i> (Controlled by Skellow Junction signal box.) (See page 57 for Carcroft to Skellow Jn.) | 203 | | | 10 | Over junction towards Skellow Junction, 160 m. 14 ch. to 160 m. 19 ch. |
| | <i>Adwick Junction</i> (Controlled by Skellow Junction signal box.) (See page 58 for Skellow, Adwick Junction to Stainforth Junction.) | 1134 | | | 15 | Over junction towards Stainforth, 0 m. 0 ch. to 0 m. 4 ch. (Adwick Junction to Skellow Junction mileage) |
| | <i>Moorhouse Junction</i> (Controlled by Leeds signal box.) (See page 58 for Frickley Colliery Branch.) | 2 1168 | | | | C. Down Doncaster 990 yards before reaching L.659 signal. 195 |
| | South Elmsall Station | 1 572 | | | 15 | Over junction towards Frickley Colliery (Branch speed limit) C. Down Doncaster 1,078 yards before reaching L.657 signal. 1060 (falling) C. Down Doncaster, 860 yards before reaching L.653 signal. 200 C. Down Doncaster, 1,170 yards before reaching L.645 signal. 200 |
| | <i>South Kirkby Junction</i> (Controlled by Leeds signal box.) (See page 94 for South Kirkby Junction to Moorthorpe Station.) | 1 682 | DGL 140 UGL 120 | 25 | 30 25 | Over junction towards Moorthorpe Station (Branch speed limit) Goods loop 167 m. 33 ch. to 168 m. 1 ch. Goods loop 168 m. 62 ch. to 168 m. 13 ch. C. Down Doncaster, 910 yards before reaching L.639 signal. 106 C. Down Doncaster, 842 yards before reaching L.629 signal. 428 C. Down Doncaster, 925 yards before reaching L.627 signal. 165 C. Up Doncaster, 1,010 yards before reaching L.258 signal. 166 C. Up Doncaster, 750 yards before reaching L.260 signal. 147 |
| | Nostell Ground Frame | 4 901 | | | | |
| | <i>Hare Park Junction</i> (Controlled by Leeds signal box.) (See page 59 for Hare Park to Crofton West.) | 1 709 | | | 15 | Over junction towards Crofton West Junction, 171 m. 72 ch. to 171 m. 76 ch. (Kings Cross to Crofton West mileage) |

| | | | | | | | | | | | | | | | | | | |
|-----------------------------------|---|---|------|--|--|--|--|--|----------|-------------------------|---|---|-------------|--|--|--|--|--|
| | <i>Gelderd Road Junction</i> (Controlled by Leeds signal box.) (See page 59 for Gelderd Road Junction to Holbeck West Junction.) | 5 | 1275 | | | | | | 25 25 | 25 | 184 m. 16 ch. to 184 m. 37 ch. Over junction towards Holbeck West Junction, 184 m. 22 ch. to 184 m. 27 ch. | | | | | | | |
| | <i>Leeds City West Junction</i> (Controlled by Leeds signal box.) (See page 100 for Leeds City to Skipton Station South.) | 1 | 462 | | | | | | 15 | | C. Up main, 510 yards before reaching UV.42 signal. 185 m. 16 ch. to 185 m. 43 ch. | 84 | | | | | | |
| Special Instructions See page 296 | BRODSWORTH COLLIERY BRANCH (GOODS LINE) | | | | | | | | | | | | | | | | | |
| | CASTLE HILLS JUNCTION AND BRODSWORTH COLLIERY | | | | | | | | | | | | | | | | | |
| | <i>Castle Hills Junction</i> (Controlled by Skellow Junction signal box.) (See page 54 for Marshgate Junction to Leeds City West Junction.) | — | — | | | | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | |
| | Brodsworth Colliery | 2 | 1525 | | | | | | | | | | | | | | | |
| TCB | CARCROFT JUNCTION TO SKELLOW JUNCTION | | | | | | | | | | | | | | | | | |
| | CARCROFT JUNCTION AND SKELLOW JUNCTION | | | | | | | | | | | | | | | | | |
| | <i>Carcroft Junction</i> (Controlled by Skellow Junction signal box.) (See page 55 for Marshgate Junction to Leeds City (West Junction)). | | | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | |
| | Skellow Junction (See page 58 for Stainforth Junction to Adwick Junction.) | — | 1193 | | | | | | | | 10 | CW. Down line, 404 yards before reaching S.51 signal. 160 m. 19 ch. to 160 m. 14 ch. | 833 | | | | | |
| | | | | | | | | | | | | CW. Up line, 540 yards before reaching S.108 signal. | 265 falling | | | | | |
| | STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION) | | | | | | | | | | | | | | | | | |
| | STAINFORTH JUNCTION AND ADWICK JUNCTION | | | | | | | | | | | | | | | | | |
| | Stainforth Junction (See page 166 Southern Area Sectional Appendix for Barnetby to Marshgate Junction.) | — | — | | | | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | |
| | Stainforth Road (L.C.) | | | | | | | | | | | | | | | | | |

†—Station Yard working for passenger trains, E.C.S. and light locomotives.

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | Locomotive horn code L—Long S—Short C—Crow | | | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|--|---|---|--------------|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)—cont. | | | | | | | | | | | | | | | | | | |
| TCB | Bramwith Station (L.C.) | 2 | 310 | | | | | | | C. Up line, 625 yards before reaching Outer Home signal | 129 | | | | | | | |
| | Thorpe Road (L.C.) | | | | | | | | | | | | | | | | | |
| | Applehurst Junction (See page 32 for Applehurst Loop.) | 1 | 1012 | | | | | 25 | | Over junction towards Joan Croft Junction (Branch speed limit) | | | | | | | | |
| | Skellow Junction (See page 57 for Skellow Junction to Carcroft.) | 2 | 1012 | | | | | 15 | | Over junction towards Carcroft Junction (Branch speed limit) | | | | | | | | |
| | Adwick Junction (Controlled by Skellow Junction signal box.) (See page 55 for Marshgate Junction to Leeds City (West Junction).) | — | 1408 | | | | | 15 | | 0 m. 4 ch. to 0 m. 0 ch. | | | | | | | | |
| FRICKLEY COLLIERY BRANCH (GOODS LINE) | | | | | | | | | | | | | | | | | | |
| One Train Only (no staff) See local instructions, page 299 | FRICKLEY COLLIERY BRANCH | | | | | | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | |
| | Moorhouse Junction (Controlled by Leeds signal box.) (See page 55 for Marshgate Junction to Leeds City West Junction.) | — | — | | | | | | | | | | | | | | | |
| | Frickley Colliery | ↓ | — | | | | | | | | | | | | | | | |

HARE PARK TO CROFTON WEST

| | | | | | | | | | |
|----------------------------|--|----|-----|---|---|-----|--|--|--|
| HARE PARK AND CROFTON WEST | | 55 | 55 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | |
| TCB | <i>Hare Park Junction</i> (Controlled by Leeds signal box.) (See page 55 for Marshgate Junction to Leeds City West Junction.) | — | — | 15 | 171 m. 76 ch. to 171 m. 72 ch. C. Up line, 1,280 yards before reaching L.262 signal. | 150 | | | |
| | | | | | C. Up line, 690 yards before reaching O.302 signal. | 100 | | | |
| | <i>Crofton West Junction</i> (Controlled by Oakenshaw signal box.) (See page 86 for Wakefield (K) East to Goole Goods Junction.) | 1 | 511 | 15 | 173 m. 17 ch. to 173 m. 22 ch. | | | | |

WAKEFIELD (WESTGATE) SOUTH JUNCTION TO WAKEFIELD (KIRKGATE) WEST

| | | | | | | | | | |
|---|---|----|-----|---|---|-----|--|--|--|
| WAKEFIELD (WESTGATE) SOUTH JUNCTION AND WAKEFIELD (K) WEST. | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | |
| TCB | <i>Wakefield (W) South Junction</i> (Controlled by Leeds signal box.) (See page 56 for Marshgate to Leeds City West.) | — | — | | | | | | |
| | <i>Wakefield (K) West</i> (See page 63 for Eastwood to Normanton.) | — | 800 | | C. Up line, 375 yards before reaching L.249 signal. | 100 | | | |

LEEDS CITY (GELDERD ROAD JUNCTION) TO LEEDS CITY (HOLBECK WEST JUNCTION)

| | | | | | | | | | |
|--|--|----|-----|---|---|----|--|--|--|
| LEEDS CITY, GELDERD ROAD JUNCTION AND HOLBECK WEST JUNCTION. | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | |
| TCB | <i>Gelderd Road Junction</i> (Controlled by Leeds signal box.) (See page 57 for Marshgate Junction to Leeds City West Junction.) | — | — | 25 | 184 m. 27 ch. to 184 m. 22 ch. C. Down Doncaster line clear of fouling point with down viaduct line. | 47 | | | |
| | <i>Wortley South Junction</i> (Controlled by Leeds signal box.) (See page 97 for Wortley South Junction to Wortley West Jn.) | — | 560 | 15 | Over junction towards Wortley West (Branch speed limit) C. Up line, 695 yards before reaching L.64 signal. | 82 | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|-----------|--------------------------|-------------------------|--|----|--|---|---|---------------|--------------|---------------|-----|--|
| | | | | | | | | | | | | Down | | Up | | For | |
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| LEEDS CITY (GELDERD ROAD JUNCTION) TO LEEDS CITY (HOLBECK WEST JUNCTION)—cont. | | | | | | | | | | | | | | | | | |
| | Holbeck West Junction (Controlled by Leeds signal box.) (See page 95 for Whitehall Junction to Bradford Exchange.) | — | 830 | | | | | | | | | | | | | | |
| LEEDS CITY, ENGINE SHED JUNCTION TO WHITEHALL JUNCTION | | | | | | | | | | | | | | | | | |
| ICB | ENGINE SHED JUNCTION AND WHITEHALL JUNCTION | | | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | Engine Shed Junction (Controlled by Leeds signal box.) (See page 79 for Wath Road Junction to Leeds City North Junction.) | — | — | | | | | | | | | | | | | | |
| | Whitehall Junction (Controlled by Leeds signal box.) (See page 100 for Leeds City to Skipton Station South and page 95 for Whitehall Junction to Bradford (Exchange).) | — | 660 | | | | | | | | | | | | | | |
| EASTWOOD (L.M.R.) TO NORMANTON GOOSE HILL | | | | | | | | | | | | | | | | | |
| | EASTWOOD (L.M.R.) AND NORMANTON GOOSE HILL | | | | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES | | | | | | | |
| ● | Eastwood (L.M.R.) (Up I.B.S. 820 yards from Hebden Bridge station box.) | | | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| | (Down I.B.S. 1,345 yards from Eastwood box.) | | | | | | | 45 | 45 | 22 m. 20 ch. to 22 m. 40 ch. | | | | | | | |
| | | | | | | UGL No. 1 | | | | C. Up Main, 880 yards before reaching I.B.S. signal. | 182 | | | | | | |
| | | | | | UGL No. 2 | | | | | C. Up Main, 652 yards before reaching Home 2 signal. | 182 | | | | | | |

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†—Absolute Block on the Up Main and T.C.B. on the Down Main.

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|---------------------------|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| EASTWOOD (L.M.R.) TO NORMANTON, GOOSE HILL—cont. | | | | | | | | | | | | | | | | | |
| TCB | | | | | | | | | | | | | | | | | |

| Between Midland Junction and Wakefield West | | Between Midland Junction and Wakefield East | | Between Midland Junction and Wakefield East | | Between Midland Junction and Wakefield East | | Between Midland Junction and Wakefield East | |
|---|------|---|------|---|------|---|------|---|------|
| Fast | Slow | Fast | Slow | Fast | Slow | Fast | Slow | Fast | Slow |
| ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| Horbury Junction (See page 74 for Horbury Junction to Barnsley Exchange) | | 1 | 691 | ● | ● | ● | ● | ● | ● |
| ● | ● | 2 | 17 | ● | ● | ● | ● | ● | ● |
| Wakefield (Kirkgate) West (See page 59 for Wakefield (Kirkgate) West to Wakefield (Westgate) South.) | | | | ● | ● | ● | ● | ● | ● |
| P&PF | P&PF | — | 484 | ● | ● | ● | ● | ● | ● |
| ● | ● | — | 264 | ● | ● | ● | ● | ● | ● |
| Wakefield (Kirkgate) East (See page 86 for Wakefield (Kirkgate) East to Goole, Goods Junction.) | | | | ● | ● | ● | ● | ● | ● |
| Turners Lane Junction (Controlled by Wakefield East signal box.) (See page 75 for Turners Lane to Calder Bridge.) | | — | 754 | ● | ● | ● | ● | ● | ● |
| ● | ● | 1 | 1204 | ● | ● | ● | ● | ● | ● |
| Lockes Siding ... | | | | ● | ● | ● | ● | ● | ● |
| ● | ● | — | 654 | ● | ● | ● | ● | ● | ● |
| Goose Hill (See page 77 for Wath Road Junction to Leeds City North Junction.) | | | | ● | ● | ● | ● | ● | ● |

| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) | | | | | | | | | |
|--|---|---|-----|--|----|----|--|-----|--|
| MILNER ROYD JUNCTION AND HALIFAX | | | | | | | | | |
| TCB | • Milner Royd Junction (See page 61 for Eastwood to Normanton Goose Hill.) | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | |
| | Bank House Tunnel (214 yards) | | | | | | C. Down line, 396 yards before reaching MR.14 signal. | 958 | |
| | | | | | 50 | 50 | 29 m. 34 ch. to 29 m. 20 ch. | | |
| | | | | | 40 | 40 | 30 m. 44 ch. to 30 m. 76 ch. | | |
| | Dryclough Junction (Controlled by Halifax signal box.) (See page 65 for Dryclough Junction to Greetland.) | 2 | 332 | | | 25 | Over junction towards Greetland, 0 m. 0 ch. to 0 m. 4 ch. (Dryclough Junction to Greetland mileage) | | |
| | | | | | | | C. Down Main, 1,144 yards before reaching H.703 signal. | 118 | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|--|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| SOWERBY BRIDGE, MILNER ROYD JUNCTION TO BRADFORD EXCHANGE—cont. | | | | | | | | | | | | | | | | | |
| | | | | | | DRS | 48 | 30 | 30 | CW. Down Main, 690 yards before reaching H.709 signal. | 118 | | | | | | |
| | Halifax ... | — | 1616 | | | | | 40 | 45 | 31 m. 67 ch. to 32 m. 31 ch. | | | | | | | |
| | HALIFAX AND BRADFORD (EXCHANGE) | | | | | | | 55 | 55 | 32 m. 31 ch. to 32 m. 41 ch. | | | | | | | |
| | Beacon Hill Tunnel (1,105 yards) | | | | | | | | | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | Hipperholme Tunnel (388 yards) | | | | | | | | | | | | | | | | |
| | Lightcliffe | 2 | 672 | | | | | 50 | | 34 m. 20 ch. to 34 m. 46 ch. | | | | | | | |
| | Lightcliffe Tunnel (70 yards) | | | | | | | | | | | | | | | | |
| | Wyke Tunnel (1,365 yards) | | | | | | | | | | | | | | | | |
| | New Furnace Tunnel (69 yards) | | | | | | | | | | | | | | | | |
| | Low Moor | 2 | 1302 | | | | | 45 | 45 | 37 m. 23 ch. to 37 m. 59 ch. | | | | | | | |
| | Bowling Tunnel (1,648 yards) | | | | | | | 50 | 50 | 37 m. 59 ch. to 38 m. 18 ch. | | | | | | | |
| | Bowling Junction (See page 98 for Bowling Junction to Laisterdyke Yard.) | 1 | 1412 | | | | | 20 | | Over junction towards Laisterdyke (Branch speed limit) | | | | | | | |
| | | | | | | | | | | C. Up line, 485 yards before reaching Home signal. | 50 | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| HEATON LODGE (SOUTH JUNCTION) TO HEATON LODGE (EAST JUNCTION) | | | | | | | | | | | | | | | | | |
| TCB | HEATON LODGE (SOUTH JUNCTION) AND HEATON LODGE (EAST JUNCTION) | | | | | | | | | | | | | | | | |
| | Heaton Lodge South Junction (Controlled by Healey Mills signal box.) (See page 69 for Diggle to Heaton Lodge Junction.) | — | — | | | | | 50 | 50 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | Heaton Lodge East Junction (Controlled by Healey Mills signal box.) (See page 62 for Eastwood to Normanton Goose Hill.) | — | 1664 | | | | | | | | | | | | | | |
| DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION) | | | | | | | | | | | | | | | | | |
| • | DIGGLE AND HEATON LODGE JUNCTION | | | | | | | | | | | | | | | | |
| | | | | | | | | 65 | 65 | MAXIMUM PERMISSIBLE SPEED ON MAIN, FAST AND SLOW LINES | | | | | | | |
| | | | | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| • | Diggle Junction (London Midland Region) | — | — | | | | | 45 | 45 | 15 m. 0 ch. to 15 m. 16 ch. | | | | | | | |
| | Standage Tunnel (3 miles 66 yards) | | | | | | | 40 | 40 | 18 m. 7 ch. to 18 m. 37 ch. | | | | | | | |
| | Marsden Station | | | | | | | | | (Note:—18 m. 7 ch. is 23 ch. on the Marsden side of the Down Main Distant signal) | | | | | | | |
| • | Marsden Junction | 4 | — | | | | | | 10 | Over connection Goods to Main, 18 m. 20 ch. to 18 m. 16 ch. | | | | | | | |
| | | | | | | | | 55 | 55 | 18 m. 37 ch. to 19 m. 0 ch. | | | | | | | |
| | | | | | | | | | | C. Up Main, 482 yards before reaching Home signal. | 105 | | | | | | |
| | | | | | | | | | | C. Up Goods, 485 yards before reaching Home signal. | 105 | | | | | | |

| | | | | | | | | | | | |
|-----|---|--|---|------|---|-----|-----|----|----|--|-----|
| TCB | ● | Longwood Goods | 4 | 1291 | ● | A | TCB | 55 | 55 | Main lines 21 m. 11 ch. to 21 m. 30 ch. C. Up Main, 1 mile 1,450 yards before reaching Marsden Junction Distant signal. | 105 |
| | | | | | | | | | | C. Up Goods, 1 mile 1,450 yards before reaching Marsden Junction Distant signal. | 105 |
| | | | | | | | | | | C. Up Goods, 2 miles 1,530 yards before reaching Marsden Junction Distant signal. | 105 |
| TCB | \| | Gledholt Junction (Controlled by Huddersfield box.) | 1 | 572 | \| | TCB | TCB | 50 | 50 | C. Up Goods, 3 miles 1,100 yards before reaching Marsden Junction Distant signal. | 105 |
| | | | | | | | | 50 | 50 | C. Up Main, 3 miles, 580 yards before reaching Marsden Junction Distant signal. | 105 |
| | | | | | | | | 15 | 15 | C. Up Main, 900 yards before reaching LG.31 signal. | 105 |
| TCB | \| | Gledholt North Tunnel (243 yards) | 0 | 792 | \| | TCB | TCB | 35 | 35 | C. Up Goods, 900 yards before reaching LG.39 signal. | 105 |
| | | | | | | | | | | C. Up Main, 480 yards before reaching LG.32 signal. | 105 |
| | | | | | | | | | | C. Up Goods, 480 yards before reaching LG.40 signal. | 105 |
| TCB | \| | Springwood Junction (Controlled by Huddersfield signal box.) (See page 70 for Springwood Junction to Huddersfield Junction.) | 0 | 792 | \| | TCB | TCB | 50 | 50 | Main lines 24 m. 60 ch. to 24 m. 63 ch. Slow lines 24 m. 63 ch. to 25 m. 15 ch. Fast lines 24 m. 63 ch. to 24 m. 70 ch. Fast lines 24 m. 70 ch. to 25 m. 15 ch. | 96 |
| | | | | | | | | | | CW. Up Main, 520 yards before reaching U.24S signal. | 96 |
| | | | | | | | | | | CW. Up Slow, 382 yards before reaching HU.191 signal. | 96 |
| TCB | \| |  |  |  | \| | TCB | TCB | | | C. Up Fast, 428 yards before reaching HU.819 signal. | 96 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | | | | | | | |
|---|---------------------------------------|-------------------------------|--|---------------|------|--------------------------|--|--|----|--|---|---|---------------|--------------|---------------|-----|--|--|--|--|--|--|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | | | | | | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | | | | | | | |
| DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)—cont. | | | | | | | | | | | | | | | | | | | | | | | | |
| TCB | Huddersfield North Tunnel (684 yards) | | | TCB | TCB | UGL | 25 | 40 | 40 | Slow lines, 25 m. 15 ch. to 25 m. 20 ch. Fast lines, 25 m. 15 ch. to 25 m. 49 ch. Fast line over junction towards Lockwood, 0 m. 40 ch. to 0 m. 48 ch. (Huddersfield to Penistone mileage) | | | | | | | | | | | | | | |
| | | 30 | 30 | | | | | | | | | | | | | | | | | | | | | |
| | Huddersfield South Tunnel (695 yards) | | | | 20 | | | 20 | | | | | | | | | | | | | | | | |
| | Huddersfield | — | 880 | | | | | 15 | 15 | All lines 25 m. 49 ch. to 25 m. 73 ch. CW. Up Goods Loop 101 198 yards before reaching HU.155/6 signal. | | | | | | | | | | | | | | |
| | | | | 55 | 55 | | | Fast lines, 25 m. 73 ch. to 26 m. 25 ch. C. Up Huddersfield, 684 yards before reaching HU.648 signal. 147 C. Up Huddersfield, 850 yards before reaching HU.646 signal. 147 C. Up Huddersfield, 840 yards before reaching HU.644 signal. 147 C. Up Huddersfield, 840 yards before reaching HU.77/75 signal. 147 CW. Up Fast, 450 yards before reaching HU.75 signal. 101 | | | | | | | | | | | | | | | | |
| Hillhouse Junction (Controlled by Huddersfield signal box.) | — | 917 | HU.644 signal | HU.641 signal | 20 | 20 | Fast lines, 26 m. 25 ch. to 26 m. 29 ch. | | | | | | | | | | | | | | | | | |
| | | | | | 15 | | | | | | | | | | | | | | | | | | | |
| Bradley Junction (Controlled by Healey Mills signal box.) (See page 65 for Bradley Branch.) | 2 | 1284 | Over junction towards Bradley Wood Junction, 0 m. 0 ch. to 0 m. 4 ch. (Bradley Branch mileage) | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|----|--|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| PENISTONE HUDDERSFIELD JUNCTION TO HUDDERSFIELD (SPRINGWOOD JUNCTION)—cont. | | | | | | | | | | | | | | | | | |
| <div><div></div><div></div></div> | Lockwood Station | | | | | | | | | C. Up line, 5 miles 1,608 yards before reaching Clayton West Junction signal CW.13. | 100 | | | | | | |
| | Lockwood Tunnel (205 yards) | | | | | | | | | | | | | | | | |
| | Springwood Junction (See page 67 for Diggle to Healey Mills, Heaton Lodge Junction.) | 7 | 432 | | | | | 20 | | Fast line, 0 m. 48 ch. to 0 m. 40 ch. C. Up Branch, 524 yards before reaching HU 177 signal | 40 ch. 258 | | | | | | |
| CLAYTON WEST BRANCH | | | | | | | | | | | | | | | | | |
| <div><div>Electric Token</div><div></div><div></div></div> | CLAYTON WEST AND CLAYTON WEST JUNCTION | | | | | | | 50 (Both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | |
| | Clayton West Station. | | | | — | | | | | CW. Trailing end of connection from sand drag in the direction of Skelmanthorpe. | 70 | | | | | | |
| | Skelmanthorpe Station Shelley Woodhouse Tunnel (511 yards) Clayton West Junction (See page 69 for Huddersfield Junction to Springwood Junction.) | 3 | 641 | | — | | | 10 | | 7 m. 70 ch. to 7 m. 66 ch. | | | | | | | |
| THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) | | | | | | | | | | | | | | | | | |
| <div><div></div><div></div></div> | THORNHILL (L.N.W. JUNCTION) AND LEEDS CITY (HOLBECK EAST JUNCTION) | | | | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | Thornhill L.N.W. Junction (Controlled by Healey Mills signal box.) (See page 62 for Eastwood to Normanton Goose Hill.) | | | | | | | | 45 | 32 m. 23 ch. to 32 m. 18 ch. CW. Down Main line clear of fouling point with Down Slow line to Healey Mills. | 220 | | | | | | |
| | | | | | | | | 55 | 55 | 32 m. 23 ch. to 32 m. 44 ch. | | | | | | | |

| | | | | | | | | | | |
|------------------------------------|---|---|------|-----|--|---|--|------------------------------|--|--|
| One Train Only (No staff) | HECKMONDWIKE CURVE | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE CW. Clear of fouling point with Down Departure line. | | | | |
| | HECKMONDWIKE CURVE 330 <i>Points</i> (Controlled from Healey Mills signal box.) (See page 72 for Thornhill Junction to Cleck- heaton.) Liversedge | 1 | 500 | | | | | | | |
| One train Only | HEADFIELD BRANCH | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON ARRIVAL, DEPARTURE AND SINGLE LINE | | | |
| | Dewsbury Railway Street Goods Yard | | | | | | | | | |
| | Notice Board, 235 yards North of A.P.C.M. Sidings | — | 1230 | | Train staff housed in receptacle on short post adjoining Notice Board and electrically released by track circuit occupation.) | | | | | |
| | <i>Dewsbury East Junction</i> (Controlled by Healey Mills signal box.) (See page 62 for Eastwood (L.M.R.) to Nor- manton Goose Hill.) | — | 441 | | | | | | | |
| See Local Instructions Page 306 | | | | 15 | | 0 m. 6 ch. to 0 m. 0 ch. | | | | |
| TCB | HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | |
| | HORBURY STATION JUNCTION AND CRIGGLESTONE JUNCTION | | | | | | 20 | 44 m. 16 ch. to 44 m. 11 ch. | | |
| | <i>Horbury Station Junction</i> (Controlled by Healey Mills signal box.) (See page 62 for Eastwood (L.M.R.) to Nor- manton Goose Hill.) | | | | CW. Down line, 232 yards before reaching HM.251 signal. 112 | | | | | |
| | Crigglestone Junction (See page 74 for Barnsley Ex- change to Horbury Junction.) | 1 | 1187 | | C. Down line, 1,704 yards before reaching C.5 signal. 114 | | | | | |
| | | | | | 30 | | 45 m. 53 ch. to 45 m. 57 ch. | | | |
| | BARNSELY (EXCHANGE) TO HORBURY JUNCTION | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | |
| | BARNSELY (EXCHANGE) AND HORBURY JUNCTION | | | | | | | | | |
| | Barnsley (Exchange) Junction | | | URS | 51 | | C. Up line, 920 yards before reaching Outer Home signal. 102 | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | | | | | | | | | | | Down | | Up | | For | |
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| BARNSELEY (EXCHANGE) TO HORBURY JUNCTION—cont. | | | | | | | | | | | | | | | | | |
| • | Darton Station | 3 | 651 | | | | | | | C. Down line, 704 yards before reaching Outer Home signal. | 106 | | | | | | |
| • | Woolley Coal Siding | — | 1186 | | | | | | | | | | | | | | |
| | Woolley Old Tunnel (up) (1,745 yards) | | | | | | | | | | | | | | | | |
| | Woolley New Tunnel (down) (1,745 yards) | | | | | | | | | | | | | | | | |
| • | Crigglestone Junction (See page 73 for Crigglestone Junction to Horbury Station Junction.) | 2 | 1626 | | | | | 30 | 30 | 1 m. 51 ch. to 1 m. 46 ch. (Horbury Junction to Crigglestone West mileage) | | | | | | | |
| | | | | | | | | 30 | | Over junction towards Horbury Station Junction, 45 m. 57 ch. to 45 m. 53 ch. (Manchester to Barnsley mileage) | | | | | | | |
| | | | | | | | | | | C. Up line, 890 yards before reaching Home signal. | 91 | | | | | | |
| | | | | | | | | | | CW. Up line, 1,170 yards before reaching Starting signal. | 89 | | | | | | |
| • | Flockton Sidings | — | 1498 | | | | | | | | | | | | | | |
| • | Horbury Junction (See page 63 for Eastwood to Normanton Goose Hill.) | — | 1462 | | | DRS | 100 | 20 | | 0 m. 8 ch. to 0 m. 0 ch. (Horbury Junction to Crigglestone West mileage) | | | | | | | |

WAKEFIELD, TURNER'S LANE JUNCTION TO CALDER BRIDGE

WAKEFIELD, TURNER'S LANE JUNCTION AND CALDER BRIDGE

Turner's Lane Junction
(Controlled by Wakefield East signal box.) (See page 63 for Eastwood to Normanton Goosehill Junction.)

Calder Bridge
(See page 86 for Wakefield Kirkgate East to Goole Goods Junction.)

— 1144

15

15

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

C. Up line, 540 yards before reaching WE.1246 signal.

Level

WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION

WATH ROAD JUNCTION TO 171½ M.P.
171½ M.P. TO ROYSTON JUNCTION
WATH ROAD JUNCTION TO 171½ M.P.
171½ M.P. TO ROYSTON JUNCTION

80

80

MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES

70

70

MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES

45

45

MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

40

40

MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

Wath Road Junction
(See page 193 Southern Area Sectional Appendix for Hasland (L.M.R.) to Wath Road Junction.)

Wath North Station

1 384

URS

60

Wath North (North)

— 524

DRS

60

Dearne Valley Colliery Sidings

— 1404

60

60

Main lines, 171 m. 40 ch. to 172 m. 20 ch.

Houghton Colliery Sidings

— 916

†A

†A

Dearne Valley North Junction

— 484

15

Goods line over junction towards Grimethorpe 0 m. 0 ch. to 0 m. 30 ch.
(Dearne Valley North Branch mileage)

(Controlled by Cudworth Station.) (Goods lines only.) (See page 79 for Dearne Valley North Branch.)

S. Down Goods connection from Down Dearne Valley North branch to Down Goods, 1,467 yards before reaching DG.173 signal.

83

Cudworth Station
(See page 80 for Cudworth Station to Stairfoot Junction.)

2 321

15

Over junction to Stairfoot Junction, 2 m. 8 ch. to 2 m. 2 ch.
(Stairfoot Junction to Cudworth mileage)

4L

Freight trains stopping between Cudworth and Wath Road Junction for traffic.

NB

10

10

Over connections to and from slow lines, 174 m. 76 ch. to 175 m. 4 ch.

SS

SS

Freight trains requiring to pass Swinton on Up Slow line.

†A—When Houghton Colliery Sidings is closed Absolute Block working to be in operation on the Down and Up Goods lines between Cudworth Station and the next signal box open in the Wath Road Junction direction.

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|----|---|--|---|---------------|--------------|---------------|-------|--------------------------|
| | | | | | | | | | | | | Down | | Up | | For | |
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION—cont. | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| • | Cudworth South Junction | — | 770 | • | • | • | | | | | CW. Up Goods, clear of fouling point with Up Slow line | 325 (falling) | | | | 2L 1S | Trains for Grime-thorpe. |
| • | Cudworth North Junction (See page 80 for Cudworth North Junction to Monk Bretton.) | — | 814 | • | | • | | | 20 | Over junction towards Monk Bretton (Branch speed limit) | | | | | | 2L 2S | Trains for Goldthorpe |
| • | Carlton Main Sidings | — | 946 | • | • | • | | | | | | | | | | | |
| | | | | | | NB | | | | | | | | | | | |
| | Carlton North Sidings | — | 470 | | | • | | | | | | | | | | | |
| • | Royston Station | — | 784 | • | | • | | | | | | | | | | | |
| | ROYSTON JUNCTION AND LEEDS CITY (NORTH JUNCTION) | | | | | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON FAST, MAIN AND SLOW LINES | | | | | | |
| | | | | | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | |
| • | Royston Junction | 1 | 286 | • | | • | | | | | | | 2L 1S | 2L 1S | | | Wakefield (Kirkgate). |
| | Up I.B.S. 2 miles 1,291 yards from Oakenshaw Signal box | | | | | | | | | | | | 1L 2S | 1L 2S | | | Crofton. |
| | Down I.B.S. 1 mile 635 yards from Royston Junction signal box. | | | | | | | | | | CW. Down Goods line, clear of fouling point with connection Up Fast to Up Slow line. | 323 | | | | | |

| | | | | | | | | | | | | | | | | | | |
|-----|---|---|------|---|---|----------------|----|---|-------|--|--|----------------|--|--|--|--|--|---|
| TCB | Oakenshaw South Junction (Controlled by Oakenshaw.) (See page 81 for Oakenshaw South Junction to Oakenshaw Junction and Oakenshaw South Junction to Crofton East Junction.) | 3 | 1156 | — | — | 20 30 15 | 20 | Over connections Goods to Main and Main to Goods, 181 m. 70 ch. to 181 m. 77 ch. Down Goods over junction towards Crofton East (Branch speed limit) Down Main over junction towards Oakenshaw Junction (Branch speed limit) | | | | | | | | | | |
| | Oakenshaw | — | 711 | | | | | | | | | 2S 1L | | | | | | Freight trains stop- ping Carlton Ex- change Sidings. |
| | | | | | | | | | | | | 1L 2S 3S 1L | | | | | | Monk Bretton. Freight trains for Cudworth Station Sidings, Dearne Valley Curves, or for traffic purposes between Cudworth and Wath Road Junction. |
| | | | | | | | | | | | | 1L 4S | | | | | | Trains for Stairfoot direction. |
| | Goose Hill (See page 63 for Normanton Goose Hill to Eastwood (L.M.R.)) | 2 | 453 | • | • | | 20 | Over junction towards Wakefield, 50 m. 31 ch. to 50 m. 26 ch. (Manchester to Normanton mileage) | | | | | | | | | | |
| | Normanton Passenger Station South | — | 509 | | | | | | | | | | | | | | | |
| | P Normanton Station | — | 264 | | | 30 | 15 | Fast lines, 184 m. 79 ch. to 185 m. 30 ch. | | | | | | | | | | |
| | Normanton Passenger Station North | — | 264 | • | • | | | | | | | | | | | | | |
| | Altofts (See page 81 for Normanton Altofts to York Chaloners Whin.) | — | 1232 | • | • | 60 25 | 25 | Over junction towards Castleford (Branch speed limit) Over connections and crossovers between Fast and Slow lines, 185 m. 64 ch. to 186 m. 2 ch. | | | | | | | | | | |
| | Altofts Station | | | | | | | CW. Up Goods No. 1, clear of fouling point with Main line. | 388 | | | | | | | | | |
| | | | | | | | | CW. Up Goods No. 2 clear of fouling point with Up Main from York. | Level | | | | | | | | | |

*—Absolute Block between Altofts and Methley North Sidings when Methley North Junction signal box is closed.

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|---|-------------------------------|------|---------------|-------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|---|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION—cont. | | | | | | | | | | | | | | | | | |
| • | Methley North Junction (See page 89 for Methley North Junction to Pontefract West Junction and page 83 for Methley North Junction to Castleford Whitwood.) | 1 | 814 | | | | | | | 10 | Over junction towards Pontefract, 61 m. 13 ch. to 61 m. 9 ch. (Manchester to Methley North Junction mileage) | | 1S 2L | | | | Trains for Leeds City Parcels Area. Kirkstall direct, not stopping at Hunslet Down Sidings for traffic. Hunslet Down Sidings for traffic. Trains for Skelton Grange C.E.A. Sidings. |
| • | Methley North Sidings | 1 | 242 | | | URS | 41 | | | | | | 2S 1L | | | | |
| | | | | | | | | | | | | | 3S 1L | | | | |
| | | | | | | | | | | | | | 5L | | | | |
| | Woodlesford Station | 1 | 616 | | | | | | | | | | | | | | |
| • | Waterloo Colliery Sidings | — | 1188 | • | • | | | | | | CW. Down goods line, clear of fouling point with main line. | 720 | | | 1S 1L | | Pontefract direction at Methley North Junction. Castleford Station direction at Meth- ley North Junction. |
| | | | | | | | | | | | | | | | 1S 2L | | |
| • | Stourton Junction | 2 | — | • | • | | | | 20 | 20 | Goods lines, 193 m. 12 ch. to 193 m. 38 ch. | | | | 1L 2S | | Wakefield. |
| • | Wakefield Road | — | 1021 | • | • | | | | | | | | | | | | |
| • | Hunslet South Junction | — | 462 | • | • | | | | 5 | 5 | Through sidings, 193 m. 38 ch. to 194 m. 6 ch. | | | | | | |
| — | Hunslet Station Junction (Controlled by Leeds signal box.) | — | 968 | N — B | N — B | | | | 20 | 20 | Goods lines, 194 m. 6 ch. to 195 m. 18 ch. | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|----|---|---|------|-----|-----|----|----|---|------------------|--|--|--|--|--|--|--|--|--|
| TCB | | <i>Hunslet Goods Junction</i> (Controlled by Leeds signal box.) (See below for Hunslet Lane Goods Branch.) | — | 814 | TCB | TCB | 40 | 40 | Main lines, 194 m. 37 ch. to 195 m. 18 ch. | | | | | | | | | | |
| | | Hunslet Engine Works G.F. | | | | | | | | | | | | | | | | | |
| | | <i>Engine Shed Junction</i> (Controlled by Leeds signal box.) (See page 60 for Leeds, Engine Shed Junction to Whitehall Junction.) | — | 1452 | — | — | 20 | | Down Main line over junction towards Whitehall Junction (Branch speed limit) | | | | | | | | | | |
| | | | | | | | 30 | 30 | Main lines, 195 m. 18 ch. to 195 m. 47 ch. | | | | | | | | | | |
| | | | | | | | 15 | 15 | All lines, other than Main lines, 195 m. 18 ch. to 195 m. 26 ch. | | | | | | | | | | |
| | | | | | | | | | CW. Up Normanton Goods line, clear of fouling point with Up Main line From Leeds. | 133 (falling) | | | | | | | | | |
| | | <i>Leeds City North Junction</i> (Controlled by Leeds signal box.) (See page 99 for Leeds City to Skipton Station South.) | — | 616 | | | 15 | | 195 m. 47 ch. to 195 m. 52 ch. | | | | | | | | | | |
| HUNSLET LANE GOODS BRANCH | | | | | | | | | | | | | | | | | | | |
| | | HUNSLET LANE GOODS BRANCH | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON ARRIVAL AND DEPARTURE LINES | | | | | | | | | | |
| | NB | <i>Hunslet Goods Junction</i> (Controlled by Leeds signal box.) (See above for Wath Road Junction to Leeds City North Junction.) | | | | | | | | | | | | | | | | | |
| | | Notice board at Hunslet Goods Yard | — | 455 | | | | | | | | | | | | | | | |
| CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH) | | | | | | | | | | | | | | | | | | | |
| | | DEARNE VALLEY NORTH BRANCH | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | | | | |
| | | <i>Dearne Valley North Junction</i> (Controlled by Cudworth Station.) (See page 75 for Wath Road Junction to Leeds City North Junction.) | | | | | 15 | | 0 m. 30 ch. (58 m. 30 ch. Crofton West to Grimethorpe Denaby Sidings mileage), to 0 m. 0 ch. (Dearne Valley North Branch mileage) | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | <i>Dearne Valley South Junction</i> (Controlled by Cudworth Station.) (See page 80 for Dearne Valley South Branch.) | — | 238 | | | | | S. Down Dearne Valley North Branch, connection from Down Dearne Valley South Branch, 1,717 yards before reaching DG.173 signal. | 83 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | Up | | | | | | | | | | | | | | | | | | |
| | NB | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | Grimethorpe Colliery | 2 | 1160 | | | | | | | | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH) | | | | | | | | | | | | | | | | | |
| <div>UP</div> <div>NB</div> <div>↓</div> | DEARNE VALLEY SOUTH BRANCH | | | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| | Dearne Valley South Junction (Controlled by Cudworth Station (See page 79 for Dearne Valley North Branch.) | | | | | | | 15 | 15 | 0 m. 11 ch. (Dearne Valley North Branch mileage) to 0 m. 13 ch. (Dearne Valley South Branch mileage), 58 m. 50 ch. Crofton West to Grimethorpe (Denaby Sidings) mileage | | | | | | | |
| | Goldthorpe Colliery | 4 | 652 | | | | | | | | | | | | | | |
| STAIRFOOT JUNCTION TO CUDWORTH STATION | | | | | | | | | | | | | | | | | |
| <div>•</div> <div>•</div> | STAIRFOOT JUNCTION AND CUDWORTH STATION | | | | | | | 25 | 25 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES: | | | | | | | |
| | Stairfoot Junction | | | | | | | | 10 | 0 m. 5 ch. to 0 m. 0 ch. | | | | | | | |
| | Cudworth Station (See page 179 of Southern Area Appendix for Mexborough East Junction to Barnsley Junction.) (See page 75 for Wath Road Junction to Leeds City North Junction.) | 2 | 178 | | | | | 15 | | 2 m. 2 ch. to 2 m. 8 ch. CW. Up line, clear of fouling point with Up Main line. | | 380 (falling) | | | | | |
| CUDWORTH NORTH JUNCTION TO MONK BRETTON (GOODS LINE) | | | | | | | | | | | | | | | | | |
| <div>One Train Only (no staff)</div> <div>•</div> | CUDWORTH NORTH JUNCTION AND MONK BRETTON | | | | | | | 20 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | |
| | Cudworth North Junction (See page 76 for Wath Road Junction to Leeds City North Junction.) | | | | | | | | | CW. 107 yards ahead of junction with Main line. | | 75 | | | | | |
| | Monk Bretton | — | 1276 | | | | | | | | | | | | | | |

| OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION | | | | | | | | | | |
|---|--|--|--|--|----|------|--|---|--------------------------|--|
| TCB | OAKENSHAW SOUTH JUNCTION AND OAKENSHAW JUNCTION | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | |
| | <i>Oakenshaw South Junction</i> (Controlled by Oakenshaw signal box.) (See page 77 for Wath Road Junction to Leeds City North Junction.) <i>Oakenshaw Junction</i> Controlled by Oakenshaw signal box.) (See page 86 for Wakefield Kirkgate East to Goole Goods Junction.) | | | | 0 | 1045 | C. Up line, 740 yards before reaching Oakenshaw signal No. O.12. 72 | | | |
| OAKENSHAW SOUTH JUNCTION TO CROFTON EAST JUNCTION | | | | | | | | | | |
| TCB(G) | OAKENSHAW SOUTH JUNCTION AND CROFTON EAST JUNCTION | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | |
| | <i>Oakenshaw South Junction</i> (Controlled by Oakenshaw.) (See page 77 for Wath Road Junction to Leeds City North Junction.) <i>Crofton East Junction</i> (Controlled by Oakenshaw signal box.) (See page 86 for Wakefield Kirkgate East to Goole Goods Junction.) | | | | 25 | 15 | 182 m. 33 ch. to 182 m. 37 ch. 182 m. 36 ch. to 182 m. 33 ch. | | | |
| | 1 282 | | | | 20 | | 182 m. 79 ch. to 183 m. 4 ch. | | | |
| NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN) | | | | | | | | | | |
| ● | NORMANTON (ALTOFTS JUNCTION) AND SHERBURN (12 M. 60 CH.) | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | |
| | SHERBURN (12 M. 60 CH.) AND CHURCH FENTON | | | | 80 | 80 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | |
| | NORMANTON (ALTOFTS) AND CHURCH FENTON | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | |
| | <i>Altofts Junction</i> (See page 77 for Wath Road Junction to Leeds City North Junction.) | | | | | | | | | |
| ● | Whitwood (See page 83 for Methley North Junction to Whitwood and page 84 for Whitwood Branch.) | | | | 1 | 1017 | 30 | Over junction towards Methley North Junction (Branch speed limit) | | |
| | | | | | 50 | 50 | 22 m. 7 ch. to 21 m. 73 ch. | IS 2L | To detach at Castleford. | |
| ● | Castleford Gates (L.C.) | | | | — | 1359 | CW. Up Main line, 244 yards before reaching Castleford Gates Up Home signal. | Level | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|----------------|---------------|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN)—cont. | | | | | | | | | | | | | | | | | |
| • | Castleford Station (See page 84 for Castleford Station to Castleford, Cutsyke) | — | 506 | | | | | | 20 | Over junction towards Cutsyke, 0 m. 0 ch. to 0 m. 5 ch. (Cutsyke Branch mileage) | | | | | | | |
| | | | | | | | | 35 | 35 | 21 m. 1 ch. to 20 m. 66 ch. | | | | | | | |
| • | Castleford Old Station (See page 85 for Castleford Old Station to Allerton Main (Bowers opencast) and page 84 for Castleford East Branch.) | — | 865 | | | | | 20 | | Over junction towards Ledston 6 m. 17 ch. to 5 m. 75 ch. (Garforth to Castleford mileage) | | | | | | | |
| • | Fryston Fairburn Tunnel (65 yards) | 1 | 779 | | | DGL | 70 | | | CW. Down Goods Loop, clear of fouling point, with Main line. | 614 (falling) | | | 1L 1S 3S 1L | | Cutsyke Branch. Methley North Junction direction at Whitwood. | |
| • | Burton Salmon (See page 94 for Burton Salmon to Wath Road Jn.) Hillam (L.C.) | 2 | 312 | • | • | | | | | CW. Down Goods line, 3,218 yards before reaching Milford Down Goods Home signal. | 704 (falling) | | | | | | |
| • | Milford (See page 85 for Milford to Gascoigne Wood.) | 1 | 1744 | • | • | | | 30 | | Over junction towards Ferrybridge 0 m. 0 ch. to 0 m. 10 ch. (Burton Salmon to Bolton-on-Dearne mileage) | | | | | | | |
| | | | | | | | | | 40 | Over junction towards Gascoigne 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. | 700 | | | | | | |
| • | Sherburn-in-Elmet South (See page 85 for Sherburn-in-Elmet South to Gascoigne Wood.) | 1 | 1092 | | | | | | 30 | Over junction towards Gascoigne Wood (Branch speed limit) | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|--|--|---|---|---------------|--------------|---------------|-----|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | |
| WHITWOOD BRANCH (GOODS LINE) | | | | | | | | | | | | | | | | |
| One Train Only | WHITWOOD BRANCH | | | | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | |
| | Whitwood (See page 81 for Normanton (Altofts) to York (Chaloners Whin).) | | | | | | | | | | | | | | | |
| | Moss Street | — | 505 | | | | | | | | | | | | | |
| CASTLEFORD CUTSYKE TO CASTLEFORD STATION | | | | | | | | | | | | | | | | |
| One Train Only | CASTLEFORD CUTSYKE AND CASTLEFORD STATION | | | | | | | 25 | 25 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | |
| | Cutsyke... (See page 90 for Methley North Junction to Pontefract West Junction.) | | | | | | | | | | | | | | | |
| | Castleford Station (See page 82 for Altofts to Chaloners Whin.) | — | 1424 | | | | | 20 | | 0 m. 5 ch. to 0 m. 0 ch. C. Up line, 36 yards after passing Castleford Station Up Branch Starting signal. | 298 | | | | | |
| CASTLEFORD EAST BRANCH (GOODS LINE) | | | | | | | | | | | | | | | | |
| One Train Only | CASTLEFORD EAST BRANCH | | | | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | |
| | Castleford Old Station (See page 85 for Castleford Old Station to Allerton Main (Bowers opencast) and page 82 for Altofts to Chaloners Whin.) | | | | | | | | | | | | | | | |
| | Castleford East | — | 657 | | | | | | | | | | | | | |

| CASTLEFORD (OLD STATION) TO ALLERTON MAIN (BOWERS OPENCAST) | | | | | | | | | | | | |
|---|-------------------|---|---|------|--|--|------|----|----------------------------|---|--|-------|
| Single line (No Token) | One Train Only | CASTLEFORD (OLD STATION) AND ALLERTON MAIN (BOWERS OPENCAST) | | | | | | | | | | |
| | | • Castleford Old Station (See page 82 for Normanton, Altofts to York, Chaloner's Whin and page 84 for Castleford East Branch) | | | | | | | 35 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | |
| | | • Ledston Station | 1 | 1214 | | | DRS* | 27 | | 5 m. 75 ch. to 6 m. 17 ch. | | |
| | | Leeds Road (Wood End) (L.C.) | | | | | | | | | | |
| | | • Allerton Main (Bowers Opencast Stop Board) | 1 | 430 | | | | | 15 (both directions) | Between Ground Frame and Leeds Road Level Crossing Stop board | | |
| MILFORD TO GASCOIGNE WOOD | | | | | | | | | | | | |
| | | MILFORD AND GASCOIGNE WOOD | | | | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | |
| • | \| | Milford (See page 82 for Normanton (Altofts) to York (Chaloner's Whin).) | | | | | | | | | | |
| • | | Gascoigne Wood (See page 108 for Leeds City to Hull Paragon.) | 1 | 491 | | | | | | | | |
| SHERBURN-IN-ELMET SOUTH TO GASCOIGNE WOOD | | | | | | | | | | | | |
| | | SHERBURN-IN-ELMET SOUTH AND GASCOIGNE WOOD | | | | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | |
| • | \| | Sherburn-in-Elmet South (See page 82 for Normanton Altofts to York (Chaloner's Whin).) | | | | | | | | | CW. Down line, clear of fouling point with Main line, 490 yards before reaching Down Branch Starting signal. | Level |
| • | | Gascoigne Wood (See page 108 for Leeds City to Hull Paragon.) | 1 | 202 | | | | | | | | |

*—Available for Up or Down trains. Entered by facing points in each direction.

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|-------------------------------|------|---------------|------------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) | | | | | | | | | | | | | | | | | |
| | WAKEFIELD (KIRKGATE) EAST AND GOOLE (GOODS JUNCTION) | | | | | | | 50 | 50 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | | | | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| ● | Wakefield Kirkgate East (See page 63 for Eastwood (L.M.R.) to Normanton Goosehill.) | | | | | | | | 15 | All lines, 47 m. 68 ch. to 48 m. 15 ch. | | | | | | | |
| ● | Calder Bridge (See page 75 for Calder Bridge to Turner's Lane.) | — | 832 | ● | | DRS | 100 | 40 | 15 | Over junction towards Turner's Lane (Branch speed limit) | | | | | | | |
| — | Oakenshaw Junction (Controlled by Oakenshaw signal box.) (See page 81 for Oakenshaw Junction to Oakenshaw South Junction.) | — | 876 | — | Signal 330 | UGL | 38 | 15 | | Over junction towards Oakenshaw South (Branch speed limit) | | | | | | | |
| — | Crofton West Junction (Controlled by Oakenshaw signal box.) (See page 59 for Crofton West to Hare Park.) | — | 1193 | | Signal 345 | | | 35 | 35 | 49 m. 32 ch. to 50 m. 16 ch. C. Down Main line, 720 yards before reaching signal O.313. | 134 | | | | | | |
| — | Crofton Old Station (L.C.) | | | | | | | 15 | | Over junction towards Hare Park, 173 m. 22 ch. to 173 m. 17 ch. (King's Cross to Crofton West mileage) | | | | | | | |
| — | Crofton East Junction (Controlled by Oakenshaw signal box.) (See page 81 for Crofton East to Oakenshaw South Junction.) | — | 1077 | | | | | | 20 | Over junction towards Oakenshaw South, 183 m. 4 ch. to 182 m. 79 ch. (St. Pancras to Crofton East mileage) | | | | | | | |
| | Streethouse West (L.C.) | | | | | | | | | | | | | | | | |
| | Red Lane (L.C.) | | | | | | | | | | | | | | | | |

Featherstone (L.C.)

Pontefract West Junction
(Controlled by Prince of Wales
signal box.)
(See page 89 for Pontefract
West Jn. to Methley North
Junction.)

Pontefract Monkhill Station

*Pontefract Monkhill Goods
Junction.*
(Controlled by Knottingley
signal box.) (See page 91 for
Ferrybridge Goods branch.)

Knottingley West Junction

6 366

1 42

— 1488

Signal 355

TCB (G)

To P.O.W.
368 signal

30

15

30

30
30

Over junction towards Methley North Junction (Branch speed limit)
56 m. 26 ch. to 56 m. 48 ch.

C. Up line, 670 yards before
reaching Prince of Wales
374 signal. 150
C. Up line, 990 yards before
reaching Prince of Wales
360 signal. 150
CW. Up line, 890 yards be-
fore reaching 354 signal. 150
C. Up line, 910 yards before
reaching 352 signal. 150
C. Up line, 920 yards before
reaching 350 signal. 150

Over junction towards Ferrybridge (Branch speed limit)

CW. Up line, 755 yards be-
fore reaching Knottingley
376 signal. Level

58 m. 16 ch. to 58 m. 27 ch.

C. Down Goole, 720 yards
before reaching Oaken-
shaw, 313 signal. 680
C. Down Goole, 900 yards
before reaching 319 Auto-
matic signal. 90
C. Down Goole, 915 yards
before reaching Oaken-
shaw 321 signal. 140
C. Down Goole, 594 yards
before reaching 349 Auto-
matic signal. 132
S. Up Goole, connection
from Up Goole Goods
Loop, 1,075 yards before
reaching 329 automatic
signal. Level
C. Up Goole, 652 yards be-
fore reaching Oakenshaw
328 signal. Level
C. Up Goole, 561 yards be-
fore reaching Oakenshaw
323 signal. 144

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|--|--|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)—cont. | | | | | | | | | | | | | | | | | |
| | (Controlled by Knottingley signal box.) (See page 32 for Shaftholme to Ferrybridge.) | | | | | | | | | 20 | Over junction towards Ferrybridge, 0 m. 40 ch. to 0 m. 0 ch. (Ferrybridge to Knottingley mileage) | | | | | | |
| | | | | | | | | | 25 | Over junction towards Shaftholme, 58 m. 21 ch. to 58 m. 48 ch. (Manchester to Shaftholme via Knottingley mileage) | | | | | | | |
| | | | | | | | | | 40 | 58 m. 27 ch. to 59 m. 4 ch. | | | | | | | |
| | Knottingley Station | — | 374 | | | | | | | | | | | | | | |
| | <i>Knottingley East Junction</i> (Controlled by Knottingley signal box.) (See page 91 for South Junction to East Junction.) | — | 726 | | | | | | | 10 | Goods Loop, over junction towards Knottingley South Junction (Branch speed limit) | | | | | | |
| | England Lane (L.C.) | | | | | | | | | | | | | | | | |
| • | Knottingley (L.C.) | — | 627 | | | UGL | | | | | C. Up line, 560 yards before reaching Knottingley 422 signal | 152 | | | | | |
| • | Sudforth Lane (L.C.) | 1 | 1372 | | | URS DRS | 340 227 | | | | CW. Up Goods Loop clear of fouling point with Up Main line. | 152 | | | | | |
| | Whitley Bridge Station (L.C.) | 1 | 1012 | | | | | | | | C. Down line, 196 yards after passing 468 signal clear of junction with C.E.G.B. Sidings. | 157 | | | | | |
| | <i>Whitley Bridge Junction</i> (Controlled by Sudforth Lane signal box.) | — | 594 | | | | | | 15 | 15 | Over connections and all lines to and from Eggborough Power Station | | | | | | |
| | High Eggborough (L.C.) | | | | | | | | | | | | | | | | |
| | Eggborough Ings (L.C.) | | | | | | | | | | | | | | | | |
| | Snaith and Pontefract Highway (L.C.) (P2). | | | | | | | | | | | | | | | | |

FERRYBRIDGE GOODS BRANCH

FERRYBRIDGE GOODS BRANCH

Pontefract Monkhill Goods Junction
(Controlled by Knottingley signal box.) (See page 87 for Wakefield (Kirkgate) East to Goole, Goods Junction.)

Ferrybridge
(See page 92 for Wath Road Junction to Burton Salmon.)

— 1375

15

15

MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

C. Down line, 643 yards from Ferrybridge No. 33 colour light signal.

79
(falling)

CW. (Controlled by Ferry bridge.) Up line, 875 yards before reaching Knottingley 377 signal.

144

KNOTTINGLEY SOUTH JUNCTION TO EAST JUNCTION (GOODS LINES)

KNOTTINGLEY SOUTH JUNCTION AND EAST JUNCTION

Knottingley South Junction
(Controlled by Knottingley signal box.) (See page 32 for Shaftholme to Ferrybridge.)

Knottingley East Junction
(Controlled by Knottingley signal box.) (See page 88 for Wakefield (Kirkgate) East to Goole.)

— 450

10

10

MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

CW. Down line clear of fouling point with Up Askern line.

73
(falling)

GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE)

GOOLE ENGINE SHED AND POTTERS GRANGE

Goole Engine Shed
(See page 89 for Wakefield (Kirkgate) East to Goole, Goods Junction.)

Potters Grange
(See page 112 for Thorne Junction to Staddlethorpe.)

— 1558

30

30

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

25

0 m. 4 ch. to 0 m. 0 ch.

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | |
|--|--|------|---------------|------|--------------------------|-------------------------|---|----|--|---|---|---------------|--------------|--|
| | | | | | | | | | | | Down | | Up | |
| | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods |
| GOOLE (MARSHLAND) TO EPWORTH | | | | | | | | | | | | | | |
| | GOOLE (MARSHLAND) AND EPWORTH | | | | | | 25 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | |
| — Goole Marshland (See page 112 for Thorne Junction to Staddlethorpe) | | | — | | | | | | | | | | | |
| — Reedness Station | 3 | 350 | | | CL | 60 | | | | | | | | |
| — Crowle Station | 2 | 1718 | | | | | 10 (both directions) | | Over Level Crossings at Brewery Road, Wakefield Road and Riding Croft Lane | | | | | |
| — Mill Road (L.C.) (P1) | | | | | | | | | | | | | | |
| — Field Lane (L.C.) (P1) | | | | | | | 10 (both directions) | | Over Crowle Swing Bridge, 8 m. 20 ch. to 8 m. 26 ch. | | | | | |
| — Hagg Lane (L.C.) (P1) | | | | | | | | | | | | | | |
| — Ealand (L.C.) (P2) | | | | | | | | | | | | | | |
| — Belton Station ... | 4 | 594 | | | CL | 38 | | | | | | | | |
| — Beltoft (L.C.) (P1) | — | — | | | | | | | | | | | | |
| — Epworth Station | 1 | 1672 | | — | | | | | | | | | | |
| WATH ROAD JUNCTION TO BURTON SALMON | | | | | | | | | | | | | | |
| | WATH ROAD JUNCTION AND DEARNE JUNCTION | | | | | | 45 | 45 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | |
| • Wath Road Junction (See page 192 Southern Area Sectional Appendix for Hasland to Wath Road Junction.) | — | — | \|\| |  |  |  |  |  |  |  |  |  | 1L 1S | 2L 1S |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 4L | 4L |
| | | | | | | | | | | | | | | Eckington without stopping Round - wood Sidings. Masboro S.S. for traffic. Stopping Masboro SS. for traffic. |

DEARNE JUNCTION AND BURTON SALMON

• Dearne Junction — 1386
(See Southern Appendix page 192 for Dearne Junction to Wath Junction.)

Bolton-on-Dearne Station — 1122

• Hickleton Main Colliery Sidings 1 1122
(See page 94 for Hickleton Colliery Empty Wagon Branch.)

• Frickley Colliery 2 1623

• Moorthorpe South — 615 • •

• Moorthorpe Station — 740 • •
(See page 94 for Moorthorpe Station to South Kirkby Junction.)

• Pontefract (Baghill) South 6 1441

Pontefract Baghill Station — —

• Ferrybridge Station 2 742

(See page 32 for Ferrybridge to Shaftholme and page 91 for Ferrybridge Goods Branch.)

URS
DRS

46
97

| | | | |
|----|----|--|-----|
| 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | |
| | 15 | Over junction, towards Wath Junction (Branch speed limit) | |
| 45 | 45 | 17 m. 14 ch. to 17 m. 5 ch. | |
| | | C. Down line, 920 yards before reaching Hickleton Main Colliery Sidings Down Home signal. | 151 |
| 30 | | Over junction towards South Kirkby (Branch speed limit) | |
| | | C. Down line, 907 yards before reaching D.10 signal. | 326 |
| | | C. Down line, 1,237 yards before reaching D.9 signal. | 151 |
| | | C. Down line, 1,090 yards before reaching D.6 signal. | 186 |
| | | C. Up line, 1,377 yards before reaching U.9 signal. | 150 |
| | | C. Up line, 1,363 yards before reaching U.9B signal. | 160 |
| | | C. Up line, 667 yards before reaching U.3 signal. | 122 |
| | | C. Up line, 754 yards before reaching Pontefract South No. 40 signal. | 152 |
| | | C. Up line, 947 yards before reaching Pontefract South No. 39 signal. | 152 |
| 50 | 50 | 2 m. 49 ch. to 2 m. 29 ch. | |
| | 20 | Over junction towards Knottingley 0 m. 0 ch. to 0 m. 40 ch. (Ferrybridge to Knottingley mileage) | |

5L

5L

Stopping Round-wood for traffic.

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| WATH ROAD JUNCTION TO BURTON SALMON—cont. | | | | | | | | | | | | | | | | | |
| TCB | Brotherton Tunnel (104 yards) | | | | | | | 45 | 45 | 2 m. 0 ch. to 1 m. 18 ch. | | | | | | | |
| | Burton Salmon (See page 82 for Normanton, Altofts to York, Chalonsers Whin). | 2 | 188 | | | | | 40 | | Over junction towards Pontefract Monkhill Goods Junction (Branch speed limit) | | | | | | | |
| | | | | | | | | | | | 0 m. 10 ch. to 0 m. 0 ch. | | | | | | |
| HICKLETON COLLIERY EMPTY WAGON BRANCH (GOODS LINE) | | | | | | | | | | | | | | | | | |
| One Train Only | HICKLETON COLLIERY EMPTY WAGON BRANCH | | | | | | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | |
| | Hickleton Main Colliery Sidings (See page 93 for Wath Road Junction to Burton Salmon.) | | | | | | | | | | | | | | | | |
| | Hickleton Colliery Empty Sidings | — | 1323 | | | | | | | | | | | | | | |
| MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION | | | | | | | | | | | | | | | | | |
| TCB | MOORTHORPE STATION AND SOUTH KIRKBY JUNCTION | | | | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | Moorthorpe Station (See page 93 for Wath Road Junction to Burton Salmon.) | | | | | | | | | C. Down line, 1,374 yards before reaching L.645 signal. | 120 (falling) | | | | | | |
| | South Kirkby Junction (Controlled by Leeds signal box.) (See page 55 for Marshgate Junction to Leeds City West Junction.) | — | 1232 | | | | | | | | CW. Up line, 800 yards before reaching Moorthorpe Station No. 9 signal. | 160 | | | | | |

LEEDS CITY (WHITEHALL JUNCTION) AND BRADFORD (EXCHANGE)

Whitehall Junction
(Controlled by Leeds signal box.) (See page 100 for Leeds City to Skipton Station South and page 60 for Engine Shed Junction to Whitehall Junction.)

Holbeck East Junction
(Controlled by Leeds signal box.) (See page 71 for Thornhill L.N.W. Junction to Holbeck East Junction.)

Holbeck West Junction
(Controlled by Leeds signal box.) (See page 60 for Leeds City (Gelderd Road Junction) to Holbeck West Junction.)

Wortley West Junction
(Controlled by Leeds signal box.) (See page 97 for Wortley South Junction to Wortley West Junction.)

Armley Tunnel
(80 yards)

Armley Moor G.F.

— 418

— 110

— 1034

60

60

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

25

42 m. 25 ch. to 42 m. 20 ch. (Manchester to Leeds (Whitehall Junction) mileage)

15

15

To and from Whitehall Road Goods Sidings

30

30

42 m. 20 ch. to 42 m. 10 ch. Manchester to Leeds (Whitehall Junction) mileage

35

Over junction towards Huddersfield, 42 m. 6 ch. to 42 m. 1 ch. Manchester to Leeds (Whitehall Junction) mileage

30

Over junction towards Gelderd Road Junction (Branch speed limit)

C. Down line, 375 yards
before reaching L.1609
signal.

50

50

55

0 m. 1 ch. to 0 m. 55 ch. Holbeck Junction to Laisterdyke mileage

C. Down Bradford, 1,150
yards before reaching
L.1607 signal.

50

15

Over junction towards Wortley South Junction (Branch speed limit)

10

Freight trains (not required to stop to pin down brakes) passing Armley Moor Ground Frame

45

45

1 m. 26 ch. to 1 m. 48 ch.

C. Down Main, 1,270 yards
before reaching L.1601
signal.

120

C. Down Main, 1,490 yards
before reaching L.1599
signal.

147

C. Down Main, 1,145 yards
before reaching L.1597
signal.

100

C. Down Main, 600 yards
before reaching L.1595
signal.

100

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|--|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE (VIA NEW PUDSEY)—cont. | | | | | | | | | | | | | | | | | |
| ICB | Stanningley G.F. | | | | | | | 50 | 50 | 5 m. 17 ch. to 5 m. 30 ch. | | | | | | | |
| | | | | | | | | | | C. Down Main, 472 yards before reaching L.1593 signal. | 100 | | | | | | |
| | New Pudsey Station | 4 | 616 | | | | | | | C. Down Main, 695 yards before reaching HS.1591 signal. | 98 | | | | | | |
| | Stanningley Tunnel (455 yards) | | | | | | | | | C. Down Main, 793 yards before reaching HS.1589 signal. | 100 | | | | | | |
| | Laisterdyke Ground Frame (See page 98 for Laisterdyke Ground Frame to Adolphus Street Goods Yard.) | 1 | 1254 | | | | | | | C. Up Main, 630 yards before reaching HS.1588 signal. | 49 | | | | | | |
| | | | | | | | | 20 | | Over junction towards Adolphus Street Goods Yard (Branch speed limit) | | | | | | | |
| | | | | | | | | | | C. Up Main, 380 yards before reaching HS.62 signal. | 59 | | | | | | |
| | Hammerton Street | — | 1518 | | | | | | | | | | | | | | |
| | Wakefield Road Tunnel (132 yards) | | | | | | | | | | | | | | | | |
| | | | | | | | | 30 | 30 | 191 m. 19 ch. to 191 m. 35 ch. (EXCEPT Down Freight trains, see next item) | | | | | | | |
| | | | | | | | | 10 | | Freight trains, 191 m. 19 ch. to 191 m. 35 ch. | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|------|---|---------|---|-----------|---|--|--|----|---|--|--|--|--|--|
| ● | St. Dunstan's (See pages 98/99 for St. Dunstan's East Junction to West Junction and St. Dunstan's North Junction to West Junction and Goods Yard.) | — | 1155 | | | | | | | | 10 | Over St. Dunstan's East Junction towards St. Dunstan's West Junction (Branch speed limit) | | | | | |
| | | | | | | | | | | | 15 | 15 | 191 m. 52 ch. to 191 m. 79 ch. (EXCEPT Down Freight trains, see next item) | | | | |
| | | | | | | | | | | | 10 | Freight trains, 191 m. 52 ch. to 191 m. 79 ch. C. Up Main, 141 yards before reaching Starting signal to Leeds from Bradford. | | | | | |
| | | | | | | | | | | | 15 | Over St. Dunstan's North Junction towards St. Dunstan's West Junction (Branch Speed limit) | | | | | |
| ● | Mill Lane Junction (See page 65 for Sowerby Bridge, Milner Road Junction to Bradford Exchange (West Lines).) | — | 159 | ● | | ● | | | | | 10 | 40 m. 22 ch. to Exchange Station CW. Up East line, 29 yards before reaching Starting signal. | | | | | |
| ● | Bradford Exchange Station | — | 595 | ● | Up West | — | Down West | ● | | | | CW. Up West line, 88 yards before reaching Starting signal. | | | | | |

WORTLEY SOUTH JUNCTION TO WORTLEY WEST JUNCTION

| | | | | | | | | | | | | | | | | |
|-----|---|---|-----|--|--|--|--|--|--|----|----|---|--|--|--|--|
| TCB | WORTLEY SOUTH JUNCTION AND WORTLEY WEST JUNCTION | | | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | |
| | Wortley South Junction (Controlled by Leeds S.B.) (See page 59 for Leeds City (Gelder Road Junction) to Holbeck West Junction.) | | | | | | | | | | | C. Down line, 308 yards before reaching L.1610 signal. | | | | |
| | Wortley West Junction (Controlled by Leeds signal box.) (See page 95 for Whitehall Junction to Bradford Exchange.) | — | 577 | | | | | | | | | C. Down Wortley, 1,150 yards before reaching L.1607 signal. | | | | |

DUDLEY HILL TO LAISTERDYKE YARD

| | | | | | | | | | | | | | | | | |
|----------------|---|---|-----|--|--|--|--|--|--|-------------------------|--|--|--|--|--|--|
| One Train Only | DUDLEY HILL AND LAISTERDYKE YARD | | | | | | | | | 20 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | |
| | Dudley Hill Yard | | | | | | | | | | | | | | | |
| | Laisterdyke Yard (See page 98 for Laisterdyke Yard to Bowling Junction.) | 1 | 802 | | | | | | | | | | | | | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|--|--|--|---|---------------|--------------|---------------|-----|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD | | | | | | | | | | | | | | | | | | |
| One Train Only | LAISTERDYKE G.F. AND ADOLPHUS STREET GOODS YARD | | | | | | | 20 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | | |
| | Laisterdyke Ground Frame (See page 96 for Whitehall Junction to Bradford Exchange.) | | | | | | | | | | | | | | | | | |
| | Adolphus Street Goods Yard | | | | | | | | | | | | | | | | | |
| LAISTERDYKE YARD TO BOWLING JUNCTION | | | | | | | | | | | | | | | | | | |
| Special Instructions— See page 319 | LAISTERDYKE YARD AND BOWLING JUNCTION | | | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINES | | | | | | | | |
| | Laisterdyke Yard (See page 97 for Dudley Hill to Laisterdyke Yard.) | | | | | | | | | | | | | | | | | |
| | ● Hall Lane (L.C.) | | 1 | 241 | | | | 15 | | 191 m. 57 ch. to 191 m. 59 ch. | | | | | | | | |
| | ● Bowling Junction (See page 64 for Milner Road Junction to Bradford.) | | — | 1050 | | | | | | | | | | | | | | |
| BRADFORD (ST. DUNSTANS) TO CITY ROAD GOODS YARD | | | | | | | | | | | | | | | | | | |
| See local instructions—page 319 | ST. DUNSTANS NORTH JUNCTION AND WEST JUNCTION | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON ARRIVAL AND DEPARTURE LINES | | | | | | | | |
| | St. Dunstans North Junction (Controlled by St. Dunstans signal box.) (See page 97 for Whitehall Junction to Bradford Ex.) | | | | | | | | | C. Up line, 164 yards before reaching Starting signal. | Level | | | | | | | |
| | St. Dunstans West Junction (Controlled by St. Dunstans signal box.) | | — | 256 | | | | | | | C. Down line, 143 yards before reaching Starting signal. | Level | | | | | | |
| | | | | | | | | | | | | | | | | | | |

ST. DUNSTANS EAST JUNCTION AND WEST JUNCTION

St. Dunstons East Junction
(Controlled by St. Dunstons
signal box.)
(See page 97 for Whitehall
Junction to Bradford Ex.)

St. Dunstons West Junction
(Controlled by St. Dunstons
signal box.)

— 256

ST. DUNSTANS WEST JUNCTION AND HORTON JUNCTION

Ripley Street Tunnel
(85 yards)

Manchester Road Tunnel
(312 yards)

HORTON JUNCTION AND CITY ROAD GOODS YARD

Horton Park Junction G.F.

— 1558

Great Horton Tunnel
(69 yards)

City Road Goods Yard

1 1140

10

10

MAXIMUM PERMISSIBLE SPEED ON ARRIVAL AND DEPARTURE LINES

C. Up line, 97 yards before
reaching Starting signal.

80

C. Down line, 170 yards be-
fore reaching starting
signal.

80
(falling)

25

25

MAXIMUM PERMISSIBLE SPEED ON ARRIVAL AND DEPARTURE LINES

10

10

MAXIMUM PERMISSIBLE SPEED ON ARRIVAL AND DEPARTURE LINES

C. Up line, 1,119 yards be-
fore reaching Ground
Frame signal.

50

10

Freight trains passing junction

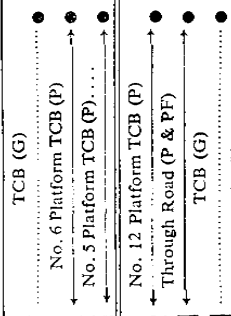
C. Up line, before reaching
Ground Frame signal.

88

LEEDS CITY TO SKIPTON (STATION SOUTH)

LEEDS CITY AND SHIPLEY LEEDS JUNCTION

Leeds



65

65

MAXIMUM PERMISSIBLE SPEED ON MAIN, FAST AND SLOW LINES

10

10

All lines station to Leeds City (North Junction) (0 m. 10 ch.)

CW. Down Goods line,
clear of fouling point
with connection to No.
12 platform line.

Level

CW. Up Goods line, clear
connection to No. 12
platform line.

Level

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|--|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| LEEDS CITY TO SKIPTON (STATION SOUTH)—cont. | | | | | | | | | | | | | | | | | |
| TCB | Leeds City West Junction (Controlled by Leeds S.B. (See page 57 for Marshgate Junction to Leeds City (West Junction).) | — | 296 | TCB | TCB | | | 15 | | Over junction towards Gelderd Road Junction 185 m. 43 ch. to 185 m. 16 ch. | | | | | | | |
| | Leeds City North Junction (Controlled by Leeds S.B. (See page 79 for Wath Road Junction to Leeds City North Junction).) | — | 267 | | | | 20 | 20 | All lines, Leeds City (North Junction) 0 m. 10 ch. to Whitehall Junction (0 m. 28 ch.) (Leeds City to Whitehall Junction mileage) | | | | | | | | |
| | | | | | | | 15 | | Over junction towards Engine Shed Junction, 195 m. 52 ch. to 195 m. 47 ch. (St. Pancras to Leeds City (North Junction) mileage) | | | | | | | | |
| | Whitehall Junction (Controlled by Leeds S.B.) (See page 95 for Whitehall Junction to Bradford Exchange and page 60 for Engine Shed Junction to Whitehall Junction.) | — | 462 | | | | 25 | 20 | Over junction towards Engine Shed Junction (Branch speed limit) Shipley Slow line, junction towards Holbeck East Junction 42 m. 25 ch. to 42 m. 20 ch. (Manchester to Leeds (Whitehall Junction) mileage) | | | | | | | | |
| | | | | | | | | 35 | Shipley Fast line, 195 m. 73 ch. to 195 m. 54 ch. | | | | | | | | |
| | Wortley Junction (Controlled by Leeds S.B.) (See page 103 for Wortley Junction to Harrogate Dragon) | — | 733 | | | | | 20 | 20 | Over connection Shipley Slow to Fast and Fast to Main 196 m. 14 ch. to 196 m. 25 ch. | | | | | | | |
| | | | | | | | | 60 | | Fast line over junction towards Harrogate (Branch speed limit) | | | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|--|---|------|---|---|--|--|------------|------------|----|----|--|--|------------------|-------|----------------|----|---|
| ● | Kirkstall Junction | 1 | 1533 | | | | | DGL UGL | 135 135 | | | | CW. Down Goods Loop clear of fouling point with Down Main line. | 240 (falling) | 1L 1S | | | All trains to Bradford and passenger trains for Skipton direction reversing at Shipley |
| | | | | | | | | | | | | | | | | | | |
| ● | Newlay | 1 | 990 | | | | | Middle | 39 | 55 | 55 | | CW. Up Goods Loop clear of fouling point with Up Main line. | 240 | 1L 2S | | | Guiselay. |
| | | | | | | | | | | | | | | | | | | |
| ● | Apperley Junction (See page 104 for Apperley Junction to Ilkley Station.) | 2 | 792 | | | | | | | 10 | | | 199 m. 27 ch. to 200 m. 24 ch. | | | 1S 1C 3L 1C | | Leeds City Station. Coaching stock trains to Hunslet without entering Leeds City Station. |
| | | | | | | | | | | | | | | | | | | |
| ● | Over junction towards Guiseley 201 m. 78 ch. to 202 m. 3 ch. (St. Pancras to Embsay Junction mileage) | | | | | | | | | | | | | | | | 4L | Freight trains stopping Hunslet Goods Junction or Hunslet Sidings. |
| | | | | | | | | | | | | | | | | | | |
| ● | Apperley Viaduct | 1 | 484 | | | | | | | | | | | | | | | |
| | Thackley Tunnel (1,518 yards) | | | | | | | | | | | | | | | | | |
| ● | Thackley Junction | 1 | 968 | ● | ● | | | | | 25 | 25 | | Main lines, over junction to and from Fast lines 204 m. 66 ch. to 204 m. 71 ch. | | | | | |
| ● | Guiseley Junction (See page 105 for Shipley, Guiseley Junction to Guiseley, Esholt Junction.) | — | 1320 | ● | ● | | | | | | 25 | | Slow line. Over junction towards Guiseley, 3 m. 39 ch. to 3 m. 35 ch. (Guiseley, Esholt Junction to Shipley, Guiseley Junction mileage) | | | | | |
| | | | | | | | | | | | | | | | | | | |
| ● | Leeds Junction (See page 105 for Shipley, Leeds Junction to Bradford (Forster Square).) | — | 396 | ● | ● | | | | | 20 | 20 | | 205 m. 59 ch. to 206 m. 1 ch. | | | | | |
| | | | | | | | | | | 20 | | | Fast line. Over junction towards Bradford, 205 m. 59 ch. to 206 m. 30 ch. (St. Pancras to Bradford mileage) | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|------------------------------|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| LEEDS CITY TO SKIPTON (STATION SOUTH)—cont. | | | | | | | | | | | | | | | | | | |
| TCB | SHIPLEY, LEEDS JUNCTION AND KEIGHLEY | | | | | | | 65 | 65 | MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES | | | | | | | | Bradford and passenger trains for Leeds direction reversing at Shipley |
| | Bingley Junction (See page 106 for Shipley, Bingley Junction to Bradford Junction.) | | — | 286 | | | | | 10 | Over junction towards Bradford Junction, (Branch speed limit) | | | | | | | | |
| | Shipley Tunnel (55 yards) | | | | | | | | | | | | | | | | | |
| | Hirstwood | | 1 | 462 | | | | | | | | | | | | | | |
| | Bingley Tunnel (151 yards) | | | | | | | | | | | | | | | | | |
| | Bingley Station | | 1 | 1535 | | | | | | | | | | 1L 2S | | | | |
| | KEIGHLEY AND SKIPTON (STATION SOUTH) | | | | | | | 75 | 75 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | | |
| | Keighley Station Junction | | 3 | 266 | | | | | 50 | 50 | 211 m. 57 ch. to 212 m. 46 ch. | | 2L 1C | | | | | |
| | | | | | | | | | 60 | 60 | 212 m. 46 ch. to 212 m. 67 ch. | | | | | | | |
| | Steeton Station (L.C.) | | 2 | 1431 | | | | | | | | | | | | | | |
| | Kildwick Station (L.C.) | | 1 | 1078 | | | | | | | | | | | | | | |
| | Cononley Station (L.C.) | | 1 | 1076 | | | | | | | | | | | | | | |
| Skipton Station South (London Midland Region.) | | 2 | 1586 | | | | | 40 | | Main line 220 m. 66 ch. to 222 m. 18 ch. | | | | | | | Settle not stopping Skipton. | |

| LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) | | | | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | |
|---|--|---|------|---|----|---|-----|
| TCB | Wortley Junction (Controlled by Leeds S.B.) (See page 100 for Leeds City to Skipton Station South.) | | | 60 | 60 | | |
| | Cardigan Road Down G.F. | | | 45 | 45 | 0 m. 20 ch. to 0 m. 44 ch. | |
| | Cardigan Road Up G.F. | | | | | C. Down line, 630 yards before reaching 7 signal. | 152 |
| | Headingley Tunnel (70 yards) | | | | | C. Down line, 580 yards before reaching D.1 signal. | 98 |
| | Headingley Station | 1 | 1694 | | | C. Down line, 1,211 yards before reaching D.2 signal. | 100 |
| | Horsforth Station | 2 | 1298 | | | C. Down line, 1,000 yards before reaching D.3 signal. | 100 |
| | | | | | | C. Down line, 1,450 yards before reaching Horsforth Down Home signal. | 100 |
| | Bramhope Tunnel (2 miles 241 yards) | | | 45 | 45 | 4 m. 65 ch. to 4 m. 70 ch. | |
| | Wescoehill Tunnel (100 yards) | | | | | C. Up line, 2 m. 750 yards before reaching Hors- forth Distant signal. | 94 |
| | Weeton Station | 5 | 1584 | | | | |
| | Rigton (L.C.) | 1 | 726 | | | | |
| | Pannal Station | 1 | 1518 | 20 | 20 | 0 m. 41 ch. to 0 m. 61 ch. (Pannal Loop mileage) | |
| | Harrogate South | 3 | 286 | 45 | 45 | 17 m. 43 ch. to 17 m. 55 ch. (Old Church Fenton to Harrogate mileage) | |
| | Harrogate Station | 0 | 154 | 20 | 20 | 18 m. 30 ch. to 18 m. 50 ch. (Old Church Fenton to Harrogate mileage) | |
| | Harrogate North | — | 242 | | | C. Down line, 1 m. 560 yards before reaching Harrogate South Down Distant signal. | 114 |
| | Harrogate Dragon (See page 38 for Harrogate, Dragon to York, Skelton.) | — | 1307 | | | C. Up line, 575 yards before reaching Harrogate North Up Home 1 signal. | 66 |
| | | | | | | C. Up line, 505 yards before reaching Dragon Up Home signal. | 66 |
| | | | | 30 | | Over former junction towards York, 1 m. 7 ch. to 1 m. 3 ch. (Starbeck North to Dragon Junction mileage) | |

†—Absolute Block in Up direction.

*—Absolute Block in Down Main in Up direction.

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|------|-------------------------------|------|---------------|-------------------------|--------------------------|----|--|---|---|---------------|---|---------------|----|--|-----|--|
| | | | | | | | | | | | | | Down | | Up | | For | |
| | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | | |
| APPERLEY JUNCTION TO ILKLEY STATION | | | | | | | | | | | | | | | | | | |
| APPERLEY JUNCTION AND ILKLEY STATION | | | | | | | | | | | | | | | | | | |
| ● | Apperley Junction (See page 101 for Leeds City to Skipton Station South.) | | | | | | | 50 | 50 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | | |
| | Apperley Lane Tunnel (75 yards) | | | | | | | | 10 | 202 m. 3 ch. to 201 m. 78 ch. | | | | | | | | |
| | Springs Tunnel (77 yards) | | | | | | | | | | | | | | | | | |
| ● | Esholt Junction (See page 105 for Guiseley, Esholt Junction to Shipley, Guiseley Junction.) | 2 | 704 | | | | | 30 | 30 | 204 m. 29 ch. to 204 m. 32 ch. C. Down line, 600 yards before reaching Outer Home signal. | 60 | | | | | | | |
| | Greenbottom Tunnel (134 yards) | | | | | | | | 30 | Over junction towards Shipley, 0 m. 0 ch. to 0 m. 4 ch. (Guiseley, Esholt Junction to Shipley, Guiseley Junction mileage) | | | | | | | | |
| ● | Guiseley Station | — | 1562 | | | | | | | C. Down line, 270 yards before reaching Distant signal. | 60 | | | | | | | |
| | Menston Station | | | | | | | | | C. Up line, 1 m. 992 yards before reaching Home signal. | 99 | | | | | | | |
| ● | Burley Junction | 2 | 1034 | | | | | | | | | | | | | | | |
| | Burley Station | 0 | 264 | | | | | | | | | | | | | | | |
| | Ben Rhydding Station | 2 | 418 | | | | | | | | | | | | | | | |
| ● | Ilkley Junction... | — | 1452 | | | | | 20 | 20 | 211 m. 5 ch. to 211 m. 22 ch. | | | | | | | | |
| — | Ilkley Station | — | 352 | | | | | | | | | | | | | | | |

| SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION) | | | | | |
|---|--|-------|----|---|-----|
| | SHIPLEY (GUISELEY JUNCTION) AND GUISELEY (ESHOLT JUNCTION) | 50 | 50 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | |
| • | Guisley Junction (See page 101 for Leeds City to Skipton Station South.) | | 25 | 3 m. 35 ch. to 3 m. 39 ch. | |
| | Baildon No. 1 Tunnel (156 yards) | | | | |
| | Baildon No. 2 Tunnel (274 yards) | | | | |
| | Esholt Tunnel (548 yards) | | | | |
| • | Esholt Junction (See page 104 for Apperley Junction to Ilkley Station.) | 3 858 | 30 | 0 m. 4 ch. to 0 m. 0 ch. D. Down line, 2 m. 1,231 yards before reaching Home signal. | 102 |

| SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE STATION) | | | | | | |
|---|---|------|--|----|--|--|
| | | | | 50 | 50 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES |
| | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES |
| • Leeds Junction (See page 101 for Leeds City to Skipton (Station South).) | | | | 20 | 206 m. 30 ch. to 205 m. 59 ch. | |
| Shipley Station | | | | | | |
| • Bradford Junction (See page 106 for Shipley, Bradford Junction to Bingley Junction.) | — | 396 | | 10 | Over junction towards Bingley Junction (Branch speed limit) | |
| • Shipley Goods Sidings | — | 638 | | | | |
| • Manningham Station Junction | 1 | 814 | | 20 | Main to East or West arrival line, 207 m. 63 ch. to 207 m. 74 ch. | |
| | | | | 20 | East or West departure line to Main line, 207 m. 74 ch. to 207 m. 62 ch. | |
| | | | | | C. Down Main, 580 yards before reaching Home 1 signal. | 205 |
| • Bradford Forster Square Station. | — | 1166 | | 40 | 208 m. 20 ch. to 208 m. 34 ch. | |
| | | | | 10 | All lines, 208 m. 34 ch. to station | |

| TCB | | | | TCB(G) | | TCB(G) |
|-----|---|---------------------------------------|--|--------|--|--------|
| | Marsh Lane Junction (Controlled by Leeds S.B.) | 1268 | | | | |
| | Richmond Hill Tunnel (118 yards) | | | | | |
| | Neville Hill West Junction (Controlled by Leeds S.B.) (See page 110 for Neville Hill West to Hunslet and page 111 for Leeds Neville Hill West Junction to Neville Hill Depot (West End) | 1 763 (from Leeds City East) | | | | |
| | Neville Hill East Junction (Controlled by Leeds S.B.) | 1008 | | | | |
| | Neville Hill Carriage Depot line G.F. | | | | | |
| | Crossgates Station | 2 378 | | | | |
| | Manston G.F. | | | | | |
| | Manston (L.C.) (P3) | | | | | |
| ● | Garforth Station | 3 389 | | | | |
| ● | Peckfield | 1 1225 | | | | |
| | Micklefield Station | 616 | | | | |
| | Micklefield Station Junction (Controlled by Peckfield S.B.) (See page 111 for Micklefield to Church Fenton.) | 730 | | | | |
| | South Milford Station | 3 264 | | | | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----------|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| LEEDS CITY TO HULL (PARAGON)—cont. | | | | | | | | | | | | | | | | | |
| • | Gascoigne Wood (See page 85 Gascoigne Wood to Milford and Gascoigne Wood to Sherburn-in-Elmet South.) | 1 | 660 | | | | | | 30 30 | Over junction towards Sherburn-in-Elmet South (Branch speed limit) Over junction towards Milford (Branch speed limit) | | | | | | | |
| | Hagg Lane (L.C.) (P3) | | | | | | | | | | | | | | | | |
| | Hambleton (L.C.) (P3) | | | | | | | | | | | | | | | | |
| | Thorpe Hall (L.C.) | | | | | | | | | | | | | | | | |
| • | Thorpe Gates (L.C.) | 4 | — | | | | | | | | | | | | | | |
| | Sandhill Lane (L.C.) | | | | | | | | | | | | | | | | |
| • | Selby West (LC) (See page 33 for Selby West to Selby Canal.) | 1 | 1476 | | | | | 30 10 | 30 | 0 m. 42 ch. to 0 m. 5 ch. Over junction towards Selby (Canal) (Branch speed limit) | | | | | | | |
| • | Selby South (See page 17 for Black Carr Junction to Berwick (Marshall Meadows).) | — | 896 | | | †DPL UPL | 25 35 | 25 | | 0 m. 5 ch. to 0 m. 0 ch. CW. Down Platform line, 203 yards before reaching SS.47 signal. | | | | | | | |
| | | | | | | | | 25 25 | | Connection from Down Main to Down Platform Loop at 174 m. 16 ch. Connection from Down Platform Loop to Down Main at 174 m. 30½ ch. Connection from Up Main to Up Platform Loop at 174 m. 30½ ch. (Kings Cross to York mileage), 30 m. 72 ch. (Hull to Selby mileage) | | | | | | | |
| | | | | | | | | 45 45 | 45 | Over Swing Bridge, 30 m. 72 ch. to 30 m. 56 ch. 30 m. 56 ch. to 30 m. 24 ch. | | | | | | | |
| | | | | | | | | | | 200 | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| • | Barlby (L.C.) | — | 1254 | | | | | 25 45 | | 30 m. 24 ch. to 30 m. 5 ch. 30 m. 12 ch. to 30 m. 24 ch. | | | | | | | |

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| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----------|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| LEEDS CITY TO HULL (PARAGON)—cont. | | | | | | | | | | | | | | | | | |
| TCB | Hessle Haven (See page 113 for Hessle Haven to Dairycoates West via Priory Yard.) | — | 872 | ● | ● | | | 20 | | Over junction (all lines) towards New Inward Yard, 0 m. 0 ch. to 0 m. 5 ch. (Hessle Haven to Dairycoates West via Hull Yard mileage) | | | | | | | |
| | | | | | | | | 20 | | Down Goods, over junction towards Priory Yard, 4 m. 12 ch. to 4 m. 8 ch. (Manor House to Hessle Haven via Priory Yard mileage) | | | | | | | |
| | Hessle Road (See page 119 for Hessle Road to Dairycoates West and page 120 for Hessle Road to Alexandra Dock, etc.) | 2 | 596 | | | | | 45 50 20 | 45 50 | 1 m. 54 ch. to 1 m. 45 ch. 2 m. 20 ch. to 1 m. 54 ch. Over junction towards Springbank South, 0 m. 0 ch. to 0 m. 8 ch. (Hessle Road to Springbank South mileage) | | | | | | | |
| | Chalk Lane (L.C.) | | | | | | | 40 | 40 | 1 m. 13 ch. to 0 m. 48 ch. | | | | | | | |
| | St. Georges Road (L.C.) <i>Anlaby Road Junction</i> (Controlled by Hessle Road signal box.) (See page 117 for Cottingham Branch.) | 1 | 44 | | | | | 20 | | Over junction towards Cottingham Branch (Branch speed limit) Drivers of Up Freight trains to give Hessle Road Junction horn codes. | | | | | | | |
| | West Parade (See page 114 for Hull, West Parade to Seamer West.) | — | 638 | ● | ● | ● | ● | 20 | 20 | All lines over junction, 0 m. 48 ch. to 0 m. 40 ch. | | | | | | | |
| | Hull Paragon | — | 614 | ● | ● | — | ● | 15 | 15 | All lines in and out of station, 0 m. 18 ch. to 0 m. 0 ch. | | | | | | | |
| LEEDS NEVILLE HILL WEST JUNCTION TO HUNSLET (GOODS LINES) | | | | | | | | | | | | | | | | | |
| NB | NEVILLE HILL WEST JUNCTION AND HUNSLET | | | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON ARRIVAL AND DEPARTURE LINES | | | | | | | |
| | <i>Neville Hill West Junction</i> (Controlled by Leeds signal box.) (See page 107 for Leeds City to Hull Paragon and page 111 for Neville Hill West Junction to Neville Hill Depot.) | | | | | | | 15 | | 0 m. 4 ch. to 0 m. 0 ch. C. Departure line, 630 yards before reaching 776 signal. | | | | | | | |
| | Hunslet (Notice board at Hunslet.) | 1 | 92 | | | | | | | | 91 | | | | | | |

| LEEDS NEVILLE HILL WEST JUNCTION TO LEEDS NEVILLE HILL DEPOT (WEST END) | | | | | | | | | | | |
|---|---|---|------|--|--|-----|----|---|---|---------------|--|
| NB (Depot Arrival) | NEVILLE HILL WEST JUNCTION AND NEVILLE HILL DEPOT (WEST END) | | | | | | 10 | MAXIMUM PERMISSIBLE SPEED ON ARRIVAL LINE | | | |
| | Neville Hill West Junction (772 signal.) | | | | | | | | | | |
| | Neville Hill Depot West End (Stop for orders board.) | — | 486 | | | | | | | | |
| MICKLEFIELD TO CHURCH FENTON | | | | | | | | | | | |
| | MICKLEFIELD AND CHURCH FENTON | | | | | | 80 | 80 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | |
| | Micklefield Station Junction (Controlled by Peckfield signal box.) (See page 107 for Leeds City to Hull Paragon.) | | | | | | | 50 | 15 m. 52 ch. to 15 m. 60 ch. C. Up line, 616 yards before reaching Peckfield P.2 signal. | 168 | |
| | | | | | | | | | C. Up line, 1,324 yards before reaching Peckfield P.2 signal. | 133 | |
| | Church Fenton South Junction (Controlled by Church Fenton signal box.) (See page 83 for Normanton Altofts to York (Chaloners Whin.)) | 5 | — | | | | 70 | 70 | 11 m. 12 ch. to 10 m. 59 ch. before reaching 714 signal | Level | |
| | Church Fenton Station | | 66 | | | | | | C. Up line, 220 yards after passing Church Fenton Up Starting signal. | 145 | |
| ● | Church Fenton | — | 330 | | | UPL | | | U. Up Leeds, 861 yards | | |
| STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE | | | | | | | | | | | |
| ● | STAINFORTH (THORNE JUNCTION) AND STADDLETHORPE | | | | | | 70 | 70 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | |
| | Thorne Junction | | | | | | | 30 | 8 m. 20 ch. to 8 m. 6 ch. | | |
| | Thorne Moor (L.C.) (See page 167 Southern Area Appendix for Barnetby to Marshgate Junction.) | 2 | 1098 | | | | | | | | |
| ● | Thorne Colliery | — | 1248 | | | | | | CW. Colliery line, clear of fouling point with Main line. | 120 (falling) | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|---------------------------|--|---|---|---------------|--------------|---------------|-------|---|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE—cont. | | | | | | | | | | | | | | | | | |
| TCB | Marshland (See page 92 for Goole Marshland to Epworth.) | | | | | | | | 25 | Over junction towards Epworth (Branch speed limit) | | | | | | | |
| | Dutch River | 4 | 165 | • | • | • | | 60 | 60 | 7 m. 60 ch. to 7 m. 15 ch. | | | | | | | |
| | Potter's Grange (See page 91 for Goole, Potter's Grange to Engine Shed.) | — | 1088 | • | • | • | | 5 | | Over connection to Down Goods at 7 m. 45 ch. | | | | | | | |
| | Boothferry Road (L.C.) Automatic stop signal up line, 1 mile 122 yards from Boothferry Road | — | 581 | • | • | • | | 25 | | Over junction towards Engine Shed Junction (Branch speed limit), 0 m. 0 ch. to 0 m. 4 ch. (Engine Shed Junction to Potter's Grange mileage) | | | | | | | |
| | Goole Bridge | 1 | 987 | | | | | 60 | 60 | Over Swing Bridge No. 5, 5 m. 15 ch. to 5 m. 2 ch. | | | | | | | |
| | Saltmarshe Station (L.C.) | 1 | 823 | | | | | | | | | | | | | 1L 1S | Reception lines at Boothferry Road. To attach or detach at Goole. |
| | I.B.S. Down line, 1,555 yards from Saltmarshe. | | | | | | | | | | | | | | | 1S 1L | |
| | I.B.S. Up line, 1,650 yards from Staddlethorpe. | | | | | | | | | | | | | | | | |
| | Green Oak Goit (L.C.) | | | | | | | | | | | | | | | | |
| | Mill Lane (L.C.) | | | | | | | | | | | | | | | | |
| Staddlethorpe Station (See page 109 for Leeds City to Hull Paragon.) | 3 | 1073 | | | | | 35 | | 0 m. 10 ch. to 0 m. 0 ch. | | | | | | | | |

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| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| HESSLE HAVEN TO DAIRY COATES WEST VIA HULL YARD—cont. | | | | | | | | | | | | | | | | | |
| • | Dairycoates West (See page 118 for Dairycoates West to Manor House Yard and page 119 for Dairycoates West to Hessle Road and page 113 for Hessle Haven to Dairycoates West via Priory Yard and page 119 for North Loop.) | 2 | 290 | | 11 | | | 15 | | Over connection towards Dairycoates West to Hessle Road Branch at 2 m. 16 ch. | | | | | | | |
| HULL (WEST PARADE) TO SEAMER WEST | | | | | | | | | | | | | | | | | |
| | HULL (WEST PARADE) AND DRIFFIELD | | | | | | | 70 | 70 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| • | West Parade (See page 110 for Leeds City to Hull Paragon.) | | | | | | | 20 | 20 | All lines 0 m. 40 ch. to 0 m. 48 ch. | | | | | | | |
| — | North Junction (See page 117 for Cottingham Branch.) | — | 580 | | | | | | 20 | Over junction towards Cottingham Branch (Branch speed limit) | | | | | | | |
| • | Walton Street (L.C.) (See page 117 for Hull Walton Street to Springbank North.) | — | 1311 | | | | | 25 | | Over junction towards Springbank North (Branch speed limit) | | | | | | | |
| • | Cottingham South | — | 1443 | | | | | 50 | 50 | 2 m. 5 ch. to 2 m. 12 ch. | | | | | | | |
| | Thwaite Gates (L.C.) | | | | | | | | | | | | | | | | |
| | Cottingham Station | — | 300 | | | | | | | | | | | | | | |
| • | Cottingham North (L.C.) | 1 | 1590 | | | | | | | | | | | | | | |
| • | Beverley Parks (L.C.) | 2 | 741 | | | | | | | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|----|--|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| HULL (WEST PARADE) TO SEAMER WEST—cont. | | | | | | | | | | | | | | | | | |
| | Sewerby (L.C.) | | | | | | | | | | | | | | | | |
| | BRIDLINGTON AND SEAMER | | | | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| ● | Flamborough Station (L.C.) | 2 | 573 | | | | | | | C. Down line, 595 yards before reaching Flamborough Down Home signal. | 92 | | | | | | |
| ● | Bempton Station (L.C.) | 1 | 213 | | | | | 50 | 50 | 33 m. 65 ch. to 34 m. 30 ch. | | | | | | | |
| | Buckton Lane (L.C.) | | | | | | | | | C. Down line, 550 yards before reaching Bempton Down Home signal. | 92 | | | | | | |
| ● | Speeton Station (L.C.) | 2 | 1579 | | | | | | | | | | | | | | |
| ● | Hunmanby Station (L.C.) | 4 | 397 | | | | | | 45 | 41 m. 41 ch. to 40 m. 78 ch. | | | | | | | |
| | Hunmanby Depot (L.C.) | | | | | | | | | C. Up Main line, 572 yards before reaching Hunmanby Depot Home signal. | 104 | | | | | | |
| ● | Royal Oak South (See page 117 for Filey Holiday Camp Railway via South Curve.) | — | 1524 | | | | | 25 | | Over junction towards Holiday Camp via South Curve (Branch speed limit) | | | | | | | |
| | | | | | | | | | | CW. Up Main line at fouling point with Up North curve, 470 yards before reaching Up Home signal. | 104 | | | | | | |
| ● | Royal Oak North (See page 118 for Filey Holiday Camp Railway via North Curve.) | — | 692 | | | | | | 25 | Over junction towards Holiday Camp via North Curve (Branch speed limit) | | | | | | | |
| | Royal Oak (L.C.) | | | | | | | | | | | | | | | | |
| ● | Filey Station (L.C.) | 1 | 975 | | | | | 40 | 40 | 44 m. 20 ch. to 44 m. 50 ch. | | | | | | | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|---|------|---------------|------|--------------------------|-------------------------|--|----------|--|--|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| FILEY HOLIDAY CAMP RAILWAY VIA NORTH CURVE | | | | | | | | | | | | | | | | | |
| | NORTH CURVE | | | | | | | 25 | 25 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| • | Royal Oak North (See page 116 for Hull (West Parade) to Seamer West.) | | | | — | | | 20 | 20 | Over Station Junction | | | | | | | |
| • | Filey Holiday Camp | — | 616 | | — | | | 15 | 15 | All lines, Station Junction to Holiday Camp Station | | | | | | | |
| DAIRYCOATES WEST TO MANOR HOUSE YARD | | | | | | | | | | | | | | | | | |
| | DAIRYCOATES WEST AND MANOR HOUSE YARD | | | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| Yard working | Dairycoates West (L.C.) (See page 113 for Dairycoates West to Hessle Road and page 114 for Dairycoates West to Hessle Haven via Hull and Priory Yards.) | | | | — | | | 20 | | Over junction towards Hessle Road (Branch speed limit) | | | | | | | |
| | | | | | | | | | 25 | Over junction towards Hull Yard (Branch speed limit) | | | | | | | |
| | | | | | | | | | | S. Up line, 365 yards before reaching 9/10 signal. | Level | | | | | | |
| | • | Albert Dock (See page 120 for Hessle Road to Alexandra Dock and page 121 for Hull Docks—Albert Dock South branch.) Neptune Street | — | 1564 | | | | | 10 15 | 10 | 1 m. 51 ch. to 1 m. 27 ch. Main Goods line. Over junction towards Albert Dock South Branch (Branch speed limit) | | | | | | |
| | Manor House Yard | | | | — | | | | | | | | | | | | |

| DAIRYCOATES WEST TO HESSLE ROAD (NORTH BRANCH) | | | | | | | | | |
|--|---|---|-----|--|--|----|----|--|--|
| TCB(G) | NORTH BRANCH | | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | |
| | • Dairycoates West (Priory Yard Exit) (See page 113 for Hesse Haven to Dairycoates West via Priory Yard and below for North loop.) | | | | | | 20 | Over junction (at 0 m. 22 ch.) towards Hull Yard via North Loop (Branch speed limit) | |
| | • Hesse Road (See page 120 for Hesse Road to Alexandra Dock S.B.) | — | 994 | | | 20 | | Over junction towards Leeds City to Hull Paragon line, 0 m. 40 ch. (North Branch mileage) to 1 m. 76 ch. (Hull to Selby mileage) | |
| | | | | | | 15 | | 0 m. 51 ch. to 0 m. 54½ ch. | |
| NORTH LOOP | | | | | | | | | |
| | NORTH LOOP | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | |
| | • Dairycoates West (North branch line) (See page 113 for Hesse Haven to Dairycoates West via Hull Yard and above for North branch.) | | | | | | | | |
| | • Dairycoates West (Hesse Haven to Dairycoates West line via Hull Yard.) | — | 468 | | | | | | |
| DAIRYCOATES WEST TO HESSLE ROAD (SOUTH BRANCH) | | | | | | | | | |
| TCB (G) | DAIRYCOATES WEST AND HESSLE ROAD (SOUTH BRANCH) | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | |
| | • Dairycoates West (See page 114 for Dairycoates West to Hesse Haven via Hull Yard and Priory Yard.) | | | | | | 15 | Over connection towards Hull Yard or Priory Yard | |
| | • Hesse Road (See page 110 for Leeds City to Hull Paragon, and page 120 for Hesse Road to Alexandra Dock.) | — | 809 | | | | | | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | | | | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-----|---|--|--|--|--|--|--|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) f in | Down | | Up | | For | | | | | | | | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | | | | | | | | |
| HESSLE ROAD TO ALEXANDRA DOCK SIGNAL BOX | | | | | | | | | | | | | | | | | | | | | | | | | |
| TCB { | HESSLE ROAD AND ALEXANDRA DOCK | | | | | | | | | | | | | | | | | | | | | | | | |
| | ● Hessle Road (See page 110 for Leeds City to Hull Paragon, page 119 for North Branch and Dairy-coates West to Hessle Road.) <i>Springbank South Junction</i> (Controlled from Hessle Road.) (See page 117 for Springbank North to Walton Street and page 121 for Bridges Junction/ King George Dock and Wilmington Branch.) | — | 1676 | — | — | — | — | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | | | | | | | | | |
| | | | | | | | | | | ● Alexandra Dock S.B. (See page 122 for Alexandra Dock to King George Dock.) | 5 | 1212 | — | — | — | 15 | — | 0 m. 8 ch. to 0m. 0 ch. (Hessle Road to Springbank South mileage) Over junction towards Hull Yard and Priory Yard, 0 m. 54½ ch. to 0 m. 51 ch. (North Branch mileage) | | | | | | | |
| | | | | | | | | | | | | | | | | | | 4 m. 59 ch. to 4 m. 37 ch. (Alexandra Dock to Springbank South Junction mileage) | | | | | | | |
| | | | | | | | | | | | | | | | | | | Over junction towards Springhead Yard (Branch speed limit) | | | | | | | |
| | | | | | | | | | | | | | | | | | | Over junction towards Walton Street (Branch speed limit) | | | | | | | |
| | Over junction to and from Sculcoates Goods Station (Branch speed limit) | | | | | | | | | | | | | | | | | | | | | | | | |
| | Over junction towards Stoneferry (Branch speed limit) | | | | | | | | | | | | | | | | | | | | | | | | |
| | Over junction towards Southcoates Lane (Branch speed limit) | | | | | | | | | | | | | | | | | | | | | | | | |
| | Over junction towards King George Dock (Branch speed limit) | | | | | | | | | | | | | | | | | | | | | | | | |
| SPRINGHEAD YARD TO HESSLE ROAD (SPRINGBANK SOUTH JUNCTION) | | | | | | | | | | | | | | | | | | | | | | | | | |
| Single line (no token) { | SPRINGHEAD YARD AND HESSLE ROAD (SPRINGBANK SOUTH JUNCTION) | | | | | | | | | | | | | | | | | | | | | | | | |
| | ● Notice Board at Springhead Yard. <i>Springbank South Junction</i> (Controlled by Hessle Road signal box.) (See above for Hessle Road to Alexandra Dock.) | — | 575 | — | — | — | — | 15 (both directions) | — | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|--|--|--|--|--|--|----|-------------------------|--|--|--|--|--|
| HULL HESSLE ROAD (BRIDGES JUNCTION) TO KING GEORGE DOCK | | | | | | | | | | | | |
| TCB | HULL HESSLE ROAD (BRIDGES JUNCTION) AND KING GEORGE DOCK | | | | | | 10 | 10 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | |
| | Hessle Road (Bridges Junction) (See below for Marfleet Branch.) | | | | | | | | | | | |
| | ● King George Dock | | | | | | 1 | 1431 | | | | |
| HULL HESSLE ROAD (SWEET DEWS SIDINGS) TO MARFLEET | | | | | | | | | | | | |
| One train only | HULL HESSLE ROAD (SWEET DEWS SIDINGS) AND MARFLEET | | | | | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | |
| | ● Hessle Road (Sweet Dews Sidings.) | | | | | | | | | | | |
| | Marfleet | | | | | | 1 | 1171 | | | | |
| Special instructions (See page 331) | WILMINGTON BRANCH (GOODS LINE) WILMINGTON BRANCH | | | | | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | |
| | ● Hessle Road | | | | | | | | | | | |
| | Stoneferry Loop (Stop/Proceed if line is clear board.) | | | | | | — | 500 | | | | |
| HULL DOCKS | | | | | | | | | | | | |
| HULL DOCKS (ALL LINES) | | | | | | 5 | 5 | MAXIMUM PERMISSIBLE SPEED ON LINES WHICH MAY BE CROSSED, TRAVERSED OR WHICH RUN ALONGSIDE A PEDESTRIAN OR VEHICULAR ROADWAY (EXCEPT WHERE OTHERWISE SHOWN) | | | | |
| ALBERT DOCK SOUTH BRANCH | | | | | | | | | | | | |
| Albert Dock S.B. (See page 118 for Dairycoates West to Manor House Yard.) | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | |
| Billingsgate Level Crossing | | | | | | 5 | 5 | All lines, approaching and passing over level crossing | | | | |

| Description of Block Signaling on Main Lines (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|--|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| HULL DOCKS (ALL LINES)—cont. | | | | | | | | | | | | | | | | | |
| | ALEXANDRA DOCK | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | Alexandra Dock (See page 120 for Alexandra Dock to Hessle Road) | | | | | | | | | | | | | | | | |
| ALEXANDRA DOCK SIGNAL BOX TO KING GEORGE DOCK SIGNAL BOX | | | | | | | | | | | | | | | | | |
| | ALEXANDRA DOCK SIGNAL BOX AND KING GEORGE DOCK SIGNAL BOX (SALTEND JUNCTION) | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN RUNNING LINES | | | | | | | |
| • | Alexandra Dock (L.C.) (See page 120 for Alexandra Dock to Hessle Road.) | | | | | | | 5 | 5 | Locomotives passing over weighbridge high level, on the North side of the Dock | | | | | | | |
| • | Holderness Drain South | — | 1336 | | | | | | | | | | | | | | |
| • | King George Dock (See below for King George Dock to Saltend.) | — | 719 | | | | | 10 | 10 | Main lines on Low Level between Yard Inspector's Office and Saltend Junction | | | | | | | |
| KING GEORGE DOCK S.B. TO SALTEND | | | | | | | | | | | | | | | | | |
| | KING GEORGE DOCK SIGNAL BOX (SALTEND JUNCTION) AND SALTEND | | | | | | | 5 | 5 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| • | King George Dock (See above for King George Dock S.B. to Alexandra Dock) | | | | | | | | | | | | | | | | |
| NB | King George Dock Eastern Access (L.C.) (P4). | | | | | | | | | | | | | | | | |
| — | Salt End | 2 | 109 | | | | | | | | | | | | | | |

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN

TCB

123

| NORTHALLERTON (BOROUGHBRIDGE ROAD) AND EAGLESCLIFFE | | | | 70 | 70 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | |
|---|--|---|------|----|----|---|--|-------|---|
| ● | Boroughbridge Road (L.C.) (See page 130 for Longlands Loop.) | | | | 30 | Over former Junction towards Longlands Loop (Branch speed limit) | | | |
| | Romanby Gates (L.C.) | | | 50 | 50 | 42 m. 30 ch. to 42 m. 66 ch. | | | |
| | Northallerton East Junction (See page 130 for Northallerton East Junction to Station.) | | | | 35 | Over junction towards Northallerton Station, 0 m. 38 ch. to 0 m. 31 ch. (Northallerton Station to East Junction mileage) | | | |
| ● | Low Gates (L.C.) | 1 | 50 | | | | | IS 1L | To attach or detach at Thirsk. |
| | Brompton (L.C.) (P2) | | | | | | | | |
| ● | Long Lane | 3 | 203 | | | | | | |
| | Welbury (L.C.) (P2) | | | | | | | | |
| | Rounton Gates (L.C.) (P2) | | | | | | | | |
| | | | | | | S. Northallerton Down line 60 yards before reaching 822 signal. | 189 | | |
| ● | Picton Station (L.C.) | 5 | 1709 | | | C. Up line, 700 yards before reaching P.20 Up Home signal. | 170 | IS 1L | To stop at Eaglescliffe. |
| | Yarm Tunnel (75 yards) | | | | | C. Up line, 776 yards before reaching U.53 signal. | 170 | 1L 1S | Not stopping Eaglescliffe. For Stockton. |
| | | | | | | C. Up line, 1,234 yards before reaching U.54 signal. | 170 | 1L 2S | Not stopping Eaglescliffe. For Middlesbrough. |
| | Eaglescliffe South Junction (Controlled by Bowesfield signal box.) (See page 143 for Darlington South Junction to Saltburn.) | 4 | 832 | | | | | IS 1L | Not stopping Eaglescliffe. For South Stockton Goods Yard. |
| | Eaglescliffe Station | | | | | | | | |
| | Eaglescliffe North Junction (Controlled by Bowesfield signal box.) (See page 143 for Darlington South Junction to Saltburn.) | — | 511 | | 25 | 30 | Over junction towards Oak Tree Junction, 8 m. 60 ch. to 8 m. 39 ch. (Darlington to Saltburn mileage) | | |
| | | | | | 25 | | Over junction towards Middlesbrough, 56 m. 61 ch. (Leeds to Newcastle mileage) to 8 m. 60 ch. (Darlington South Junction to Saltburn mileage) | | |
| | | | | | | Connections Down Stockton to Down Middlesbrough, 57 m. 20 ch. (Leeds to Newcastle mileage) to 9 m. 8 ch. (Darlington South Junction to Saltburn mileage) | | | |
| | | | | | | S. Up Stockton, 823 yards before reaching No. 809 signal. | 254 | | |
| | | | | | | CW. Up Platform line, 550 yards before reaching No. 818 signal. | 254 | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION)—cont. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | Hartburn (See page 130 for Hartburn Curve.) | 1 | 1713 | • | • | • | | 20 | 20 | To and from Goods lines, 59 m. 10 ch. to 59 m. 15 ch. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 25 | Over junction towards Bowesfield Junction (Branch speed limit) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | Down Standard junction horn codes to be given here instead of at Bishopton Lane or Primrose Hill. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | 40 | 40 | 59 m. 38 ch. to 59 m. 45 ch. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| ● | Norton-on-Tees South (See page 43 for Norton-on-Tees South to Ferryhill.) | 1 | 519 | | | | | 20 | Over junction towards Haverton Hill, 60 m. 48 ch. to 60 m. 57 ch. (Leeds to Haverton Hill mileage) | | | | | | | | |
| | | | | | | | | 30 | 61 m. 70 m. to 62 ch. 20 ch. | | | | | | | | |
| | | | | | | | | 35 | Over junction towards Norton-on-Tees West (Branch speed limit) | | | 1L 1S 1L 1S 1L | | | | | North Shore Branch Passenger line at North Shore, for Tees Yard. |
| | | | | | | | | | | | | 1S 2L | | | | | Passenger line at North Shore for Eaglescliffe. |
| ● | Norton-on-Tees East (See page 131 for Norton-on-Tees East to Norton-on-Tees West.) | — | 630 | | | | | | | | | 1L 4S | | | | | Up Goods line at North Shore. |
| | | | | | | | | | | | | 1L 5S | | | | | Reception lines at North Shore. |
| | | | | | | | | | | | | <i>To be given at Norton-on-Tees Station if South Box closed</i> | | | | | |
| | | | | | | | | | | | | 1S 1L | | | | | To stop at Billing- ham-on-Tees. |
| ● | Norton-on-Tees Station (L.C.) | — | 955 | ● | ● | NB | NB | | | | | 2S 1L | | | | | To attach or detach between Billing- ham-on-Tees and Hartlepool. |
| | | | | | | | | | | | | 3S 1L | | | | | To stop at Belasis Lane. |
| | | | | | | | | | | | | <i>To be given at North Shore if South Box is closed</i> | | | | | |
| | | | | | | | | 30 | Over junction towards Norton-on-Tees West (Branch speed limit) | | | | | | | | |
| ● | Billingham-on-Tees Station (L.C.) (See page 132 for Billingham-on-Tees to Port Clarence.) | — | 1695 | ● | ● | NB | NB | | | | | | | | | | |
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| ● | BILLINGHAM-ON-TEES (65 M.P.) AND HARTLEPOOL (73 M.P.) | — | | | | | | | | | | | | | | | |
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| ● | Cowpen Lane (L.C.) | — | | | | | | | | | | | | | | | |
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| | | | | | | | | 50 | 63 m. 50 ch. to 63 m. 70 ch. | | | | | | | | |
| | | | | | | | | 20 | Over junction towards Port Clarence, 0 m. 0 ch. to 0 m. 4 ch. (Billingham to Port Clarence mileage) | | | | | | | | |
| | | | | | | | | 70 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | | |
| | | | | | | | | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | | |

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

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | |
|---|---------------------------|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|----|---|---|---|---------------|--------------|---------------|-----|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | |

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION)—cont.

| | | | | | | | | | | | | | | | | |
|-----|---|---|---|------|----|----|--|----|----|----|---|----------------|----------------|-------|--|--|
| TCB | ● | Greatham Station (L.C.) | 3 | 1059 | | | | | | | | | | 1L 1S | | Up freight trains for Stockton. |
| | | | | | | | | | | | | | | 1L 2S | | Up freight trains for Norton West. |
| | | | | | | | | | | | | | | 1S 2L | | Port Clarence. |
| | — | Seaton Snook Junction (See page 133 for Seaton-on-Tees Branch.) | 1 | 704 | — | — | | 20 | 20 | 15 | Over junction towards Seaton-on-Tees Branch, 0 m. 0 ch. to 0 m. 2 ch. (Seaton-on-Tees Branch mileage) To and from Goods lines, 69 m. 41 ch. to 69 m. 45 ch. | | | | | |
| | | Seaton Carew Station | — | 1232 | NB | NB | | 20 | 20 | | All connections to Goods lines, 69 m. 76 m. to 70 ch. 22 ch. | | | | | |
| | ● | Cliff House (See page 133 for Hartlepool Goods and Dock lines.) | — | 1122 | ● | ● | | | | | CW. Down Goods line, clear of fouling point, 480 yards before reaching No. 5 Cliff House Down Goods Home No. 1 signal. | | | | | |
| | | | | | | | | 35 | 35 | | 71 m. 0 ch. to 71 m. 5 ch. | | | | | |
| | ● | Stranton (L.C.) | 1 | 342 | | | | | | | | | | | | |
| | ● | Church Street (L.C.) (See page 133 for Hartlepool Goods and Dock lines.) | — | 487 | | | | 20 | 20 | | 71 m. 28 ch. to 71 m. 73 ch. | | | | | |
| * | | Hartlepool Station | — | 242 | | | | | | 15 | Over junction towards Goods and Dock lines to Church Street (Branch speed limit) | 1S 1L | 1S 1L | | | Cemetery North Sidings. |
| | ● | Clarence Road (See page 133 for Hartlepool goods and Dock lines.) | — | 337 | | | | | | | | 1S 2L 1L 1S | 1S 2L 1L 1S | | | Blackhall Colliery Castle Eden Branch |

[illegible]

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

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|---|-------------------------------|------|---------------|--------------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|--------------------------|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION)—cont. | | | | | | | | | | | | | | | | | |
| TCB | Ryhope Grange (See page 136 for Ryhope Grange to Hendon and Londonderry branches and page 137 for Ryhope Grange to South Hetton Colliery.) | — | 1181 | | | | | 10 | 20 | Over junction towards South Hetton Colliery (Branch speed limit) Over junction towards South Dock (Branch speed limit) | | | | | | | |
| | Sunderland South Tunnels (711 yards) (127 yards) | | | | | | | 45 | 45 | 88 m. 9 ch. to 88 m. 13 ch. | | | | | | | |
| | Sunderland Station | 1 | 1384 | | | DPL | 24 | | | | | | | | | | |
| | SUNDERLAND AND GATESHEAD (HIGH LEVEL BRIDGE) JUNCTION | | | | | | | 70 | 70 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | Sunderland North Tunnel (256 yards) | | | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| | | | | | | | | 20 | 20 | All lines, 89 m. 45 ch. to 89 m. 76 ch. | | | | | | | |
| | Monkwearmouth Station (See page 139 for Monkwearmouth to Hylton Colliery.) | — | 1324 | • NB • | • NB • | | | 40 | 40 | 90 m. 24 ch. to 90 m. 69 ch. | | | | | | | |
| | Wearmouth | — | 826 | • | • | | | 20 | 20 | Over junction towards Monkwearmouth Goods branch. (Branch speed limit) | | | | | | | |
| | Seaburn Station | — | 1100 | | | | | | | CW. Up Goods line, clear of fouling point with Main line, 745 yards before reaching Monkwearmouth Up Goods Home 1 signal. | 747 (falling) | 2S 1L 3S 1C | | | | Pelaw. Harton Branch. | |
| | East Boldon Station (L.C.) | 1 | 1518 | • N • | • B • | | | 65 | 65 | 91 m. 31 ch. to 91 m. 71 ch. | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|--|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| LONGLANDS LOOP | | | | | | | | | | | | | | | | | |
| TCB | LONGLANDS LOOP | | | | | | | | | | | | | | | | |
| | <i>Longlands Junction</i> (See page 20 for Black Carr Junction to Berwick (Marshall Meadows).) | | | | | | | | | | | | | | | | |
| | <i>Longlands Tunnel (Up line only) (55 yards)</i> | | | | | | | | | | | | | | | | |
| | Boroughbridge Road (See page 123 for Northallerton to Gateshead via Horden.) | 1 | 45 | | | | | 25 | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | |
| | | | | | | | | | | | S. Down Longlands Loop, 622 yards before reaching B.23 signal. | 117 (falling) | | | | | |
| | | | | | | | | | | | 29 m. 66 ch. to 29 m. 71 ch. (York to Newcastle mileage) | | | | | | |
| NORTHALLERTON STATION TO NORTHALLERTON EAST JUNCTION | | | | | | | | | | | | | | | | | |
| TCB | NORTHALLERTON STATION AND EAST JUNCTION | | | | | | | | | | | | | | | | |
| | <i>Northallerton Station</i> (See also page 20.) | | | | | | | | | | | | | | | | |
| | <i>Northallerton East Junction</i> (See page 123 for Northallerton to Gateshead via Horden.) | | | | | | | | | | | | | | | | |
| | | | | | | | | 25 | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | |
| | | | | | | | | | | 35 | 0 m. 3 ch. to junction with Northallerton to Berwick line | | | | | | |
| | | | | | | | | | | | 0 m. 33 ch. to 0 m. 37 ch. | | | | | | |
| HARTBURN CURVE | | | | | | | | | | | | | | | | | |
| AB | HARTBURN CURVE | | | | | | | | | | | | | | | | |
| | <i>Hartburn</i> (See page 124 for Northallerton to Gateshead via Horden.) | | | | | | | | | | | | | | | | |
| | <i>Bowesfield</i> (See page 144 for Darlington South to Saltburn.) | | | | | | | | | | | | | | | | |
| | | | | | | | | 25 | 25 | 25 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | |

| NORTH SHORE BRANCH (GOODS LINES) | | | | | | | | | |
|--------------------------------------|--|--|---|------|--|----|----------------------------|--|------------------|
| NB | NORTH SHORE BRANCH | | | | | 25 | 25 | MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINES | |
| | North Shore (See page 124 for Northaller- to Gateshead via Horden.) | | | | | | 20 | 0 m. 4 ch. to 0 m. 0 ch. | |
| | Portrack ((L.C.)) | | — | 1303 | | | | CW. Down line, clear of fouling point with Main line, 930 yards before reaching Portrack Level Crossing Home signal. | 248 (falling) |
| | Malleable Works | | — | 166 | | | | S. Up line, 26 yards after passing Portrack Level Crossing. | 78 |
| BILLINGHAM BECK BRANCH (GOODS LINES) | | | | | | | | | |
| Electrical staff | BILLINGHAM BECK BRANCH | | | | | 35 | 35 | MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINES | |
| | North Shore (See page 124 for Northallerton to Gateshead via Horden.) | | | | | | 20 (both directions) | 60 m. 50 ch. to 60 m. 57 ch. CW. Down line, clear of fouling point with Up Main. | 216 |
| | Haverton Hill South (See page 133 for Haverton Hill Loop.) | | 3 | 1699 | | | 15 | Over junction towards Belasis Lane (Branch speed limit) | 1S 1L |
| | Haverton Hill Station (See page 132 for Billingham- on-Tees to Fort Clarence.) | | — | 1369 | | | 15 | 65 m. 19 ch. to 65 m. 26 ch. CW. Up line, clear of foul- ing point with Main line, 25 yards before reaching No. 26 Up Branch start- ing signal. | 3099 |
| NORTON-ON-TEES WEST TO EAST | | | | | | | | | |
| | NORTON-ON-TEES WEST AND EAST | | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | |
| | Norton-on-Tees West (See page 43 for Ferryhill to Norton-on-Tees South.) | | | | | | | CW. Down line, clear of fouling point of junction, 563 yards before reaching No. 20 Norton East Down Home signal. | 222 (falling) |
| | Norton-on-Tees East (See page 125 for Northallerton to Gateshead via Horden.) | | — | 746 | | | | CW. Up line, clear of foul- ing point with Main line, 550 yards before reaching No. 4 Norton West Up Home signal. | 222 |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|-------------------------|---|---|---|---------------|--------------|-------------------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| BILLINGHAM-ON-TEES TO PORT CLARENCE (PHILIPS SIDINGS GROUND FRAME) | | | | | | | | | | | | | | | | | |
| NB Shunting Area | BILLINGHAM-ON-TEES AND PORT CLARENCE Billingham-on-Tees Station (See page 125 for Nothallerton to Gateshead to Horden.) | | | | | | | 35 | 35 20 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES 0 m. 4 ch. to 0 m. 0 ch. | | | | | | | |
| | Belasis Lane (See page 133 for Haverton Hill Loop.) | 1 | 263 | | | | | | | | | | | | 1L 1S 1L 2S 1S 1L | | Stockton. Norton West. Hartlepool. |
| | Haverton Hill Station (See page 131 for Billingham Beck Branch.) | — | 1542 | | | | | | 15 | Over junction towards Haverton Hill South, 65 m. 26 ch. to 65 m. 19 ch. (Leeds to Haverton Hill mileage) CW. Up Main line, 128 yards before reaching No. 46 Up Starting signal. CW. Down mineral line, 335 yards before reaching fixed stop board. | Level 713 | | | | | | |
| | Port Clarence Station (Stop board adjacent to arrival line.) | — | 1508 | | | | | | | | | | | | | | |
| | Philips Sidings Ground Frame. | — | 1500 | | | | | | | | | | | | | | |
| PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICALS SIDINGS (GOODS LINES) | | | | | | | | | | | | | | | | | |
| One train only | PHILLIPS SIDINGS G.F. AND MONSANTO SIDINGS | | | | | | | | 20 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | |
| | Phillips Sidings Ground Frame. | | | | | | | | | | | | | | | | |
| | North Tees (L.C.) (P4) | | | | | | | | | | | | | | | | |
| | Seal Sands (L.C.) (P4) | | | | | | | | | | | | | | | | |
| | I.C.I. Brinelfield (L.C.) (P4) | | | | | | | | | | | | | | | | |
| | Monsanto Chemical Sidings | 2 | 362 | | | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|---|---|--|---|------|--|--|-------------------------|----|--|--|--|--|
| HAVERTON HILL LOOP (GOODS LINES) | | | | | | | | | | | | |
| NB | ● | HAVERTON HILL LOOP | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINES | | | |
| | ● | Belasis Lane (See page 132 for Billingham-on-Tees to Port Clarence) | | | | | | | | | | |
| | ● | Haverton Hill South (See page 131 for Billingham Beck Branch.) | 1 | 60 | | | | | | | | |
| SEATON-ON-TEES BRANCH (GOODS LINE) | | | | | | | | | | | | |
| One Train Only (See instructions on page 337) | | SEATON-ON-TEES BRANCH | | | | | 25 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | |
| | | Seaton Snook Junction (See page 126 for Northallerton to Gateshead via Horden.) | | | | | 15 (both directions) | | 0 m. 0 ch. to 0 m. 2 ch. | | | |
| | | Seaton-on-Tees | 1 | 1011 | | | | | | | | |
| HARTLEPOOL GOODS AND DOCK LINES | | | | | | | | | | | | |
| Shunting Area | ● | CLIFF HOUSE AND CHURCH STREET | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | |
| | ● | Cliff House (See page 126 for Northallerton to Gateshead via Horden.) | | | | | 20 | 20 | All connections from Goods lines, 69 m. 76 ch. to 70 m. 22 ch. | | | |
| | | CHURCH STREET TO HARTLEPOOL STATION (DOCKS) | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | |
| | ● | Church Street (See page 126 for Northallerton to Gateshead via Horden.) | 1 | 829 | | | | | | | | |
| | ● | Clarence Road (See page 126 for Northallerton to Gateshead via Horden.) | — | 579 | | | | | | | | |
| | ● | Greenland | — | 495 | | | | | | | | |
| NB | ● | Central Marine Ground Frame | — | 1170 | | | | | | | | |
| | ● | Hartlepool Station | — | 1346 | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short | | | | | |
|---|---------------------------|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|---|---|--|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY | | | | | | | | | | | | | | | | | |
| ● A A ● < | | | | | | | | | | | | | | | | | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|-------------------------------|------|------------------|------------------|--------------------------|-------------------------|--|----|---|---|---|---------------|--------------|---------------|-------------------------|---|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| HENDON BRANCH | | | | | | | | | | | | | | | | | |
| | RYHOPE AND SOUTH DOCK | | | | | | | 10 | 10 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| • NB | Ryhope Grange (See page 137 for Ryhope Grange to South Hetton Colliery and page 128 for Northallerton to Gateshead via Horden.) | | | • NB | • NB | | | | | | | | | | | | |
| | Grangetown (L.C.) | | | • NB | • NB | | | | | | | | | | | | |
| • NB | Londonderry | 1 | 272 | • NB | • NB | | | | | | | | | | | 1S 1L 2S 1L 3S 1L | Sunderland and North. Ryhope Colliery. Silksworth Colliery. |
| • NB | Hendon... (See page 137 for River Wear Commissioners Exchange Sidings.) | — | 534 | • NB | • NB | | | | 10 | Over junction towards Pallion 1 m. 0 ch. to 0 m. 66 ch. | | | | | | 2S 1L 3S 1L | Penshaw Branch. Wearmouth. |
| LONDONDERRY BRANCH | | | | | | | | | | | | | | | | | |
| | RYHOPE AND SOUTH DOCK | | | | | | | 10 | 10 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| • NB | Ryhope Grange (See page 137 for Ryhope Grange to South Hetton Colliery and page 128 for Northallerton to Gateshead via Horden.) | | | • NB | • NB | | | | | CW. Down line, clear of fouling point with Main line, 148 yards before reaching Down Starting signal. | 124 (falling) | | | | | | |
| • NB | Londonderry | 1 | 600 | • NB | • NB | | | | | | | | | | | | |

HENDON TO RIVER WEAR COMMISSIONER'S EXCHANGE SIDINGS

| HENDON AND RIVER WEAR COMMISSIONER'S EXCHANGE SIDINGS | | | | | 10 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | |
|---|--|---|------|--|----------------------------|---|----|--|--|--|
| ● NB | Hendon (See page 136 for Hendon Branch.) | | | | | C. Up line, clear of fouling point with Down line, 275 yards before reaching Up Home signal. | 42 | | | |
| | R.W.C. Exchange Sidings | — | 1056 | | | C. Up line, 170 yards before reaching Up Home signal. | 42 | | | |

SOUTH HETTON COLLIERY TO RYHOPE GRANGE

| SOUTH HETTON COLLIERY AND RYHOPE | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | |
|----------------------------------|--|---|------|--|----|----|--|----|----------------|--|--|
| ● | South Hetton Colliery | | | | | 15 | Over junction towards South Hetton Colliery | | | | |
| | Murton Lane (L.C.) | | | | | | | | | | |
| | Seaton Bank Head (L.C.) | | | | | | | | | | |
| | Seaton Station (L.C.) | 2 | 1543 | | | | CW. Up line, 500 yards be- fore reaching Up Starting signal. | 44 | | | |
| | | | | | | | C. Up line, 297 yards before reaching Seaton Up Home signal. | 44 | | | |
| | | | | | | | C. Up line, 781 yards before reaching Seaton Up Home signal. | 44 | | | |
| | Ryhope Station (See page 138 for Silksworth Colliery Branch.) | 2 | 579 | | | | C. Up line, 2,018 yards be- fore reaching Seaton Up Home signal. | 60 | 1S 2L 1S 3L | | To or from Ryhope Colliery. To or from Silks- worth Colliery. |
| | | | | | | 15 | Over junction towards Silksworth Colliery (Branch speed limit) | | | | |
| | Ryhope Grange (See page 128 for Northallerton to Gateshead via Horden and page 136 for Hendon and Londonderry Branches.) | — | 1181 | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|--|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| SILKSWORTH COLLIERY BRANCH (GOODS LINES) | | | | | | | | | | | | | | | | | |
| One Train Only | SILKSWORTH COLLIERY BRANCH | | | | | | | | | | | | | | | | |
| | Ryhope Station (See page 137 for South Hetton Colliery to Ryhope Grange.) | | | | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | |
| | Silksworth Colliery | 2 | 490 | | | | | | CW. Up line, clear of fouling point with Main line. | 66 | | | | | | | |
| PALLION YARD TO HENDON JUNCTION | | | | | | | | | | | | | | | | | |
| NB | PALLION YARD AND HENDON JUNCTION | | | | | | | | | | | | | | | | |
| | Pallion Yard | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| | Hendon (See page 136 for Hendon and Londonderry Branches.) | 2 | 736 | | | | | 10 | 0 m. 66 ch. to 1 m. 0 ch. (Fawcett Street to Hendon Junction mileage). C. Up line to Pallion, 244 yards before reaching stop board at Hendon Bank Top Ground Frame. 55 C. Up line to Pallion, 300 yards before reaching stop signal at Carriage Sidings Ground Frame 139 | | | | | | | | |
| PALLION YARD TO FORD WORKS | | | | | | | | | | | | | | | | | |
| One Train Only | PALLION YARD AND FORD WORKS | | | | | | | | | | | | | | | | |
| | Pallion Yard | | | | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | |
| | Ford Works | — | 1604 | | | | | | | | | | | | | | |

| PALLION YARD TO DEPTFORD | | | | | | | | | |
|--|---|---|---|-------------------------|----------|--|-----|--|--|
| One Train Only | | PALLION YARD AND DEPTFORD | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | |
| | | Pallion Yard | | | | | | | |
| | | Ogdens (L.C.) (P1) | | | | | | | |
| | | Deptford Tunnel (209 yards) | | | | | | | |
| | | Deptford | — | 1118 | | | | | |
| MONKWEARMOUTH TO HYLTON COLLIERY (GOODS LINES) | | | | | | | | | |
| One Train Only†† | | MONKWEARMOUTH AND HYLTON COLLIERY | | 15 | | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | |
| NB | ● | Monkwearmouth Station ... (See page 128 for Northallerton to Gateshead via Horden.) | — | — | | | | | |
| | | Wearmouth Colliery ... | — | 909 | | | | | |
| | | Southwick Goods Yard ... | — | 456 | | | | | |
| | | Hylton Colliery Ground Frame | — | 1555 | | | | | |
| PELAW TO SOUTH SHIELDS | | | | | | | | | |
| One Train Only†† | | PELAW AND SOUTH SHIELDS | | 65 | | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | |
| TCB | ● | Pelaw Station (See page 129 for Northallerton to Gateshead via Horden.) | | | 25 35 | 0 m. 7 ch. to 0 m. 0 ch. 0 m. 7 ch. to 0 m. 27 ch. | | | |
| | | | | | | C. Up Main line, 450 yards in rear of 718 signal. | 241 | | |
| | | | | | | C. Up Main line, 420 yards in rear of 712 signal. | 108 | | |
| | | | | | | C. Up Main line, 543 yards rear of 696 signal. | 92 | | |
| | | | | | | CW. Up Goods Loop clear of fouling point with Main line, 397 yards in rear of 690 signal. | 104 | | |
| | | | | | 50 35 | 2 m. 33 ch. to 3 m. 22 ch. 4 m. 65 ch. to 5 m. 9 ch. | | | |
| | | | | | 25 15 | 5 m. 25 ch. to 5 m. 35 ch. Over junction towards Green Lane, 5 m. 27 ch. (Pelaw to South Shields mileage) to 1 m. 54 ch. (South Shields to Stella Gill mileage) | | | |
| | | | | | 40 40 | 5 m. 35 ch. to 6 m. 20 ch. | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | Hebburn Station | 1 | 1408 | | UGL | 70 | | |
| | | Jarrow Station | 1 | 352 | | | | | |
| | | Tyne Dock Tunnel (185 yards) | | | | | | | |
| | | Harton (See page 140 for Harton to Boldon Colliery and page 141 for Harton to Whitburn.) | | | | | | | |
| | | Tyne Dock Station | — | 286 | | | | | |

††—See special instructions on page 338.

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|---|---|-------------------------------|-------------------------------------|---------------|------|--------------------------|-------------------------|--|----|---|--|---|---------------|--------------|---------------|-----|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| PELAW TO SOUTH SHIELDS—cont. | | | | | | | | | | | | | | | | | | |
| \| — | High Shields Station | 1 | 88 | | | | | 25 | 25 | 6 m. 20 ch. to 7 m. 15 ch. | | | | | | | | |
| | South Shields Station | — | 1628 (Distance to end of Branch) | | | | | 15 | 15 | 7 m. 15 ch. to 7 m. 36 ch. | | | | | | | | |
| BOLDON COLLIERY (N.C.B.) TO HARTON | | | | | | | | | | | | | | | | | | |
| Single line (No token) • | BOLDON COLLIERY (N.C.B.) AND HARTON | | | | | | | | | | | | | | | | | |
| | Boldon Colliery (N.C.B.) | | | | | | | 25 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | |
| | | | | | | | | | | CW. Up direction clear of fouling point with Sunderland and Newcastle Main lines. | 220 (falling) | | | | | | | |
| | | | | | | | | | | CW. Down direction clear of fouling point with Sunderland and Newcastle Main lines. | 220 | | | | | | | |
| | • Harton (See page 139 for Pelaw to South Shields and page 141 for Harton to Whitburn) | 1 | 1563 | | | | | 15 | | 1 m. 54 ch. to 1 m. 46 ch. | | | | | | | | |
| BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM GROUND FRAME | | | | | | | | | | | | | | | | | | |
| Arrival and Departure lines (See Local Instructions page 340) • NB | BOLDON COLLIERY STATION AND TYNE DOCK BOTTOM GROUND FRAME | | | | | | | | | | | | | | | | | |
| | Boldon Colliery Station (See page 129 for Northallerton to Gateshead via Horden.) | | | | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | | |
| | | | | | | | | | 25 | | 0 m. 4 ch. to 0 m. 0 ch. (Boldon Colliery to Green Lane mileage) | | | | | | | |
| | Tyne Dock Bottom Ground Frame. | 1 | 1499 | | | | | 15 | 15 | 0 m. 58 ch. to 1 m. 10 ch. | | | | | | | | |

| | | | | | | | | | | | |
|--|--|---|---|-----|--|--|--|----------------------|----|--|---------------|
| Shunting Area - see local instructions, page 340 | | HARTON TO WHITBURN | | | | | | | | | |
| | | HARTON AND WHITBURN | | | | | | | | | |
| ● | | Harton (See page 139 for Pelaw to South Shields and page 140 for Boldon Colliery to Harton.) | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON ARRIVAL AND DEPARTURE LINES | |
| | | Whitburn | — | 551 | | | | | | CW. Down line, clear of fouling point with Sunderland Branch. | 231 (falling) |
| One train only | | ALLHUSEN'S BRANCH (GOODS LINES) | | | | | | | | | |
| | | ALLHUSEN'S BRANCH | | | | | | | | | |
| ● | | Park Lane Junction (Controlled by Gateshead S.B.) (See page 129 for Northallerton to Gateshead via Horden.) Albany Road (L.C.) | — | 490 | | | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | |
| | | End of Branch | — | 704 | | | | | | | |
| TCB(PF) | | GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION | | | | | | | | | |
| | | GATESHEAD HIGH STREET AND GREENSFIELD JUNCTION | | | | | | | | | |
| ● | | High Street Junction (Controlled by Gateshead S.B.) (See page 129 for Northallerton to Gateshead via Horden.) | | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | |
| | | Gateshead | — | 110 | | | | | | CW. Clear of fouling point with Down Main line, 155 yards before reaching No. 109 Colour Light signal. | Level |
| ● | | Greensfield Junction (Controlled by Gateshead S.B.) (See page 25 for Black Carr Junction to Berwick via High Level Bridge and page 154 for Gateshead to Blaydon.) | — | 126 | | | | 20 | | Over junction towards Blaydon (Branch speed limit) | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|---|------|---------------|------|--------------------------|-------------------------|---|----|--|---|---|---------------|--------------|---------------|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| SOUTH PELAW TO WASHINGTON CHEMICAL WORKS | | | | | | | | | | | | | | | | | |
| | SOUTH PELAW AND WASHINGTON CHEMICAL WORKS | | | | | | | 45 | 45 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| • | South Pelaw (See page 47 for Consett North to Ouston Junction.) | | | | | | | 15 | 15 | Over all connections between South Pelaw to Washington Chemical Works and Consett North to Ouston Junction routes, 11 m. 61 ch. to 11 m. 56 ch. 10 m. 67 ch. to 11 m. 23 ch. | | | | | | | |
| | Biddick Lane (L.C.) | | | | | | | 25 | 25 | | | | | | | | |
| • | Washington South (See page 145 for Ferryhill, Tursdale to Pelaw.) | 3 | 1307 | | • | | | 15 | | Over junction towards Ferryhill and Pelaw lines via North West curve 8 m. 30 ch. to 7 m. 59 ch. | | | | | | | |
| | | | | | NB | | | 25 | 25 | | | | | | | | |
| | | | | | | | | — | 15 | Over Junction towards Ferryhill and Pelaw Lines via South East Curve | | | | | | | |
| | | | | | | | | | | CW. Up line, clear of fouling point with Main line, 75 yards before reaching Up Starting signal towards South Pelaw. | 7260 | | | | | See Pelaw to Ferryhill via Leamside Table. | |
| | | | | | | | | | | CW. Up Goods line, 660 yards before reaching Biddick Lane Dyke siding to Up line signal. | 7260 | | | | | | |
| • | Washington Chemical Works | — | 652 | | • | | | | | CW. Down line, clear of fouling point with Main line, 350 yards before reaching Down Home signal. | 7260 (falling) | | | | | | |
| DARLINGTON SOUTH TO SALT BURN | | | | | | | | | | | | | | | | | |
| | DARLINGTON SOUTH AND SALT BURN | | | | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| | | | | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| TCB | • | Darlington South (See page 21 for Black Carr Junction to Berwick.) | | | | | | 35 | 25 | 0 m. 32 ch. to 0 m. 28 ch. 0 m. 32 ch. to 0 m. 67 ch. | | | | | | | |
| | | | | | | | | | | | | | | | | | |

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|---|--|---|------|------------|----------------|----|---|------------------|---|---|
| ● | Geneva Down I.B.H. signal, 523 yds. East of Geneva signal box.) | — | 1030 | | | | | 2S 1L | | Trains stopping at Allens West Halt. |
| | Dinsdale Station | 2 | 1694 | | | | | | | |
| ● | Oak Tree (See page 147 for Fighting Cocks Branch.) | — | 946 | | 30 | 30 | 3 m. 76 ch. to 4 m. 28 ch. Over junction towards Fighting Cocks Branch, 4 m. 21 ch. to 3 m. 40 ch. (Fighting Cocks Branch mileage) | 1S 1L | | Not stopping at Eaglescliffe. (When signal box closed to be given at Geneva). |
| | Teesside Airport Station | 1 | 906 | | | | | | | |
| ● | Urley Nook (L.C.) | 1 | 992 | UGL DGL | 70 70 | | CW. Down Goods Loop, clear of fouling point, 555 yard before reaching No. 24 signal, Down Goods to Main Starting. | 247 (falling) | Down standard junction horn codes to be given here instead of at Eaglescliffe South. | |
| | Allens West Halt | | | | | | S. Up Goods Loop, clear of fouling point, 566 yards before reaching No. 7 signal, Up Loop to Main Starting. | 247 | | 1L 1S 1L 2S 1S 2L Croft Yard. Via Darlington South. Via Fighting Cocks. |
| | Allens West (L.C.) (P2) | | | | 50 45 30 | 50 | 7 m. 22 ch. to 7 m. 45 ch. 7 m. 45 ch. to 8 m. 18 ch. 8 m. 34 ch. to 8 m. 50 ch. 8 m. 39 ch. to 8 m. 0 ch. | | | |
| | Eaglescliffe South Junction (Controlled by Bowesfield signal box.) (See page 123 for Northallerton to Gateshead via Horden.) | 1 | 287 | | 25 | 25 | 8 m. 50 ch. to 8 m. 60 ch. Over junction towards Northallerton, 8 m. 60 ch. (Darlington to Saltburn mileage) to 56 m. 61 ch. (Leeds to Newcastle mileage) | | | |
| | Eaglescliffe Station | | | | 30 | 30 | 8 m. 73 ch. to 8 m. 39 ch. | | | |
| | Eaglescliffe North Junction (Controlled by Bowesfield signal box.) (See page 123 for Northallerton to Gateshead via Horden.) | — | 511 | | 45 | 45 | 10 m. 14 ch. to 10 m. 34 ch. | | | |
| | | | | | | | CW. Up Stockton line, 550 yards before reaching No. 818 signal. | 254 | | |
| | | | | | | | S. Up Middlesbrough line 813 yards before reaching No. 808 signal. | 254 | | |
| | | | | | | | S. Up Middlesbrough line, 738 yards before reaching No. 820 signal. | 254 | | |
| | | | | | 25 | | Connection Down Stockton to Down Middlesbrough, 57 m. 20 ch. (Leeds to Newcastle mileage) to 9 m. 8 ch. (Darlington to Saltburn mileage) | | | |
| | | | | | 25 | 25 | Connections Up Middlesbrough to Up Stockton, 9 m. 8 ch. (Darlington to Saltburn mileage) to 57 m. 20 ch. (Leeds to Newcastle mileage) | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|--|--|-------------------------------|------|---|---------|--------------------------|-------------------------|--|----------------------------|---|---|--|---------------|----------------|---|--|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| DARLINGTON SOUTH TO SALTBURN—cont. | | | | | | | | | | | | | | | | | | |
| TCB | • Bowesfield (See page 130 for Hartburn Curve.) | 1 | 1745 | • | • | UGL DGL | 77 76 | 15 45 | 15 25 45 | Over connection to and from Goods lines, 10 m. 30 ch. to 10 m. 34 ch. Over junction towards Hartburn (Branch speed limit) 10 m. 72 ch. to 11 m. 4 ch. | | | | | | | | |
| | | | | TCB (G) | TCB (G) | | | | | S. Trailing end connection Up Goods to Up Main, 1,211 yards before reaching Atuo Stop signal. CW. Up Goods Loop clear of fouling point with Castle Eden Branch, 658 yards before reaching Up Loop Starting signal. C. Up Main, 600 yards before reaching No. 129 signal. | Level 231 148 | Up standard junction horn codes to be given here instead of at Eaglescliffe North. | | | | | | |
| | Thornaby Station | — | 1518 | | | | | | | | | | | | | | | |
| | Thornaby East Junction (Controlled by Tees Box.) (See page 147 for Tees Thornaby East Junction to Guisborough Junction.) | — | 132 | | | | | 30 50 20 | 30 50 | 11 m. 24 ch. to 11 m. 77 ch. 11 m. 77 ch. to 12 m. 36 ch. Over junction to Goods lines, 11 m. 69 ch. to 11 m. 73 ch. | | | | 1S 1L 1S 1L | Locomotives and freight trains to stop at Eaglescliffe. | | | |
| | • Tees | — | 1518 | See Tees Thornaby East Junction and Guisborough Junction (Goods Lines), page 000. | | | | | | | | | | | | | | |
| | | | | | | | | 55 45 45 20 20 25 | 55 45 45 20 20 | 13 m. 29 ch. to 13 m. 53 ch. 13 m. 55 ch. to 13 m. 70 ch. 14 m. 17 ch. to 14 m. 59 ch. Over connections to and from Goods lines at 13 m. 67 ch. Over connections to and from Goods lines at 13 m. 76 ch. | | | | | | | | |
| | • Middlesbrough Station | 2 | 205 | | | | | | | 14 m. 64 ch. to 15 m. 20 ch. | | | | | 1L 4S 1S 1L | Up freight trains. Stockton. Bowesfield Works. | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|--|---|---------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|--|---|---|---------------|--------------|---------------|-----|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| DARLINGTON SOUTH TO SALTBURN—cont. | | | | | | | | | | | | | | | | | | |
| TCB | | | | | | | | 45 | 55 | 18 m. 29 ch. to 18 m. 58 ch. | | | | | | | | |
| | | | | | | | | 20 | 20 | 18 m. 58 ch. to 18 m. 34 ch. | | | | | | | | |
| | | | | | | | | 15 | | Over connections to and from Goods lines at 18 m. 65 ch. | | | | | | | | |
| | | | | | | | | | | Down Goods over connection to Wilton Works Branch and Shell Refinery, 19 m. 42 ch. to 19 m. 47 ch. | | | | | | | | |
| | ● | Fishermans (L.C.) | | | | | | 50 | 50 | 21 m. 73 ch. to 22 m. 7 ch. | | | | | | | | |
| | | Redcar Station | 4 | 146 | | | UPL | 90 | | | S. Up Main line, trailing points of connection from Up Platform line. | Level | | | | | | |
| | | Church Lane Level Crossing G.F. | | | | | | | 30 | 30 | 22 m. 67 ch. to 22 m. 72 ch. | | | | | | | |
| | | Redcar East Station | — | 242 | | | | | 50 | 50 | 22 m. 72 ch. to 23 m. 18 ch. | | | | | | | |
| | ● | Longbeck (L.C.) | 2 | 68 | | | | | 20 | 20 | 23 m. 18 ch. to 22 m. 77 ch. | | | | | | | |
| | | | | | | | | | | | Through trailing crossover Down Main to Up Main at 22 m. 45 ch. | | | | | | | |
| Special instructions (See page 344) | | | | | | | | | | C. Down main line, 800 yards before reaching L.6 signal. | 95 | | | | | | | |
| | | Marske Station | — | 748 | | | | | | C. Down Main line, 840 yards before reaching L.216 signal. | 95 | | | | | | | |
| | | | | | | | | 40 | | 26 m. 59 ch. to 27 m. 5 ch. | | | | | | | | |
| | | | | | | | | 20 | 40 | 27 m. 5 ch. to 27 m. 9 ch. | | | | | | | | |
| | | | | | | | | | | 27 m. 9 ch. to 26 m. 59 ch. | | | | | | | | |
| | Saltburn West Junction (Controlled by Longbeck signal box.) (See page 151 for Saltburn West Junction to Crag Hall.) | 1 | 528 | | | | | 20 | | Over junction towards Crag Hall, 27 m. 8 ch. to 27 m. 16 ch. (Darlington South Junction to Brotton via Saltburn Westmileage) | | | | | | | | |
| | Saltburn Station | — | 1091 | | | | | | | | | | | | | | | |

| FIGHTING COCKS BRANCH (GOODS LINES) | | | | | | | | | | |
|-------------------------------------|---|--|--|------|-------------------------|--|--|--|--|--|
| † One Train Only | FIGHTING COCKS BRANCH | | | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | |
| | Paton and Baldwins Sidings Ground Frame | | | | | | | | | |
| | Notice board 1,270 yards on approach side of Branch Home signal | | | | 10 | | 3 m. 40 ch. to 4 m. 21 ch. CW. Arrival line, 546 yards before reaching fouling point of connection with Departure line. | | | |
| | Fighting Cocks (L.C.) (P1) | | | | | | 242 | | | |
| Arrival and departure lines | Oak Tree (See page 143 for Darlington South to Saltburn.) | | | | | | | | | |
| | 2 607 | | | | | | | | | |
| | | | | 1432 | | | | | | |

| TEES, THORNABY EAST JUNCTION TO GUISBOROUGH JUNCTION (GOODS LINES) | | | | | | | | | |
|--|--|--|--|--|----|------|--|--|--|
| TCB (G) | TEES, THORNABY EAST JUNCTION TO GUISBOROUGH JUNCTION | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | |
| | Thornaby East Junction (Controlled by Tees box.) (See page 144 for Darlington South to Saltburn.) | | | | | | | | |
| | Tees | | | | — | 1519 | | | |
| | Newport East Junction | | | | — | 1736 | | | |
| | Old Town Junction (Controlled by Tees S.B.) (See page 151 for Old Town Branch.) | | | | — | 818 | | | |
| | Middlesbrough Station | | | | — | 1211 | 1S 2L | | |
| | Dock Hill | | | | — | 284 | 2L 3S 2S 2L 2S | | |
| | Guisborough Junction (See page 145 for Darlington South to Saltburn and page 148 for Guisborough Junction to Whitby.) | | | | — | 563 | 3S 1S 3S 2S | | |
| | | | | | 10 | | Over junction towards Nunthorpe East, 15 m. 23 ch. (Darlington South Junction to Saltburn mileage) to 0 m. 6 ch. (Guisborough Junction to Nunthorpe (East mileage) | | |
| | | | | | 15 | 15 | Over connections to and from main lines at 15 m. 28 ch. | | |

Up loop

Down sidings

Shunting neck at Old town.
Up Freight trains.
Stockton.
Bowesfield Works.
To Motive Power Depot.
To Up yard.
To Down yard.

†—The staff is kept at Oak Tree signal box.

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | |
|--|---|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|--|---|---|---------------|--------------|---------------|-----|--|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | |
| MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY | | | | | | | | | | | | | | | | | | |
| Electric token | MIDDLESBROUGH (GUISBOROUGH JUNCTION) AND BATTERSBY | | | | | | | 50 | 50 | MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES | | | | | | | | |
| | Guisborough Junction | | | | | | | | 20 | 0 m. 6 ch. to 0 m. 0 ch. | | | | | | | | |
| | (See page 145 for Darlington South Junction to Saltburn and page 147 for Thornaby East Junction to Guisborough Junction.) | | | | | | | | 10 | 0 m. 6 ch. (Branch mileage) to 15 m. 23 ch. (Darlington South Junction to Saltburn mileage) (over junction with Goods lines) | | | | | | | | |
| | Cargo Fleet Road (L.C.) | | | | | | | | | | | | | | | | | |
| | North Ormesby (L.C.) | — | 673 | | | | | | | | | | | | | | | |
| | Ormesby Station | | | | | | | | | | | | | | | | | |
| | Morton Lane (L.C.) | | | | | | | | | | | | | | | | | |
| | Nunthorpe Station (L.C.) | 3 | 1531 | | | URS | 69 | | | C. Down line, 1 mile 608 yards before reaching Down Home signal. | 40 | | | | | | | |
| | Morton Carr (L.C.) | | | | | | | | | C. Down line, 1 mile 33 yards before reaching Down Home signal. | 40 | | | | | | | |
| | | | | | | | | | | C. Down line, 220 yards before reaching Down Home signal. | 44 | | | | | | | |
| | | | | | | | | 20 (both directions) | | 5 m. 30 ch. to 5 m. 36 ch. | | | | | | | | |
| | | | | | | | | 35 (both directions) | | 5 m. 36 ch. to 5 m. 61 ch. | | | | | | | | |
| | Great Ayton Halt | 3 | 1364 | | | | | 45 (both directions) | | 8 m. 23 ch. to 8 m. 33 ch. | | | | | | | | |
| | Battersby | 2 | 990 | | | | | 20 (both directions) | | 10 m. 19 ch. to 10 m. 62 ch. | | | | | | | | |

| | | | | | | | | | | | | | |
|----------------|----------------------------------|---|------|----|----|--|----------------------------|---|---|---|---|--|--|
| Electric token | BATTERSBY AND GROSOMONT | | | | | | 45 (both directions) | MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES | | | | | |
| | Battersby Road (L.C.) (P4) | | | | | | 10 (both directions) | When passing over Battersby Road level crossing | | | | | |
| | Kildale Halt | 1 | 1188 | | | | 25 (both directions) | 13 m. 56 ch. to 13 m. 62 ch. | | | | | |
| | Guisborough Road (L.C.) (P4). | | | | | | 10 (both directions) | When passing over Guisborough Road Level Crossing | | | | | |
| | Commondale Halt | 4 | 154 | | | | 35 (both directions) | 17 m. 27 ch. to 18 m. 28 ch. (Picton to Grosmont mileage) | | | | | |
| | ● Castleton Moor | 1 | 990 | CL | 32 | | 35 (both directions) | 19 m. 13 ch. to 19 m. 28 ch. (Picton to Grosmont mileage) | | | | | |
| | | | | | | | 25 | 19 m. 28 ch. to 19 m. 46 ch. (Picton to Grosmont mileage) | | | | | |
| | Danby Station | 1 | 836 | | | | 20 | 19 m. 46 ch. to 19 m. 28 ch. (Picton to Grosmont mileage) | | | | | |
| | Lealholm Station | 4 | 1078 | | | | 35 (both directions) | 24 m. 60 ch. to 25 m. 65 ch. (Picton to Grosmont mileage) | | | | | |
| | ● Glaisdale | 2 | 154 | CL | 29 | | 20 | 20 | 26 m. 40 ch. to 26 m. 57 ch. (Picton to Grosmont mileage) | | | | |
| | | | | | | | 35 (both directions) | | | 26 m. 65 ch. to 27 m. 45 ch. (Picton to Grosmont mileage) | | | |
| | Egton Station | 1 | 1034 | | | | | | | 101 | CW. Up Main, clear of fouling point with connection Down Main to single line, 195 yards before reaching No. 3 Up Starting signal. | | |
| | ● Grosmont | 1 | 990 | | | | 15 | 15 | 29 m. 50 ch. to 29 m. 66 ch. (Picton to Grosmont mileage) | | | | |
| | GROSOMONT AND WHITBY | | | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | |
| | ● Sleights (L.C.) | 3 | 572 | | | | 25 | 25 | 26 m. 27 ch. to 26 m. 45 ch. (Rillington to Whitby mileage) | | | | |
| | Ruswarp (L.C.) | 1 | 1056 | | | | 25 | 25 | 30 m. 20 ch. to 30 m. 27 ch. (Rillington to Whitby mileage) | | | | |
| | ● Bog Hall (L.C.) | 1 | 220 | | | | | | | | | | |
| | ● Whitby Station | — | 286 | | | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|--|--|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| NORMANBY BRANCH (GOODS LINES) | | | | | | | | | | | | | | | | | |
| One train only Shunting Area | CARGO FLEET AND INNER GROUND FRAME | | | | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | |
| | Cargo Fleet Station (See page 145 for Darlington South Junction to Saltburn.) | | | | | | | | | C. Down line, 286 yards before reaching Cargo Fleet Down Branch Starting signal. | 120 | | | | | | |
| | Inner Ground Frame | | — | 1085 | | | | | 10 (both directions) | Passing crossing at 0 m. 58 ch. | | | | | | | |
| | Skippers Lane (L.C.) | | | | | | | | | | | | | | | | |
| | End of Branch | | — | 630 | | | | | | | | | | | | | |
| WILTON WORKS BRANCH (GOODS LINES) | | | | | | | | | | | | | | | | | |
| One Train Only | WILTON WORKS BRANCH | | | | | | | 20 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | |
| | Grangetown Station (See page 145 for Darlington South to Saltburn.) | | | | | | | | | | | | | | | | |
| | Wilton Works | | | | | | | | | | | | | | | | |
| GRANGETOWN TO SHELL REFINERY (TEESPORT) | | | | | | | | | | | | | | | | | |
| Single Line No token | GRANGETOWN AND SHELL REFINERY (TEESPORT) | | | | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | |
| | Grangetown Station (See page 145 for Darlington South to Saltburn.) | | | | | | | | | | | | | | | | |
| | Shell Refinery (Teesport) (Notice board at Exchange Sidings.) | | 1 | 1025 | | | | | | | | | | | | | |

| | | | | | | | | | |
|--|--|---|------|--|--|----------------------------|----|--|-------|
| MIDDLESBROUGH OLD TOWN BRANCH | | | | | | | | | |
| MIDDLESBROUGH OLD TOWN BRANCH | | | | | | | | | |
| NB | Old Town Junction (Controlled by Tees S.B.) (See page 147 for Thornsby East Junction to Guisborough Junction.) | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | |
| | Goods Yard | — | 545 | | | | | | |
| LONGBECK (SALTBURN WEST JUNCTION) TO CRAG HALL | | | | | | | | | |
| LONGBECK (SALTBURN WEST JUNCTION) AND CRAG HALL | | | | | | | | | |
| One Train Only (No staff) (See page 345) | Saltburn West Junction (Controlled by Longbeck signal box.) (See page 146 for Darlington South to Saltburn.) | | | | | 30 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | |
| | Brotton Ground Frame | | | | | 20 (both directions) | | 27 m. 8 ch. to 27 m. 16 ch. | |
| | Crag Hall | 6 | 1324 | | | | | | |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE) | | | | | | | | | |
| NEWCASTLE AND HAYDON BRIDGE | | | | | | | | | |
| TCB | Newcastle (See page 25 for Black Carr Junction to Berwick via King Edward Bridge.) | | | | | 55 | 55 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | |
| | | | | | | 40 | 40 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | |
| | | | | | | | | CW. West Down Goods Line, clear of fouling point with South lines. | Level |
| | | | | | | 15 | 15 | All lines, Newcastle Central Station to 0 m. 23 ch. | |
| | | | | | | 45 | 45 | 0 m. 40 ch. to 1 m. 32 ch. | |
| | | | | | | | | C. Up line, 825 yards before reaching N.308 signal. | 195 |
| | | | | | | | | C. Up line, 616 yards before reaching 322 signal. | 258 |
| TCB(G) | | | | | | | | C. Up line, 759 yards before reaching U.1B signal. | |
| | | | | | | | | C. Up line, 595 yards before reaching U.1 signal. | 258 |
| | | | | | | 15 | | Over junction towards Newburn, 0 m. 0 ch. to 0 m. 5 ch. (Scotswood to Newburn mileage.) | |
| | | | | | | 45 | 45 | 2 m. 75 ch. to 3 m. 17 ch. | |
| TCB(G) | | | | | | | | | |
| | | | | | | | | | |
| | Forth Junction (Controlled by Newcastle signal box.) | — | 1205 | | | | | | |
| | Scotswood Station (See page 154 for Scotswood to Newburn.) | 2 | 322 | | | | | | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|----|--|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)—cont. | | | | | | | | | | | | | | | | | |
| ● | Blaydon Station (L.C.) (See page 155 for Blaydon to Gateshead via Norwood.) | 1 | 106 | | | | | 35 | 35 | 3 m. 64 ch. to 4 m. 0 ch. | | | | | | | |
| | Gas House (L.C.) | | | | | | | | 20 | Over junction towards Norwood (Branch speed limit) | | | | | | | |
| ● | Cowen's Crossing | — | 783 | | | | | 45 | 45 | 4 m. 20 ch. to 4 m. 73 ch. | | | | | | | |
| ● | Addison (L.C.) | — | 1235 | | | | | | | | | | | | | | |
| | Peth Lane (L.C.) | | | | | | | | | | | | | | | | |
| ● | Wylam Station (L.C.) | 3 | 653 | | | | | 40 | 40 | 8 m. 48 ch. to 8 m. 78 ch. | | | | | IS 2L | | To Addison Yard. |
| ● | Prudhoe Station (L.C.) | 2 | 290 | | | URS | 70 | | | | | | | | | | |
| | Mickley (L.C.) (P3) | | | | | DRS | 70 | | | | | | | | | | |
| | Stocksfield Station | 2 | 902 | | | | | 50 | 50 | 13 m. 0 ch. to 13 m. 17 ch. | | | | | | | |
| | Riding Mill Station | 2 | 550 | | | | | 40 | 40 | 13 m. 24 ch. to 13 m. 42 ch. | | | | | | | |
| | IBS up line, 1,498 yards from Dilston. | | | | | | | | | | | | | | | | |
| | Corbridge Station | 2 | 528 | | | | | | | | | | | | | | |
| ● | Dilston Crossing (L.C.) | — | 880 | | | | | 50 | 50 | 20 m. 48 ch. to 20 m. 64 ch. | | | | | | | |
| ● | Hexham | 2 | 756 | | | | | | | | | | 3S 1L | | | | Requiring to stop at Naworth to pin down brakes. |
| ● | Warden (L.C.) | 3 | 13 | | | | | 50 | 50 | 24 m. 48 ch. to 25 m. 7 ch. | | | | | | | |
| | HAYDON BRIDGE AND GREENHEAD | | | | | | | 60 | 60 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| ● | Haydon Bridge Station (L.C.) | 4 | 1324 | | | URS | 60* | | | | | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|--------------------------------------|------|---------------|------|--------------------------|-------------------------|---|-------------------------|---|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| SCOTSWOOD TO NEWBURN | | | | | | | | | | | | | | | | | |
| One train only | SCOTSWOOD AND NEWBURN | | | | | | | | 35 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | |
| | • Scotswood Station (See page 151 for Newcastle to Carlisle.) | | | | | | | | 15 | 0 m. 0 ch. to 0 m. 10 ch. | | | | | | | |
| | Scotswood Tunnel (269 yards) | | | | | | | | | | | | | | | | |
| | Newburn (L.C.) | | | | | | | | 30 (both directions) | 1 m. 31 ch. to 1 m. 63 ch. | | | | | | | |
| | Newburn Station | 2 979 (Distance to end of branch) | | | | | | | | | | | | | | | |
| GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD | | | | | | | | | | | | | | | | | |
| TCB(G) | GATESHEAD AND BLAYDON STATION VIA NORWOOD | | | | | | | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | |
| | Greensfield Junction (Controlled by Gateshead S.B.) (See page 141 for Greensfield Junction to High Street Jn.) | | | | | | | | | | CW. Up Goods line, 430 yards before reaching No. 141 signal. | 318 (falling) | | | | | |
| | King Edward Bridge Junction (Controlled by Gateshead S.B.) (See page 25 for Black Carr Junction to Berwick.) | --- 674 | | | | | | | | | CW. Down Goods line, 130 yards before reaching No. 133 signal. C. Down goods line, 738 yards before reaching No. 149 signal. | 318 132 | | | | | |
| | Askew Road Tunnel (153 yards) | | | | | | | | 15 | | Over junction towards K.E.B. South East Curve (Branch speed limit) | | | | | | |

| Description of Block Signaling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|--|--|---|---|---|--------------|---------------|--|--|--|--|
| | | | | | | | | | | | | Down | | Up | | For | | | |
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | | | |
| BACKWORTH JUNCTION TO MORPETH VIA SEGHELL | | | | | | | | | | | | | | | | | | | |
| TCB { | BACKWORTH AND MORPETH | | | | | | | 45 | 45 | MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES | | | | | | | | | |
| | Backworth Junction (See page 50 for Manors to Tynemouth via Blackworth) | | | | | | | | 30 | 6 m. 78 ch. to 6 m. 60 ch. | | | | | | | | | |
| | | | | | | | | 20 | 20 | 6 m. 78 ch. to 7 m. 9 ch. | | | | | | | | | |
| | Earsdon (See page 159 for Earsdon to Percy Main, Port of Tyne Authority.) | — | 617 | | | | | | | | | | | | 1L 3S | Water at Newcastle Central Yard. | | | |
| | Holywell (L.C.) | — | 722 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 30 | Over junction towards Northumberland Dock (Branch speed limit) | | | | | | | | | |
| | | | | | | | | | | | C. Down colliery line to Burradon, clear of junction, 450 yards before reaching Fisher Lane Down Home signal. | 103 | Drivers of Up Freight trains to give Earsdon Junction horn codes on approaching Up Outer Home signal. | | | | | | |
| | | | | | | | | | 15 | 15 | Over junction to and from Burradon Colliery (Branch speed limit) | | | | | | | | |
| | Seghill North (L.C.) | 1 | 982 | | | | | | 20 | 20 | 8 m. 60 ch. and 9 m. 4 ch. | | | | | | | | |
| | Hartley (L.C.) (P2) | | | | | | | | | 30 | 9 m. 4 ch. to 10 m. 10 ch. | | | | | | | | |
| | | | | | | | | | | 30 | 10 m. 49 ch. to 11 m. 53 ch. | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | Newsham South (L.C.) | 3 | 855 | • | | | | | | | | | | | | | | | |
| | Newsham North (See page 161 for Newsham to Isabella.) | — | 683 | • | | | | 15 | Over junction towards Isabella Colliery (Branch speed limit) | | | | | | | | | | |
| | Pleasey Road (L.C.) | | | | | | | | | | | 2S 1L | 2S 1L | | | Freight trains for Horton Grange Colliery. | | | |
| | | | | | | | | | | | | 1S 1L | 1S 1L | | | Freight trains for Bebside Opencast. | | | |
| | Bebside Station (L.C.) | 1 | 1516 | | | | | | | | | | | 1L 3S | | Water at Newsham Bedlington Colliery. Furnace Way Sidings at Bedlington. | | | |
| | | | | | | | | | | | | 3S 1L 4S 1L | | | | | | | |

| | | | | | | | | | |
|--|---|---|---|------|----------|----|--|----------------|---|
| <div> <div>Electric token</div> <div>Single line No token</div> </div> | ● | Bedlington South (L.C.) | — | 1657 | 30 | 30 | 15 m. 46 ch. to 15 m. 76 ch. | 1S 1L 2S 1L | Freight trains for Bebside Opencast. Freight trains for Horton Grange Colliery. |
| | ● | Bedlington North (L.C.) (See page 161 for Bedlington to Lynemouth Colliery (NCB).) | — | 247 | 20 | | Over junction towards Woodhorn, 0 m. 0 ch. to 0 m. 6 ch. (Bedlington to Woodhorn mileage) | 3S 1L 1S 1L | West Sleekburn. Bomarsund. |
| | ● | Choppington Station (See page 162 for Netherton Colliery Branch.) | 1 | 636 | 15 30 | 30 | Over junction towards Netherton Colliery Branch (Branch speed limit) 17 m. 10 ch. to 17 m. 25 ch. | | |
| | ● | Hepscott Station (L.C.) | 1 | 1694 | | | | | |
| | ● | Morpeth Station (L.C.) (See page 27 for Black Carr Junction to Berwick.) | 1 | 427 | 20 | 20 | 20 m. 20 ch. to station | | |

| | | | | | | | | | | | |
|---|---|---|------|--|----|----------|--|---|----|--|--|
| EARDON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY No. 6 SIGNAL BOX | | | | | | | | | | | |
| <div>Up</div> <div>↓</div> | EARDON JUNCTION AND PERCY MAIN PORT OF TYNE AUTHORITY No. 6 SIGNAL BOX | | | | 30 | 30 | MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES | | | | |
| | Eardson (See page 158 for Backworth to Morpeth via Seghill.) | | | | | | CW. Up line, 280 yards be- fore reaching Blue Bell No. 1 Up Home Signal. | 106 | | | |
| | Blue Bell | — | 590 | | | | | | | | |
| | Percy Main North (See page 160 for Percy Main North to Station.) | 2 | 1319 | | | 15 15 | 15 | Over junction towards Percy Main Station (Branch speed limit) 3 m. 2 ch. to 3 m. 67 ch. | | | |
| | | | | | | | | C. Down Main line, near West Chirton Ground Frame. | 87 | | |
| | | | | | | | | CW. Down Main line, 383 yards before reaching Percy Main North Down Main Home No. 2 signal. | 86 | | |
| | | | | | | | | CW. Up Dock line from Engine Shed, 270 yards before reaching Percy Main North Up Dock line Home No. 2 signal. | 92 | | |

*—The Up line between Bedlington North and Bedlington South signal boxes is signalled to be worked in both directions.

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions, miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L—Long S—Short C—Crow | | | | | |
|--|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|--|----|--|---|---|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| EARSDON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY No. 6 SIGNAL BOX—cont. | | | | | | | | | | | | | | | | | |
| • | Percy Main Engine Shed (See page 161 for Engine Shed to Northumberland Dock line.) | — | 838 | | | | | 15 | | Over junction towards Northumberland Dock (Branch speed limit) | | | | | | | |
| | | | | | | | | | | CW. Up line, 200 yards before reaching Up Main Starting signal. | 80 | | | | | | |
| | | | | | | | | | | C. Up line from Albert Edward Dock, 636 yards before reaching Engine Shed Home signal. | 67 | | | | | | |
| • | Port of Tyne Authority No. 6 | — | 958 | | | | | | | | | | | | | | |
| PERCY MAIN STATION TO NORTH | | | | | | | | | | | | | | | | | |
| | PERCY MAIN STATION AND NORTH | | | | | | | 15 | 15 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | | | | | |
| • | Percy Main Station (See page 54 for Heaton South to Tynemouth via Wallsend and page 53 for Riverside Branch.) | | | | | | | | | CW. Down Main line, clear of fouling point with junction, 235 yards before reaching Percy Main North Down Home signal. | 394 (falling) | | | | | | |
| PF | | | | | | | | | | CW. Down Goods line, clear of fouling point with main line, 235 yards before reaching Percy Main North Down Goods Home signal. | 394 (falling) | | | | | | |
| • | Percy Main North (See page 159 for Earsdon Junction to Percy Main, Port of Tyne Authority.) | — | 389 | | | | | | | CW. Up Goods line, clear of fouling point with Main line, 114 yards before reaching Percy Main Station Goods Home signal. | 165 (falling) | | | | | | |

| PERCY MAIN, ENGINE SHED TO NORTHUMBERLAND DOCK | | | | | | | | | |
|--|---|---|-----|-------------------------|--|--|--|--|--|
| One train only | ENGINE SHED AND NORTHUMBERLAND DOCK | | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | |
| | Engine Shed (See page 160 for Earsdon Junction to Percy Main, Port of Tyne Authority No. 6.) | | | | | | | | |
| | Northumberland Dock | — | 690 | | | | | | |

| BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.) | | | | | | | | | |
|---|---|---|------|----|----------------------|--|--|--|--|
| One train only | BEDLINGTON AND ASHINGTON | | | 40 | | MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINES | | | |
| | Bedlington North (L.C.) (See page 159 for Backworth to Morpeth via Seghill.) | | | | 20 | 0 m. 0 ch. to 0 m. 6 ch. | | | |
| | West Sleekburn (See page 162 for Cambois Branch.) | — | 1600 | | 20 30 | Over junction towards North Blyth, 0 m. 0 ch. to 0 m. 26 ch. (Cambois Branch mileage) 1 m. 41 ch. to 1 m. 72 ch. | | | |
| | Marchey's House (L.C.) (See page 163 for Marchey's House to Winning.) | — | 989 | | | 20 Over junction towards Winning (Branch speed limit) | | | |
| | North Seaton Station (L.C.) | | | | 30 | 2 m. 3 ch. to 2 m. 43 ch. | | | |
| | Green Langley (L.C.) (P2) | | | | | 30 2 m. 70 ch. to 2 m. 43 ch. | | | |
| | Ashington Station | 1 | 904 | | 15 25 | Over South junction and Ashington Colliery lines 2 m. 70 ch. to 3 m. 13 ch. CW. Ashington Colliery line clear of fouling point with Main line. 247 | | | |
| NB | Hirst Lane (L.C.) | | | | | | | | |
| | Woodhome (L.C.) | | | | | | | | |
| | Lynemouth Colliery (N.C.B.) | 3 | 228 | | 15 15 10 25 | Over junction and N.C.B. lines 3 m. 13 ch. to 3 m. 17 ch. Over North junction towards Ashington Colliery 3 m. 17 ch. to 3 m. 35 ch. | | | |

| NEWSHAM TO ISABELLA COLLIERY (GOODS LINE) | | | | | | | | | |
|---|---|---|-----|-------------------------|--|--|--|--|--|
| One train only | NEWSHAM AND ISABELLA COLLIERY BRANCH | | | 15 (both directions) | | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | |
| | Newsham North (See page 138 for Beckworth to Morpeth via Seghill.) | | | | | | | | |
| | Isabella (L.C.) | — | 499 | | | | | | |
| | Isabella Colliery | — | 192 | | | | | | |

| Description of Block Signalling on Main Lines (Dots Indicate Block Posts) | Stations and Signal Boxes | Distance between Signal Boxes | | Running Lines | | Loops and Refuge Sidings | | Permanent speed restrictions miles per hour | | Catch points spring or unworked trailing points | | Locomotive horn code L--Long S--Short C--Crow | | | | | |
|---|--|-------------------------------|------|---------------|------|--------------------------|-------------------------|---|--|--|--|--|---------------|--------------|---------------|-----|--|
| | | M. | Yds. | Up | Down | Description | Standage Wagons L. & V. | Down | Up | Position | Gradient (Rising unless otherwise shown) 1 in | Down | | Up | | For | |
| | | | | | | | | | | | | Main or Fast | Slow or Goods | Main or Fast | Slow or Goods | | |
| NETHERTON COLLIERY (BRANCH (GOODS LINE)) | | | | | | | | | | | | | | | | | |
| One Train Only | NETHERTON COLLIERY BRANCH | | | | | | | 15 (both directions) | MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE | | | | | | | | |
| | Choppington Station (See page 159 for Backworth to Morpeth via Seghill.) | | | | | | | | CW. 29 yards from junction with Main line. | 347 | | | | | | | |
| | Netherton Colliery | | — | 734 | | | | | | CW. 260 yards from junction with Main line. | 347 | | | | | | |
| CAMBOIS BRANCH (GOODS LINE) | | | | | | | | | | | | | | | | | |
| Up—Permissive Down—Absolute block | CAMBOIS BRANCH | | | | | | | 35 | 35 | MAXIMUM PERMISSIBLE SPEED ON GOODS LINES | | | | | | | |
| | West Sleekburn (See page 161 for Bedlington to Lynemouth Colliery (N.C.B.)) | | | | | | | | 15 | 0 m. 26 ch. to 0 m. 0 ch. CW. Down line, clear fouling point with Main line, 550 yards before reaching Winning Down Main Home signal. | 104 (falling) | | | | | | |
| Down and Up arrival and Departure lines NB | Winning (L.C.) (See page 163 for Winning to Marchey's House). | | — | 844 | | | | | 20 | 20 | 20 Over junction towards Marchey's House (Branch speed limit) | | | | | | |
| | Freeman's (L.C.) | | — | 1626 | | | | | 15 | 15 | Over junction and B.E.A. Power Station lines Over junction and West Blyth Staiths 1 m. 79 ch. to 2 m. 27 ch. | | | | | | |
| | Cambois (L.C.) | | — | 1336 | | | | | 25 | 25 | | | | | | | |
| | North Blyth Ground Frame (See page 163 for North Blyth Staiths.) | | | | | | | 15 | 15 | 2 m. 75 ch. to 3 m. 21 ch. | | | | | | | |

WINNING TO MARCHEY'S HOUSE (GOODS LINES)

| WINNING AND MARCHEY'S HOUSE | | 20 | 20 | MAXIMUM PERMISSIBLE SPEED ON MAIN LINES | | | |
|-----------------------------|---|----|-----|---|--|--|--|
| One Train One Train only | ● Winning (L.C.) (See page 162 for Cambois Branch.) | | | | | | |
| | ● Marchey's House (See page 161 for Bedlington to Lynemouth Colliery.) | — | 860 | | | | |

NORTH BLYTH STAITHS (GOODS LINES)

| NORTH BLYTH STAITHS | | 10 | 10 | MAXIMUM PERMISSIBLE SPEED | | | |
|--------------------------|---|----|----|---------------------------|--|--|--|
| One Train One Train only | ● No. 1 Spout (See page 162 for Cambois Branch.) | | | | | | |
| | ● Summit | | | | | | |
| | North End of No. 8 Spout | | | | | | |

TABLE B—LINES WORKED UNDER PERMISSIVE BLOCK SYSTEM

Referring to the instructions contained in the General Appendix, the following is a list of lines not included in Table "A" which are worked under the Permissive Block System.

| From | To | Line | |
|--|------------------------|-----------------|----------------------------|
| | | Down | Up |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | | |
| Decoy No. 2 | Potteric Carr | — | Nos. 1 and 2 Departure. |
| Decoy No. 1 | Balby Junction | No. 1 Departure | — |
| Carr | Decoy No. 2 | — | No. 1 Reception |

TABLE C.**LINES WORKED UNDER "NO BLOCK" REGULATIONS**

Referring to the instructions contained in the General Appendix, the following is a list of lines not included in Table "A" which are worked under the Regulations for Goods Lines not worked on any Block System.

| From | To | Line | |
|--|--------------------------------|--------------------|------------------|
| | | Down | Up |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | | |
| Carr | Decoy Pointsman's Box | — | Engine. |
| Balby Junction | Bridge Junction | Shunt | — |
| EASTWOOD (L.M.R.) TO NORMANTON, GOOSE HILL | | | |
| Sowerby Bridge West | Sowerby Bridge Station | Through Siding | — |
| SOWERBY BRIDGE, MILNER ROYD JUNCTION TO BRADFORD EXCHANGE | | | |
| Mill Lane Junction | Bowling Junction | Through Siding | — |
| WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION) | | | |
| Stourton Junction | Wakefield Road | Through Reception. | — |
| Wakefield Road | Stourton Junction | — | Through Sidings. |

TABLE D1.

NIL

TABLE D2.

LINE WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND TICKET AND ONE TRAIN ONLY ARRANGEMENTS

Referring to the instructions contained in General Appendix, the following is a list of places where persons other than the Signaller are authorised to receive or deliver the token or staff:—

| Section of Line | Token or Staff Station | Person authorised to receive or deliver token or staff |
|--|---|--|
| FOSS ISLANDS BRANCH | | |
| Foss Islands Branch | Foss Islands | Train Staff Attendant. |
| SHAWCROSS COLLIERY BRANCH | | |
| Batley Yard and Shawcross Colliery | Batley Yard | Person in charge of Batley Yard. |
| HEADFIELD BRANCH | | |
| Headfield Branch | Notice Board 235 yards north of A.P.C.M. Sidings. | Housed in receptacle on short post near notice board. |
| CHARLESWORTH'S TO LOFTHOUSE JUNCTION | | |
| Charlesworth's and Lofthouse Junction. | Charlesworths | Shunter. |
| HICKLETON COLLIERY EMPTY WAGON BRANCH | | |
| Hickleton Colliery Empty Wagon Branch. | Hickleton Main Colliery .. | Signaller or Shunter. |
| DUDLEY HILL TO LAISTERDYKE YARD | | |
| Dudley Hill and Laisterdyke Yard | Laisterdyke Yard | Person in charge of Ground Frame. |
| LAISTERDYKE GROUND FRAME TO ADOLPHUS STREET GOODS YARD | | |
| Laisterdyke Yard and Adolphus Street Goods Yard | Laisterdyke Yard | Person in charge of Ground Frame. |
| HULL HESSLE ROAD (SWEET DEWS SIDINGS) TO MARFLEET | | |
| Marfleet Branch | Sweet Dews Yard | Yard Foreman. |
| PORT CLARENCE (PHILIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICAL SIDINGS | | |
| Philips Sidings Ground Frame to Monsanto Chemicals Sidings | Port Clarence Yard | Person in Charge. |
| PALLION YARD TO FORD WORKS | | |
| Pallion Yard and Ford Works .. | Pallion Yard | Person in Charge. |
| PALLION YARD TO DEPTFORD | | |
| Pallion Yard and Deptford .. | Pallion Yard | Person in Charge. |
| MONKWEARMOUTH TO HYLTON COLLIERY | | |
| Hylton Colliery | Monkwearmouth Shunters' Cabin. | Shunter. |

TABLE E.
LOCAL HORN CODES

The following Locomotive horn codes must be given at the undermentioned places:—

Where electric bell or telephone communication is provided, Drivers must make use of this instead of the Locomotive horn. Should the signal not be lowered within a reasonable time the bell or telephone must be again used.

| Code to be given at | Movement required | Code |
|--|--|------------------------------------|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | |
| Carr | Up Coal Sidings to Coal Departure | 1 crow, 3 short |
| | Down Transfer | 2 long, pause, 2 long |
| | Down Transfer to Down Engine line | 1 short, 2 long |
| | Down Engine line to Engine Loop | 6 short |
| Bridge Junction | Up Main to New Triangle | 1 short, 1 crow |
| | Up Passenger Independent to New Triangle | 2 short, 1 crow |
| Northallerton Station | Carriage Sidings to Up Main | 3 short, 1 long |
| | 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 |
| Darlington South | 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 |
| Darlington North | Out of No. 2 or 3 Platform Sidings | 1 short, 1 crow |
| | To or from Station Back Road | 1 short, 1 long, 1 short |
| Morpeth Station | Mineral trains from North Main line Col- lieries to Blyth and Tyne line | 1 long, 1 crow |
| DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST | | |
| Shildon | Down Main to Goods Yard | 1 short, 1 long |
| | Down Main to Shildon Works | 1 long, 1 short, 1 long |
| | Empty Sidings to Shildon Works | 2 short, 1 long |
| | Empty Sidings to Goods Yard | 1 short, 1 long |
| | Goods Yard to Up Reception | 2 long, 3 short |
| | Goods Yard to Shildon Works | 2 long, 1 crow |
| Shildon | Goods Yard to Empty Sidings | 2 long, 1 short, pause, 1 short |
| FERRYHILL (TURSDALE JUNCTION) TO PELAW, VIA LEAMSIDE | | |
| Fencehouses Station | Goods Yard to South End of the Lambton Sidings. | 3 short, 1 crow |
| | Mineral Sidings to Lambton line | 3 short, 1 long |
| | Locomotive or Train Down Main line to or from Lambton line | 1 short, 1 crow |
| Washington South | To or from Calder's Works | 1 long, 1 crow |
| | Mineral Trains from South Pelaw 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 sound horn for the Dyke Siding, and this siding must, as far as possible, be used for trains on the Up Pontop, the locomotives of which require to run round their loads. After locomotives have run round their loads the following horn codes must be used. | |
| | | |

TABLE E—LOCAL HORN CODES—*continued*

| Code to be given at | Movement required | Code |
|--|---|--------------------------|
| FERRYHILL (TURSDALE JUNCTION) TO PELAW, VIA LEAMSIDE—<i>continued</i> | | |
| Washington South—(<i>continued</i>) | Calder's Works | 2 short, 2 long |
| | 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 South Pelaw | 3 short, 1 long |
| | Goods Yard to Up Main to shunt | 2 short, 1 long |
| | Goods Yard to Up Main | 1 short, 1 long |
| CONSETT NORTH TO OUSTON JUNCTION | | |
| Consett North | To or from Shunting Neck | 1 short, 1 long |
| | To or from Waskerley Branch and Shunting Neck. | 1 short, 2 long |
| Carr House West | To or from Annfield Plain Branch and Shunting Neck | 1 short, 3 long |
| | Consett Iron Works to Main Up Sidings .. | 1 short, 1 long, 2 short |
| | Consett Iron Works to or from Mineral Sidings. | 1 short, pause, 4 short |
| | Consett Iron Works to or from Down Goods line. | 1 short, 1 long, 2 short |
| | Consett Iron Works to or from Goods Yard | 1 short, 1 long, 1 short |
| | Blackhill to or from Goods Yard | 1 short, 3 long |
| Carr House East | Blackhill to or from Down Goods line .. | 1 short, 2 long |
| | Warehouse line to Down Main | 1 short, pause, 4 short |
| | To of from Crookhall Sidings | 3 short, 1 long |
| | To or from Mineral Sidings | 1 short, pause, 2 short |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE | | |
| Mill Lane Junction | Sidings to West side | 2 short, 1 crow |
| | Sidings to East side | 3 short, 1 crow |
| | Sidings to Low Moor | 4 short, 1 crow |
| WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION) | | |
| Hunslet South Junction | Leaving Up Sidings:— | |
| | On to Up Main line | 1 long |
| | On Up Goods line | 2 long |
| | From Middle Sidings for shunting purposes | 4 long |
| NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN) | | |
| 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 | 3 short, 1 crow |
| | No. 2 Group to Up Main | 4 short, 1 crow |
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE, ETC. | | |
| Bradford— | | |
| Mill Lane Junction | Sidings to West side | 2 short, 1 crow |
| | Sidings to East side | 3 short, 1 crow |
| LEEDS CITY TO HULL (PARAGON) | | |
| West Parade | For "F" line | 2 long, 4 short |
| HULL (WEST PARADE) TO SEAMER WEST | | |
| Bridlington South | To or from No. 1 Platform and Main line .. | 1 crow, 1 long |
| | To or from No. 2 Platform and Main line .. | 1 crow, 2 long |
| | To or from No. 3 Bay and Main line | 1 crow, 3 long |
| | To or from No. 4 Platform and Main line .. | 1 crow, 4 long |
| | To or from No. 5 Platform and Main line .. | 1 crow, 5 long |
| | To or from No. 6 Bay and Main line | 1 crow, 1 long, 1 short |
| | To or from No. 7 Platform and Main line .. | 1 crow, 1 long, 2 short |
| | To or from No. 8 Platform and Main line .. | 1 crow, 1 long, 3 short |

TABLE E—LOCAL HORN CODES—*continued*

| Code to be given at | Movement required | Code |
|--|--|---|
| HULL YARDS, ETC. | | |
| Dairycoates West | No. 7 Section to Priory Yard No. 7 Section to Hull Yard | 2 long, 4 short 2 long, 1 crow |
| Albert Dock | Found-out to Up Main line Albert Dock (North Side) to Up Main line Down Main line to Albert Dock (North Side) Down Main to Exchange Sidings | 3 short, 1 long 4 long, 1 short 4 short, 1 long 4 short, 1 crow |
| HULL DOCKS, ETC. | | |
| Alexandra Dock | To and from Crow Hill Siding and Down Main. No. 10 and Marshalling Sidings to Up Main To and from Main line and Up Mineral (No. 9) To and from Main line and Down Mineral (No. 8) To and from Main line and South Quay .. To and from Main line and North and West Quays. | 2 crows, 3 short 5 long 6 long 6 long, 2 short 4 long, 3 short 4 long, 2 short |
| Holderness Drain South.. | To and from Wool Shed Siding and Up Main line. | 2 long, 1 crow |
| King George Dock | Quay to across Goods Sidings Quay to Goods Sidings Low Level to Quay line | 1 long, 2 crows 1 long, 1 crow 2 crows, 1 long |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE) JUNCTION VIA HORDEN | | |
| Cliff House | From Shunting line to No. 2 New Sidings .. From Shunting line to No. 1 New Sidings .. From Shunting line to Up Goods Loop .. From Shunting line to Up Main From Shunting line to New Ore Handling Plant. From Shunting line to South Works .. From Shunting line to Cliff House Branch.. From Up Goods to No. 2 New Siding .. From Up Goods to No. 1 New Siding .. From Up Goods to Up Main From Up Goods to New Ore Handling Plant From Up Goods to South Works From Up Goods to Cliff House Branch .. From Extension, Carr House or New Ground From Shunting line, Down Direction .. | 3 short, 2 long, 1 short 3 short, 1 long, 1 short 1 short, 2 long, 2 short 2 long, 2 short, 1 long 4 short, 1 long, 1 short 4 short, 2 long, 1 short 3 short, 3 long, 1 short 3 short, 2 long 3 short, 1 long 2 long, 2 short 4 short, 1 long 4 short, 2 long 3 short, 3 long 4 short, 3 long 5 short, 1 long |
| Stranton | To and from Goods lines and West Shunting line. West Shunting line to Passenger Station .. To or from Shunting line and Town Goods To or from Town Goods and South Warehouse. | 1 short, 1 long 2 short, 1 long 3 short, 1 long 3 short, 2 long |
| Church Street | Between Up Passenger line and Wall Siding.. To or from Nos. 3 and 4 Dock Between Up Passenger and Down Goods .. To and from No. 2 Up Goods line and No. 1 Up Goods line. No. 2 Up Goods line to No. 2 Down Goods backover. To and from Up Goods and Bond Yard .. Drivers when running from any of the above-named Goods lines must give three short, three long after the horn code for the Up Goods line when running to Down Goods line. | 2 short, 1 long 5 short, 1 long 3 short, 2 long 2 short, 1 long, 1 short 4 short, 1 long 1 short, 2 long |

TABLE E—LOCAL HORN CODES—*continued*

| Code to be given at | Movement required | Code |
|---|--|---|
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN—<i>continued</i> | | |
| Clarence Road | To or from No. 2 Dock | 2 short, 1 long |
| | For shunt at end of No. 1 Dock | 2 short, 2 long |
| Cemetery North | Run round load at Billingham to go to I.C.I. or Port Clarence Branch | 1 short, 4 short, 1 short |
| | Seaham to Sidings or Hartlepool | 2 short, 1 long |
| | Hartlepool or Sidings to Seaham | 1 long, 1 short, 1 long |
| Blackhall Rocks Station | Reception Sidings to Empty Sidings .. | 4 long |
| Horden Station | Down Goods Loop to Empty Sidings .. | 4 long |
| | Empty Sidings to Down Goods Loop .. | 1 short, 2 long |
| | To or from No. 1 Outgoing Road and Laden Sidings. | 2 short, 1 long |
| | To or from Down Goods Loop and Laden Sidings. | 2 short, 2 long |
| | Laden Sidings for shunting purposes .. | 2 short, 1 crow |
| | Propelling trains in Empty Sidings | 1 short, 1 long (when approaching Condenser Towers) |
| Easington Station .. | Mineral trains requiring to enter Colliery Sidings. | 2 short, 1 crow |
| | Locomotive has run forward clear of points requires to run round via No. 1 Siding. | 1 long, 1 short, 1 long |
| | Locomotive has run round and is ready to propel into Colliery. | 1 short, 2 long |
| Dawdon | To and from Up Mains to Swine Lodge Bank Foot. | 1 short, 3 long |
| | Up Main to Goods Yard and Back Branch | 1 short, 2 long |
| | Down Main to Down Goods Line or Van Siding. | 2 short, 1 long |
| | To or from Swine Lodge and Up Goods line | 3 long, 4 short |
| | To or from Swine Lodge and Down Goods line. | 3 long, 2 short |
| | To or from Swine Lodge and Van Siding .. | 3 long, 3 short |
| | To or from Back Branch and Down Goods line. | 2 short, 2 long |
| | To or from Back Branch and Van Siding .. | 2 long, 3 short |
| | To or from Back Branch and Up Goods line | 2 long, 4 short |
| Seaham Station | Up Main to Up Goods line | 1 short, 3 long |
| | To Up Main from Polka Bank Foot | 2 short, 1 crow |
| | To Polka Bank Foot from Up Main | 3 short, 1 crow |
| | To and from Down Goods line to Down Main. | 1 short, 1 long |
| | Down Goods line to Polka Bank Foot .. | 2 short, 2 long |
| | Polka Bank Foot to Down Goods line .. | 2 short, 2 crows |
| | Up Goods line to Down Main | 3 short, 1 long |
| Ryhope Grange | Refuge Siding to South Dock | 1 crow, 3 long |
| | Refuge Siding to Hendon Branch | 1 crow, 2 long |
| | Refuge Siding to Sunderland | 1 crow, 1 long, 1 short |
| | Seaham to Silksworth or Ryhope Colliery | 5 short, 1 long |
| | Sunderland to Refuge Siding | 1 long, 1 crow |
| Monkwearmouth Station | Southwick Branch to Yard | 1 short, 1 long |
| | Southwick Branch for permission to run round. | 4 short, 1 crow |
| | Up Goods line to Southwick Branch .. | 2 short, 1 crow |
| Wearmouth | Sorting Sidings to Down Goods line .. | 3 short, 1 crow |
| | Sorting Sidings to Down Main | 3 short, 1 long |
| | Back Sorting Sidings to Down Goods line .. | 4 short, 1 crow |
| | Back Sorting Sidings to Down Main .. | 4 short, 1 long |

TABLE E—LOCAL HORN CODES—*continued*

| Code to be given at | Movement required | Code |
|---|--|--------------------------|
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN—<i>continued</i> | | |
| Wearmouth (<i>continued</i>) .. | Old Yard to Down Main | 1 short, 1 crow |
| | Foundry to Down Main | 1 long, 1 crow |
| | Old Yard or Foundry to Up Goods lines or Sidings. | 1 crow, 2 short |
| | Goods lines to Old Yard or Foundry .. | 1 crow, 3 short |
| | Sorting Sidings to Old Yard or Foundry .. | 2 crows, 1 short |
| HARTLEPOOL GOODS AND DOCK LINES | | |
| Greenland | To and from Main lines and Receptions .. | 1 short, 2 long |
| | To and from Main lines and Jetties | 1 short, 3 long |
| | To and from No. 1 Exchange Sidings and Down Main. | 1 short, 1 long |
| | To and from No. 2 Exchange Sidings and Down Main. | 2 short, 1 long |
| | To and from No. 1 Exchange Sidings and No. 2 Reception. | 2 short, 1 long, 1 short |
| | To and from No. 2 Exchange Sidings and No. 2 Reception | 2 short, 2 long |
| | To and from No. 1 Exchange Sidings and Jetties. | 1 short, 1 long, 1 short |
| | To and from No. 2 Exchange Sidings and Jetties. | 2 short, 3 long |
| | To and from No. 1 Exchange Sidings and Albert Quay. | 2 short, 1 long |
| | To and from No. 1 Exchange Sidings and No. 1 Reception. | 4 short, 1 long |
| | To and from Bond Yard and Main line .. | 1 long, 1 short, 1 long |
| | To and from Bond Yard and No. 2 Reception | 1 long, 2 short, 1 long |
| | To and from Bond Yard and Jetties. . . . | 1 long, 3 short, 1 long |
| | To and from Main line and Left-hand High Road. | 1 long, 1 short, 2 long |
| | To and from No. 2 Reception and Left-hand High Road. | 1 long, 2 short, 3 long |
| | To and from Main line and Stanley Sidings. . | 1 long, 3 short, 4 long |
| | To and from Main line and Stanley New Sidings. | 1 long, 3 short, 3 long |
| | To and from No. 1 Reception and Stanley New Sidings. | 3 short, 1 long |
| | To and from No. 2 Reception and Stanley New Sidings. | 4 short, 1 long, 1 short |
| | To and from Main line and Middle Road .. | 2 short, 2 long |
| | To and from No. 1 Reception and Middle Road. | 3 short, 2 long |
| | To and from No.2 Reception and Middle Road. | 4 short, 2 long |
| | To and from No. 1 Reception and the straight | 1 short, 3 long, 1 short |
| | To and from No. 2 Reception and the straight | 3 short, 3 long, 1 short |
| | To and from the straight and the Gas Works | 2 long, 1 short, 1 long |
| | From the straight and Up Main | 2 long, 2 short, 2 long |
| | Albert Quay to Up Main | 2 long, 1 short, 3 long |
| | To and from New Bond Sidings | 5 short, 1 long |
| | Locomotives requiring water must give the standard horn code after ordinary code. | |
| | Locomotives from B and C Jetties to give three short, three long after the ordinary horn codes. | |
| Central Marine | To and from Central Dock | 1 short, 3 long |
| | From West Side Polefield | 2 short, 2 long |
| | From Jubilee | 3 short, 1 long |
| | Mick's Siding | 3 short, 2 long |
| | From East Side Polefield | 3 short, 3 long |
| | From Splash Siding | 3 short, 4 long |

TABLE E—LOCAL HORN CODES—*continued*

| Code to be given at | Movement required | Code |
|---------------------------|---|--------------------------|
| HENDON BRANCH | | |
| Hendon | Ryhope to Goods lines | 3 short, 1 long |
| | To and from Coal Stage Top | 1 short, 3 long |
| | Penshaw Branch to Coal Stage or Dock Bottom. | 3 short, 1 crow |
| | Hendon Mineral Sidings to Londonderry Junction. | 2 long, 3 short |
| | Sidings Nos. 1 to 12 to Up Main | 1 short, 2 long |
| | Light Locomotives 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 | 1 short, 1 long |
| | Dock Bottom or Gullet to Penshaw Branch | 2 short, 3 long |
| | Sidings Nos. 1 to 18 to Penshaw Branch .. | 2 short, 2 long |
| | | |
| Ryhope Grange | South Dock to Silksworth Colliery | 3 short, 1 long |
| | South Dock to Ryhope Colliery | 2 short, 1 long |
| | South Dock to Refuge Siding | 2 short, 1 crow |
| | Hendon Branch to Silksworth Colliery .. | 3 short, 1 long |
| | Hendon Branch to Ryhope Colliery | 2 short, 1 long |
| | Hendon Branch to Refuge Siding | 3 short, 1 crow |
| | Hendon Branch to Seaton direction | 1 short, 2 long |
| | Hendon Branch to Seaham direction | 1 short, 1 long |
| LONDONDERRY BRANCH | | |
| Londonderry | Flats to or from No. 3, 4 or 5 Siding | 4 short, 1 long, 1 short |
| | Flats to or from No. 1 or 2 Siding | 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 | 2 long, 1 short, 2 crows |
| | No. 23 to or from No. 1 or 2 Siding | 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 .. | 1 long, 3 short, 3 long |
| | No. 22 East to or from Hendon or Water Column. | 2 long, 2 short, 4 long |
| | 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 .. | 2 long, 2 short, 1 long |
| | No. 21 West to or from Hendon or Water Column. | 2 long, 3 short, 4 long |
| | 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 .. | 2 long, 3 short |
| | No. 21 East to or from Hendon or Water Column. | 3 long, 1 short, 4 long |
| | 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 .. | 3 long, 1 short |

TABLE E—LOCAL HORN CODES—*continued*

| Code to be given at | Movement required | Code |
|---|--|------------------|
| LONDONDERRY BRANCH—<i>continued</i> | | |
| Londonderry—(<i>contin</i> | No. 19 to or from No. 3, 4 or 5 Siding .. | 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. 1 or 2 Siding .. | 3 short, 1 crow |
| | No. 18 to or from Londonderry Side .. | 3 short, 1 long |
| | No. 18 to or from Hendon or Water Column .. | 3 short, 4 long |
| SOUTH HETTON COLLIERY TO RYHOPE GRANGE | | |
| Ryhope Station | Trains requiring pilot.. .. | 2 short, 1 long |
| PALLION YARD TO HENDON JUNCTION | | |
| Pallion Station | Shipyards Sidings to Branch Sidings for shunting purposes. | 1 short, 1 crow |
| | Shipyards Sidings to Lambton Down line .. | 3 short, 1 long |
| | Up Lambton line to Shipyards 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 Shipyards Sidings .. | 3 short, 1 crow |
| | Goods Yard to or from Lambton line .. | 2 short, 1 crow |
| DARLINGTON SOUTH TO SALTBURN | | |
| Bowesfield | Shunting line to Shunting Neck | 2 short, 1 long |
| | Shunting line to South Stockton Goods Yard .. | 1 short, 1 long |
| | Shunting line to Tees Bridge Sidings .. | 3 short, 1 long |
| Dock Hill | 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 Dock line No. 2 .. | 2 short, 3 long |
| Guisborough Junction .. | No. 1 Up and No. 1 Down Goods lines to Guisborough Branch. | 1 short, 4 long |
| Whitehouse | Up Goods line to Cochrane's Works .. | 3 short, 3 long |
| | 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 |
| Cargo Fleet 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 Station .. | North Sidings to and from Down Sidings .. | 2 short, 1 long |
| | North Sidings to and from Up Goods line .. | 2 short, 2 long |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE) | | |
| Blaydon Station | Up Main to Branch | 2 long |
| | Up Main to Main | 1 long, |
| | Branch to Down Main | 1 long |
| | Branch to C.E.G.B. | 5 short |
| GATESHEAD (GREENFIELD JUNCTION, DUNSTON LINES) TO BLAYDON, VIA NORWOOD | | |
| Norwood | Up or Down to Dunston Staiths | 3 short, 1 long |
| | Up or Down to Norwood Coke Works .. | 3 short, 2 long |

TABLE E—LOCAL HORN CODES—continued

| Code to be given at | Movement required | Code |
|---|--|-------------------------|
| GATESHEAD (GREENFIELD JUNCTION, DUNSTON LINES) TO BLAYDON, VIA NORWOOD—continued | | |
| Derwenthaugh | Up or Down to Garesfield or Swalwell Colliery Branch. | 2 short, 1 long |
| | Up or Down to West Dunston Loaded Sidings. | 2 short, 2 long |
| | Up or Down to West Dunston Empty Sidings | 2 short, pause, 4 short |
| Dunston Staiths—Old side—(River side) .. | To No. 1 or High End Berth | 1 short, 1 long |
| | To No. 2 or Middle Berth | 2 short, 1 long |
| | To No. 3 or Low End Berth | 3 short, 1 long |
| EARSDON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY No. 6 S.B. | | |
| Earsdon | Backworth Colliery Locomotives to and from East Holywell. | 2 short, 2 long |
| | Trains from Percy Main or Rising Sun in the direction of, or beyond New Bridge Street. | 3 long, 1 short |
| | Backworth Colliery Locomotives to and from Church Colliery. | 4 short, 1 long |
| Percy Main North .. | For Rising Sun Colliery | 1 short, 1 long |
| | For Algernon Colliery | 2 short, 1 long |
| Percy Main Engine Shed | Up Main to North | 1 short, 1 long |
| | Up Main to 1 or 2 Staiths | 1 short, 2 long |
| | Up Main to 3 or 4 Staiths | 1 short, 3 long |
| | Up Main to Coal Stage | 2 short, 2 long |
| | Up Main to West | 2 short, 3 long |
| | Down Main to Staiths | 2 short, 1 long |
| | Down Main to Coal Stage | 2 long, 5 short |
| | Down Reception to Staiths | 3 long, 1 short .. |
| | Down Reception to Shed Sidings | 3 long, 2 short |
| | Shed to Up Main | 4 short, pause, 2 short |
| | Shed to Down Main | 4 short, pause, 1 short |
| BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.) | | |
| Ashington Colliery .. | To Hirst Junction | 1 short, 2 long |
| | From Bothal and Duke Batteries | 2 short, 1 long |
| | From Van Siding | 2 short, 2 long |
| | Train or locomotive clear of crossover road at commencement of Double line when traffic is waiting to pass on to Single line, OR Whole of train entered sidings and clear of running line. | 1 short, 1 crow |
| | *From Full Sidings and all positions West of Signal Box. | 1 short, 1 long |
| | *—This horn code also to be given as a warning, <i>i.e.</i> , when approaching a level crossing or person in danger. | |

TABLE F**PROPELLING OF TRAINS OR VEHICLES**

When trains or vehicles are being propelled in accordance with the Rule book, Section H, clause 8.1, 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.

TABLE F—PROPELLING OF TRAINS OR VEHICLES—continued

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.

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.

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.

The speed must not exceed 20 m.p.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 consisting of a Locomotive and Saloon only.)

The Locomotive horn must be sounded when approaching stations and level crossings, 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 **P**.

One wagon or fuel of 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.

PROPELLING FREIGHT BRAKE VANS

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

Bramhope in Down direction.

Standedge.

Morley.

North Shields.

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 vehicle 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 m.p.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.

The sections of line where propelling outside station limits is authorised as shown below:—

| From | To | Line | Number of vehicles and special conditions |
|--|----------------------|---------------------------------------|--|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | | |
| Black Carr | Loversall Carr | Up Goods .. | Freight trains which require to be stabled between Loversall Carr and Rossington. (Between 11.59 hours Saturday and 06.00 Monday.) |
| Decoy No. 2 | Potteric Carr | Up Departure No. 1 and Up Goods No. 1 | 45 wagons without brake van. |
| Decoy No. 2 | Carr | Down Transfer .. | 40 wagons without brake van in clear weather only, and line to be clear to Carr Box Up Home signal. |
| Bridge Junction .. | Sand Bank | Up Fast Goods.. | 10 wagons in daylight only without brake van. |

TABLE F—PROPELLING OF TRAINS OR VEHICLES—*continued*

| From | To | Line | Number of vehicles and special conditions |
|---|---|--|--|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE—<i>continued</i> | | | |
| Doncaster South .. | Bridge Junction .. | Up Goods No. 1 | 10 wagons. |
| Doncaster South .. | Bridge Junction .. | Up Main and Up Slow. | { Wagons and empty coaching stock. Trains and vehicles which are drawn to Doncaster North and cross there to Up line, thence being propelled to South box, may carry a red light instead of a white light on leading vehicle. |
| Doncaster North .. | Doncaster South .. | Up Main and Up Slow. Nos. 1 and 2. | |
| Doncaster South .. | Doncaster North .. | Down Main and Down Slow Nos. 1 and 2. | { Empty coaching stock in clear weather and when no other trains or locomotives in section. Speed must not exceed 5 miles per hour and the Guard or Shunter in leading van must obey any fixed signals exhibited against him. |
| Doncaster "C" .. | Doncaster North .. | Down S.Y. Goods and Down G.N. Goods. | |
| Doncaster "C" .. | Doncaster North .. | Down Shunt No. 1. | Wagons and empty coaching stock. Must not be accepted from "C" Box by the Signaller at Doncaster North until the latter has first cleared D.N.43 or D.N.45 for the movement. |
| Doncaster North .. | Marshgate Goods .. | Up Main .. | 10 Fish wagons. |
| Selby South .. | Selby (Canal) .. | No. 1 Up Goods | Freight wagons with or without Brake van. |
| Selby South .. | Selby (Canal) .. | No. 2 Up Goods | Freight wagons with or without brake van. |
| Selby (Canal) .. | Selby South .. | No. 1 Down Goods. | Daylight and clear weather. |
| Barlby .. | Barlby North .. | Down Main .. | 20 Freight wagons with or without brake van. Daylight and clear weather. |
| Barlby North .. | Barlby .. | Nos. 1 and 2 Up Goods. | Freight wagons with or without brake van. |
| Darlington South .. | Darlington North .. | Down .. | "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 .. | Up Through (Station) | |
| Darlington North .. | Darlington South .. | Up Goods .. | Freight wagons. |
| Darlington North .. | Parkgate .. | Down Goods .. | 12 Empty coaching stock vehicles during clear weather. |
| Parkgate .. | Darlington North .. | Up Goods .. | Wagons of cattle with or without brake van. Freight wagons during daylight or clear weather. |
| Ferryhill, Up Sidings or Up Goods Loop. | Limit of Shunt Board on Down Main line. | Connections from Leamside (Slow) lines to Main Line. | 10 wagons. |

TABLE F—PROPELLING OF TRAINS OR VEHICLES—continued

| From | To | Line | Number of vehicles and special conditions |
|--|--|--|--|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE—continued | | | |
| Ouston Ground Frame | Signal D.253 (for Birtley No. 1 Ground Frame). | Down Fast .. | 5 wagons brake van leading. |
| Birtley No. 1 Ground Frame. | Tyne Yard | Down Fast to Down Arrival Line via 629, 628 pts. | 15 freight wagons. |
| YORK YARDS, (HOLGATE JUNCTION AND YORK, SKELTON) | | | |
| York (Holgate Jn.) .. | York Yard South .. | All Down Goods. | } Empty coaching stock. Freight wagons with or without brake van. Movements must not be authorised if section is occupied. |
| York Yard South .. | York (Holgate Jn.) .. | All Up Goods .. | |
| York Yard South .. | York Yard North .. | All Down Goods | } Empty coaching stock. Freight wagons with or without brake van. Movements must not be authorised if section is occupied. |
| York Yard North .. | York Yard South .. | All Up Goods .. | |
| 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 TO WATERWORKS JUNCTION (VIA SCARBOROUGH GOODS LINES) | | | |
| York Yard South .. | York | Down Scarborough Goods | } Empty coaching stock. 20 freight wagons. Clear weather. Movement must not be authorised if section is occupied. |
| York | York Yard South .. | Up Scarborough Goods. | |
| YORK (SKELTON) TO HARROGATE, DRAGON | | | |
| Starbeck North .. | Starbeck South .. | Up | 25 Freight wagons with or without brake van. |
| DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST | | | |
| Hopetown | Parkgate | Up Goods .. | 10 freight wagons with brake van leading. In clear weather only. |
| Hopetown | Charity | Down Main .. | } Freight wagons with or without brake van. |
| Sildon | Simpasture | Down Goods .. | |
| | | Up Main .. | 9 freight wagons. |
| SHILDON WORKS BRANCH | | | |
| Mason's Arms Crossing. | Shildon | Up | 20 freight wagons with or without brake van. Clear weather. |
| DARLINGTON (HOPETOWN) TO NICKSTREAM | | | |
| Hopetown | Shellstar Siding .. | Single | 10 Bogie Palvans without brake van. (See page 290 for Special Instructions.) |

TABLE F—PROPELLING OF TRAINS OR VEHICLES—*continued*

| From | To | Line | Number of vehicles and special conditions |
|---|--------------------------|-----------------------------|---|
| CONSETT NORTH TO OUSTON JUNCTION | | | |
| Carr House East .. | Carr House West .. | Up Main .. | } Freight wagons. |
| Carr House West .. | Carr House East .. | Down Goods .. | |
| | | Down .. | Freight wagons. |
| CARR HOUSE WEST TO FELL | | | |
| Carr House West .. | Fell (C.I.C.) .. | Up .. | 11 20-ton freight wagons or equivalent with or without brake van. |
| Fell (C.I.C.) .. | Carr House West .. | Down .. | 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. |
| ANNFIELD TO OXHILL | | | |
| Annfield .. | Oxhill .. | Single .. | 25 freight wagons. Daylight and clear weather only. |
| SOUTH GOSFORTH TO CALLERTON (I.C.I. SIDINGS) | | | |
| 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 and clear weather. |
| Callerton Station .. | I.C.I. Sidings .. | Single .. | 6 freight wagons. |
| HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND | | | |
| 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. |
| DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION) | | | |
| Doncaster North .. | Bentley Crossing .. | Down Main .. | 10 wagons. |
| FRICKLEY COLLIERY BRANCH | | | |
| Moorhouse Junction .. | Frickley Colliery .. | Single .. | 45 wagons with or without brake van. |
| LEEDS CITY ENGINE SHED JUNCTION TO WHITEHALL JUNCTION | | | |
| Engine Shed Junction .. | Whitehall Junction .. | Down Whitehall | } 3 fitted vehicles without brake van, clear weather only. See local instructions on page 320 or 323. |
| Whitehall Junction .. | Engine Shed Junction | Up Whitehall .. | |
| Engine Shed Junction .. | Whitehall Junction .. | Down Whitehall | Breakdown van train. See local instructions on pages 320 and 323. |
| Whitehall Junction .. | Engine Shed Junction | Up Whitehall .. | 8 coaching stock vehicles with brake van leading. Clear weather only. See local instructions on pages 320 and 323. |
| EASTWOOD (L.M.R.) TO NORMANTON GOOSE HILL | | | |
| Horbury Junction .. | Healey Mills .. | Up Slow .. | 25 freight wagons. |

TABLE F—PROPELLING OF TRAINS OR VEHICLES—*continued*

| From | To | Line | Number of vehicles and special conditions |
|---|-----------------------------------|-----------------------|--|
| EASTWOOD (L.M.R.) TO NORMANTON GOOSE HILL—continued | | | |
| P. Wakefield West .. | East | Down Platform .. | 6 coaching stock in clear weather only. |
| Wakefield East .. | West | Up Platform .. | Coaching stock. |
| Wakefield East .. | West | “Down and Up” Goods. | 20 freight wagons without brake van. |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) | | | |
| Mill Lane Junction .. | Bowling Junction .. | Down Through Sidings. | 15 wagons in clear weather only. |
| Bradford Exchange Station. | Mill Lane | Up | 2 coaching stock vehicles without brake van. |
| Bradford Exchange .. | Broomfield Sidings .. | Up | } Empty coaching stock. |
| Broomfield Sidings .. | Bradford Exchange .. | Down | |
| CLAYTON WEST BRANCH | | | |
| Clayton West Junction | Clayton West Station | Single | 1 brake van during fog or falling snow. |
| FARNLEY BRANCH | | | |
| Farnley Branch Junction. | Dunlop and Ranken Sidings. | Single | 10 freight wagons. |
| BARNSELY (EXCHANGE) TO HORBURY JUNCTION | | | |
| Horbury Junction .. | Flockton Sidings .. | Up Main .. | Freight wagons without brake van. |
| WAKEFIELD, TURNERS LANE JUNCTION TO CALDER BRIDGE | | | |
| Wakefield, Turners Lane Junction. | Calder Bridge .. | Down East Curve | 30 freight wagons without brake van. |
| Calder Bridge | Wakefield, Turners Lane Junction. | Up East Curve .. | 30 freight wagons without brake van. |
| WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION) | | | |
| Carlton North Sidings | Carlton Main Sidings | Shunting line .. | Freight wagons without brake van. |
| Carlton South Yard .. | Cudworth North .. | Up Main | 6 wagons without brake van in clear weather only. |
| Cudworth, Carlton North Sidings. | Royston Station .. | Down Goods .. | 10 wagons in clear weather only. |
| Engine Shed Junction | Leeds City North Junction. | Down Normanton. | Breakdown van train. See local instructions on pages 320 and 323. |
| Engine Shed Junction .. | Leeds City North Junction. | Down Normanton. | } 3 fitted vehicles without brake van—clear weather only—see local instructions on pages 320 to 323. |
| Leeds City North Junction | Engine Shed Junction | Up Normanton .. | |
| HUNSLET LANE GOODS BRANCH | | | |
| Hunslet Goods Junction | Hunslet Goods Yard | Arrival | Freight wagons with or without brake van. |
| CUDWORTH NORTH JUNCTION TO MONK BRETTON | | | |
| Cudworth North .. | Monk Bretton .. | Single | 25 wagons. Brake van leading. Clear weather only. |
| NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN) | | | |
| Whitwood | Castleford (Gates) .. | Down Main .. | 10 freight wagons in daylight. |

TABLE F—PROPELLING OF TRAINS OR VEHICLES—continued

| From | To | Line | Number of Vehicles and Special Conditions |
|---|----------------------------------|-----------------------------------|--|
| NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN)— <i>continued</i> | | | |
| Castleford (Gates) .. | Castleford (Station) | Down | } Empty coaching stock or freight wagons with or without brake van. |
| Castleford (Station) .. | Castleford (Gates) .. | Up | |
| Castleford (Gates) .. | Whitwood | Up Main | 10 freight wagons in daylight. |
| Castleford (Station) .. | Castleford (Old Station). | Down | 10 freight wagons in daylight. |
| CASTLEFORD EAST BRANCH (GOODS LINE) | | | |
| Castleford (Old Station). | Castleford East Branch. | Single | 6 freight wagons. |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) | | | |
| Wakefield, Calder Bridge. | East | Up Main | Freight wagons without brake van. |
| Wakefield, East .. | Calder Bridge .. | Down Main .. | 10 freight wagons without brake van. |
| Oakenshaw 316 Signal | C.C.E. Up Sidings .. | Up Goole | Freight wagons without brake van. |
| Crofton East Junction. | Prince of Wales West Junction. | Down Goole .. | } Brake van during fog or falling snow. |
| Pontefract West Junction. | Crofton East Junction. | Up Goole | |
| Goole, Engine Shed .. | Mineral Junction .. | Down | } Freight wagons without brake van. |
| Goole, Mineral Junction. | Engine Shed.. .. | Up | |
| Goole, Mineral Junction. | Goods Yard.. .. | Down | } Freight wagons without brake van. |
| Goole, Goods Yard .. | Mineral Junction .. | Up | |
| GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE) | | | |
| Potters Grange .. | Engine Shed.. .. | Up | Freight wagons with or without brake van. |
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE | | | |
| St. Dunstans, North Junction. | St. Dunstans West Junction. | Down | } 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. |
| Bradford Exchange .. | St. Dunstans, North Junction. | Up | |
| St. Dunstans, North Junction. | Bradford Exchange.. | Down | 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 .. | Bradford Exchange.. | Down | } Empty coaching stock. |
| Bradford Exchange .. | Broomfield Sidings .. | Up | |
| LEEDS CITY TO SKIPTON (STATION SOUTH) | | | |
| Leeds City Station .. | Whitehall Junction .. | Down Main .. | } 3 fitted vehicles without brake van—clear weather only. See local instructions on pages 320 or 323. |
| Whitehall Junction .. | Leeds City Station .. | Up Main | |
| Whitehall Junction L.85 signal. | Cardigan Road Down Ground Frame. | Down Shipley Slow/Down Harrogate. | 14 freight wagons. See local instructions on pages 320 or 323. |
| Wellington Street Departure Spur | Up Shipley Slow .. | — | 8 wagons. Propelling movement to terminate when locomotive clear of No. 56 signal. |

TABLE F—PROPELLING OF TRAINS OR VEHICLES—*continued*

| From | To | Line | Number of vehicles and special conditions |
|--|----------------------------------|---|--|
| LEEDS CITY TO SKIPTON (STATION SOUTH)—continued | | | |
| Shipley, Guiseley Junction. | Shipley, Leeds Junction. | Down Fast .. | 1 brake van during fog or falling snow. |
| LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) | | | |
| Whitehall Junction L.85 Signal. | Cardigan Road Down Ground Frame. | Down Shipley Slow/Down Harrogate. | 14 freight wagons—see local instructions on page 320 or 323. |
| Harrogate North .. | Harrogate South .. | Up | } P. 6 loaded passenger vehicles with or without brake van. See special instructions on page 322. |
| Harrogate South .. | Harrogate North .. | Down | |
| SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE STATION) | | | |
| Manningham Station .. | Bradford Forster Square. | East and West Arrival. | 1 brake van during fog or falling snow. |
| LEEDS CITY TO HULL (PARAGON) | | | |
| Neville Hill West Junction. | Marsh Lane Junction. | Up Sidings to .. Up Goods 186 signal. | } 15 Coaching Stock Vehicles. 30 Freight wagons. 15 fitted wagons without brake van. 15 Coaching Stock Vehicles or 2 Stores Vans. |
| Brough West | Brough East.. .. | Down Sidings to Up Goods 186 signal. — | |
| West Parade | Paragon | B, D and F .. | } Empty coaching stock. Clear weather. Up Main to Down Main. Up Slow to Down Main. Up Main to Down Slow. Up to Down Slow. Empty coaching stock. |
| Hull (Paragon) | West Parade.. .. | C.E. and G. .. | |
| West Parade | Hessle Road .. | Up Cottingham | One coaching stock vehicle with brake compartment or 2 coaching stock vehicles fitted with continuous brake, one of which must contain brake compartment. Empty Coaching Stock. |
| NEVILLE HILL WEST JUNCTION TO HUNSLET | | | |
| Hunslet Goods Yard ... | Neville Hill Up Sidings. | Up | 1 x 100 or 2 x 45 ton empty tank wagons. In clear weather only. |
| STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE | | | |
| Boothferry Road .. | Potters Grange .. | Up Main .. | Freight wagons with or without brake van. No. 25 Up Starting signal must be in the Clear position before the propelling movement is commenced. |
| HULL (WEST PARADE) TO SEAMER WEST | | | |
| Beverley Station .. | Cherry Tree | Down | } Freight wagons with or without brake van. 40 freight wagons with or without brake van. To be applied only in connection with the special instructions issued to Beverley North Signalman. |
| Cherry Tree | Beverley North .. | Down | |
| Bridlington South .. | Quay Crossing .. | Down | } Empty coaching stock or freight wagons with or without brake van. |
| Quay Crossing.. .. | Bridlington South .. | Up | |

TABLE F—PROPELLING OF TRAINS OR VEHICLES—*continued*

| From | To | Line | Number of vehicles and special conditions |
|--|-------------------------|-----------------------------|---|
| HULL YARDS, ETC. | | | |
| Albert Dock | Dairycoates West .. | Up | E.C.S. or freight wagons with or without brake van. |
| Dairycoates West .. | Albert Dock.. .. | Down | E.C.S. or freight wagons with or without brake van. |
| Hessle Road | Dairycoates West .. | Up North and South lines. | } Freight wagons with or without brake van. |
| Dairycoates West .. | Hessle Road.. .. | Down North and South lines. | |
| HULL DOCKS, ETC. | | | |
| Holderness Drain South. | Alexandra Dock .. | Up | } Freight wagons with or without brake van. |
| Alexandra Dock .. | Holderness Drain South. | Down | |
| Holderness Drain South. | King George Dock.. | Down | 15 Freight wagons with or without brake van. |
| King George Dock .. | Holderness Drain South. | Up Low Level .. | Freight wagons with or without brake van. |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | | | |
| Boroughbridge Road .. | Low Gates | Down | } 15 freight wagons with or without brake van. During fog or falling snow Guard's brake van must be leading vehicle. |
| Low Gates | Boroughbridge Road | Up | |
| Northallerton Station.. | Low Gates | Down | 6 empty coaching stock vehicles or 20 freight vehicles. In clear weather only. |
| Low Gates | Northallerton Station. | Up | Freight wagons with or without brake van. |
| Hartburn | North Shore.. .. | Down Goods .. | Freight wagons. |
| Bishopton Lane .. | North Shore.. .. | Down Goods .. | } Empty coaching stock or freight wagons with or without brake van. During fog or falling snow or darkness brake van must be leading vehicle. |
| North Shore | Bishopton Lane | Up Goods .. | |
| Bishopton Lane .. | Primrose Hill .. | Down Main .. | } Empty coaching stock, fitted wagons and freight wagons, with or without brake van. |
| Primrose Hill .. | Bishopton Lane | Up Main .. | |
| Cliff House | Clarence Road .. | Down Goods .. | 15 Freight wagons with or without brake van. Daylight and clear weather only. |
| Clarence Road .. | Cliff House | Up Goods .. | 15 Freight wagons with or without brake van. Daylight and clear weather only. |
| Church Street | Clarence Road .. | Down Main .. | } Empty coaching stock, fitted wagons and freight wagons with or without brake van. |
| Clarence Road .. | Church Street .. | Up Main .. | |
| Dawdon | Seaham | Down Main .. | } Freight wagons with or without brake van. |
| Seaham | Dawdon | Down Goods .. | |
| Wearmouth | Monkwearmouth .. | Up Main .. | } Freight wagons with or without brake van. |
| | | Up Goods .. | |
| Tile Shed | East Boldon.. .. | Up Goods .. | Freight wagons or empty coaching stock with or without brake van. |
| | | | Freight wagons with or without brake van. |
| BILLINGHAM-ON-TEES TO PORT CLARENCE (PHILIPS SIDINGS GROUND FRAME) | | | |
| Port Clarence | Haverton Hill Station. | Up Goods .. | 6 freight wagons. |

TABLE F—PROPELLING OF TRAINS OR VEHICLES—*continued*

| From | To | Line | Number of vehicles and special conditions |
|--|-----------------------------|-------------------|---|
| BILLINGHAM BECK BRANCH | | | |
| Haverton Hill Station.. | Haverton Hill South | Up | 55 freight wagons or 12 freight wagons without brake van. Clear weather. |
| SEATON-ON-TEES BRANCH | | | |
| Seaton Snook | Seaton Snook Works | Single | } Freight wagons with or without brake van. Daylight. |
| Seaton Snook Works.. | Seaton Snook .. | Single | |
| HARTLEPOOL GOODS AND DOCK LINES | | | |
| Clarence Road | Greeland | Down | } 35 freight wagons with or without brake van. |
| Greenland | Clarence Road .. | Up | |
| Greenland | Central Marine .. | Down | } 35 freight wagons with or without brake van. Daylight and clear weather. |
| Central Marine .. | Greenland | Up | |
| HENDON BRANCH | | | |
| Hendon.. .. | Londonderry .. | All up | Freight wagons with or without brake van. |
| Londonderry | Hendon | All Down .. | Freight wagons with or without brake van. |
| LONDONDERRY BRANCH | | | |
| Londonderry | Ryhope Grange .. | All Up | 7 freight wagons with or without brake van. |
| Ryhope Grange .. | Londonderry .. | All Down .. | 7 freight wagons with or without brake van. |
| PALLION YARD TO DEPTFORD | | | |
| Deptford | Pallion | Up | Freight wagons with or without brake van. |
| SOUTH PELAW TO WASHINGTON CHEMICAL WORKS | | | |
| Washington South .. | Chemical Works .. | Down | Freight wagons with or without brake van. |
| Chemical Works .. | Washington South .. | Up | Freight wagons with or without brake van. |
| DARLINGTON SOUTH TO SALTBURN | | | |
| Oak Tree | Rail Welding Depot Sidings. | Arrival line .. | Freight wagons. Drivers to bring their train to a stand on the Arrival line when the locomotive is clear of the trap points until instructed by Guard to propel train into the depot sidings. |
| Stop Telephone Board Rail Welding Depot. | Oak Tree | Departure line .. | Fully fitted freight trains. |
| Guisborough Junction | Middlesbrough West | Up | } Empty coaching stock, freight wagons with or without brake van. |
| Middlesbrough West .. | Guisborough Junction. | Down | |
| Cargo Fleet | Normanby | No. 2 Down Goods. | 10 freight wagons with or without brake van. |
| Normanby | South Bank | No. 2 Down Goods. | 20 freight wagons with or without brake van. Clear weather. |
| MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY | | | |
| Bog Hall | Whitby Town Station | Down Main .. | } Empty coaching stock. |
| Whitby Town Station.. | Bog Hall | Up Main .. | |

TABLE F—PROPELLING OF TRAINS OR VEHICLES—*continued*

| From | To | Line | Number of vehicles and special conditions |
|--|---|----------------------|---|
| SWALWELL COLLIERY BRANCH | | | |
| Derwenthaugh | Swalwell Opencast Disposal Point Siding. | Single | Freight wagons with or without brake van. |
| LOW FELL JUNCTION TO NORWOOD JUNCTION | | | |
| Low Fell P.W. 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. |
| REDHEUGH BRANCH | | | |
| Redheugh Bank Foot .. | Dunston Exchange .. | Down | Freight wagon with or without brake van. |
| Dunston Exchange .. | Redheugh Bank Foot | Up | Freight wagons with or without brake van. |
| Redheugh Bank Foot | Teams | Down | Freight wagons with or without brake van. |
| BACKWORTH JUNCTION TO MORPETH, VIA SEGILL | | | |
| Bedlington North .. | Bedlington South .. | Up | 10 freight wagons. |
| Bedlington South .. | Bedlington North .. | Down | 10 freight wagons. |
| EARSON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY NO. 6 S.B. | | | |
| Engine Shed | Percy Main North .. | Up | Freight wagons. |
| Percy Main North .. | Loco. Shed and Yard Independent (Siding No. 36) or Shed Battery (Siding No. 37) | Down | Breakdown train. Brake van to be leading vehicle and points set for Lines 36 or 37, before propelling movement commences. |
| PERCY MAIN STATION TO NORTH | | | |
| Percy Main | Percy Main North .. | Down Main .. | } Freight wagons. |
| Percy Main North .. | Percy Main | Down Goods .. | |
| | | Up Main .. | Freight wagons. |
| PERCY MAIN, ENGINE SHED TO NORTHUMBERLAND DOCK | | | |
| Engine Shed | Northumberland Dock | Down | Freight wagons. |

TABLE G.
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".

TABLE G—WORKING IN WRONG DIRECTION—continued

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 Signaller.

After sunset, during fog or falling snow or in a tunnel, a red light must be carried on the leading end of the movement, in accordance with the Rule book, Section H, clause 8.4 (6).

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 Signaller 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 Signaller at the advance box that the whole of the movement has not cleared the section.

Should it be necessary for the Signaller 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 Signaller.

| From | To | Line | | Remarks |
|--|---|-------------|-----------------|--|
| | | Down | Up | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | | | |
| Potteric Carr | Decoy No. 2 (crossover to Down Main) | — | Main | Vehicles drawn. 45 wagons with or without brake van in clear weather or 30 wagons during fog or falling snow may be set back. |
| Potteric Carr | Decoy No. 2 | — | Departure No. 2 | Drawn only. |
| Potteric Carr | Decoy No. 2 | — | Departure No. 1 | Vehicles drawn. Not exceeding 40 wagons may be set back without brake van in clear weather only and line to be clear to Decoy No. 2 Up Home signals. |
| Potteric Carr | Decoy No. 2 | — | Goods No. 2 | Drawn only. |
| Bridge Junction .. | Balby Junction .. | Goods No. 2 | — | Light locomotives. |
| Bridge Junction .. | Balby Junction .. | Goods No. 3 | — | Light locomotives. |
| Bridge Junction .. | Balby Junction .. | Shunt .. | — | Light locomotives. |
| Bridge Junction .. | Doncaster South .. | — | Slow .. | Drawn only. |
| Doncaster South .. | St. James Junction .. | Branch .. | — | Drawn only. |
| Doncaster "C" .. | Doncaser South .. | SY Goods | — | Vehicles drawn. Empty coaching stock for Garden Sidings may be set back in clear weather only. |
| Doncaster "C" .. | Doncaster South .. | GN Goods | — | |
| Doncaster North .. | Doncaster South .. | Fast .. | — | Wagons and empty coaching stock without brake vans may be set back. |
| Doncaster North .. | Doncaster South .. | Slow .. | — | |
| Doncaster North .. | Doncaster South .. | No. 1 | — | |
| Doncaster North .. | Doncaster South .. | No. 2 | — | |
| Doncaster South .. | Doncaster North .. | — | Fast .. | Wagons and empty coaching stock without brake vans may be set back. |
| Doncaster South .. | Doncaster North .. | — | Slow .. | |
| Doncaster South .. | Doncaster North .. | — | No.1 | |
| Doncaster South .. | Doncaster North .. | — | No. 2 | |
| Doncaster North .. | Doncaster "C" .. | S.Y. Goods | — | Wagons and empty coaching stock without brake vans may be set back. |
| Doncaster North .. | Doncaster "C" .. | G.N. Goods | — | |
| Doncaster North .. | Doncaster "C" .. | Shunt No. 1 | — | |

TABLE G—WORKING IN WRONG DIRECTION—*continued*

| From | To | Line | | Remarks |
|--|--|---------------------------|----------------|--|
| | | Down | Up | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE—continued | | | | |
| Doncaster North .. | Marshgate Goods .. | — | Main .. | Drawn only. |
| Selby South .. | Selby Canal .. | No. 1 Goods | — | May be drawn only. |
| Darlington South .. | Darlington North .. | — | No. 1 Platform | Shunting Movements. Drawn only. "P" in emergency. |
| | | — | Up Duplicate | Shunting Movements only. |
| Darlington North .. | Darlington South .. | No. 4 Platform West Goods | — | Shunting Movements only. |
| Darlington, Parkgate | Darlington North .. | Goods .. | — | Drawn only except shunting Movements. — |
| YORK YARDS, (HOLGATE JUNCTION TO YORK, SKELTON) | | | | |
| York, Yard South .. | Holgate .. | Goods .. | — | Light locomotive or locomotive propelling not more than 6 freight wagons. |
| York, Yard South .. | Holgate .. | Leeds Goods | — | Light locomotives only. |
| York, Yard North .. | Skelton .. | — | Shunting line | — |
| EASTWOOD (LMR) TO NORMANTON, GOOSE HILL | | | | |
| Wakefield West .. | Wakefield East .. | — | All .. | — |
| Wakefield East .. | Wakefield West .. | All .. | — | — |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) | | | | |
| Wakefield, Calder Bridge. | Oakenshaw Junction | — | Goods .. | — |
| Oakenshaw 311 Signal | Oakenshaw 314 Signal. | — | Goole .. | May be drawn only. |
| Oakenshaw 342 Signal | Oakenshaw 337 Signal. | Goole Goods Loop. | — | — |
| Goole, Engine Shed .. | Mineral Junction .. | — | Goods .. | — |
| Goole, Mineral Junction. | Engine Shed .. | Goods .. | — | — |
| Goole, Mineral Junction. | Goods Yard .. | — | Goods .. | — |
| Goole, Goods Yard.. | Mineral Junction .. | Goods .. | — | — |
| LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) | | | | |
| Harrogate South .. | Harrogate North .. | — | Main .. | Locomotives and Empty Coaching Stock. Special instructions on Page 322 apply. |
| SHIPLEY, BRADFORD JUNCTION TO BINGLEY JUNCTION | | | | |
| Shipley, Bingley Junction | Shipley, Bradford Junction. | Main .. | — | 10 wagons with or without brake van; in clear weather only. |
| LEEDS CITY TO HULL (PARAGON) | | | | |
| Leeds Neville Hill West Junction 775 Signal. | Leeds Neville Hill West Junction 780 Signal. | — | Goods Loop. | 15 Coaching Stock vehicles, 15 fitted vehicles without brake van. 30 Freight wagons. |
| Anlaby Road Junction | West Parade .. | — | Main .. | E.C.S. with or without brake van. |

TABLE G—WORKING IN WRONG DIRECTION—*continued*

| From | To | Line | | Remarks |
|---|---------------------|----------------|--------------|---|
| | | Down | Up | |
| STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE | | | | |
| Thorne Moor .. | Dutch River .. | — | Main .. | From Marshland Junction only. Must be drawn. — |
| Dutch River .. | Boothferry Road .. | — | No. 2 Goods. | |
| HULL (WEST PARADE) TO SEAMER (WEST) | | | | |
| Royal Oak South .. | Royal Oak North .. | — | Main .. | Light Locomotive. |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | | | | |
| Hartburn .. | Oxbridge Sidings .. | — | No. 2 Goods | May be drawn only. |
| Bishopton Lane .. | Primrose Hill .. | — | Main .. | May be drawn only. |
| Primrose Hill .. | Bishopton Lane .. | Main .. | — | May be drawn only. |
| Church Street .. | Clarence Road .. | — | Main .. | May be drawn only, with or without brake van. |
| Wearmouth .. | Monkwearmouth .. | Goods .. | — | With or without brake van, daylight and clear weather only. |
| DARLINGTON SOUTH TO SALTBURN | | | | |
| Geneva .. | Darlington South .. | Branch Siding. | — | May be drawn only. |
| Normanby .. | Cargo Fleet .. | No. 2 Goods. | — | With or without brake van. |
| MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY | | | | |
| Bog Hall .. | Whitby Town Station | — | Main .. | } Empty coaching stock and light locomotives. |
| Whitby Town Station | Bog Hall .. | Main .. | — | |
| BACKWORTH JUNCTION TO MORPETH VIA SEGhill | | | | |
| Bedlington North .. | Bedlington South .. | Main .. | — | May be drawn only. |

TABLE H1.

WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

Referring to Section H of the Rule Book (Working of Trains) Clauses 6.1 and 14.1, the following is a list of places where Freight Vehicles may be worked without a brake van in the rear. When convenient, however, a brake van, or other suitable vehicle, for the use of the man-in-charge of the train, should be marshalled as near the rear of the train as practicable but when this cannot be done the man may ride on the locomotive. In all cases where vehicles are fitted with the automatic brake this must be connected and used. A tail signal must be carried on the last vehicle.

One wagon of fuel 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.

| From | To | Line | Number of Vehicles and Special Conditions |
|--|--------------------|---------------------|---|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | | |
| Doncaster Decoy No. 1 | Doncaster North .. | All Down Goods | 60. |
| Decoy No. 2 Up .. | Potteric Carr .. | Up Fast Goods.. | 60. |
| Decoy No. 2 Up .. | Potteric Carr .. | Up Slow Goods.. | 60. |
| Decoy No. 2 Up .. | Potteric Carr .. | Up Departure No. 1. | 60. |
| Decoy No. 2 Up .. | Potteric Carr .. | Up Departure No. 2 | |

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

| From | To | Line | Number of Vehicles and Special Conditions |
|--|----------------------|--|--|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE—continued | | | |
| Doncaster South .. | Decoy No. 2 .. | All Up Goods .. | 60. |
| Doncaster Yard .. | Doncaster Yard .. | Across Main lines | 60. |
| Selby South .. | Selby Canal .. | No. 2 Up Goods | — |
| Skelton .. | York .. | Up Main, Up Goods. | — |
| York .. | Skelton .. | Down Main .. | — |
| Darlington South .. | Darlington North .. | Down Main .. No. 4 Platform | 50 wagons. |
| Darlington North .. | Darlington South .. | Up Main, Up Goods No. 1 Platform. | 50 wagons. |
| Darlington North .. | Parkgate .. | Down Main Down Goods | 50 wagons. |
| Parkgate .. | Darlington North .. | Up Main, Up Goods. | 50 wagons. |
| Tyne Yard .. | Signal 105 .. | Down Slow/ Goods. | — |
| Greensfield Junction .. | Newcastle .. | Down Main Down Slow. | — |
| Newcastle .. | Greensfield Junction | Up Main | — |
| Newcastle .. | Heaton South .. | Down Main Down Tynemouth. | — |
| Heaton .. | Newcastle .. | Up Main .. Up Tynemouth | — |
| Tweedmouth .. | Berwick .. | Down .. | 3 wagons |
| Berwick .. | Tweedmouth .. | Up .. | 3 wagons |
| YORK YARDS, (HOLGATE JUNCTION TO YORK, SKELTON) | | | |
| York .. | York Yard South .. | Down Doncaster Goods. Down Leeds Goods. Down Goods | — |
| York Yard South .. | York .. | Up Doncaster Goods. Up Leeds Goods | — |
| York Yard South .. | York Yard North .. | All Down Goods | — |
| York Yard North .. | York Yard South .. | All Up Goods | — |
| York Yard North .. | Skelton .. | All Down Goods | — |
| Skelton .. | York Yard North .. | All Up Goods | — |
| YORK YARD SOUTH TO WATERWORKS JUNCTION (VIA SCARBOROUGH GOODS LINES) | | | |
| York .. | York Yard South .. | Up Scarborough Goods. | — |
| York Yard South .. | York .. | Down Scarbor- ough Goods. | — |
| DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST | | | |
| Hopetown .. | Parkgate .. | Up Main and Up Goods. | 50 wagons. |
| Parkgate .. | Hopetown .. | Down Main, Down Goods. | 50 wagons. |
| Hopetown .. | Charity .. | Down Main .. | 50 wagons. |
| Charity .. | Hopetown .. | Up Main, Up Goods. | 50 wagons. |

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

| From | To | Line | Number of Vehicles and Special Conditions |
|--|-------------------------|----------------------------|---|
| SHILDON WORKS BRANCH | | | |
| Shildon | Mason's Arms .. | Down | 30 wagons |
| Mason's Arms .. | Shildon | Up | — |
| DARLINGTON (HOPETOWN) TO NICKSTREAM | | | |
| Hopetown | Nickstream | Single | 50 wagons |
| Nickstream | Hopetown | Single | 50 wagons |
| CONSETT NORTH TO OUSTON JUNCTION | | | |
| Carr House East .. | Carr House West .. | Up | — |
| Carr House West .. | Carr House East .. | Down | — |
| CARR HOUSE WEST TO FELL | | | |
| Carr House West .. | Fell (C.I.C.) .. | Up | 11 20-ton Freight wagons or equivalent. No. 15 points and No. 17 crossover points at Carr House West must not be restored to the normal position until the train has cleared No. 21 connection to the C.I.C. line and No. 21 connection has been restored to the normal position. |
| Fell (C.I.C.) | Carr House West .. | Down | 11 20-ton Freight wagons or equivalent. |
| ANNFIELD TO OXHILL | | | |
| Annfield | Oxhill | Single | — |
| Oxhill | Annfield | Single | — |
| SOUTH GOSFORTH TO CALLERTON (I.C.I. SIDINGS) | | | |
| Coxlodge | Rowntrees Down Sidings. | Single | 20 Freight wagons. |
| HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND | | | |
| Tynemouth South .. | Tynemouth North .. | Up | — |
| Tynemouth North .. | Tynemouth South .. | Down | — |
| FRICKLEY COLLIERY BRANCH | | | |
| Frickley Colliery ... | Moorhouse Junction | Single | Wagons. |
| HARE PARK TO CROFTON WEST | | | |
| Sharlston West .. | Crofton West .. | Down | 40 wagons. |
| EASTWOOD (L.M.R.) TO NORMANTON, GOOSE HILL | | | |
| Healey Mills | Horbury Junction | Up and Down, Slow and Fast | 55 wagons. |
| Horbury Junction .. | Wakefield East .. | Down Fast and Slow. | 40 wagons. |
| Locke's Siding .. | Normanton, Goose Hill. | Down Goods .. | 90 wagons. |
| BARNSELY (EXCHANGE) TO HORBURY JUNCTION | | | |
| Horbury, Flockton Siding. | Horbury Junction .. | Down Main .. | 40 wagons. |

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

| From | To | Line | Number of Vehicles and Special Conditions |
|--|-----------------------------------|--------------------------|--|
| WAKEFIELD, TURNERS LANE JUNCTION TO CALDER BRIDGE | | | |
| Wakefield, Turners Lane Junction. | Calder Bridge .. | Down East Curve | 3 loaded or 25 empty wagons. |
| Calder Bridge | Wakefield, Turners Lane Junction. | Up East Curve .. | 3 loaded or 25 empty wagons. |
| WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION) | | | |
| Carlton North Sidings .. | Carlton Main Sidings | Shunting Line .. | — |
| Carlton Main Sidings .. | Carlton North Sidings. | Shunting Line .. | — |
| Carlton North Sidings .. | Royston Station .. | Down Goods .. | 40 wagons. |
| Hunslet Down Sidings | Hunslet Lane .. | Down Goods .. | 35 wagons in clear weather only. |
| Wakefield Road .. | Hunslet South Junction. | Down Goods .. | 38 wagons. |
| Hunslet Lane | Hunslet Goods Junction. | Departure .. | 35 wagons in clear weather only. |
| Hunslet Goods Junction. | Wakefield Road .. | Up Goods .. | 35 wagons in clear weather only. |
| NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN) | | | |
| Castleford Station .. | Castleford Gates .. | Up | — |
| Castleford Gates .. | Castleford Station .. | Down | — |
| MILFORD TO GASCOIGNE WOOD | | | |
| Milford | Gascoigne Wood .. | Down | — |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE, (GOODS JUNCTION) | | | |
| Wakefield, Calder Bridge. | East | Up Main .. | 40 loaded or 50 empty wagons. |
| Wakefield, East .. | Calder Bridge | Down Main .. | 40 loaded or 50 empty wagons. |
| Crofton West Junction | Calder Bridge .. | Up | 40 wagons. |
| Engine Shed | Mineral Junction .. | Down | } 45 loaded or 60 empty wagons. |
| Mineral Junction .. | Engine Shed .. | Up | |
| Mineral Junction .. | Goods Junction .. | Down | |
| Goods Junction .. | Mineral Junction .. | Up | |
| GOOLE (ENGINE SHED) TO POTTERS GRANGE | | | |
| Goole, Potters Grange | Goole, Engine Shed .. | Up | — |
| Goole, Engine Shed .. | Goole, Potters Grange | Down | — |
| GOOLE (MARSHLAND) TO EPWORTH | | | |
| Goole (Marshland) .. | Reedness | Down | — |
| Reedness | Marshland | Up | — |
| SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) | | | |
| Bradford Forster Square | Manningham Station | East and West departure. | 12 vehicles. |
| SHIPLEY, BRADFORD JUNCTION TO BINGLEY JUNCTION | | | |
| Shipley, Bradford Junction. | Bingley Junction .. | Down | 15 wagons, in clear weather only. |

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

| From | To | Line | Number of Vehicles and Special Conditions |
|---|---------------------------------|------------------------------------|---|
| LEEDS, NEVILLE HILL WEST JUNCTION TO HUNSLET | | | |
| Neville Hill West Junction. | Hunslet | Arrival | 6 wagons or 20 tanks (with or without runners.) |
| STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE | | | |
| Boothferry Road .. | Potters Grange .. | Up | — |
| Potters Grange .. | Boothferry Road .. | Down | — |
| Boothferry Road .. | Dutch River .. | Up Goods No. 1 | — |
| HULL (WEST PARADE) TO SEAMER WEST | | | |
| Beverley | Cherry Tree | Down | — |
| Cherry Tree | Beverley | Up | — |
| Bridlington South .. | Quay Crossing .. | Down. Nos. 1 and 2 Platform lines. | — |
| Quay Crossing | Bridlington South .. | Up. Nos. 4 and 5 Platform lines. | — |
| HULL YARDS, ETC. | | | |
| Albert Dock | Dairycoates West .. | Up | — |
| Dairycoates West .. | Albert Dock | Down | — |
| Hessle Road | Dairycoates West .. | Up North and South lines. | — |
| Dairycoates West .. | Hessle Road | Down North and South lines. | — |
| HULL DOCKS, ETC. | | | |
| King George Dock .. | Holderness Drain South. | Up | — |
| Holderness Drain South. | King George Dock .. | Down | — |
| Holderness Drain South. | Alexandra Dock .. | Up | — |
| Alexandra Dock .. | Holderness Drain South. | Down | — |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD HIGH LEVEL BRIDGE JUNCTION, VIA HORDEN | | | |
| Northallerton Station .. | Low Gates | Down | — |
| Boroughbridge Road .. | Low Gates | Down | — |
| Low Gates | Boroughbridge Road | Up | — |
| Hartburn | North Shore | Down Goods .. | — |
| North Shore | Hartburn | Up Goods | — |
| Bishopton Lane | Primrose Hill | Down Main .. | — |
| Primrose Hill | Bishopton Lane .. | Up Main | — |
| Bishopton Lane | Hartburn | No. 2 Up Goods | — |
| Primrose Hill | North Shore | Down Main .. | — |
| North Shore | Primrose Hill .. | Up Main | — |
| Cliff House | Cliff House No. 1 Ground Frame. | Up Goods | — |
| Cliff House | Clarence Road .. | Down Main .. | — |
| Clarence Road | Cliff House | Down Goods .. | — |
| Clarence Road | Cliff House | Up Main | — |
| Seaham | Dawdon | Up Goods | — |
| Seaham | Dawdon | Up Main, Up Goods. | — |
| Monkwearmouth | Wearmouth | Down Goods .. | — |
| Wearmouth | Monkwearmouth .. | Up Goods | — |
| East Boldon | Tile Shed | Up Goods | — |
| Gateshead, High Street Junction. | Pelaw | Up Pelaw Goods | — |

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

| From | To | Line | Number of Vehicles and Special Conditions |
|---|---------------------------|---------------------------------|--|
| HARTBURN CURVE | | | |
| Hartburn | Bowesfield | Down | — |
| BILLINGHAM BECK BRANCH | | | |
| Haverton Hill South .. | Haverton Hill .. | Down | — |
| NORTON-ON-TEES WEST TO EAST | | | |
| Norton-on-Tees West .. | Norton-on-Tees East | Down Main .. Down Goods .. | } 25 wagons. |
| BILLINGHAM-ON-TEES TO PORT CLARENCE (PHILIPS SIDINGS GROUND FRAME) | | | |
| Billingham-on-Tees .. | Port Clarence .. | Down | — |
| Port Clarence | Haverton Hill South | Up | — |
| Haverton Hill South .. | Belasis Lane | Up Loop .. | — |
| Haverton Hill Station .. | Billingham-on-Tees .. | Up | Special arrangements to be made locally when passenger trains are run. |
| SEATON-ON-TEES BRANCH | | | |
| Seaton Snook | Seaton-on-Tees Works. | Single | — |
| Seaton-on-Tees Works | Seaton Snook .. | Single | — |
| HARTLEPOOL GOODS AND DOCK LINES | | | |
| Clarence Road | Greenland | Down Goods .. | — |
| Greenland | Clarence Road .. | Up Goods .. | — |
| Greenland | Central Marine .. | Down Goods .. | — |
| Central Marine .. | Greenland | Up Goods .. | — |
| SEABANKS BRANCH | | | |
| Seaham | Seabanks | Up | — |
| HENDON BRANCH | | | |
| South Dock | Ryhope | All Up | — |
| Ryhope | South Dock | All Down .. | — |
| PALLION YARD TO HENDON JUNCTION | | | |
| Pallion | South Dock | Down | — |
| Millfield Ground Frame | Pallion | Up | — |
| South Dock | Bank Top Ground Frame. | Up | — |
| PELAW TO SOUTH SHIELDS | | | |
| Pelaw | South Shields .. | Down Main .. | — |
| ALLHUSEN'S BRANCH | | | |
| Park Lane Junction .. | Albany Road .. | Single (Up Direc- tion only) | — |
| SOUTH PELAW TO WASHINGTON CHEMICAL WORKS | | | |
| Chemical Works .. | Washington South .. | Up | — |
| Washington South .. | Chemical Works .. | All Down .. | — |
| DARLINGTON SOUTH TO SALTBURN | | | |
| Darlington South .. | Geneva | Down Main .. | 50 wagons. |

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

| From | To | Line | Number of Vehicles and Special Conditions |
|---|--------------------------------------|--|---|
| DARLINGTON SOUTH TO SALTBURN—continued | | | |
| Geneva | Darlington South .. | Up Main .. | 50 wagons. |
| Bowesfield | Grangetown | All Down Goods including Beam Mill line, Wilton (I.C.I. Ltd.) line and Tees Port line Grangetown | — |
| Grangetown | Bowesfield | All Up Goods including Beam Mill line, Wilton (I.C.I. Ltd.) line and Tees Port line (Grangetown) | — |
| MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY | | | |
| Middlesbrough, North Ormesby | Middlesbrough, Guisborough Junction. | Up | — |
| Middlesbrough, Guisborough Junction | Middlesbrough, North Ormesby. | Down | — |
| Bog Hall | Whitby Town Station | Down Main .. | — |
| Whitby Town Station.. | Bog Hall | Up Main .. | — |
| NORMANBY BRANCH | | | |
| Cargo Fleet Inner Ground Frame. | Cargo Fleet | Single | — |
| Cargo Fleet | Cargo Fleet Inner Ground Frame. | Single | 10 wagons. |
| MIDDLESBROUGH OLD TOWN BRANCH | | | |
| Old Town | Marsh Branch | Arrival | — |
| Marsh Branch | Old Town | Departure .. | — |
| Old Town | Middlesbrough Goods Yard. | Down | — |
| Goods Yard | Old Town | Up | — |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE EXCLUSIVE) | | | |
| Cowens Crossing .. | Blaydon Station .. | Up | — |
| GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD | | | |
| Derwenthaugh | Blaydon Station .. | Down | — |
| Blaydon Station .. | Derwenthaugh .. | Up | — |
| Norwood | Derwenthaugh .. | Down | — |
| Derwenthaugh | Norwood | Up | — |
| LOW FELL JUNCTION TO NORWOOD JUNCTION | | | |
| Low Fell Sidings .. | Norwood | Down | — |
| Norwood | Low Fell Sidings .. | Up | — |
| REDHEUGH BRANCH | | | |
| Redheugh Bank Foot.. | Derwenthaugh .. | Down | — |
| Derwenthaugh | Redheugh Bank Foot | Up | — |
| BACKWORTH JUNCTION TO MORPETH VIA SEGHELL, ETC. | | | |
| Bedlington South .. | Bedlington North .. | Down | — |
| Bedlington North .. | Bedlington South .. | Up | — |
| Morpeth | Bedlington North .. | Up | — |

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

| From | To | Line | Number of vehicles and special conditions |
|---|---------------------------------------|--------------|--|
| EARS DON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY NO. 6 S.B. | | | |
| Percy Main North .. | Rising Sun Colliery Exchange Sidings. | Single | Only applies when assisting Locomotive is in rear. |
| Percy Main North .. | Whitehill Point .. | Down | |
| CAMBOIS BRANCH | | | |
| Cambois Colliery .. | North Blyth | Up | — |
| North Blyth | Cambois Colliery .. | Down | — |

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

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 locomotive. 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 |
|--|--------------------------|---------------------------|--|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | | |
| Skelton | York | Up Main, Up Goods. | — |
| York | Skelton | Down Main .. | — |
| Darlington South .. | Darlington North .. | Down Main No. 4 platform. | — |
| Darlington North .. | Darlington South .. | Up Main No. 1 platform. | — |
| Greensfield Junction .. | Newcastle | Down Main .. | — |
| Newcastle | Greensfield Junction | Down Slow. | — |
| Newcastle | Heaton Carriage Sidings. | Up | — |
| Heaton Carriage Sidings. | Newcastle | Down Main .. | Fitted Empty Coaching Stock provided the proportion of unbraked vehicles is not less than for a Passenger train and that of the last three vehicles not more than one is "piped" only. Guard or Shunter must ride in rear vehicle. |
| | | Down Tyne-mouth. | |
| | | Up Main .. | |
| | | Up Tynemouth .. | |
| YORK YARDS (HOLGATE JUNCTION AND YORK, SKELTON) | | | |
| York | York Yard South .. | All Down Goods | — |
| York Yard South .. | York | All Up Goods .. | — |
| York Yard South .. | York Yard North .. | All Down Goods | — |
| York Yard North .. | York Yard South .. | All Up Goods .. | — |
| York Yard North .. | Skelton | All Down Goods | — |
| Skelton | York Yard North .. | All Up Goods .. | — |
| YORK YARD SOUTH TO WATERWORKS JUNCTION (VIA SCARBOROUGH GOODS LINES) | | | |
| York | York Yard South .. | Up Scarborough Goods. | — |
| York Yard South .. | York | Down Scarborough Goods. | — |

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

| From | To | Line | Number of Vehicles and Special Conditions |
|--|------------------------------------|---|---|
| DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION) | | | |
| Wakefield Westgate Station. | Wakefield (Kirkgate) West. | Down Main/ Down West Curve. | 10 vehicles. |
| Wakefield (Kirkgate) West. | Wakefield Westgate Station. | Up West Curve/ Up Main. | 4 vehicles. |
| LEEDS CITY TO HULL (PARAGON) | | | |
| Leeds City East Junction. | Neville Hill Coaching Stock Depot. | Down Main/ Down York, Main and Down York Goods. | — |
| Neville Hill West Junction. | Leeds City East Junction. | Up Main | — |
| West Parade | Hull (Paragon) .. | Up Goods Loop. | — |
| Hull (Paragon) .. | West Parade .. | All Down .. | — |
| | | All Up | — |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | | | |
| Northallerton Station.. | Low Gates | Down | — |
| Low Gates | Northallerton Station | Up | — |
| Boroughbridge Road .. | Low Gates | Down | — |
| Low Gates | Boroughbridge Road | 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 .. | — |
| Church Street | Stranton | Up Main .. | — |
| Church Street | Clarence Road .. | Down Main, Down Goods. | — |
| Clarence Road .. | Church Street .. | Up Main, Up Goods. | — |
| Sunderland | Wearmouth | Down | — |
| Wearmouth | Sunderland | Up | — |
| DARLINGTON SOUTH TO SALTBURN | | | |
| Darlington South .. | Geneva | Down Main .. | — |
| Geneva | Darlington South .. | Up Main .. | — |
| Middlesbrough West .. | Guisborough Junction. | Down Main .. | — |
| Guisborough Junction | Middlesbrough West | Up Main .. | — |
| MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY | | | |
| Bog Hall | Whitby Town Station | Down Main .. | — |
| Whitby Town Station.. | Bog Hall | Up Main .. | — |

TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS—THE RULE BOOK, SECTION H, CLAUSE 3.20.1

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 and Diesel Electric shunting locomotives must not exceed 15 m.p.h.

Unless otherwise specially authorised, a locomotive assisting in the rear of a train must be coupled to the train except Diesel Mechanical and Diesel Electric shunting locomotives which must **not** be coupled to the train.

Except where instructions are issued to the contrary, trains must be brought to a stand before the assisting locomotive is attached.

Trains must also be brought to a stand before the assisting locomotive is detached.

When it is necessary for an assisting locomotive after being detached from the rear of the 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.

**TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS—THE RULE BOOK,
SECTION H, CLAUSE 3.20.1—continued**

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 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 Signaller that an assisting locomotive is on 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 is coupled to the rear of a passenger or other fully fitted train, the brake pipe(s) must also be connected and responsibility for creating and maintaining the brake power will rest with the Driver of the leading locomotive. The Guard will be responsible for ensuring that the brake continuity test has been carried out before giving the signal to start. Except in the case of a passenger train, the Guard may ride in the rear cab of the assisting locomotive until the assisting locomotive is detached.

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

EXPLANATIONS OF REFERENCES

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".

N Assisting locomotive must **not** be coupled to train.

Class of train

- P Train conveying passengers.
ECS Empty coaching stock.
F Freight.
N Locomotive not coupled to train.

| From | To | Class of train | Con- ditions | Remarks |
|--|--------------------------|----------------|-----------------|---|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OF HIGH LEVEL BRIDGE | | | | |
| Selby Canal | Selby South | P | K | Trains diverted via Selby Canal in emergency owing to obstruction between Selby West and Selby South. |
| Selby South | Selby Canal | P | K | Trains diverted via Selby Canal in emergency owing to obstruction between Selby South and Selby West. |
| Selby West | Selby South | P | K | Trains diverted via Selby West in emergency owing to obstruction between Selby Canal and Selby South or Selby South and York (Chaloner's Whin). |
| Selby South | Selby West | P | K | Trains diverted via Selby West in emergency owing to obstruction between York (Chaloner's Whin) and Selby South 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. |
| Northallerton Station | Northallerton Low Gates. | P | K | Trains booked to call at Northallerton and diverted via Up Longlands Loop in case of obstruction. |

**TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS—THE RULE BOOK,
SECTION H, CLAUSE 3.20.1—continued**

| From | To | Class of Train | Con- ditions | Remarks |
|--|------------------------------|----------------------|-----------------|---|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS), ETC.—continued | | | | |
| Northallerton Low Gates. | Northallerton Station | P | K | Trains booked to call at Northallerton and diver- ted via Down Longlands Loop in case of obstruc- tion. |
| Darlington | Shildon | F | — | — |
| Low Fell Junction (Up Slow) | Ouston Junction (Up slow) | F | — | — |
| Low Fell Junction .. | Greensfield Junction.. | F | — | — |
| Newcastle | Heaton | ECS | K | — |
| Heaton | Newcastle | ECS | K | Up North and Up Tyne- mouth. |
| DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST | | | | |
| Darlington | Shildon | F | — | — |
| CONSETT NORTH TO OUSTON JUNCTION | | | | |
| Consett North .. | Carr House East .. | F | M | — |
| Ouston Junction .. | Consett North .. | F | — | — |
| South Pelaw .. | Ouston Junction .. | F | K | The locomotive in the rear must assist in braking the train. |
| CARR HOUSE WEST TO FELL | | | | |
| Carr House West .. | Consett Fell (C.I.C.) | F | — | — |
| ANNFIELD TO OXHILL | | | | |
| Oxhill | Annfield | F | — | For Consett direction. |
| HENDON BRANCH | | | | |
| Hendon | Bank Top G.F. .. | F | M | — |
| Hendon | Ryhope | F | — | — |
| Londonderry .. | Hendon | F | K | — |
| SOUTH HETTON COLLIERY TO RYHOPE GRANGE | | | | |
| Ryhope | South Hetton.. .. | F | — | — |
| PALLION YARD TO HENDON JUNCTION | | | | |
| Hendon | Pallion | F | NM | — |
| PALLION YARD TO DEPTFORD | | | | |
| Deptford | Pallion | F | K | — |
| MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY | | | | |
| Guisborough Junction | Nunthorpe | F | — | — |
| Battersby | Castleton | F | — | — |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE) | | | | |
| Forth Junction .. | Newcastle | F | — | — |
| Carlisle, Petteril Bridge | Low Row | F | — | — |

TABLE J—LOCOMOTIVE ASSISTING IN REAR OF TRAINS—THE RULE BOOK
SECTION H, CLAUSE 3.20.1—continued

| From | To | Class of Train | Con- ditions | Remarks |
|--|---------------------------------------|---------------------------|-----------------|--|
| GATESHEAD (GREENFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD | | | | |
| Low Fell Sidings Junction or Norwood. | King Edward Bridge Junction. | ECS, F | M | Trains to be brought to a stand with the assisting locomotive immediately behind 147 ground signal and assisting locomotive uncoupled. |
| LOW FELL SIDINGS JUNCTION TO BENSHAM CURVE JUNCTION | | | | |
| Low Fell Storeyard Ground Frame. | Bensham Curve Junction. | Engineers Special Trains. | K | Engineers Special Trains conveying "out of gauge" loads, travelling in wrong direction. |
| LOW FELL JUNCTION TO NORWOOD JUNCTION | | | | |
| Low Fell Sidings Junction. | Low Fell Junction .. | F | N, M | — |
| Low Fell Sidings Junction or Norwood. | King Edward Bridge Junction. | ECS, F | M | Trains to be brought to a stand with the assisting locomotive immediately behind 147 ground signal and assisting locomotive uncoupled. |
| Low Fell Storeyard Ground Frame. | Norwood Junction .. | Engineers Special Trains. | K | Engineers Special Trains "out-of-gauge" loads, travelling in wrong direction. |
| EARSDON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY NO. 6 S.B. | | | | |
| Carville | Percy Main North .. | F | — | — |
| Percy Main North .. | Earsdon | P, ECS | — | When diversions are authorised in emergency. |
| Percy Main North .. | Blue Bell | F | — | — |
| Engine Shed Junction | Percy Main North .. | F | — | — |
| Percy Main North .. | Rising Sun Colliery Exchange Sidings. | F | — | — |
| Tyne Commissioners Quay Station. | Percy Main North .. | P, ECS, Fish | — | — |
| RIVERSIDE BRANCH (RIVERSIDE JUNCTION TO PERCY MAIN) | | | | |
| St. Peters | Riverside | F | — | — |
| Willington Quay .. | Percy Main North .. | F | — | — |
| EASTWOOD (L.M.R.) TO NORMANTON, GOOSE HILL | | | | |
| Sowerby Bridge Station | Halifax | F | N | — |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) | | | | |
| Greetland | Halifax | P | — | Secondman to couple locomotive to the train at Greetland. |
| Greetland | Halifax | F | — | — |
| Bradford Exchange .. | Bowling Junction .. | P, ECS | N | — |
| CLAYTON WEST BRANCH | | | | |
| Clayton West .. | Clayton West Junction | F | N | — |

**TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS—THE RULE BOOK,
SECTION H, CLAUSE 3.20.1—continued**

| From | To | Class of Train | Con- ditions | Remarks |
|--|--|----------------------|-----------------|--|
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE | | | | |
| Bradford Exchange .. | St. Dunstans | P | N | — |
| LEEDS CITY TO HULL (PARAGON) | | | | |
| Leeds Neville Hill .. West Junction. | Leeds City East Junc- tion. | ECS | K | — |
| Leeds Neville Hill .. East Junction. | Garforth | F | — | — |
| Selby West | Selby South | P | K | Trains diverted via Selby West in emergency owing to obstruction between Selby Canal and Selby South or Selby South and York, Chal- oners Whin. |
| Selby South | Selby West | P | K | |
| | | | | Trains diverted via Selby West in emergency owing to obstruction between York Chaloners Whin and Selby South or Selby South and Canal. |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | | | | |
| Northallerton Station | Low Gates | P | K | Trains booked to call at Northallerton and diver- ted via Up Longlands Loop in case of obstruc- tion. |
| Low Gates | Northallerton Station | P | K | |
| Northallerton East .. Hartlepool, Church .. Street. | Northallerton .. Hartlepool Clar- ence Road. | F | — | — |
| Greenland | Clarence Road .. | F | — | — |
| HARTLEPOOL GOODS AND DOCK LINES | | | | |
| Greenland | Clarence Road .. | F | — | — |
| HARTLEPOOL (CEMETERY NORTH) TO HAWTHORNE COLLIERY | | | | |
| Hartlepool Cemetery North. | Wellfield | F | — | In daylight and clear weather. |

TABLE 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" as shown in the General Appendix are carried out.

| From | To | Line | | Remarks |
|--|----|------------------|------------------|--|
| | | Down | Up | |
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | | | |
| York | — | Holgate Loop. | Holgate Loop. | — |
| Berwick | — | — | Goods Loop. | Drivers to report on tele- phone immediately train at a stand at No. 18 signal. |

TABLE K2.

LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE—THE RULE BOOK, SECTION K.

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 The Rule Book, Section K, 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 |
| APPLEHURST LOOP | | | |
| Applehurst | Shaftholme (Joan Croft) | Main | — |
| Shaftholme (Joan Croft) | Applehurst | — | Main |
| NORTHALLERTON (CASTLE HILLS JUNCTION) TO REDMIRE | | | |
| Leeming Bar | Bedale | Main | — |
| Bedale | Leeming Bar | — | Main |
| FERRYHILL TO NORTON-ON-TEES SOUTH | | | |
| Ferryhill | Norton-on-Tees South | Main | — |
| Norton-on-Tees South | Ferryhill | — | Main |
| FERRYHILL (TURSDALE) TO PELAW VIA LEAMSIDE | | | |
| Ferryhill, Tursdale Junction | Pelaw | Main | — |
| Pelaw | Ferryhill, Tursdale Junction | — | Main |
| BENTON SOUTH EAST CURVE | | | |
| Benton Quarry Junction | Benton East Junction | Main | — |
| CARCROFT JUNCTION TO SKELLOW JUNCTION | | | |
| Skellow Junction | Carcroft | Main | — |
| Carcroft Junction | Skellow Junction | — | Main |

TABLE K2—LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE—THE RULE BOOK, SECTION K—continued

| From | To | Line | |
|---|-----------------------------------|------|------|
| | | Down | Up |
| LEEDS CITY, ENGINE SHED JUNCTION TO WHITEHALL JUNCTION | | | |
| *Leeds, Engine Shed Junction .. | Whitehall Junction | Main | — |
| *Whitehall Junction | Leeds, Engine Shed Junction .. | — | Main |
| HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION | | | |
| Horbury Station Junction | Crigglestone | Main | — |
| Crigglestone | Horbury Station Junction | — | Main |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) | | | |
| Crofton West Junction | Pontefract West Junction | Main | — |
| Pontefract West Junction | Crofton West Junction | — | Main |
| Oakenshaw South Junction | Oakenshaw Junction | Main | — |
| Oakenshaw Junction | Oakenshaw South Junction | — | Main |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | | | |
| *Northallerton, Cordio Junction .. | Northallerton East | Main | — |
| *Northallerton East | Northallerton, Cordio Junction .. | — | Main |
| LONGLANDS LOOP | | | |
| *Northallerton, Longlands Junction | Boroughbridge Road | Main | — |
| *Boroughbridge Road | Longlands Junction | — | Main |
| NORTON-ON-TEES WEST TO EAST | | | |
| Norton-on-Tees West.. .. . | Norton-on-Tees East | Main | — |
| Norton-on-Tees East | Norton-on-Tees West | — | Main |
| BACKWORTH JUNCTION TO MORPETH VIA SEGhill | | | |
| *Bedlington North | Choppington | Main | — |
| Choppington | Bedlington North | — | Main |

* Booked Passenger service in Summer.

**TABLE L—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.

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 Signaller. 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 Signaller to do so. He must fully inform the Signaller 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 contained in 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 Signaller 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 Signaller 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 Signaller 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 Signaller.

(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.

TABLE L—ENGINEER'S RAIL MOTORS
GENERAL INSTRUCTIONS—continued

(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.

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 Book, Section S, and the front portion must proceed to the nearest signal box in advance and the Driver must inform the Signaller 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 Signaller may authorise the Driver of the front portion 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 Signaller. The Motors cannot be relied upon to operate track circuits, and Signallers and all concerned must be prepared to act accordingly. When a Motor is detained at a Stop signal the provisions of Rule Book, Section K, 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 signaller accordingly.

TABLE L—ENGINEER'S RAIL MOTORS
GENERAL INSTRUCTIONS—continued

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

BETWEEN

| Signal Box | Signal Box |
|--------------------------------------|--|
| York (Burton Lane) | Malton |
| Staddlethorpe | Selby (Barlby North) |
| Church Fenton | Gascoigne Wood |
| Womersley | Shaftholme |
| Cottingham South | Seamer West |
| Alexandra Dock | King George Dock |
| King George Dock | Salt End |
| Boothferry Road | Thorne Moor |
| Potters Grange | Engine Shed Junction |
| Goole (Marshland) | Epworth |
| Hensall Station | Goole |
| Marsden Junction | Diggle Junction |
| Charlesworth's | Methley South |
| Halifax | Bowling Junction (Up and Down Main Lines only) |
| Starbeck North | Harrogate |
| Greenland | Hebden Bridge |
| Batley | Morley Low Station |
| Knottingley | Womersley (Up Main Line only) |
| Moorhouse and South Elmsall Station | Moorhouse Junction |
| Horsforth | Harrogate North |
| Kirkstall | Keighley Station Junction |
| Apperley Junction | Ilkley Junction |
| Guiseley Junction | Esholt Junction |
| Shipley (Leeds Junction) | Bradford Forster Square |
| Shipley (Bradford Junction) | Shipley (Bingley Junction) |
| Wakefield (Westgate) South | Wakefield (Kirkgate) West |
| Greetland | Dryclough Junction |
| Norton-on-Tees East | Norton-on-Tees West |
| Earsdon | Woodhorn |
| Newsham | Blyth |
| Bedlington | Hepscott |
| Prudhoe | Corby Gates (Main Line only) |
| Annfield | Consett North (Main Line only) |
| Annfield | Oxhill |
| Pelaw | Ferryhill (Tursdale) |
| Cox Green | Pallion |
| Wellfield | Thornley Colliery |
| Bishop Auckland East | Bishop Auckland North |
| Seaton Snook | Seaton Snook Works |
| Billingham-on-Tees | Port Clarence |
| Redcar | Saltburn |
| Haverton Hill Station | Haverton Hill South |
| Paton & Baldwins Siding ground frame | Dinsdale (Oak Tree) |
| Hartlepool Cemetery North | Hawthorne Colliery |
| North Ormesby | Nunthorpe |
| Saltburn West | Crag Hall |
| Cliff House | Easington |
| Haltwhistle | Alston |
| Bishop Auckland East | Wolsingham |
| Washington Chemical Works | Annfield |
| Darlington (Hoptown) | Nickstream |

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 Instructions—Clauses 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:—

ENGINEERS RAIL MOTORS—continued**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.

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 Motor 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 operate 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 intermediate run-off the person-in-charge must not in any circumstances operate the plug, or plug and key in the case of a Motor fitted with key-box apparatus, until all the vehicles have been removed from the line.

ENGINEERS RAIL MOTORS—continued

(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.

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—continued.

(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 Book Section S, and the front portion must proceed to the nearest telephone plug post or signal box in advance and the Driver must inform the Signaller 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 | .. | .. | Starbeck North | Up and Down. |
| Skellow | .. | .. | Bramwith | Up and Down. |
| Stockton (North Shore) | .. | .. | Greatham | Up and Down. |
| Bishop Auckland North | .. | .. | Brandon | Up and Down. |
| Darlington (Hoptown) | .. | .. | Sildon | Up and Down. |
| Eryholme | .. | .. | Scorton | Up and Down. |
| Darlington (Geneva) .. | .. | .. | Eaglescliffe South | Up and Down. |
| Grosmont | .. | .. | Whitby | Up and Down. |

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

| Between | | | | Signal Box |
|------------------------|----|----|----|------------------------------|
| Signal Box | | | | |
| Ledston | .. | .. | .. | Castleford (Old Station). |
| Barlow | .. | .. | .. | Selby (Brayton). |
| Ferryhill (Coxhoe) .. | .. | .. | .. | Coxhoe Goods. |
| Wolsingham | .. | .. | .. | Eastgate (A.P.C.M. Sidings). |
| Norton-on-Tees South | .. | .. | .. | Ferryhill No. 3. |
| Stockton (North Shore) | .. | .. | .. | Haverton Hill South. |
| Nunthorpe | .. | .. | .. | Battersby. |
| Battersby | .. | .. | .. | Grosmont. |

ENGINEERS RAIL MOTORS—continued**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 Signaller 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 Signaller at the box in advance when the machine has passed the box and is beyond the overlap of the first controlled stop signal. The Signaller 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:—

| Between | |
|---|---|
| Signal Box | Signal Box |
| York (Skelton) | Darlington South. |
| (Except that between Northallerton (Castle Hills) and Wiske Moor must travel on Up and Down Passenger Loops.) | |
| Poppleton | York (Skelton) (Up Line) |
| Brighouse | Greetland. |
| Wortley Junction (Leeds City) | Horsforth. |
| Ferrybridge | Knottingley. |
| Womersley | Knottingley (Down Main Line only). |
| Wortley Junction (Leeds City) | Kirkstall |
| Keighley Station Junction | Cononley. |
| Northallerton (Longlands Junction) | Northallerton Low Gates |
| Northallerton Station | Eaglescliffe South |
| Greatham | Cliff House |
| Shildon | Bishop Auckland East. |
| Sudforth Lane | Hensall Station (including Eggborough Power Station). |
| Milner Royd Junction | Halifax. |
| Heaton Lodge Junction | Brighouse. |
| Hare Park | Crofton West |
| Carcroft | Lofthouse Ground Frame. |

TABLE M—PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS—THE RULE BOOK, SECTION J, CLAUSES 3.22 AND 5.3.

Trains or vehicles must not be placed outside—(a) Outermost Home signals or (b) the signal next in advance of an Outermost Home signal where more than one Home signal is provided in the normal 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) A Locomotive, or Locomotive with not more than two brake vans.
 - (ii) Trains or vehicles, provided the locomotive 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 where authorised by the Divisional Manager or as shown in clause (i) above.

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.

TABLE M—PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS—THE RULE BOOK, SECTION J, CLAUSES 3.22 AND 5.3.—continued

The following is a list of places authorised in accordance with item (3) above:—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 |
|--|-------------------------------|--|
| YORK (SKELTON) TO HARROGATE (DRAGON) | | |
| Knaresborough Station .. | Down | Fully fitted Coaching Stock. |
| THORNHILL (LNW JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) | | |
| Leeds (Farnley Junction) .. | Up Huddersfield (L36 Signal). | Trains not exceeding 10 fully fitted vehicles with the continuous brake connected up and in operation throughout. |
| BARNSELY (EXCHANGE) TO HORBURY 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. |
| WATH ROAD JUNCTION TO BURTON SALMON | | |
| Pontefract South | Up | Trains composed of Coaching Stock only. |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | | |
| Seaham, Hawthorn .. | Down | — |

TABLE N.1
TROLLEYS GOING INTO OR THROUGH TUNNELS

The following is a list of Tunnels to which The Rule Book, Section S, clause 3.3 and Block Regulation 9 apply.

| Tunnel | Between | Length | |
|---|---|--------|-------|
| | | Miles | Yards |
| YORK (SKELTON) TO HARROGATE (DRAGON) | | | |
| Knaresborough | Knaresborough Station and Cattal | — | 178 |
| DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST | | | |
| Shildon | Shildon and Bishop Auckland, East | — | 1220 |
| RIVERSIDE BRANCH (RIVERSIDE JUNCTION TO PERCY MAIN) | | | |
| Walker | Walker Station and St. Peter's | — | 182 |
| Byker | Byker and St. Peter's | — | 140 |
| HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND | | | |
| North Shields | Percy Main Station and Tynemouth South .. | — | 786 |

TABLE N1—TROLLEYS GOING INTO OR THROUGH TUNNELS—*continued*

| Tunnel | Between | Length | |
|---|--|--------|-------|
| | | Miles | Yards |
| EASTWOOD (L.M.R.) TO NORMANTON, GOOSE HILL | | | |
| Sowerby Bridge | Mytholmroyd West and Sowerby Bridge West .. | — | 657 |
| Elland | Greetland and Elland | — | 420 |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) | | | |
| Beacon Hill | Halifax and Lightcliffe Station | — | 1105 |
| Wyke | Lightcliffe and Low Moor | — | 1365 |
| Bowling | Low Moor and Bowling Junction | — | 1648 |
| DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION) | | | |
| Standedge | Diggle and Marsden Junction | 3 | 62 |
| PENISTONE HUDDERSFIELD JUNCTION TO HUDDERSFIELD (SPRINGWOOD JUNCTION) | | | |
| Wellhouse | Penistone, Huddersfield Junction and Shepley, Clayton West Junction. | — | 415 |
| Cumberworth | Penistone, Huddersfield Junction and Shepley, Clayton West Junction. | — | 906 |
| Thurstonland | Clayton West Junction and Lockwood | — | 1631 |
| Robin Hood | Clayton West Junction and Lockwood | — | 228 |
| CLAYTON WEST BRANCH | | | |
| Shelley Woodhouse .. | Clayton West Station and Clayton West Junction | — | 511 |
| THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) | | | |
| Morley | Batley and Morley Low | 1 | 1609 |
| BARNSELY (EXCHANGE) TO HORBURY JUNCTION | | | |
| Woolley | Woolley Coal Siding and Craggstone Junction .. | — | 1745 |
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE) | | | |
| Wakefield Road .. | Hammerton Street and St. Dunstan's | — | 132 |
| LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) | | | |
| Bramhope | Horsforth and Rigton | 2 | 241 |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | | | |
| Sunderland South .. | Ryhope Grange and Sunderland | — | 860 |
| Sunderland North .. | Sunderland and Monkwearmouth | — | 256 |
| PELAW TO SOUTH SHIELDS | | | |
| Tyne Dock | Pelaw and Harton | — | 186 |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE EXCLUSIVE) | | | |
| Whitchester | Bardon Mill and Haltwhistle | — | 202 |

TABLE N2—PROTECTION OF ENGINEERS TRAIN WORKING ON A RUNNING LINE NOT IN ABSOLUTE POSSESSION OF THE ENGINEER.

On the lines listed below, which are worked on the Track Circuit Block System, it will not be necessary to afford protection to Engineers trains by the provision of a Handsignalman. This exemption does not apply to self-propelled or track machines.

| Signal boxes between | Line(s) |
|--|----------------------|
| Marshgate Junction and Brayton | Up and Down. |
| Barlby North and York (Chaloners Whin Junction) | Up and Down. |
| Skelton and Darlington (South Junction) | All Passenger lines. |
| Darlington (Parkgate Junction) and Tyne (Ouston Junction) | All Passenger lines. |
| Newcastle (Heaton North Junction) and Ayton Station (Scottish Region) | All Passenger lines. |
| Peckfield and Neville Hill West Junction | Up and Down. |
| Elland and Wakefield Kirkgate West | All Passenger lines. |
| Bentley Crossing and Leeds City (West Junction) | All Passenger lines. |
| Moorthorpe Station and Burton Salmon | Up and Down. |
| Northallerton (Boroughbridge Road) and Hartburn | All Passenger lines. |

TABLE O—INSTRUCTIONS FOR WORKING DOWN INCLINES

| From direction of | Proceeding towards | Point at which train must come to a stand for A.W.B. | Point at which train must come to a stand for wagon brakes to be released. |
|---|-------------------------------|---|--|
| SHAFTHOLME TO FERRYBRIDGE | | | |
| Askern Main Colliery | Norton | Colliery Sidings | Norton signal box. |
| YORK (SKELTON) TO HARROGATE (DRAGON) | | | |
| Harrogate Goods .. Starbeck | Starbeck York | Bridge No. 3 S.S.3 signal | S.S.3 signal. 15 mile post. |
| NORTHALLERTON (CASTLE HILLS JUNCTION) TO REDMIRE | | | |
| Leyburn | Bedale | Leyburn signal box .. | Bedale Home signal. |
| DARLINGTON SOUTH TO SALTBURN | | | |
| Cargo Fleet Inner .. | Tees Yard | No. 2 underbridge .. | No. 16 subsidiary signal Cargo Fleet. |
| Saltburn | Redcar | Longbeck Up Distant signal. | Redcar Nos. R.225 and R.224 signals. |
| BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS) | | | |
| Eastgate Cement Co. Sidings. | Bishop Auckland .. | Eastgate Cement Co. 12½ mile post. | 4½ mile post. |
| KELLOE BANK FOOT BRANCH | | | |
| Raisby Hill | Ferryhill | Raisby Hill Quarry, re-adjust West Corn- forth Crossing. | Ferryhill Up Goods Loop. |
| East Hetton | Ferryhill | East Hetton, re-adjust West Cornforth crossing. | Ferryhill Yard. |
| CONSETT NORTH TO OUSTON JUNCTION | | | |
| Carr House West .. | Consett North (Low Yard). | Underbridge No. 42 .. | Consett North shunting spur. |
| Carr House West .. | Ouston Junction .. | 9 mile post (Greencroft) readjustment as neces- sary at Annfield Down Home signal. | Signal TY.269 (Ouston Junction). |
| Consett | Stanley Level .. | 9 mile post (Greencroft) | Annfield Down Home signal. |
| Annfield Sidings .. | Ouston Junction .. | Annfield Sidings .. | Signal TY.269 (Ouston Junction). |
| Consett High Yard.. | British Steel Cos. Siding. | A.W.B. throughout (See pages 293/294). | — |
| BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM GROUND FRAME | | | |
| Green Lane | Tyne Dock Bottom | Site of former Green Lane signal box. | Tyne Dock Bottom Re- ception lines. |
| CONSETT NORTH TO BLACKHILL STATION | | | |
| Consett North (Low Yard). | Blackhill | At Consett North (Low Yard). | At Blackhill Yard. |
| NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH | | | |
| Benton East | Tynemouth North .. | Backworth D.11 signal.. | After leaving Monkseaton Down platform. |
| South Gosforth .. | Manors | Bridge No. 10, West Jesmond. | Before entering No. 2 Up platform at Manors. |
| Benton Station Junc- tion. | Benton North .. | B.39 signal, Benton Sta- tion Junction. | B.27 signal, Down North West Curve. |

TABLE O—INSTRUCTIONS FOR WORKING DOWN INCLINES—*continued*

| From direction of | Proceeding towards | Point at which train must come to a stand for A.W.B. | Point at which train must come to a stand for wagon brakes to be released. |
|--|--|---|---|
| NEWCASTLE (MANORS JUNCTION) TO TYNEMOUTH VIA BACKWORTH—<i>continued</i> | | | |
| Benton Station Junction. Benton East Junction | Benton Quarry Junction. Benton Quarry Junction. | B.39 signal, Benton Station Junction. Immediately before 1208 points onto curve. | B.30 signal, South West curve. B.28 signal, South East curve. |
| RIVERSIDE BRANCH, RIVERSIDE JUNCTION TO PERCY MAIN | | | |
| Percy Main | Riverside | Percy Main station No. 48 signal. | Point Pleasant before reaching Up platform. |
| BRODSWORTH COLLIERY BRANCH | | | |
| Brodsworth Colliery | Main line | Overhead footbridge .. | Skellow 113/118 signals. |
| LEEDS CITY (GELDERD ROAD JUNCTION) TO LEEDS CITY (HOLBECK WEST JUNCTION) | | | |
| Leeds (Wortley South Junction). | Leeds (Whitehall Junction). | L.67 signal | L.871 signal, Up Whitehall Curve. |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) | | | |
| Halifax | Sowerby Bridge .. | Overbridge No. 18 .. | Milner Royd Junction Branch Home Signal. |
| Halifax | Brighouse | Notice board opposite H.707 signal. | Greetland Junction No. 17 Branch Home signal. |
| Low Moor | Bradford Exchange.. | Bowling Junction No. 11 facing points to Through Siding. | On arrival at Bradford Exchange. |
| Low Moor | Springmill Street .. | Bowling Junction No. 11 facing points to Through Siding. | On arrival at Springmill Street. |
| CLAYTON WEST BRANCH | | | |
| Clayton West Junction. | Huddersfield .. | Overbridge No. 32, Stocksmoor Station. | HU.639, 641, or 643 Signals. |
| Clayton West Junction. | Clayton West .. | Underbridge No. 1 .. | On arrival at Clayton West. |
| THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) | | | |
| Farnley Branch Junction. | Leeds | Gradient Board 1/118 – 1/100. | L.871 signal Up Whitehall curve. |
| SHAWCROSS COLLIERY BRANCH | | | |
| Shawcross Colliery .. | Mirfield | First overbridge after leaving ground frame. | Outlet signal to Main line at Batley (for adjustment). In advance of sleeper crossing approaching Dewsbury Wellington Road Station (for total release). |
| THORNHILL JUNCTION TO CLECKHEATON (YORKSHIRE TAR DISTILLERS SIDINGS) (INCLUDING HECKMONDWIKE CURVE) | | | |
| Liversedge | Thornhill Junction .. | Before departure .. | HM.32 signal. |
| HEADFIELD BRANCH | | | |
| Healey Mills .. | Dewsbury Railway Street Goods Yard. | Dewsbury end of Headfield viaduct. | On arrival at Goods Yard. |

TABLE O—continued

| From direction of | Proceeding towards | Point at which train must come to a stand for A.W.B. | Point at which train must come to a stand for wagon brakes to be released. |
|---|--|--|--|
| CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH) | | | |
| Grimethorpe Colliery. | Carlton Sidings .. | C.88 signal | Overbridge 178. |
| CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH) | | | |
| Goldthorpe Colliery | Carlton Sidings .. | C.87 signal | Overbridge 178. |
| STAIRFOOT JUNCTION TO CUDWORTH STATION | | | |
| Stairfoot Junction .. | Cudworth Station .. | Stairfoot Junction No. 5 Branch Home signal. | Cudworth Station No. 4/5 Inner Home signals. |
| CUDWORTH NORTH JUNCTION TO MONK BRETTON | | | |
| Monk Bretton (Redfearns). | Cudworth North Junction. | No. 3 underbridge (start of Single line). | Carlton South Yard. |
| WHITWOOD BRANCH | | | |
| Whitwood Junction | Moss Street | Between the two iron underbridges. | La Porte Sidings. |
| CASTLEFORD EAST BRANCH | | | |
| Castleford Old Station. | Castleford East .. | 0 mile post. Start of single line. | Short of and clear of first road crossing to car park. |
| CASTLEFORD (OLD STATION) TO ALLERTON MAIN (BOWERS OPENCAST) | | | |
| Bowers Opencast .. | Castleford Old Station. | First underbridge, start of single line. | Ledston station platform. |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) | | | |
| Oakenshaw South Junction. | Wakefield Calder Bridge ex Down Midland Main. ex Down Midland Goods. | Viaduct No. 205 .. Oakenshaw South Junction No. 39B Branch facing points. | Calder Bridge No. 1/17 signals. Calder Bridge No. 1/17 signals. |
| FERRYBRIDGE GOODS BRANCH | | | |
| Pontefract Monkhill | Ferrybridge | 57 mile post | F.28 signal. |
| KNOTTINGLEY SOUTH JUNCTION TO EAST JUNCTION | | | |
| Knottingley South Junction. | Knottingley East Junction. | 59¾ mile post | K.417 signal. |
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE (VIA NEW PUDSEY) | | | |
| Laisterdyke G.F. .. | Bradford Exchange.. | Overbridge No. 39 .. | On arrival at Bradford Exchange. |
| Laisterdyke G.F. .. | City Road Goods Yard. | Overbridge No. 39 .. | St. Dunstons Down Branch starting signal. |
| Laisterdyke G.F. .. | Leeds.. .. | Armley G.F. No. 4 crossover road. | L.871 signal on Up Whitehall curve. |
| DUDLEY HILL TO LAISTERDYKE YARD | | | |
| Dudley Hill | Laisterdyke .. | .. Underbridge No. 25 .. | Laisterdyke G.F. |

TABLE O—continued

| From direction of | Proceeding towards | Point at which train must come to a stand for A.W.B. | Point at which train must come to a stand for wagon brakes to be released. |
|--|-----------------------------------|--|--|
| LAISTERDYKE G.F. TO ADOLPHUS STREET GOODS YARD | | | |
| Laisterdyke G.F. .. | Adolphus Street Goods Yard. | Overbridge No. 39 .. | On arrival in Goods Yard. |
| BRADFORD (ST. DUNSTANS) TO CITY ROAD GOODS YARD | | | |
| Horton Park Junction. | St. Dunstans West .. | Overbridge No. 9 .. | St. Dunstans No. 23 Branch Home signal. |
| Bradford City Road | Goods Branch .. | Overbridge No. 3 .. | On arrival in Goods Yard. |
| LEEDS CITY TO SKIPTON, STATION SOUTH | | | |
| Geldard Junction .. | Leeds Wellington Street New Yard. | Geldard Junction "Stop Telephone" board. | On arrival in Sidings. |
| LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) | | | |
| Horsforth | Leeds.. .. | B board at $5\frac{1}{4}$ m.p. .. | Opposite No. 7 signal on Up line. |
| Horsforth | Weeton | B board 75 yards in advance of H.12 signal. | $9\frac{1}{2}$ mile post. |
| Harrogate | Bramhope Tunnel .. | Gradient board 1/412 – 1/91. | $9\frac{3}{4}$ mile post. |
| APPERLEY JUNCTION TO ILKLEY STATION | | | |
| Guiseley | Leeds.. .. | 205 m. 5 chs. | Apperley Junction Home signal. |
| SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION) | | | |
| Guiseley | Shipley | 205 m. 5 chs. | Guiseley Junction Branch Inner Home signal. |
| LEEDS CITY TO HULL (PARAGON) | | | |
| Neville Hill | Hunslet East .. | Before leaving Neville Hill Up Sidings. | "Wait for instruction" board, Hunslet East. |
| Garforth | Micklefield | $12\frac{1}{4}$ mile post | Selby direction $6\frac{1}{4}$ mile post York direction. |
| Garforth | Neville Hill | $14\frac{3}{4}$ mile post. | CF.719 signal. Up Sidings, L.786 or L.785 signals. |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (JUNCTION) VIA HORDEN | | | |
| Hall Dene | Vane Tempest Colliery. | A.W.B. throughout .. | — |
| NORTH SHORE BRANCH | | | |
| North Shore .. | Malleable Works .. | At No. 3 underbridge .. | Portrack crossing. |
| Malleable Works .. | North Shore .. | No. 3 underbridge .. | Malleable Branch Home signal at North Shore. |
| HARTLEPOOL (CEMETERY NORTH) TO HAWTHORNE COLLIERY | | | |
| Wellfield | Cemetery North .. | No. 14 overbridge, Castle Eden. Further application and readjustment at $3\frac{3}{4}$ mile post, Hesleden Bank Top. | For trains going Main line signal CN.82. |
| Cemetery North .. | Staithes | Cemetery North signal box. | Staithes, Hartlepool. |

TABLE O—continued

| From direction of | Proceeding towards | Point at which train must come to a stand for A.W.B. | Point at which train must come to a stand for wagon brakes to be released. |
|--|------------------------------|--|--|
| SEABANKS BRANCH | | | |
| Dawdon | Seabanks | A.W.B. Throughout .. | — |
| HENDON BRANCH | | | |
| Hendon Junction .. | South Dock Bottom | A.W.B. Throughout .. | — |
| SOUTH HETTON COLLIERY TO RYHOPE GRANGE | | | |
| South Hetton Colliery. | Ryhope | Seaton Bank Head .. | Ryhope signal box. |
| SILKSWORTH COLLIERY BRANCH | | | |
| Silksworth Colliery.. | Ryhope | A.W.B. Throughout .. | — |
| PALLION YARD TO HENDON JUNCTION | | | |
| Pallion | South Dock, Hendon Junction. | Hendon Bank Head .. | Hendon Junction. |
| PALLION YARD TO DEPTFORD | | | |
| Pallion | Deptford | A.W.B. Throughout .. | — |
| MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY | | | |
| Battersby | Guisborough Junction. | Nunthorpe signal box .. | North Ormesby Home signal. |
| LONGBECK (SALTBURN WEST JUNCTION) TO CRAG HALL | | | |
| Saltburn West .. | Skinningtove .. | 32½ mile post, Huntcliffe Banktop (Wall-side). | Carlin How Yard. |
| Skinninggrove .. | Saltburn West .. | Between 29¼ and 29 mile post. | Saltburn West L.214 signal. |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE) | | | |
| Haltwhistle | Petteril Bridge .. | Naworth—whole train clear of Milton crossing Down Distant signal. | 56¼ mile post. |
| GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD | | | |
| King Edward Bridge Junction. | Norwood | Via Up East at 145 signal | Norwood 44 signal. |
| | | Via Up West at 143 signal. | Norwood 44 signal. |
| | | Via Up Goods at 141 signal. | Norwood 44 signal. |
| LOW FELL JUNCTION TO NORWOOD JUNCTION | | | |
| Tyne Yard | Low Fell Sidings .. | Immediately after passing over or through 517 crossover, Low Fell Station. | Tyne 114 signal. |
| BACKWORTH JUNCTION TO MORPETH VIA SEGILL (INCLUDING NETHERTON COLLIERY BRANCH AND NEWSHAM TO ISABELLA COLLIERY) | | | |
| Burradon | Holywell | Burradon Colliery Sidings. | Fisher Lane Home signal. |

TABLE O—continued

| From direction of | Proceeding towards | Point at which train must come to a stand for A.W.B. | Point at which train must come to a stand for wagon brakes to be released. |
|--|-----------------------------------|--|--|
| EARSDON JUNCTION TO PERCY MAIN, PORT OF TYNE AUTHORITY NO. 6 S.B. | | | |
| Earsdon | Percy Main North .. | West allotment. over-head road bridge 1 mile post. | Percy Main North No. 5 signal. |
| Percy Main North .. | Engine Shed signal box. | Percy Main North No. 5 signal. | Engine Shed Junction Sidings. |
| Percy Main Station | Engine Shed signal | Before leaving Down line through crossover. | Engine Shed Junction Sidings. |
| Engine Shed signal box. | Port of Tyne Authority No. 6 S.B. | Engine Shed Junction Sidings. | Whitehill point or Albert Edward Dock. |
| LOW FELL SIDINGS JUNCTION TO BENSHAM CURVE JUNCTION | | | |
| Bensham Curve (from Gateshead). | Low Fell Sidings .. | Via Up East at 145 signal. | Tyne 103 signal. |
| | | Via Up West at 143 signal. | Tyne 103 signal. |
| | | Via Up Goods at 141 signal. | Tyne 103 signal. |
| Bensham Curve (start-from). | Low Fell Sidings .. | Before proceeding via ground frame. | Tyne 103 signal. |
| CAMBOIS BRANCH | | | |
| Cambois | West Sleekburn .. | Winning Up Home signal. | West Sleekburn Branch Up Home signal. |

TABLE P.1—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.

Trains must be brought to a stand well clear of the gates, after which the gates must be unlocked and opened by the Secondman for the passage of the train over the crossing. 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.

When the train has passed over the crossing, the Guard (or Secondman in the case of a light locomotive) must close the gates across the railway and re-lock them, the Driver taking care not to again proceed on his journey until he has received an "All Right" signal from the Guard. Trainmen concerned must see that they are supplied with keys of the gates. Where level crossing gates are fitted with self-locking padlocks it will not be necessary for Guards to be supplied with keys, except in the case of trains and locomotives the driving cabs of which are single manned.

Any defects in the gates or the locks securing them, or in the lamps, must be reported immediately by the Guard (or Secondman in the case of a light locomotive) to the Station Manager concerned.

| Name of Crossing | Situated at or between | Remarks |
|--|---|---------|
| SELBY (BRAYTON) TO BARLOW | | |
| Barlow Station | Barlow Station | — |
| BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS) | | |
| Unthank | Broadwood Quarry Sidings and Eastgate (A.P.C.M. Sidings). | — |
| KELLOE BANK FOOT BRANCH | | |
| West Cornforth | Kelloe Bank Foot Ground Frame and Kelloe Bank Foot. | — |

TABLE P.1—LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN
—continued

| Name of Crossing | Situated at or between | Remarks |
|--|---|--|
| COXHOE GOODS BRANCH | | |
| Thinford Lane | Coxhoe and Coxhoe Goods .. | — |
| Cornforth Lane | Coxhoe and Coxhoe W.H. Goods | — |
| Coxhoe West Hetton | Coxhoe and Coxhoe W.H. Goods | Controlled by Ground Frame released by Key attached to Staff. |
| SOUTH GOSFORTH TO CALLERTON (I.C.I. SIDINGS) | | |
| Bells | Coxlodge and Callerton | } The Guard must assist the Secondman in both open- ing and closing the gates. |
| Kenton Bank | Coxlodge and Callerton | |
| Callerton Station | Coxlodge and Callerton | |
| GOOLE (MARSHLAND) TO EPWORTH | | |
| Mill Road | } Crowle and Belton | — |
| Field Lane | | |
| Ealand | | |
| Hagg Lane | } Belton and Epworth | — |
| Beltoft | | |
| THORNLEY COLLIERY BRANCH | | |
| Wheatley Hill | Wellfield Station and Thornley Colliery. | — |
| PALLION YARD TO DEPTFORD | | |
| Ogdens Lane | Pallion Yard and Deptford .. | — |
| FIGHTING COCKS BRANCH | | |
| Fighting Cocks Goods Station | Paton and Baldwins Siding and Dinsdale Rail Welding Depot. | — |
| GATESHEAD (GREENSFIELD JUNCTION) DUNSTON LINES TO BLAYDON VIA NORWOOD | | |
| Dunston East | Redheugh Bank Foot and Derwent- haugh. | Shunter operates gates. |
| REDHEUGH BRANCH | | |
| Dunston East | Redheugh Bank Foot and Derwent- haugh. | Shunter operates gates. |

TABLE P.2.
AUTOMATIC HALF-BARRIERS

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

- (i) a half-barrier on each side of the crossing which closes the nearside of the road;
- (ii) road traffic signals, on both sides of the road on each road approach to the crossing, which will display a steady amber light for five seconds followed by twin red flashing lights;
- (iii) a single tone bell on each side of the crossing;
- (iv) whistle boards on each rail approach to the crossing.

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

- (i) the road traffic signals operate and the bells sound;
- (ii) after an initial warning period, the barriers fall;
- (iii) when the barriers are lowered, the bells cease to sound;
- (iv) the barriers remain lowered and the twin red road lights continue to flash until the train passes over the crossing;

TABLE P.2—AUTOMATIC HALF-BARRIERS—continued

- (v) the barriers then rise and the twin red road lights are extinguished, unless a second train is closely approaching the crossing in which case the barriers will remain lowered, the twin red flashing lights continue to flash and a sign reading "Another Train Coming" will be exhibited on each road approach.

Telephones are provided on each side of the crossing, giving communication with the supervising signal box.

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

- (a) Drivers must sound a short warning on the horn at each of the two whistle boards on the approaches to the crossing. The horn must not, however, be sounded between 23.30 hours and 07.00 hours, except in emergency.
- (b) In the case of a divided train, the provisions of the Rule Book, Section M, clause 4.4.2 must be observed for a movement which requires to pass over the crossing.
- (c) An Engineer's train which has passed over the crossing is prohibited from returning to the signal box in rear—see the Rule Book, Section Q, clause 2.5.
- (d) An Engineer's train which has passed over the crossing must not be set back whilst working in section if it would approach nearer than $\frac{1}{4}$ mile from the crossing—see the Rule Book, Section Q, clause 2.5.
- (e) A trolley must not be allowed to occupy any of the controlling track circuits or treadles without permission of the Signaller at the supervising signal box.
- (f) In any of the following circumstances, a Crossing Keeper must be appointed who will operate the barriers locally:—
- A failure of the apparatus affecting the normal working of the barriers.
 - A disabled train or portion of a train is occupying the controlling track circuits or has actuated the controlling treadles, resulting in the barriers being lowered.
 - Road works in the vicinity of the crossing which are likely to affect the normal flow of road traffic over the crossing.
 - A wrong direction movement is to be authorised to pass over the crossing on any line.
 - Single line working is to be brought into operation.
 - A trolley is to be placed on the line and will occupy any of the controlling track circuits or actuate any of the controlling treadles.
 - The Engineer is to take Absolute Possession of one or more lines unless specific arrangements are made to prevent the controlling treadles or track circuits being actuated.
 - A train requiring to stop in section on any of the controlling track circuits or within the controlling treadles, is to be allowed to enter the section.

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

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

| Name of Crossing | Signal boxes between (Supervising box first) |
|---|---|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA EDWARD BRIDGE OR HIGH LEVEL BRIDGE | |
| Turnhead | Barlby North – York. |
| Riccall South | Barlby North – York. |
| York Road | Barlby North – York. |
| Warkworth | Alnmouth – Chevington. |
| Fallodon | Christon Bank – Chathill Station. |
| SHAFTHOLME TO FERRYBRIDGE | |
| Post Office Lane | Womersley – Knottingley. |
| Spring Lodge | Womersley – Knottingley. |
| Cridling Stubbs | Womersley – Knottingley. |
| DARLINGTON (PARGKATE) TO BISHOP AUCKLAND EAST | |
| Whiley Hill | Heighington Station – Charity. |

TABLE P.2—AUTOMATIC HALF BARRIERS—continued

| Name of Crossing | Signal boxes between (Supervising box first) |
|--|---|
| FERRYHILL (TURSDEALE JUNCTION) TO PELAW VIA LEAMSIDE | |
| Follingsby | Wardley – Usworth. (Pelaw when Wardley is closed.) |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) | |
| Snaith and Pontefract Highway | Hensall Station – Sudforth Lane. |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | |
| Brompton | Low Gates – Long Lane. |
| Welbury Station | Picton – Long Lane. |
| Rounton Gates | Picton – Long Lane |
| Boldon | Tile Shed – Boldon Colliery. |
| DARLINGTON SOUTH TO SALTBURN | |
| Allens West.. .. . | Urray Nook – Eaglescliffe South Junction (Controlled by Urray Nook Signal box.) (See Local Instructions printed on page 341.) |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION) | |
| Upper Denton | Low Row Station – Blenkinsop. |
| Naworth | Low Row Station – Brampton Fell. |
| BACKWORTH JUNCTION TO MORPETH VIA SEGHELL | |
| Hartley | Newsham South – Seghill North. |
| BEDLINGTON TO LYNEMOUTH COLLIERY | |
| Green Lane | Ashington Station – Marcheys House. |

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

Attendance is not provided at crossings as listed below. These crossings have either gates opening away from the railway or lifting barriers which fully span the roadway when lowered. The normal position of the gates/barriers is across the roadway and they are operated by road users as required.

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 diesel rail bus
- (6) an Engineer’s lining machine

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

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

| Name of Crossing | Located between | At |
|--|--------------------------------------|---------------------|
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) | | |
| West Cowick | Snaith West and Rawcliffe Station .. | 68 miles 61 chains. |
| East Cowick | Snaith West and Rawcliffe Station .. | 68 miles 41 chains. |
| LEEDS CITY TO HULL (PARAGON) | | |
| Marston | Neville Hill East Jn. – Garforth .. | 14 miles 77 chains. |
| Hagg Lane | Gascoigne Wood – Thorpe Gates.. | 5 miles 58 chains. |
| Hambleton | Gascoigne Wood – Thorpe Gates.. | 4 miles 7 chains. |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE EXCL.) | | |
| Mickleby | Prudhoe and Stocksfield | 11 miles 40 chains. |
| Bardon Mill | Haydon Bridge and Bardon Mill .. | 32 miles 22 chains. |
| Long Byre | Blenkinsop and Low Row Station .. | 41 miles 5 chains. |

TABLE P.4.
OPEN LEVEL CROSSINGS

Attendance is not provided at Open Crossings and there are no gates or barriers.

At certain of these crossings trains must stop before proceeding over them; at other, trains will be required to pass over the crossing at reduced speed.

At some of these crossings red flashing road signals, operated automatically by the occupation and clearance of track circuits or equivalent means, are provided on the road approaches. When any Engineering operations are to be carried out which will cause the red road signals to flash continuously, arrangements must be made for the road signals to be disconnected by the S. & T. Technician and, if any rail movement is to be made over the crossing, a Handsignalman must be provided at the crossing to regulate such rail movement(s). After completion of the work, arrangements must be made for the road signals to be reconnected by the S. & T. Technician.

(a) CROSSINGS WHERE TRAINS MUST STOP BEFORE PROCEEDING OVER THE CROSSING.

An advance warning board, consisting of a black St. George's cross on a white background, is provided on the approach to the crossing.

An intermediate board, consisting of a horizontal black band on a circular white background indicating a crossing at which trains must stop is provided on the approach to the stop board at the crossings indicated by + below.

- (i) At the undermentioned crossings, a stop board, worded "Stop, Press Plunger" and "Wait for white light, Whistle before proceeding" is provided on the approach side of the crossing. Red flashing road signals are provided on the road approaches.

Where there is a station platform immediately on the approach side of the crossing, the plunger must not be operated until the train is ready to depart.

The white light (flashing) indicates that the road lights are flashing. If the white light is not exhibited, the Driver must not pass over the crossing until he is satisfied that it is safe to do so. He must report the failure by the first available means.

| Name of Crossing | Located | | | Remarks |
|---|--|-------|--------|---|
| | Between | Miles | Chains | |
| PORT CLARENCE (PHILIPS SIDINGS GROUND FRAME) TO MONSANTOS SIDINGS | | | | |
| North Tees | Philips Sidings Ground Frame and Monsanto Sidings. | 0 | 33 | Plungers in Telephone case. Key attached to Branch Staff. See Local Instructions, page 336. |
| Seal Sands | Philips Sidings Ground Frame and Monsanto Sidings. | 1 | 14 | |

TABLE P.4—OPEN LEVEL CROSSINGS—*continued*

- (ii) At the undermentioned crossings, a stop board, worded "Stop, Whistle before proceeding" is provided on the approach side of the crossing. Red flashing road signals are NOT provided on the road approaches.

The Driver must not pass over the crossing until he is satisfied that it is safe to do so.

| Name of Crossing | Located | | | Remarks |
|---|--|-------|--------|---|
| | Between | Miles | Chains | |
| CHARLESWORTH TO LOFTHOUSE JUNCTION | | | | |
| Methley South .. | Charlesworth & Loft-house Junction. | 182 | 70 | — |
| PORT CLARENCE (PHILIPS SIDINGS GROUND FRAME) TO MONSANTOS SIDINGS | | | | |
| I.C.I. Brinefield .. | Philips Sidings Ground Frame and Monsanto Sidings. | 1 | 30 | — |
| HALTWHISTLE TO ALSTON | | | | |
| Featherstone Park .. | Haltwhistle Station and Coanwood Station. | 3 | 9 | Distant signals provided in lieu of advance warning boards. |
| Slaggyford .. | Coanwood Station and Alston. | 8 | 52 | Distant signals provided in lieu of advance warning boards. |

(b) CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PASSING OVER THE CROSSING.

- (i) At the undermentioned crossings, an advance warning board, consisting of a black cross on a white background, is provided on the approach to the crossing. Additionally a combined speed restriction/whistle board is provided between the advance warning board and the crossing.

Road traffic signals, which will display a steady amber light for 5 seconds followed by twin red flashing lights, are provided on the road approaches.

On passing the advance warning board, a Driver must regulate the speed of his train in order to be able to stop at the crossing unless a white flashing light is exhibited. If the white flashing light is exhibited, indicating that the red road signals are flashing, the Driver may proceed over the crossing, without stopping, at a speed not exceeding that indicated.

If the white light is not exhibited by the time the Driver passes the combined speed restriction/whistle board he must bring his train to a stand and not pass over the crossing until he is satisfied that it is safe to do so. In these circumstances, the warning horn must again be sounded before the train proceeds over the crossing. The Driver must report the failure by the first available means.

NOTE—At those crossings marked * in the table below, two speeds are shown on the combined speed restriction/whistle board. The top figure (lower speed) will apply to all trains except passenger and empty coaching stock trains and the bottom figure (higher speed) will apply only to passenger and empty coaching stock trains.

| Name of Crossing | Located | | | Remarks |
|--|---|-------|--------|---------|
| | Between | Miles | Chains | |
| NORTHALLERTON (CASTLE HILLS JUNCTION) TO REDMIRE | | | | |
| Yafforth | Northallerton Station and Ainderby Station. | 1 | 48 | — |
| Ham Hall | Ainderby Station and Leeming Bar Station. | 4 | 60 | — |

TABLE P.4—OPEN LEVEL CROSSINGS—continued

| Name of Crossing | | | | Remarks |
|---|---|------------------|--------|--|
| | Between | Miles | Chains | |
| HULL KING GEORGE DOCK TO SALTEND | | | | |
| King George Dock Eastern Access Road. | King George Dock and Saltend Depot. | Docks Board Area | | No advance warning boards are provided at this crossing. |
| MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY | | | | |
| Battersby Road.. .. | Battersby Station and Castleton Station. | 12 | 46 | — |
| Guisborough Road .. | Battersby Station and Castleton Station. | 14 | 56 | — |

(ii) At the undermentioned crossings, an advance warning board, consisting of a black cross on a white background, is provided on the approach to the crossing but road traffic signals are NOT provided:—

| Name of Crossing | Located | | | Remarks |
|--|---------------------------------|-------|--------|-------------------------------------|
| | Between | Miles | Chains | |
| SEABANKS BRANCH | | | | |
| Bone Mill | Seabanks and Dawdon | 1 | 20 | No advance warning boards provided. |
| GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD | | | | |
| Delta | Derwenthaugh and Blaydon. | 4 | 5 | No advance warning boards provided. |
| EARSDON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY NO. 6 SIGNAL BOX, ETC. | | | | |
| Bettys Lonnen | Percy Main North and Blue Bell. | 1 | 57 | No advance warning boards provided. |

Whenever it is necessary for any of the following to pass over these Open Level Crossings, the vehicle concerned must first 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) Tamping machines.
- (ii) Track recording machines.
- (iii) Ballast cleaning machines.
- (iv) Engineer's rail motor.
- (v) Engineer's trolley.

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 |
|--|------------------------------------|---------------------|---|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | | |
| Aycliffe Ground Frame | Between Ferryhill and Parkgate. | Up Main .. | Ground Frame controlled from Parkgate 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 |
|---|--|---------------------|--|
| BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS) | | | |
| Broadwood Quarry Sidings. | Between Wolsingham and Eastgate (A.P.C.M. Sidings). | Single | Intermediate key token instrument. |
| Etherley | Between Bishop Auckland East and Wolsingham. | Single | Intermediate key token instrument. |
| CONSETT NORTH TO OUSTON JUNCTION | | | |
| Greencroft | Between Annfield and Carr House East. | Up Main .. | Ground Frame controlled from Annfield Signal Box. |
| RIVERSIDE BRANCH (RIVERSIDE JUNCTION TO PERCY MAIN) | | | |
| Tyne Dry Dock Ground Frame. | Between Walker Station and Carville Station. | Up Main .. | Ground Frame released by Annett's key retained at St. Peters Station signal box. Ground Frame released by Annett's key retained at Carville Station signal box. |
| N.E. Marine Ground Frame. | Between Carville Station and Percy Main Station. | Up Main .. | |
| Wallsend Slipway Ground Frame. | Between Carville Station and Percy Main Station. | Down Main .. | |
| HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND | | | |
| North Shields Goods Yard. | Between North Shields, Preston Main and Tynemouth South. | Up | Ground Frame controlled from Percy Main Station signal box. |
| DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION) | | | |
| Lofthouse Ground Frame. | Between Gelderd Road Junction and Wakefield Westgate Station. | Up Main .. | Ground Frame electrically released from Leeds signal box. |
| Nostell Ground Frame | Between Hare Park Junction and South Kirkby Junction. | Up Main .. | Ground Frame electrically released from Leeds Signal box. |
| BRODSWORTH COLLIERY BRANCH | | | |
| Brodsworth Colliery Sidings Ground Frame. | Between Castle Hills Junction and Brodsworth Colliery Bunker Installation. | Single | Ground Frame electrically released from Skellow signal box. |
| EASTWOOD (L.M.R.) TO NORMANTON GOOSE HILL | | | |
| Mirfield Up Sidings .. | Between Thornhill L.N.W. Junction and Heaton Lodge Junction. | Up Fast | Ground Frame electrically released from Healey Mills signal box. |
| Brighouse, Ground Frame. | Between Elland and Bradley Wood Junction. | Down L & Y .. | Ground Frame electrically released from Healey Mills signal box. |
| WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION) | | | |
| Hunslet Engine Works Ground Frame. | At Hunslet Goods Junction. | Up Normanton Goods. | Ground Frame electrically released by Leeds 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 |
|--|---|-------------------------|--|
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) | | | |
| Canal Sidings Ground Frame. | Goole Engine Shed and Rawcliffe. | Up Main .. | Ground Frame released from Goole Engine shed signal box. |
| METHLEY NORTH JUNCTION TO PONTEFRACT (WEST JUNCTION) | | | |
| Prince of Wales Colliery Sidings. | Between Prince of Wales and Cutsyke. | Up Methley Main. | Ground Frame electrically controlled by Prince of Wales box. |
| LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE | | | |
| Armley Moor | Between Wortley West Junction and New Pudsey Station. | Down Main .. | Ground Frame electrically controlled by Leeds signal box. |
| Stanningley | Between Wortley West Junction and New Pudsey Station. | Down Main .. | Ground Frame electrically controlled by Leeds signal box. |
| LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) | | | |
| Cardigan Road Down Ground Frame. | Between Wortley Junction and Horsforth. | Down Main .. | Grand Frame, electrically released from Leeds signal box. |
| Cardigan Road Up Ground Frame. | Between Horsforth and Wortley Junction. | Up Main .. | Ground Frame electrically released from Leeds signal box. |
| LEEDS CITY TO HULL (PARAGON) | | | |
| Neville Hill Carriage Depot line. | Between Leeds and Garforth. | Down Main .. | Ground Frame electrically released from Leeds signal box. |
| Manston Ground Frame. | Between Neville Hill East Junction and Garforth. | Down Main .. | Ground Frame electrically released from Leeds signal box. |
| HESSLE ROAD TO ALEXANDRA DOCK SIGNAL BOX | | | |
| Extraction Works Siding. | Between Alexandra Dock and Hessle Road. | Up Alexandra Dock line. | Ground Frame electrically released from Hessle Road Box |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | | | |
| Pelaw Goods Yard .. | Between Pelaw and Felling | Down Goods .. | Ground Frame controlled from Pelaw signal box. |
| International Ground Frame | Between Felling and Pelaw. | Up Goods .. | Ground Frame controlled from Gateshead signal box. |
| DARLINGTON SOUTH TO SALTBURN | | | |
| Platform Siding Ground Frame. | Between Middlesbrough Station and Guisborough Junction. | Down Main .. | Ground Frame electrically controlled by Guisborough Junction. |
| Carriage Sidings Ground Frame. | Between Guisborough Junction and Middlesbrough West. | Up Main .. | Ground Frame electrically controlled by Guisborough Junction signal box. |
| Church Lane Level Crossing Ground Frame. | Between Redcar and Longbeck. | Down Main .. | Ground Frame electrically controlled by Redcar. Note —Guards must advise the Crossing Keeper when the whole of the train complete with Tail lamp attached has arrived in the Siding. |

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 siding 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 Signaller before the train enters the section.

| Siding from | To | Remarks |
|--|---------------------------|--|
| BISHOP AUCKLAND EAST TO EASTGATE (A.P.C.M. SIDINGS) | | |
| Broadwood Quarry Sidings | Wolsingham | — |
| SOUTH GOSFORTH TO CALLERTON (I.C.I. SIDINGS) | | |
| East Walbottle Colliery .. | Callerton | May be propelled without brake van leading in daylight and clear weather only. |
| BILLINGHAM BECK BRANCH | | |
| 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 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 Signaller. The wrong direction movement to the signal box in rear must not be commenced until the permission of the Signaller has been obtained.

| Siding | Position | Remarks |
|--|--|---|
| APPERLEY JUNCTION TO ILKLEY STATION | | |
| Menston Sidings | Between Guiseley and Burley-in-Wharfedale. | Padlocked Ground Frame returning to Guiseley Down Sidings Ground Frame. |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO BRIDGE JUNCTION) VIA HORDEN | | |
| Cliff House South Ground Frame Siding. | Between Cliff House and Seaton Carew. Connection from Up Goods Line. | Ground Frame electrically controlled from Cliff House Signal Box. Applies to Freight wagons which may be propelled. Light locomotives only. |
| Turntable Sidings | Between Wearmouth and Monkwearmouth. Connection from Up Goods No. 2 | |

TABLE T.1.

LINESIDE FIRES

Referring to the instructions contained in 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 |
|--|---|---------------------------------|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | |
| York—Moreby Hall and Naburn Wood. | West side of line between Signals D181/D182 on the Down line and U182B/U181 on the Up line. | February to June inclusive. |
| CONSETT NORTH TO OUSTON JUNCTION | | |
| Durham—Chopwell (Beamish). | $\frac{1}{2}$ mile East of Beamish Station | February to June, inclusive. |
| NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN | | |
| York—Cleveland, Kirklevington. | 2 miles South of Yarm through pit wood. (In the vicinity of Kirklevington Block Home signal.) | February to June, inclusive. |
| DARLINGTON SOUTH TO SALTBURN | | |
| Durham—Wynyard (Eaglescliffe). | 1 mile of line East of Eaglescliffe Station. | February to June, inclusive. |

TABLE T2.

LINESIDE HOT AXLE BOX DETECTORS

Lineside Apparatus to detect hot axle boxes has been installed adjacent to the running lines in certain areas. The Apparatus works on an electric scanning device system and transmits information regarding hot axle boxes to the controlling signal box.

If a hot axle box is detected, the train concerned will be stopped at the appropriate signal or diverted to another line. The Trainmen will be advised of the location of the defective vehicle which must be dealt with in accordance with the Signaller's instructions. Drivers of trains stopped out of course at any of the undermentioned points must immediately telephone the Signaller for instructions.

| Site of Apparatus | | Action | |
|-------------------|-----------------------------|--|--|
| Line | Between | Freight Trains | Passenger Trains |
| Down Main .. | Barlby North and York. | Drawn forward to .. Dringhouses Up Sidings/ Holgate Down Reception Line. | Worked under restrictive aspects to York Station. |
| Up Fast | Pilmoor and Tollerton. | Diverted to Up Slow and stopped at signal No. T4. | Diverted to Up Slow and stopped at signal No. T4. |
| Down Slow .. | Pilmoor and Thirsk | Stopped at signal No. 9 .. | Stopped at signal No. 9. |
| Down Fast .. | Pilmoor and Thirsk | Diverted to Down Slow and stopped at signal No. 9. | Diverted to Down Slow and stopped at signal No. 9. |
| Up Main | Eryholme and Northallerton. | Worked under restrictive aspects to Northallerton Station. | Worked under restrictive aspects to Northallerton Station. |
| Down Main .. | Eryholme and Darlington. | Diverted to Down Goods line at Darlington South. | Worked under restricted aspects to Darlington Station. |

TABLE T2—LINESIDE HOT AXLE BOX DETECTORS—continued

| Site of Apparatus | | Action | |
|-------------------|-----------------------------------|---|--|
| Line | Between | Freight Trains | Passenger Trains |
| Down Main | Parkgate Ferryhill.. | Stopped at Ferryhill Down Main Signal No. F.455 and instructed to proceed cautiously to No. F.439 signal. | Stopped at Ferryhill Down Main Signal No. F 455 where the Driver will be instructed to proceed cautiously to Durham Station at a speed not exceeding 20 m.p.h. |
| Down Main | Ferryhill and Tyne | Stopped at Signal TY.277 diverted via the Down Slow line to Tyne Yard Down Arrival line. | Stopped at Signal TY.277 where Driver will be instructed to proceed cautiously to Newcastle Station at a speed not exceeding 20 m.p.h. |
| Down Main | Parkgate and Ferryhill. | Diverted at Ferryhill No. 3 Down Main Signal No. 50 to the Down Goods No. 1. | Stopped at Ferryhill No. 3 Down Main Signal No. 50. |
| Down Main | Hett Mill and Tyne | Stopped at Signal TY.277 diverted via the Down Slow line to Tyne Yard Down Arrival line. | Stopped at Signal TY.277. |
| Up Main | Benton and Heaton North Junction. | Diverted to Up Goods or Up Sidings. | Worked under restrictive aspects into Newcastle Central. |
| Up Main | Little Mill and Alnmouth. | Stopped at signal No. 129 | Stopped at signal No. 129. |
| Down Main | Chevington and Alnmouth. | Diverted to Down Passenger Loop and stopped at signal AH.123 or worked direct via Down Fast line under restrictive aspects to Alnmouth Station. | Diverted to Down Passenger Loop and stopped at signal AH.123 or worked direct via Down Fast line under restrictive aspects to Alnmouth Station. |
| Down Main | Goswick and Tweedmouth. | Stopped at signal T.83 | Stopped at signal T.83, thence to Berwick Station under respective Aspects. |
| Up Main | Ayton (Sc.R.) and Tweedmouth. | Stopped at signal T.6 | Stopped at signal T.6. |
| Down Normanton.. | Bolton Percy and Copmanthorpe. | Drawn forward to Dringhouses Up Sidings/Holgate Down Reception line. | Worked under restrictive aspects to York Station. |
| Down Leeds | Bolton Percy and Copmanthorpe. | Drawn forward to Dringhouses Up Sidings/Holgate Down Reception line | Worked under restrictive aspects to York Station |

TABLE U.**TOWING OF VEHICLES—THE RULE BOOK, SECTION J, CLAUSE 3.6**

The following is a list of places where towing of vehicles is authorised:—

| Place | Line | Remarks |
|------------------------|-------------|--|
| DUNSTON STAITHS | | |
| Dunston Staiths | All Jetties | To move wagons which fail to gravitate and cannot be moved by a locomotive on the same line. |

TABLE V.
LIST OF LOCAL HEAD CODES

Referring to the instructions as contained in the General Appendix, special codes of locomotive head lamps or discs must be carried as shown below:—

Running Pilots between Newcastle and Gateshead Yards.—Running Pilots train working between Heaton, FORTH, Blaydon, Addison, Low Fell and Park Lane must carry Class K head lamps.

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 locomotives at Tees Signal Box.

| Trains whose next destination is | Destination Letter |
|--|--------------------|
| East of Grangetown, Grangetown Ore Sidings, Lackenby Steel Works, Whitby Branch, Tees Up Yard. | K |
| Tees Down Yard, Cargo Fleet Inner Junction, Eston Branch | M |
| South Bank North Side, South Bank Coke Oven Plant, Tilery Sidings. | A |
| South Bank South Side, Cleveland Steelworks, Cleveland Ironworks, Clay Lane Sidings. | S |
| Cargo Fleet Ore Sidings, Normanby Ironworks Sidings. | G |
| Whitehouse Cochranes (Ormesby Ironworks), Whitehouse Branch, Cargo Fleet Station Sidings. | P |
| Dock Hill, Dock Hill Receptions, Dock Hill Low Level. | J |
| Old Town, Marsh Branch Middlesbrough Goods Yard. | O |

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

TABLE W.
SET BACK SIGNALS—THE RULE BOOK, SECTION J, CLAUSE 4.1

At the undermentioned places where set-back shunt signals are provided and hand signals from the rear of the trains cannot be seen by the Trainmen, it will not be necessary for Drivers to comply with the Rule book, Section J, Clause 4.1, 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 come into view.

In no circumstances must the signals controlling the movement be lowered until the Signalm an has receive an intimation from the Guard or Shunter in charge of the train that the movement can be made.

| Signal Box | Movement | See Special instruction on page |
|--|--|---------------------------------|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | | |
| Bridge Junction | Up Main to Garden Sidings | — |
| WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION) | | |
| Stourton Junction | Up Main to Down Goods or Down Main. | — |
| WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) | | |
| Oakenshaw Sudforth Lane | Down Goole to Sharlston Colliery .. Arrival/Departure lines to Kellingley Colliery Empty Sidings. | 313 |
| LEEDS CITY TO SKIPTON (STATION SOUTH) | | |
| Leeds City | Down Shipley line to Parcels Concentration Depot or Station. | 320 |

TABLE W—SET BACK SIGNALS—THE RULE BOOK, SECTION J, CLAUSE 4.1—*continued*

| Signal Box | Movement | See Special instruction on page |
|---|---|---------------------------------|
| HENDON BRANCH | | |
| Londonderry (South Dock) | To Jetties Nos. 21, 22 and 23 | — |
| Hendon (South Dock) | To Nos. 1 and 2 Belt Conveyor lines, or lines leading to Nos. 6, 7 and 8 Jetties. | 3 |
| NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCL.) | | |
| Newcastle (Forth Junction) | From Siding line to Goods Sidings or South Cattle Dock. | — |

TABLE X.

TAIL LAMPS—LIGHTING WHEN PASSING THROUGH TUNNELS—THE RULE BOOK SECTION H, CLAUSE 7.3.5

All trains and light locomotives must carry a lighted tail lamp when passing through any of the undermentioned tunnels. Guards of trains and Drivers of light locomotives 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 |
| DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST | | | |
| Shildon | Shildon and Bishop Auckland East | — | 1220 |
| EASTWOOD (L.M.R.) TO NORMANTON, GOOSE HILL | | | |
| Sowerby Bridge.. .. | Mytholmroyd West and Sowerby Bridge West.. | — | 657 |
| SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) | | | |
| Beacon Hill | Halifax and Lightcliffe Station | — | 1105 |
| Wyke | Lightcliffe and Low Moor | — | 1365 |
| Bowling | Low Moor and Bowling Junction | — | 1648 |
| DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION) | | | |
| Standedge | Diggle and Marsden Junction | 3 | 62 |
| Huddersfield | Springwood Junction and Huddersfield | — | 695 |
| PENISTONE HUDDERSFIELD JUNCTION TO HUDDERSFIELD (SPRINGWOOD JUNCTION) | | | |
| Cumberworth | Penistone, Huddersfield Junction and Shepley, Clayton West Junction. | — | 906 |
| Thurstonland | Clayton West Junction and Lockwood | — | 1631 |
| THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) | | | |
| Morley | Batley and Morley | 1 | 1609 |
| BARNSELY (EXCHANGE) TO HORBURY JUNCTION | | | |
| Woolley | Woolley Coal Sidings and Crigglestone Junction | — | 1745 |
| LEEDS CITY TO SKIPTON (STATION SOUTH) | | | |
| Thackley.. .. | Apperley Viaduct and Thackley Junction .. | — | 1518 |
| LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) | | | |
| Bramhope | Horsforth and Rigton | 2 | 241 |

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 bell the 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 The Rule Book, Section H, clause 3.4.4(a).

| Station | Platforms |
|--|--|
| DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE | |
| York | 2 to 15. (See page 278 for additional instructions.) |
| 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 284 for additional instructions.) |
| Manors | Up main and Down Tynemouth. |
| YORK (WATERWORKS) TO SCARBOROUGH | |
| *Scarborough Central | 1 and 2. (See page 287 for additional instructions.) |

TABLE Z.

LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

Referring to the instructions contained in 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 |
|---|--|--|---------------------------------------|
| Black Carr Junction .. York, Chaloner's Whin | York, Chaloner's Whin York, Holgate | Up and Down Main Up and Down Leeds Up and Down Don- caster. | Excepting Darlington Station Area. |
| York, Skelton | King Edward Bridge Junction. | Up and Down Main | |
| Newcastle Manors Junction. | Tweedmouth | Up and Down Main | |
| Leeds City, East Junction. | Micklefield, Station Junction. | Up and Down Main | |
| Micklefield, Station Junction. | Church Fenton | Up and Down Main | |
| Church Fenton | York, Chaloner's Whin | Up and Down Nor- manton. Up and Down Leeds Mains. | |
| Crofton West | Hensall | Up and Down Main | |
| Marshgate Jn. | Leeds | Up and Down .. | |
| Leeds City (Gelder- Road Junction). | Holbeck West Junc- tion. | Up and Down .. | |

INSTRUCTIONS RELATING TO THE RULE BOOK

(dated 1st October, 1972.)

SECTION C—FIXED SIGNALS

Clause 3.1.5. Shunting signals.

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 Signaller.

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 (The Rule Book, Section E, Clause 8.2). The Driver must stop at the signal and inform the Signaller who, if the route indicator has failed, must arrange for the Driver to be informed by which route he is to proceed.

In certain cases "C", "W" or "S" indication may be given with a subsidiary signal under a running signal, as described in the Rule Book, Section C, Clause 3.1.4.

Clause 5.9—Clearing of stop signals when signal next ahead is at Danger.

The provisions of this clause are exempt at the following signals and these signals may be cleared before a train has been stopped or brought nearly to a stand at them, although the stop signal next ahead may be at Danger.

| Signal Box | Signals at which exemption is given | Remarks |
|--------------------------|--|--|
| Beverley, Cherry Tree .. | Down Intermediate Home (Slotted with Beverley Station Down Starting signal). | Applies to trains booked to stop or terminate at Beverley. |
| Cottingham North | Down Main Outer Home } Up Main Inner Home } | Applies to trains booked to stop at Cottingham. Note.—When the Up Main Inner Home signal is cleared under this authority the Up Main Outer Home signal may also be cleared. |
| Cutsyke.. .. . | Down Cutsyke Branch Outer Home. | Clear weather only. |
| Wakefield East | Up Home to Up Platform .. | — |
| Kirkstall | Up Main Home No. 43 Signal | In clear weather only. |
| Uxley Nook | Up Main to Up Loop } Down Main to Down Loop } | Applies to trains not conveying passengers when the Loop line is clear to the outlet signal and in clear weather only. |

SECTION H—WORKING OF TRAINS

Clause 6.1—Brake Van in Rear

Clause 8.3(b)—Propelling in right direction

Clause 8.4(a)—Propelling in wrong direction

} Within Station Limits.

The instructions headed "Station Limits" in the General Appendix will not apply on lines worked on the Track Circuit Block System. Where Station Limits are required on such lines for the purpose of the Rule Book, Section H, Clauses 6.1, 8.3 (b) and 8.4 (a) these are defined, for the individual boxes concerned, in the table below.

Wrong direction movements may only be made in accordance with the instructions in the General Appendix.

Leeds.

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.

Wakefield Westgate, between Signals L226 and L248 over the Up Main and Signals L243 and 223 over the Down Main.

SECTION H—WORKING OF TRAINS—*continued***Newcastle:—**

- (1) North end of Manors Station platform to connections at Forth Junction.
- (2) Outer gantry H.L.B. (signals 69 – 73. Points 427) to East End Diamonds.
- (3) Outer gantry K.E.B. (246/248/254/256) to West End Diamonds.

| Signal Box | Line | Station Limits |
|---------------------------|--------------------------------------|--|
| Benton | Up B. & T. | From B.18 to U.3.X signals. |
| | 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. |
| Stannington | Down Passenger Loop | From 123 to D.35 signals. |
| | Up Main | From S.1 to U.13 signals. |
| Tweedmouth (Berwick Area) | Down Main | From S.17 to D.15 signals. |
| | Up Main | From Limit of Shunt boards on Up Main and Up Goods lines to U.66 signal. |
| | Up Goods | |
| | 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 South Shields Line. | To P.25 signal. |
| | Up South Shields Line | From P.24 signal. |
| Harton | Up Main | Between signal No. 754 and signal No. 742 |
| | Down Main | Between signal No. 733 and signal No. 755 |
| Sudforth Lane | Down Goole | From the first Controlled signal to No. 465 signal. |
| | Up Goole | From signal No. 464 to the last Controlled signal. |
| Skellow Junction | Up Main | Between signal S.52 and signal S.50. |
| | Down Main | Between signal S.41 and signal S.107. |
| Bowesfield | Up Middlesbrough Main. | Between signal No. 808 and signal No. 820. |
| | Down Middlesbrough Main. | Between signal No. 815 and signal No. 822. |
| | Up Stockton Main .. | Between signal No. 809 and signal No. 818. |
| | Down Stockton Main | Between signal No. 806 and Limit of Shunt Board. |
| Knottingley | Down Goole | Between signal No. 382 and signal 429. |
| | Up Goole | Between signal No. 428 and signal 376. |
| Huddersfield | Up Fast | From HU.75 to HU.171 signal. |
| | Up Slow | From HU.77 to HU.175 signal. |
| | Down Fast | From HU.165 to HU.71 signal. |
| | Down Slow | From HU.169 to HU.73 signal. |
| Healey Mills | Up Fast | From HM.246 to HM.58 signal. |
| | Up Slow | From HM.245 to HM.57 signal. |
| | Down Fast | From HM.34 to HM.232 signal. |
| | Down Slow | From HM.33 to HM.233 signal. |

SECTION J—SHUNTING

Clause 3.6—Towing and Propping of Vehicles.

The following is a list of places where authority is given for rail vehicles to be moved by road motor vehicles. (For towing, see Table “U”):—

Scarborough Goods Station.

Hull Docks and Yards when tractors (Tow Motors) used.

Newcastle Quay.

SECTION K—DETENTION OF TRAINS ON RUNNING LINES

Clause 3.1.3—Shunting Operations.

The Rule Book, Section K, Clause 3.1.3 is not applicable at position light signals. When a train or vehicle is detained at such a signal for an unusually long time the Guard, Shunter or Secondman (when provided) must remind the Signaller either by going to the signal box or by using the nearest telephone communicating with the signal box.

SECTION K—DETENTION OF TRAINS ON RUNNING LINES—continued**Clause 3.2.2—When detained at signal provided with telephone or call plunger.**

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 Secondman to go to the signal box to remind the Signalman of the position of the train after the plunger has been pressed.

Where both a call plunger and a telephone are provided at a signal the requirements of the Rule Book, Section K, must be carried out by the operation of the call plunger and **not** by the use of the telephone.

SECTION N—WORKING TRAFFIC OF DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION**Approach lighted colour light signals protecting cross-over roads used for single line working.**

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 Semi-Automatic 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.

When Single Line Working is terminated the Pilotman or a man deputed by the Station Manager 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 S. & T. Technician 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 circuit controlled intermediate ground frames, these switches are not provided, and Handsignalman must be stationed opposite the Automatic and Semi-Automatic 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.

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

(Dated 1st October, 1972.)

WORKING OF MULTIPLE UNIT—MECHANICAL DIESEL TRAINS

Referring to the instructions contained in the General Appendix under the above heading 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.

WORKING OF MULTIPLE UNIT—MECHANICAL DIESEL TRAINS—*continued*

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 Cleckheaton (both directions). | } 2 cars 3 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Huddersfield to Penistone (both directions). | | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Clayton West to Clayton West Junction (both directions). | } 2 cars 3 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Leeds to Ilkley via Guiseley | | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Skipton—Leeds (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. |
| | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| York—Doncaster (both directions) .. | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Selby—Pontefract | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Leeds—York (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| York—Harrogate | 4 cars | 600 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) | 6 cars | 900 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| † Doncaster—Hull (both directions) .. | (comprised of 4-car heavyweight 2-car light-weight) | | |
| 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.P.H. | 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. |
| (both directions—via Sandal or Crofton West). | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Scarborough and Hull | 2 cars | 300 B.H.P. | } 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. |
| Darlington and Bishop Auckland | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| (both directions). | 4 cars | 900 B.H.P. | 1 vehicle 17 tons gross. |
| Blyth and Tyne Area (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Carlisle and 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. | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |

† Tail vehicles must be attached to the 4-car heavyweight portion.

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

| Route | Train Formation | Miniumm Horse-power | Maximum Tail-Load |
|---------------------------------------|-----------------|---------------------|--------------------------------|
| Hull and Doncaster (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. |
| 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. |
| | 6 cars | 1440 B.H.P. | 1 or 2 vehicle 34 tons gross. |

WORKING OF MULTIPLE UNIT—MECHANICAL DIESEL TRAINS—*continued*

| Route | Train Formation | Minimum Horse-power | Maximum Tail-Load |
|---|---|---------------------|--------------------------------|
| Bradford to Huddersfield via Halifax (both directions). | <div> <div>4</div> <div>cars</div> </div> | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Huddersfield to Penistone (both directions). | | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Clayton West to Clayton West Junction (both directions). | | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Leeds to Ilkley via Guiseley (both directions). | | 1440 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Leeds to Ilkley via Guiseley | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Ilkley to Leeds via Guiseley | 4 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Barnsley—Leeds (both directions) .. | 6 cars | 1440 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Wakefield Westgate to Hare Park Junction. | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Via Wakefield Kirkgate both (directions). | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| York—Doncaster (both directions) .. | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Selby—Pontefract | 4 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Leeds to York (both directions) .. | 2 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Leeds to York | 4 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| York to Leeds | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Hebden Bridge and York (both directions). | 8 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Wakefield and Huddersfield | 4 cars | 600 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Sowerby Bridge and Halifax (both directions). | 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. |
| York to Scarborough (both directions). | 4 cars | 600 B.H.P. | 2-4 vehicles 68 tons gross. |
| Leeds—Huddersfield via Dewsbury .. | 6 cars | 900 B.H.P. | 4-6 vehicles 102 tons gross. |
| Bradford F. Sq.—Leeds City (both directions). | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Bradford F. Sq.—Skipton (both directions). | 8 cars | 1200 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Hull—Leeds (both directions) .. | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Leeds City—Knottingley (both directions). | 4 cars | 1440 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Bradford (Ex.)—Leeds City | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Skipton—Leeds (both directions) .. | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| York to Hull (via Church Fenton, Gascoigne Wood and Selby). | 4 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| York to Harrogate (both directions) | 6 cars | 1440 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| York to Scarborough (both directions). | 5 cars | 1320 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Huddersfield to Leeds via Dewsbury | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |

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

| Route | Train Formation | Minimum Horse-power | Maximum Tail Load |
|---|--|--|--|
| Doncaster—Leeds (both directions— via Sandal or Crofton West). | 2 cars 3 cars 4 cars | 600 B.H.P. 720 B.H.P. 1200 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. 1 or 2 vehicles 34 tons gross. |
| 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. |
| York (Clifton) to Selby (Parcel trains) | 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). |
| Scarborough and Hull | 2 cars 4 cars | 300 B.H.P. 600 B.H.P. | 1 vehicle 17 tons gross. 1 vehicle 17 tons gross. |
| Carcroft (Adwick Jn.) 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 3 cars 4 cars 6 cars 7 cars | 300 B.H.P. 720 B.H.P. 600 B.H.P. 1440 B.H.P. 1440 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. |
| 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. |
| York and Newcastle via Northallerton and the Coast. | 2 cars 4 cars | 300 B.H.P. 600 B.H.P. | 1 vehicle 17 tons gross. 1 vehicle 17 tons gross. |
| Darlington and Bishop Auckland (both directions). | 2 cars 4 cars | 600 B.H.P. 1200 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. |
| Darlington and Bishop Auckland (both directions). | 4 cars 8 cars | 900 B.H.P. 1800 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. |
| Darlington and Richmond (both directions). | 2 cars 4 cars | 600 B.H.P. 1200 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. |
| Darlington and Richmond (both directions). | 4 cars 8 cars | 900 B.H.P. 1800 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. |
| Blyth and Tyne Area (both directions) | 2 cars 4 cars | 300 B.H.P. 600 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. |
| Carlisle and Newcastle | 2 cars 4 cars | 300 B.H.P. 600 B.H.P. | 1 vehicle 20 tons gross. 1 or 2 vehicles 40 tons gross. |
| Newcastle and Carlisle | 2 cars 4 cars | 300 B.H.P. 600 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. |
| Alston—Haltwhistle (both directions) | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Huddersfield to Diggle Junction .. | 3 cars | 720 B.H.P. | 1 vehicle 17 tons gross. |
| Diggle Junction to Huddersfield .. | 3 cars | 720 B.H.P. | 1 or 2 vehicles 34 tons gross. |
| Hartlepool and Darlington | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Eaglescliffe and Darlington (both directions). | 2 cars | 300 B.H.P. | 1 vehicle 17 tons gross. |
| Darlington and Stockton | 2 cars 4 cars 3 cars | 300 B.H.P. 600 B.H.P. 600 B.H.P. | 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. 2-4 vehicles 70 tons gross. |
| Darlington and Bishop Auckland (both directions). | 3 cars | 600 B.H.P. | 1 vehicle 17 tons gross. |
| Newcastle to Berwick (both direc- tions). | 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). |
| Darlington—Saltburn (both direc- tions). (Applies to empty units only.) | 2 cars 3 cars 4 cars 5 cars | 600 B.H.P. 600 B.H.P. 1200 B.H.P. 900 B.H.P. | 1 vehicle 17 tons gross. 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross. 1 vehicle 17 tons gross. |
| Darlington—Saltburn | 2 cars 3 cars 4 cars | 600 B.H.P. 600 B.H.P. 900 B.H.P. | *80 tons gross. *80 tons gross. *80 tons gross. |
| Newcastle—Anmouth (both direc- tions). | 6 cars 2 cars | 1200 B.H.P. 300 B.H.P. | 1 or 2 vehicles 34 tons gross. 1 vehicle 17 tons gross. |
| Middlesbrough—Saltburn | 2 cars | 600 B.H.P. | †100 tons gross. |
| †Applies to 2D63, 1721 Middles- to Saltburn only. | | | |

WORKING OF MULTIPLE-UNITS—MECHANICAL DIESEL TRAINS—continued**Following Authorities apply to Parcels Trains only.**

| Route | Train Formation | Minimum Horse-power | Maximum Tail-Load |
|--|------------------|---------------------------|----------------------------------|
| Huddersfield and Bradford Ex. via Greetland (both directions). | 2 cars 4 cars | 600 B.H.P. 1200 B.H.P. | 40 tons gross. 80 tons gross. |
| Leeds City and Huddersfield | 2 cars | 600 B.H.P. | 40 tons gross. |
| Darlington and Skipton | 4 cars | 1200 B.H.P. | 80 gross tons. |
| | 4 cars | 600 B.H.P. | 55 tons gross. |
| 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 directions). | 2 cars | 600 B.H.P. | 40 tons gross. |
| | 4 cars | 1200 B.H.P. | 80 tons gross. |
| Leeds City and Wakefield Kirkgate via Ardsley. | 2 cars | 600 B.H.P. | 40 tons gross. |
| | 4 cars | 1200 B.H.P. | 80 tons gross. |
| Wakefield Kirkgate and Leeds City via Ardsley. | 2 cars | 600 B.H.P. | 70 tons gross. |
| | 4 cars | 1200 B.H.P. | 140 tons gross. |
| Bradford Ex. and Wakefield Kirkgate (both directions) via Bramley and via Cleckheaton. | 2 cars | 600 B.H.P. | 40 tons gross. |
| | 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 directions). | 2 cars | 600 B.H.P. | 70 tons gross. |
| | 4 cars | 1200 B.H.P. | 140 tons gross. |
| Huddersfield and Mirfield (both directions). | 2 cars | 600 B.H.P. | 70 tons gross. |
| | 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 B.H.P. | 150 tons gross. |
| Newcastle—Middlesbrough (both directions). | 2 cars | 600 B.H.P. | 100 tons gross. |
| | 4 cars | 1200 B.H.P. | 200 tons gross. |
| Newcastle—Monkseaton via Wallsend (both directions). | 2 cars | 600 B.H.P. | 125 tons gross. |
| | 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—Middlesbrough—Saltburn. | 2 cars | 600 B.H.P. | 80 tons gross. |
| | 4 cars | 1200 B.H.P. | 160 tons gross. |
| Darlington—Stockton (via Eaglescliffe). | 2 cars | 300 B.H.P. | 52 tons gross. |
| Stockton—Middlesbrough (via Thornaby). | 2 cars | 300 B.H.P. | 52 tons gross. |
| Darlington, Stockton, Middlesbrough, Saltburn | 4 cars | 600 B.H.P. | 55 tons gross. |
| | 6 cars | 1200 B.H.P. | 110 tons gross. |
| Saltburn, Middlesbrough | 4 cars | 600 B.H.P. | 90 tons gross. |
| Stockton, Darlington | 6 cars | 1200 B.H.P. | 200 tons gross. |
| Darlington, Middlesbrough (both directions). | 2 cars | 600 B.H.P. | 105 tons gross. |
| | 4 cars | 600 B.H.P. | 55 tons gross. |
| | 4 cars | 1200 B.H.P. | 210 tons gross. |
| | 6 cars | 1200 B.H.P. | 160 tons gross. |
| Saltburn—Middlesbrough—Stockton—Darlington. | 2 cars | 600 B.H.P. | 140 tons gross. |
| | 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.

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 light 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.
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:—

HEATING AND LIGHTING OF TRAINS—continued**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 or cold ventilating air into the compartment.

Defect 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° 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 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 switch 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.

Warm Weather.

In warm weather cool air can be supplied to the coaches by turning the heater switch in an anti-clockwise 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.

HEATING OF INTER-CITY DIESEL TRAINS—continued**B. TRAIN HAND BRAKES.**

1. **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, 2½ 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.

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 ½ 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

Referring to the item in 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 buck-eye coupling must not be used. They must be screw-coupled, using an emergency screw-coupling with the buffers in the long position.

WORKING OF OFFICERS SPECIALS

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

When the special consists of a locomotive and saloon only, the speed, when propelling, must not exceed 40 m.p.h. in semaphore signalled areas and 60 m.p.h. in colour light signalled areas.

When the special consists of locomotive, saloon, and one or more additional vehicles the speed, when propelling, must not exceed the maximum laid down in the preamble to Table F, of the Sectional Appendix.

MOVEMENTS TO RUNNING LINES ALREADY OCCUPIED

The restriction will not apply in the case of light locomotives which require to be coupled and proceed forward as one train.

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

Referring to the instructions contained in the General Appendix under the heading "Equipment for Guards and Brake Vans", the following additional instructions apply:—

If Rescue, First Aid or Fire Fighting Equipment are used during the journey the Guard should arrange for replacements to be obtained at the first opportunity at one of the undermentioned stations:—

| | | |
|-------------------|------------------|-------------------|
| Bradford Exchange | Ipswich | Parkeston Quay |
| Cambridge | King's Cross | Peterborough |
| Cleethorpes | King's Lynn | Scarborough |
| Colchester | Leeds | Sheffield Midland |
| Darlington | Liverpool Street | Yarmouth |
| Doncaster | Newcastle | York. |
| Hull | Norwich | |

STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

- The standard code of locomotive head lamps or discs as shown in the General Appendix is being gradually superseded by four character classification and identification indicators located on the front of the train. Prior notification will be given as the system is introduced on each section of line and suitable instructions will be issued as necessary.
- The basis of the system is as follows:—

| | |
|----------------------------------|--|
| First Character | A number from 0 to 9 indicating the head code for the class of train. |
| Second Character | A letter indicating the destination area of the train (with exceptions for internal workings in the Great Eastern area). |
| Third and Fourth Characters..... | Numbers indicating the individual train or the route over which it travels. |
- When in use the indicators must be illuminated after sunset and during fog or falling snow. The indicator on the trailing end must be left blank.
- Where Diesel locomotives, upon which it is not possible to exhibit the prescribed head lamps or discs, are in use on sections of line where the new system has not been introduced, the class of train must be exhibited in the first box of the indicator, the remaining boxes being left blank.

FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM

The standard Four-Character Train Identification System is designed to cover Inter-Regional, Inter-Divisional and Local Passenger, Parcels, Empty Coaching Stock and Freight trains and details are given below (except for internal Great Eastern area trains, which are dealt with separately):—

(i) Classification of Train (First Character).

As shown in the General Appendix.

FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM—continued**(ii) Destination of Train (Second Character).**

Letters have been allocated as under to indicate destinations:—

| Letter | Terminating at or in |
|--------|----------------------|
|--------|----------------------|

(a) Inter-Regional Trains.

| | | |
|---|---|--|
| E | — | Eastern Region. |
| M | — | London Midland Region. |
| O | — | Southern Region. |
| S | — | Scottish Region. |
| V | — | Western Region. |
| F | — | Inter-Regional Excursion, Military and Special freight and passenger trains (except Royal and Out-of-gauge) passing between Scottish and Eastern Regions via East Coast Route. |
| X | — | Royal trains and trains conveying out-of-gauge or exceptional load. |
| Z | — | Inter-Regional Excursion, Military and Special freight and passenger trains (except Royal and Out-of-gauge) to and from any point on or via London Midland Region. |

(b) Trains running within the Eastern Region.

| | | |
|---|---|---|
| A | — | Up Main Line trains to King's Cross. |
| B | — | King's Cross Division. |
| C | — | Liverpool Street Division. |
| D | — | Doncaster Area (within Doncaster Division). |
| J | — | Sheffield Division. |
| L | — | Leeds Division. |
| N | — | Newcastle Division. |
| P | — | Norwich Division. |
| G | — | Special trains confined to Eastern Region. |
| X | — | Royal trains and trains conveying out-of-gauge or exceptional load. |

(iii) Identity Number of Individual Trains (Third and Fourth Characters).

Local trains and short distance Inter-Regional and Inter-District trains in Classes 1 and 2 are indicated by a route number which applies in both directions of travel. The letter is altered to indicate the destination Region or Area of the train. The list of routes and Route Numbers allocated are shown in the appropriate sections of the Mandatory Working Timetable.

Trains bearing letters F, G, X or Z will have numbers from 00 to 99 allocated as appropriate. Excursion trains will carry the same number in both directions.

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 2nd 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.

ECS to work trains from terminal points will carry the appropriate train number for the passenger train it is to form, except that the first digit will be "5" instead of "1" or "2"; e.g., ECS to work train 1N01 will carry headcode 5N01. ECS after working train will be similarly identified, except that empty suburban trains in the King's Cross area will carry the appropriate route code.

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

Light locomotives to work trains when proceeding from Motive Power Depot or other point should carry the appropriate 2nd, 3rd and 4th characters of the train to be worked prefixed by "O".

FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM—continued

Light locomotives proceeding to Depot after working trains should carry the figure “O”, followed by the appropriate letter of the Division or Area where the Depot is located and 3rd and 4th characters, as shown below:—

| | | | |
|------|-----------------------|------|--------------------------|
| 0B01 | King’s Cross. | 0D03 | Frodingham. |
| 0B02 | Clarence Yard. | 0D04 | Grantham. |
| 0B05 | Hitchin | 0D05 | Lincoln. |
| 0B06 | Peterborough | 0D07 | Immingham. |
| 0B07 | Cambridge. | 0J01 | Barrow Hill. |
| 0C01 | Stratford. | 0J03 | Tinsley Servicing Depot. |
| 0C02 | Temple Mills. | 0J04 | Shirebrook West |
| 0D01 | Doncaster. | 0J05 | Wath. |
| 0D02 | Workshop | 0J08 | Rotherwood. |
| | | 0P01 | March. |
| 0H03 | Hull Botanic Gardens. | 0N10 | Thornaby. |
| 0L01 | York. | 0N11 | Darlington |
| 0L50 | Holbeck. | 0N12 | Hartlepool. |
| 0L51 | Neville Hill. | 0N20 | Gateshead. |
| 0L53 | Healey Mills. | 0N25 | Blyth Cambois. |
| 0L60 | Knottingley. | 0N29 | Sunderland (South Dock). |
| 0L61 | Hammerton Street. | 0N32 | Tyne Yard Depot. |

Inter-Regional light locomotive movements where no number has been allocated in the W.T.T. should be covered by “O”, followed by the Regional letter and number “OO”.

Standard fixed indications must be displayed by all Regions for the following specified trains:—

| | | |
|------|---|---|
| 1X00 | — | Empty Royal Train. |
| 1X01 | — | Royal Train. |
| 1Z01 | — | Officer’s Special not requiring to stop in section. |
| 1Z99 | — | Breakdown van train or snow plough going to clear the line, or light locomotive going to assist disabled train. |
| 2Z99 | — | Breakdown van train not going to clear the line. |
| 6Z07 | — | Weedkilling Train. |
| 7Z06 | — | Elliot Track Recording machine when not recording. |
| 7Z08 | — | Matisa Track Recording machine when not recording. |
| 8G02 | — | Rail Motors. |
| 8Z01 | — | Matisa Automatic Tamping or Cleaning Machine not stopping in section. |
| 9Z01 | — | Officer’s Special, mechanically propelled on-rail Tamping or Ballast Cleaning Machine requiring to stop in section. |
| 9Z02 | — | Mechanically propelled on-rail Tamping or Ballast Cleaning Machine not stopping in section. |
| 9Z05 | — | Trolley requiring to go into or pass through tunnel. |
| 9Z06 | — | Elliot Track Recording machine when recording. |
| 9Z08 | — | Matisa Track Recording machine when recording. |

PULLMAN CARS—GANGWAY SHIELDS AND BRITISH STANDARD GANGWAYS

The following instructions are applicable in connection with Pullman cars:—

1. Pullman cars are not equipped with normal gangway doors at the extreme ends of the coaches and such vehicles must only be utilised in the sets to which they are specially allocated.
2. Except in emergency, Pullman cars must not be marshalled next to a vehicle equipped with a British Standard gangway which is not fitted with Pullman adaptors, or next to non gangwayed stock.
3. If there is no alternative to marshalling the Pullman cars in one of the positions outlined in Clause 2, and in all instances where the gangway connection is interrupted owing to defect or other cause, the specially provided transferable gangway door must be secured in position at the end of the Pullman car(s) concerned.
4. Where a Pullman car is at the extreme front or rear of a train the specially provided transferable gangway door must be secured in position at the end next to the locomotive or at the extreme rear, as the case may be, in addition to the gangway shield.

HAULING OF “DEAD” DIESEL AND ELECTRIC LOCOMOTIVES AND MULTIPLE UNIT STOCK OWNED BY BRITISH RAILWAYS (EXCLUDING SMALL DEPARTMENTAL “SERVICE” LOCOMOTIVES).

The number of Diesel and Electric locomotives that may be run coupled together and for which authority has been given by the Chief Civil Engineer is shown in the Route Availability Booklet B.R.29993.

When a locomotive is hauling one or more dead locomotives (up to the authorised maximum) it is signalled as an unfitted freight train, Class 9, and must carry the appropriate headcode.

Only the rear locomotive must carry a tail lamp.

Except where otherwise stated speed must be restricted to 25 m.p.h. throughout.

INSTRUCTIONS REGARDING STEAM AND/OR ELECTRIC HEATING OF TRAIN SETS AND THE TEMPERATURE CONTROL OF AIR-CONDITIONING COACHES.

There are two sources of power provided to operate four systems of train/vehicle temperature control, viz.;

| System | | Power |
|--------------------------------------|---|------------------------|
| A. Steam Heating | — | Steam only. |
| B. Pressure Ventilation and Heating. | — | Steam and/or Electric. |
| C. Electric Heating | — | Electric only. |
| D. Air Conditioning | — | Electric only |

and a description of each system, together with operating instructions, is given hereunder.

Instructions detailing the duties of staff where electric power is being supplied are given under section headed "E—Supply of electric power to coaching stock Trains".

Note: Except in the case of vehicles equipped for steam heating only, the power medium which can be used on the coaches is indicated on the body ends of each vehicle.

A. STEAM HEATING OF COACHING STOCK TRAINS.

For information concerning the periods during which steam heating must be applied or discontinued on passenger trains, in accordance with the instructions contained in the General Appendix as qualified by para. 11 hereof.

1. Movements staff are 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 Secondman 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 ensure that the steam is turned on and kept on continuously to the end of the journey unless instructed to the contrary.

Locomotives and vehicles fitted with steam heating equipment are provided with end-coupling cocks. To open the valve, the operating handle must be placed in the horizontal position and, to close, it must be turned upwards into the vertical position. All shut-off cocks are provided with a by-pass, so that when the handle is moved from the open to closed position, the steam in the hose pipes vents to the atmosphere.

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 attempting again to move the handle.

The driver must ensure that the steam is shut off 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 ensure the steam heating apparatus is shut off 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 locomotive change is not regularly rostered, the Area Manager 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 or attached en route, the Guard must advise the Driver so that the latter may arrange for the heating apparatus to be shut off 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 link provided for the purpose. The hook must be placed in the eyelet or link and not in the end of the coupling.

STEAM HEATING OF COACHING STOCK TRAINS—*continued*

5. The staff should take care to stand clear when uncoupling steam heating hose pipes in case all water in the coupling has not drained off. In all cases when coupling or uncoupling heater pipes a cloth must be used.
6. All coupling must be steam tight. If there is any leakage the C. & W. Examiners' attention must be called to the matter. In all cases, however, when the steam is first turned on, the drain 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.
7. When non-passenger carrying vehicles fitted with steam 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, therefore, cannot properly detect defects.
8. All regulator handles in compartments must be turned to the "On" position before trains commence their journeys and, where possible, before empty sets are shunted or sent to sidings.

Intermediate stations at which sets stand for twenty minutes or more will, for the purpose of this regulation, be regarded as starting stations.

The Movements staff will be held responsible for performing this duty and the Area Manager or other person in charge of the platforms or sidings must see that the necessary men are detailed for this work.

When C. & W. Examiners and Carriage Cleaners require to operate the steam heating regulator handles in the course of their duties, they must always replace them to the "On" position.

Guards of empty trains from the sidings should, before leaving, see that the heating couplings are connected, the end cock closed, and when possible, that the regulator handles in the compartments are in the "On" position.

9. Drivers of locomotives working empty train sets from the sidings to stations for traffic, must in all cases ensure that the steam is turned on as soon as the locomotive is 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 five minutes before trains are due to depart as passenger trains unless instructions are given by the Movements 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 transferred to fitted vehicles 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.

Where 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 heating apparatus of a locomotive or on coaches fail before starting or during a journey, the Guard must report the matter to the Area Manager or person in charge at the starting or next stopping point. The Area Manager or person in charge will be responsible for initiating the arrangements for remedial action and if, after consulting 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 10°C (50°F) and the Guard in charge of the train must, in the event of unusual climatic conditions, use his discretion as to whether or not steam is to be applied when the temperature registered is 10°C (50°F) or more, especially where night trains are concerned.

The guard will be advised by the person in charge of the platform when the thermometer registers 10°C (50°F) or more.

As the temperature at different stations will vary, this rule will also apply to intermediate stations equipped with thermometers.

Where a station thermometer is not provided, Guards must use their discretion as to whether steam heating is to be applied or not.

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.

STEAM HEATING OF COACHING STOCK TRAINS—continued

12. Should any passenger have cause to complain of the train heating, each case must be specially reported at once. If the coach apparatus is found to be out of order, the C. & W. Examiners attention should be called to it at the earliest 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 log book B.R.29106 the pressure on the steam heating gauge in their brake compartment, where provided, at the starting place and 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 temperature is below freezing point, the Area Manager or other person in charge must arrange for locomotives to be called out twenty 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 vehicles are heated from a stationary boiler, the Movements 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 Carriage and Wagon Department staff will be held responsible for these duties at stations where such staff are available and during their regular hours of duty; in other circumstances the Movements staff must attend to the work.
 At stations where the C. & W. 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 these staff at the time, and in such cases, the Shunter or other person detaching the vehicle should see that the steam heating cocks are opened before it is set aside for storage.
16. When it is known that the boiler is working satisfactorily, but the pressure of steam at the rear of the train is inadequate, the C. & W. Examiner, a suitable member of the station staff, or the Guard, should open the rear cock and ensure that all surplus water is drained away.

INSTRUCTIONS TO DRIVERS

17. The steam pressure of steam heating boilers and generators is controlled automatically by means of a pressure switch which must not be adjusted by footplate staff.
 On taking charge of a locomotive, Drivers must satisfy themselves that the steam heating apparatus (where provided) on their locomotive is in proper working order. Should the steam heating apparatus of a locomotive fail during a journey the driver must intimate, by whistle, that a fresh locomotive is required and must inform the guard of the failure at the next stopping point.
18. When stabling or immobilising a locomotive, the Driver must, after ensuring steam from boiler has been shut off, open the end shut-off cocks to ensure the draining off of all condensation.
19. 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 defect not reported on any locomotive of which they may have had charge.

NOTE: The switching on/off of the steam heating as outlined in:—

Clause 2, paras. 2 and 9

Clause 3, para. 1

Clause 9, para. 1

and Clause 18

must be performed by Secondman but the driver must ensure these duties have been duly performed.

INSTRUCTIONS TO CARRIAGE EXAMINERS

20. Examiners must inspect all couplings to see that they are properly connected and all cocks open; also that the drain 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.
21. Examiners must test the apparatus to ensure it is in order in accordance with the Chief Mechanical and Electrical Engineer's standing orders and instructions.
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 rubber washers maintained in good condition and the clips in working order.

INSTRUCTIONS TO SHED EXAMINERS

23. The heating apparatus on locomotives must be thoroughly inspected at least once a month and more frequently in frosty weather to see that the 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 17.

TOILET WATER HEATERS

24. In toilet compartments of vehicles fitted with conventional under-seat radiators, the washbasin hot water supply is heated from the locomotive. (In cases where the "Stones Pressure Ventilation and Heating System" applies, see separate instructions.)

B. STONES SYSTEM OF PRESSURE VENTILATION AND HEATING OF COACHING STOCK.

1. Vehicles fitted with the Stones Pressure Ventilation and Heating System are normally DUAL heated, (i.e. either by an electric or steam supply).

NOTE: In those instances when STEAM is applied, the Sectional Appendix instructions under the heading "Steam Heating of Coaching Stock Trains" will apply in so far as they are applicable. When working on the steam medium, if a steam leakage occurs in the underframe unit, the steam shut-off valve fitted in the steam supply pipe to the unit must be shut off by turning it in a clock-wise direction.

This is an automatic fanned-air system which is in operation throughout the year. The equipment is controlled by a rotary Master "Control" switch with "On" and "Off" positions. Under normal running conditions the switch should be in the "On" position and only switched to the "Off" position at the end of the day's work or in emergency. This will be the responsibility of the Guard working the train from the station to the stabling point, as it will to switch to the "On" position when working the train from the stabling point to the station of departure.

This switch is located in the main control panel which is situated in the Guard's compartment of braked vehicles and in the vestibule lobby of other vehicles. Access to the panel may be gained by unlocking the door with a standard combination carriage key.

Guards will be held responsible for seeing that their trains are properly heated and must satisfy themselves that the equipment is in working order. The correct operation of the equipment may be detected by placing a hand over the duct aperture situated on the wall a few inches above the floor in the toilet or Guard's compartment. Consistent with the external temperature underfloor thermostats will decide whether a flow of cool (external) or warm air is delivered.

Should a defect develop on a journey when heating is required and cold air instead of warm air is delivered into the vehicle, or if the vehicle is overheated, the master "Control" switch must be switched "Off" in the vehicle/vehicles concerned.

Preheating by electric supply of vehicles fitted with the pressure Ventilation and Heating system, should be for periods of up to three hours varying according to ambient temperatures and the length of time the vehicles have been standing in the sidings. Where coaches are pre-heated for lengthy periods it will also be necessary for their batteries to be charged.

When Examiners and Carriage Cleaners require to operate this system in the course of their duties, they must always replace the master "Control" switch to the "Off" position after use.

TOILET WATER HEATERS

2. In toilet compartments of vehicles fitted with the Pressure Ventilation and Heating system, the wash basin hot water supply is heated independently of the locomotive from the electric equipment under each vehicle, therefore the toilet water cannot be pre-heated.

C. ELECTRIC HEATING OF COACHING STOCK.

Certain vehicles are fitted with both steam radiators and electric elements behind grills; they are thus DUAL heated but do not operate under the Pressure Ventilation and Heating system as the air is not fanned into the vehicle.

When steam is being applied the instructions given under the Sectional Appendix headed "Steam Heating of Coaching Stock trains" will apply.

When electric power is being applied, the instructions given under the Sectional Appendix heading "Supply of Electric Power to Coaching Stock Trains" will apply.

D. AIR CONDITIONING OF COACHING STOCK.

DESCRIPTION.

1. **General.**

Locomotive hauled coaching stock vehicles which are fitted with the Stone-Carrier Air Conditioning Equipment have the "Heating" and "Cooling" cycles of the equipment operated by electric power supply ONLY. The coaches are NOT dual heated and they can be identified by markings on the body ends which carry the dimension plates; the markings displayed are "Electric Heated" and "Air Con". These coaches are known as Mark II D vehicles.

AIR CONDITIONING OF COACHING STOCK—continued

The purpose of the air conditioning is to supply fresh, clean and filtered air to the compartments or saloons and maintain a comfortable temperature throughout the coach regardless of external temperatures and climatic conditions.

The equipment automatically provides heating, ventilation and cooling. Heating is provided when the coach temperature is below 21°C (70°F), cooling when the temperature is above 23°C (73°F) and ventilation between the heating and cooling cycle temperatures of 21°C (70°F) and 23°C (73°F).

The equipment for each coach consists of the following components:—

Compressor Unit
Condensor Unit
Evaporator Unit
Heater Unit
Air Filter
Control Equipment
Heating Control Box
Master Control Switch.

The compressor, condensor and heater units, together with the control equipment and heating control box, are underframe mounted, whilst the evaporator unit is situated in the roof of the coach and concealed by the ceiling.

There is one filter in the heater unit through which the fresh and re-circulated air of the heating cycle is drawn, whilst there are separate filters for the fresh and recirculated air when a coach is calling for cooling or ventilation

The cooling/ventilation filters are sited at cantrail level, access to the fresh air filters is from outside the coach, whilst the recirculating air filters' access is within the vehicle

The Master "Control" Switch (Figure 1), is mounted in one of the vestibule lobby panels, inside the coach, adjacent to the toilet. The switch is of a tumbler type with "OFF" and "ON" indications—when "ON" a green pilot light will be seen to be illuminated. To obtain access to the switch the two locks on the door are operated by a B.R. standard combination carriage key.

When a coach calls for heating, air is circulated by a motor-driven fan, situated in the underframe unit. The warm air is discharged from the underframe ducting into compartments/saloons through vents beneath the passenger seats, and into toilet compartments at floor level.

When a vehicle calls for cooling or ventilation, air is circulated throughout the coach by means of motor driven blower fans, situated in the roof behind the evaporator unit. Air is distributed into the coach via the cooling duct and meter boxes, the latter being adjacent to the fluorescent ceiling lights. The cooling duct is the length of the vehicles' saloon/compartment portion, but does not extend over the toilet or gangway end sections.

The fitting of air conditioning has made it possible to dispense with the sliding shutter ventilator lights in the coach bodyside windows. This also eliminates draughts and considerably reduces the noise factor within the coach.

2. **Heating.** This automatically operates in the following cycles:—

(a) **Pre-heating.**

This is initiated when the interior temperature of the coach is below 18°C (65°F).

During this cycle all the warmed air is recirculated, being drawn from inside the coach, passed through the filter, then over the heater elements and redistributed into the saloons/compartments and toilets.

When the ambient temperature is 0°C (32°F) it will take 75 minutes to raise the coach temperature to approximately 18°C (65°F).

If the ambient temperature is below 0°C (32°F) an additional preheating time of twenty minutes is required.

(b) **Heating.**

This occurs when the coach interior temperature is in the Zone 18°C (65°F) to 21°C (70°F), but during this cycle the air drawn through the filter, over the heater elements and distributed into the coach is a mixture of 75% fresh and 25% recirculated air.

3. **Cooling.** This automatically operates in the following cycles:—

(a) **Pre-cooling.**

This occurs when the coach interior temperature is above 27°C (81°F). When the ambient temperature is 30°C (86°F) the air conditioning unit will require forty minutes pre-cooling time to lower the temperature of the coach interior to approximately 27°C (81°F).

(b) **Cooling.**

This occurs when the coach interior temperature is within the zone 27°C (81°F) to 23°C (73°F).

AIR CONDITIONING OF COACHING STOCK—continued**4. Ventilation.**

Ventilation occurs between the heating and cooling cycles when the vehicles interior temperature is in the zone 21°C (70°F) to 23°C (73°F).

In this zone when ventilation occurs, the cooling fans will run without the cooling cycles refrigerant system.

In both the COOLING and VENTILATION cycles the air is a mixture of fresh and recirculated.

5. Toilet Water Heater.

In toilet compartment, the wash-basin hot water supply is heated by the electrical power supply of the locomotive.

6. Guard's Food Warmer.

The guard's food warmer is heated by the electrical power supply of the locomotive.

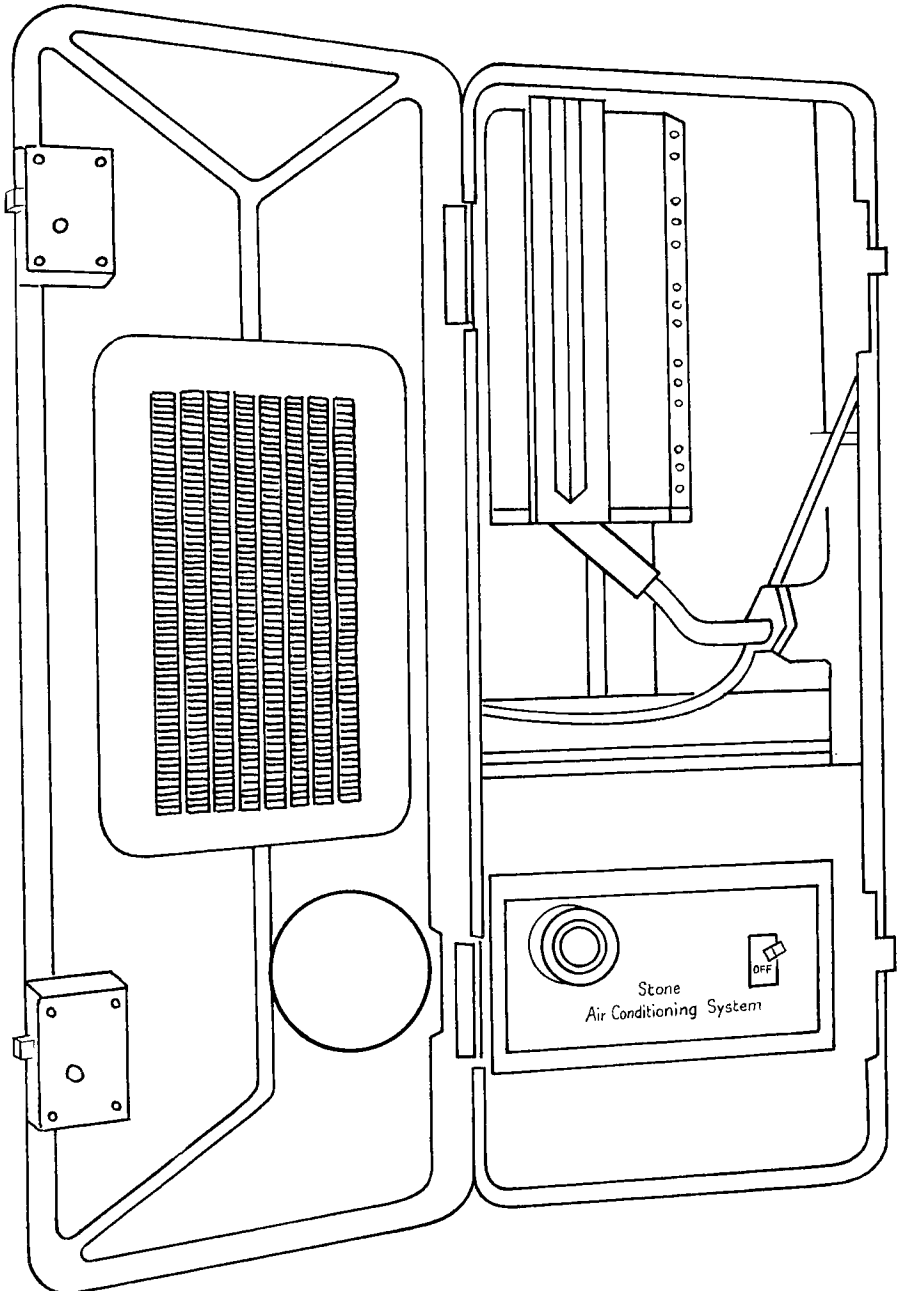
MASTER CONTROL SWITCH.

Fig. 1

E. SUPPLY OF ELECTRIC POWER TO COACHING STOCK TRAINS.

1. Warning.

The Electric Power Supply to the Equipment is 800 volts.

Before any adjustment or maintenance is undertaken to the electrical equipment, the electric power supply circuits must be made "dead". The jumper cable must be disconnected at both ends of the vehicle on which work is to be carried out. A special notice **DANGER DO NOT CONNECT—POWER SUPPLY** must be suspended on each coach and jumper cable until the work is completed.

Any adjustment or alteration required on the equipment must only be given by **APPROVED** Divisional Maintenance Engineer's staff and all other staff are warned that they **MUST NOT** interfere with the equipment other than to couple or uncouple the plugs and receptacles and operate the rotary interlock circuit switch in emergency (also, in the case of air conditioning vehicles, and vehicles fitted with the Pressure Ventilation and Heating system, the Master "Control" switch), as outlined in the instructions.

It should also be noted that the live receptacles at the leading end of the locomotive and the rear end of the last coach connected to the power supply of trains are live when the electric circuit is complete and the receptacle flaps must **NOT** be opened.

Under **NO** circumstances must jumper cable plugs be allowed to trail on the ground and when not in use **MUST** be placed in the receptacles provided on the vehicles.

When a train is being supplied with electric power by a shore supply or locomotive for pre-heating, ventilation, pre-cooling or functional testing purposes, the train must be protected by a red flag or red lamp in accordance with the protection instructions, contained in General Appendix. A suitable warning notice indicating that the train has the electric power supply connected must be attached to the live receptacle, (c) on figures 2 and 3, at the end of the train where red flag/red lamp is displayed.

ELECTRIC POWER SUPPLY END COUPLINGS ON LOCOMOTIVES AND COACHES.

SIDE AND END VIEW OF COACH END COUPLINGS FOR ELECTRIC POWER SUPPLY (LOCOMOTIVES ARE SIMILARLY FITTED).

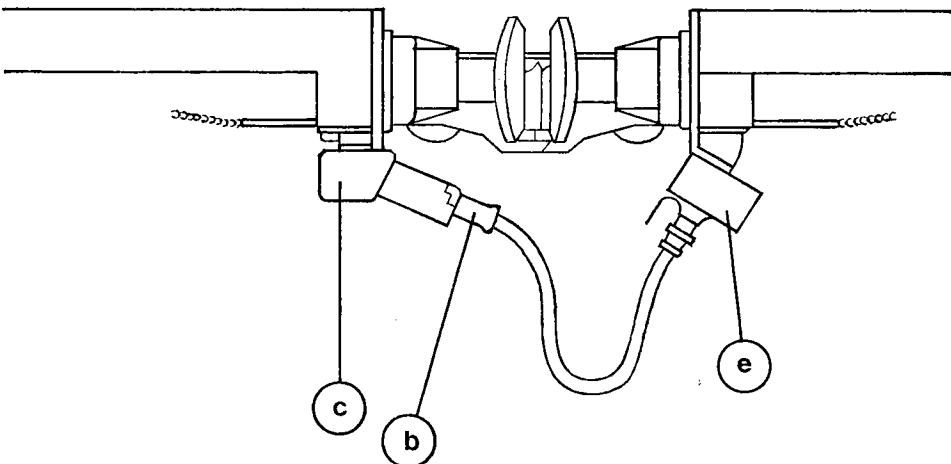


Fig. 2 (SIDE VIEW).

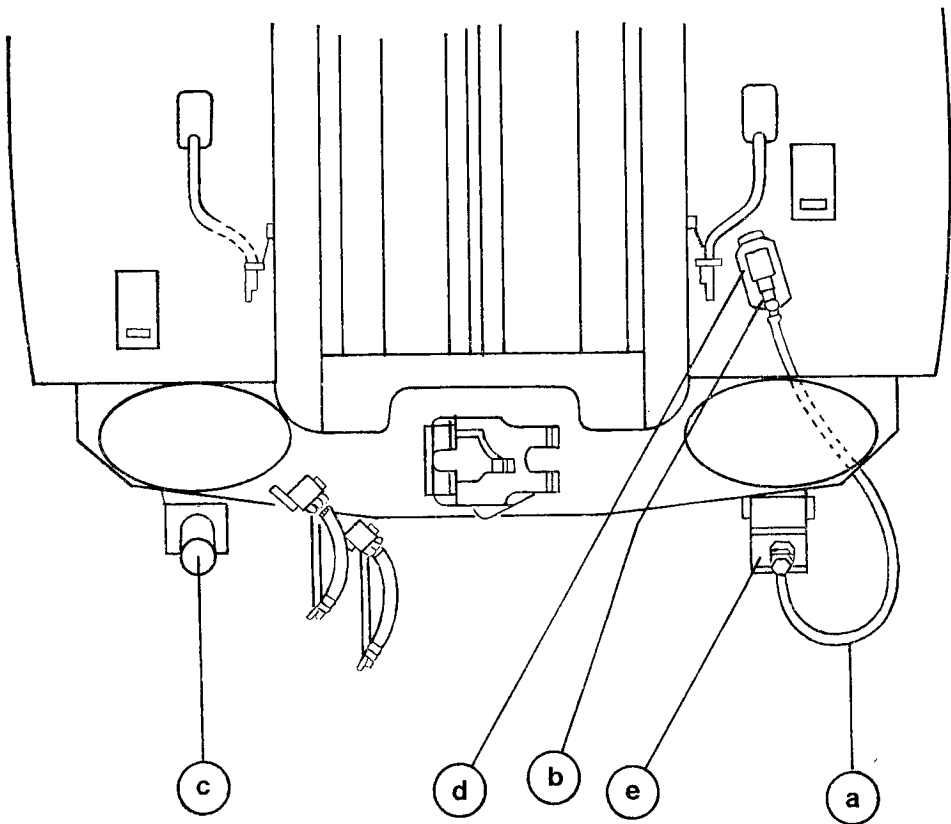
ELECTRIC POWER SUPPLY—continued

Fig. 3 (END VIEW).

- Key: (a) Jumper cable.
 (b) Jumper cable plug.
 (c) Live receptacle.
 (d) Dummy receptacle.
 (e) Fixed end box.

2. Description.

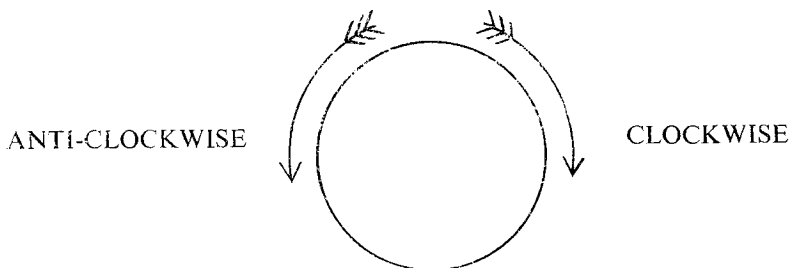
A jumper cable (a) with plug (b) attached is fitted beneath the right-hand buffer at each end of each coach. Similarly fitted under each left-hand buffer is a live receptacle (c).

The power supply is taken from the locomotive which is also fitted with similar plugs and receptacles.

The plugs and receptacles of locomotives and coaches are situated opposite each other and are coupled or uncoupled at rail level.

When coupling, each jumper cable plug must be fully inserted into a receptacle and rotated in a clockwise direction to lock the jumper cable into position thereby completing the electric power supply circuit. The spring lid dust cap will engage with the jumper cable plug to lock it into position.

Similarly, when uncoupling, each jumper cable plug must be rotated **ANTI-CLOCKWISE** to break the electric power supply circuit before removal of the plug.



This system is designed to ensure maximum safety for the staff. The receptacles and jumper cable plugs being "dead" until ALL plugs have been locked into a receptacle.

NOTE: The electrical power supply must be switched "OFF" before attempting to couple or uncouple the electric power supply jumper cables.

SUPPLY OF ELECTRIC POWER—continued**3. Driver Testing Locomotive Equipment.**

Before a locomotive leaves a holding siding, maintenance depot or fuelling point, the train electric power supply equipment must be tested in accordance with the driving instructions.

4. Maintenance Staff Testing of Coaching Stock Fitted with Air Conditioning Equipment.

The carriage sidings maintenance staff must inspect coaches with the power supply connected, to confirm that the air conditioning equipment is functioning correctly and the vehicles are suitable for the day's service commitments. This must be carried out prior to the Guard taking over the train.

5. Coupling/Uncoupling of Locomotives To/From Trains.**Important.**

As the electrical supply from the locomotive operates the heating and cooling cycles of air conditioned fitted vehicles, trains which, wholly or in part, have vehicles fitted with air conditioning in their formation, **MUST** have the jumper cables between the locomotive and train coupled at all times.

(a) Coupling.

When coupling locomotive to a train where it is necessary for the electric power supply to be connected, Movements staff must proceed as follows:—

- (i) Ascertain if the train concerned is receiving an electrical supply for heating/cooling or testing purposes by a shore supply or other locomotive. This will be recognised by the protection arrangements' warning notice on the live receptacle and red flag/red lamp exhibited at the end of the train.

NO ATTEMPT MUST BE MADE TO COUPLE THE LOCOMOTIVE WHILST THE SHORE ELECTRIC POWER SUPPLY IS STILL CONNECTED.

If the train is receiving an electrical supply for heating, cooling or testing purposes, the Dept Supervisor or Area Manager must be contacted to arrange for the shore supply or other locomotive to be uncoupled and for the red flag or light, together with the warning notice, removed.

- (ii) Obtain assurance from the driver that the train power supply is otherwise "OFF".
- (iii) First, remove the jumper cable plug on the locomotive from its dummy receptacle and couple to the train. **Then**, remove the jumper cable plug on the train from its dummy receptacle and couple to the live receptacle on the locomotive.

NOTE: It is essential that this sequence of coupling the jumper cables is strictly followed.

(b) Uncoupling.

- (i) Obtain assurance from the Driver that the train power supply is "OFF".
- (ii) Remove any one of the jumper cable plugs between the locomotive and leading vehicle from a live receptacle and couple to its dummy receptacle.

Then deal with the other jumper cable in the same way.

Each time a jumper cable plug is uncoupled, it must be inserted and locked into a receptacle BEFORE attending to the next jumper cable plug.

NOTE: A similar sequence and course of action must be carried out when attaching/detaching vehicles to/from **front** of train with train locomotive.

(See also Para. 8 "Coupling/Uncoupling of coaches en route".)

The jumper cable plug at the leading end of the locomotive must be correctly fitted into its dummy receptacle. Similarly, the jumper cable plug at the rear of the last vehicle to receive a power supply must be correctly fitted, in order to complete the train power supply circuit.

The driver must ensure that the jumper cable plugs are correctly coupled between locomotive and train and that the cable plug at the leading end of the locomotive is correctly fitted in its dummy receptacle.

6. BEFORE DEPARTURE FROM A STABLING POINT, STATION OR TERMINUS.

The Guard must ensure ALL jumper cable plugs are correctly coupled throughout the train; also that the Master "Control" Switch and the rotary interlock circuit switch, both located in one vestibule lobby of each vehicle, are in the "ON" position.

NOTE: In certain brake vehicles the Guard will find the Master "Control" Switch in his compartment.

The Guard must, when satisfied that all is in order, advise the Driver that the train electrical supply may be switched "ON". After receiving this assurance, the Driver must press the train electrical supply "ON" button, ensuring that the train supply indicator light is illuminated. The Guard must then be advised that the train electrical supply is operating.

SUPPLY OF ELECTRIC POWER—continued

If the train electrical supply indicator fails to light, the Driver must investigate the fault in the normal way. If, after the Driver's investigation, the train supply still fails to function, all interlock circuit switches throughout the train must again be checked, by the Guard, to ensure that they are in the "ON" position. If the train electric power supply still fails to operate correctly, the fault must be reported immediately. In the case of trains formed wholly or in part of vehicles fitted with air conditioning, the fault should be rectified before the train proceeds.

Where vehicles fitted with **air conditioning** are concerned, the green pilot light must be seen to be illuminated by the Guard. Failure of the light to illuminate must immediately be reported to the C. & W. staff so that the fault can be rectified before the train proceeds.

If the foregoing faults persist and excessive delay to the train, and/or reaction on other trains, is likely to arise, the Area Manager or his senior representative must consult the Control to decide whether or not the train should proceed and fault be dealt with at destination—Guard to be instructed of decision accordingly.

When the electrical supply is not provided to the train during its journey from the stabling point to station or terminus, prior to its going into service, the Master "Control" Switch in each vehicle **MUST**, except as shown below, be switched "OFF" and must remain in that position until the Guard preparing or working the train as a passenger train, carries out his duties as shown in these instructions. (Exception: In the case of air-conditioned stock, when the ambient temperature is high, the equipment may be left switched "ON" if the period of time between the discontinuation of the power supply and it being restored is not expected to exceed two hours.)

At Carriage Sidings and starting points, when a locomotive is attached to train before arrival of the Guard, electric heating may be applied if an assurance is given by a person in authority that it is safe to do so and all necessary procedures have been carried out.

7. DURING THE JOURNEY.**(a) Vehicles equipped with Air-Conditioning.**

All staff are reminded that observance of the green pilot light illuminated in the Master "Control" panel, does NOT necessarily verify the functioning of the air conditioning equipment, as illumination is caused by either a power supply or the vehicles' own batteries. These batteries do not operate the air conditioning, only ventilating the vehicle whilst they remain charged. The illumination of the green pilot light is intended as a guide only.

Failure of the green pilot light to illuminate is caused by:—

- (i) absence of a power supply,
- (ii) discharged batteries or
- (iii) a defective light bulb.

The Guard must make regular inspection of the vehicles, consistent with his other duties, to sense and, if possible, anticipate passenger discomfort.

Action to be taken by the Guard in the event of failure:—

- (i) Where no passenger discomfort is sensed but the green pilot light is not illuminated—have the light bulb examined at the next scheduled stop where C. & W. staff are located. Up to the time of examination, the Guard should return to the vehicle at intervals so as to initiate the instructions in (ii) below, if necessary.
- (ii) Where passenger discomfort is sensed, **WHETHER THE EQUIPMENT IS KNOWN TO BE OPERATING OR NOT**, the Guard should carry out those of the following he sees fit to, bearing in mind the climatic conditions:—
 - (a) wedge open saloon sliding doors;
 - (b) advise passengers in compartments to open the compartment sliding door
 - (c) wedge open swing corridor doors of compartment vehicles;
 - (d) lower bodyside door droplights;
 - (e) move passengers to other vehicles;
 - (f) maintain open access to adjacent buckeye coupled vehicles;
 - (g) turn "OFF" Master "Control" Switch (for **SHORT** periods only).

The C. & W. staff at the next scheduled stop where such are located should be advised of the defective coach/coaches.

Where the fault is repaired en route, the Guard must ensure he corrects the steps he took to alleviate passenger discomfort.

On these occasions when all seats are occupied and passengers are standing in the vestibule ends (which are not air-conditioned), the Guard should lower one of the door drop-lights to allow circulation of fresh air. The drop-lights should be closed as soon as circumstances permit.

If the electrical power supply to the train fails and the fault is found on the train set and cannot be rectified or the vehicle's equipment isolated, the vehicle/vehicles should be detached from the train.

SUPPLY OF ELECTRIC POWER—continued**(b) Trains which do not have air-conditioned vehicles in their formation.**

If, for any reason, the electrical power supply to the train fails, the Guard must inform the C. & W. staff or other competent staff to ensure the coaching stock is examined and tested at the end of it's days work. Meantime, if the fault persists, switch to steam heating to avoid undue delay.

8. COUPLING AND UNCOUPLING COACHES EN ROUTE.

When a train is scheduled to attach or detach vehicles en route, the Guard must advise the Driver accordingly.

The Driver must press the train electric power supply "OFF" button and ensure the train supply indicator light is OUT prior to reaching the point where vehicles are to be attached or detached.

NO ATTEMPT MUST BE MADE TO COUPLE/UNCOUPLE THE LOCOMOTIVE OR VEHICLE(S) WHILST THE ELECTRIC POWER SUPPLY IS STILL "ON".

Movements staff must obtain assurance from the Driver that the train electric power supply has been switched "OFF", then proceed as follows:—

(a) Coupling/Uncoupling vehicles to front of train.

(i) See para. 5 "Coupling and Uncoupling of Locomotives to/from Trains"—the same procedure and sequence of events to be carried out.

(ii) It is important that, when **coupling** additional vehicles to front of train, the jumper cable plug on the vehicle attached to the locomotive must first be removed from its dummy receptacle and coupled to the rear portion. Then, the jumper cable plug on the rear portion should be removed from its dummy receptacle and coupled to the front portion of the train (i.e. portion being attached).

(b) Coupling/Uncoupling vehicles to/from rear of train.**(i) Coupling.**

The jumper cable on the rear vehicle of the train must first be removed from its dummy receptacle and coupled to the attaching vehicle. The jumper cable plug on the attaching vehicle should then be removed from its dummy receptacle and coupled to the train.

(ii) Uncoupling.

Remove any one of the jumper cable plugs between the vehicles concerned from a live receptacle and couple to its dummy receptacle. Then deal with the other jumper cable in the same way.

Each time a jumper cable plug is uncoupled it must be inserted and locked into a receptacle BEFORE attending to the next jumper cable plug.

After the coupling or uncoupling of a vehicle from a train, the Driver **MUST NOT** re-establish the train electric power supply until assurance has been received from the Guard that the coaches are correctly coupled. The Driver must then carry out those duties laid down under the heading "Before Departure from a Stabling Point, Station or Terminus".

9. BRAKE APPLICATION NOT INITIATED BY DRIVER.

When the Driver observes that the brake is being applied by either the passenger communication system, Guard or other cause, the Driver must, after taking the necessary action to control the train, press the train electric supply "OFF" button.

After investigation, and having received the Guard's assurance that he, the Guard, is satisfied that all is in order, the Driver must re-establish the electric power supply.

Where the train concerned is double-headed, the Driver in charge of the train brake must ensure the Driver of the train locomotive is advised to switch "OFF" the train electric power supply immediately the train comes to rest.

10. EMERGENCY MEASURES—PRECAUTIONS IN CASE OF FIRE.

On diesel locomotives—the Driver must first switch "OFF" the train electric power supply and then follow the procedure given in the Driver's Instruction Book BR.33003/6.

On coaching stock—the rotary interlock circuit switch, covered by a glass panel, is fitted in one vestibule lobby of each vehicle, and is only to be used in an emergency. In the event of a fire the glass over the rotary switch must be broken and the switch moved into the "OFF" position, thereby disconnecting the electric power circuit. This **MUST** be done before fire extinguishers are brought into operation. As soon as possible the Guard must communicate with the Driver who **MUST** switch "OFF" the electric power supply.

NOTE: The operation of any one rotary switch to the "OFF" position will break the electric power supply circuit throughout the train.

11. DOUBLE HEADING BY TWO LOCOMOTIVES.

If both locomotives are equipped for electric power supply, the train locomotive will supply the power and, therefore, the jumper cables between the two locomotives need not be coupled.

12. FAILURE OF TRAIN LOCOMOTIVE INCLUDING ITS INABILITY TO MAINTAIN AN ELECTRIC POWER SUPPLY.

- (a) In the event of the failure of the train locomotive and the assisting locomotive is equipped to provide electric power, the jumper cables between the locomotives must be coupled and power provided by the leading locomotive. The Driver of the train locomotive must ensure that the electric power supply equipment on his locomotive is "OFF" prior to coupling the assisting locomotive.

NO ATTEMPT MUST BE MADE TO COUPLE THE ASSISTING LOCOMOTIVE WHILST THE ELECTRIC POWER SUPPLY IS STILL CONNECTED.

- (b) If assistance is provided by a locomotive NOT fitted to provide electric power, the following will apply:—
- (i) If the train locomotive can provide electric power, the Driver of that locomotive will ensure that power is supplied.
 - (ii) If the train locomotive is **unable** to supply power,
 - on trains formed wholly of vehicles NOT fitted with air conditioning, the steam generator on the leading locomotive must be used;
 - on trains formed wholly or in part of vehicles fitted WITH air conditioning, the assisting locomotive must only be used to haul the train to the nearest point where a locomotive capable of supplying electric power can be attached.
- (c) If assistance can only be given from the rear, the power supply must NOT be used whilst propelling the train.
- (d) In the event of the locomotive being unable to maintain an electric power supply (but is still capable of hauling the train):—
- (i) On trains formed wholly of vehicles NOT fitted with air-conditioning, the Driver must ensure the locomotive is reported and arrange for the steam generator to be used.
 - (ii) On trains formed wholly or in part of vehicles fitted with air-conditioning, the driver must use his discretion as to whether to:—
 - (a) proceed to the next point at which a locomotive capable of supplying electric power is available,
 - (b) stop his train and call for assistance from the nearest point (again at which a locomotive capable of providing electric power is available), or,
 - (c) when the destination of the train will shortly be reached, proceed to that point.

13. TERMINATION OF JOURNEY.

On arrival of the train at its destination, after passengers have detrained, the Guard and station staff must ensure that the bodyside, compartment and saloon sliding doors are closed, in order to retain as far as possible the conditions that have been provided during the previous journey. Also, it is the responsibility of the Guard, or other appointed staff, to switch "OFF" the Master "Control" Switch in each vehicle. Failure to do this will result in discharged batteries.

So far as turn-round trains are concerned, the above instructions apply in full, though, exceptionally, when the ambient temperature is high, the equipment may be left "ON" if the period of turn-round is not expected to exceed two hours.

14. DISPOSAL OF LOCOMOTIVES.

When disposing of the locomotive on arrival at the holding siding, maintenance depot or fuelling point, any known defects in the electric power supply equipment must be recorded in the Locomotive Repair Book.

15. PASSENGER COMFORT.

Every endeavour must be made to ensure the electric power supply to trains is maintained and the comfort of passengers assured. This depends upon the personal attention and co-operation of all concerned. Complaints from passengers must be reported to the Driver and the C. & W. staff at the first stopping point. Inspectors attached to Departments concerned with this aspect of passenger comfort must see that these instructions are carried out.

In cold weather, in dual-heated vehicles, Guards and Train Attendants must take care that the heater control in empty compartments is placed in the "ON" position and the windows and compartment doors of corridor vehicles kept closed.

Where trains are stabled during the day or night, and it is considered necessary, arrangements should be made for trains to be connected to a power supply before being sent into service, either by the train locomotive being called out earlier or by a locomotive being called out specially where an electric shore supply is not available.

16. FORMATION OF TRAINS.

Air-conditioned coaches will normally be formed in train sets of similar vehicles. However, it is permissible for air-conditioned vehicles and other vehicles capable of receiving an electric power supply to be attached together in the same train. So far as these latter vehicles are concerned, the Sectional Appendix section headed "Passenger Comfort" must be observed.

Maximum train length where electric power is from a shore supply or locomotive.

| Coaches | Maximum Train Length |
|---|-------------------------|
| Mark I Coaches (average) and Sleeping Cars .. | 20 |
| Mark II, IIA, IIB | 16 |
| Mark IIC (as built) | 16 |
| Mark IIC (Air-conditioned) | 13 |
| Mark IID | 13 |
| Mark III | 11 |

BG vehicles and other non-passenger carrying vehicles in the train formation can be ignored. Restaurant Cars and Dining Vehicles must be taken into account.

In so far as vehicles fitted with air-conditioning are concerned the minimum train length which can be connected to the electric power SHORE supply is THREE vehicles.

OTHER GENERAL INSTRUCTIONS

PROPELLING OF LOADED PASSENGER TRAINS INTO BAY PLATFORMS

The propelling of trains conveying passengers into bay platforms is prohibited, unless the train has previously been brought to a stand at a platform line and performed Station duties.

PROVISION OF SPEAKING COMMUNICATION BETWEEN DRIVER AND GUARD ON MULTIPLE-UNIT STOCK

"Loudaphone" apparatus by means of which the Driver and Guard may speak to each other is provided on certain multiple-unit stock.

A "Loudaphone" handset is provided in each Driver's cab with a push button marked "Call", which when depressed sounds a buzzer in the Guard's compartment.

A "Loudaphone" cabinet type unit, fitted with loudspeaker and mouthpiece, is provided in the Guard's compartment. Two push buttons, one marked "Call" and the other marked "Speak" are also provided.

When depressed the "Call" button sounds a buzzer in the Driver's cab and the "Speak" button must be kept depressed while speaking. The call signal should be acknowledged in every case.

On Diesel multiple-unit stock, the equipment is inoperative unless the Driver's Main Switch Key is in the "On" position.

The apparatus may also be used by Shunters, in the absence of Guards, to communicate with the Driver in connection with Shunting operations. It should be specially noted, particularly by Shunters that these sets do not operate from Driver's cabs to Driver's cabs but only between Guards' brakes and Driver's cabs.

The apparatus must only be used for essential conversation between the Driver and Guard or Shunter on matters affecting the working of the train; and except in an emergency it should not be used whilst the train is in motion.

The use of the "Loudaphone" does not in any way relieve the Trainmen or Shunters of their obligation to carry out the relevant Rules and Regulations.

Under no circumstances must the apparatus be used for starting of trains.

Where units are coupled together, the doors of Driver's cabs not being used must be kept locked to avoid unauthorised interference with the equipment.

PASSENGERS FALLING FROM TRAINS

In the event of a passenger falling from a train, the Guard must obtain particulars of the number and class of the vehicle, and this information, together with sufficient particulars to identify the actual door in question, must be sent by the earliest possible means to the C.M. & E.E. Department staff at the nearest point so that a thorough examination of the locks, fittings, etc., may be made without delay.

The following points must be noted and recorded at the time:—

- Whether compartment door opened towards the front or the rear of the train.
- Whether the door was fitted with inside handle or not.
- Whether the door light was closed or open.
- Whether anything in the compartment or on the footboard indicated that the door was opened for an improper purpose.

In those instances where it is not possible to attach a tail lamp to the rear of the Diesel Multiple-Unit, **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.

INSTRUCTIONS IN RESPECT OF TRAINS CONVEYING OUT-OF-GAUGE AND EXCEPTIONAL LOADS

Where reference is made in instruction Nos. 2 and 3 to the receipt of the Train out of section signal for the previous train the Signaller at the box in rear must ascertain from the Signaller at the box in advance that the previous train has passed the overlap of the rearmost controlled signal before signalling an out-of-gauge train.

WEED KILLING TRAIN

The following instructions must be observed in connection with the working of the weed killing train:—

1. Classification and Signalling.

The train must always be signalled and dealt with as an ordinary fully fitted Express Freight Train Class 6(b).

2. Formation of train.

The vehicles must be marshalled as shown below, and the trains may be hauled from either end:—

| | | | | | | | | |
|-----|-------------------------|----|----|----|----|----|----|---------------|
| (a) | 1 Brake Van | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Tank Wagon | .. | .. | .. | .. | .. | .. | Vacuum Piped |
| | 1 Tank Wagon | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Tank Wagon | .. | .. | .. | .. | .. | .. | Vacuum Piped |
| | 1 Tank Wagon | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Tank Wagon | .. | .. | .. | .. | .. | .. | Vacuum Piped |
| | 1 Tank Wagon | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Spray Van | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Mess and Sleeping Van | | | .. | .. | .. | .. | Vacuum Braked |
| | 1 Brake Van | .. | .. | .. | .. | .. | .. | Vacuum Braked |

OR

| | | | | | | | | |
|-----|-------------------------|----|----|----|----|----|----|---------------|
| (b) | 1 Brake Van | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank.. | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank.. | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank.. | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank.. | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank.. | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank.. | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Spray coach | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Mess/Brake Coach | .. | .. | .. | .. | .. | .. | Vacuum Braked |

OR

| | | | | | | | | |
|-----|-------------------------|----|----|----|----|----|----|---------------|
| (c) | 1 Brake Van | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Water/Chlorate Tank | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Spray Coach | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Mess and Sleeping Van | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 General Utility Van | .. | .. | .. | .. | .. | .. | Vacuum Braked |
| | 1 Brake Van | .. | .. | .. | .. | .. | .. | Vacuum Braked |

WEED KILLING TRAIN—continued**3. Vacuum Brake.**

The whole train must be vacuum connected throughout and to the locomotive.

4. Attaching additional tank wagons.

Additional Tank Wagons may be attached to the train, provided they are marshalled next within the rear brake van.

5. Speed.

The maximum speed when running light must not exceed 45 m.p.h.

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

Should any case arise where these speeds are exceeded, the facts must at once be reported to the Chief Civil Engineer, York, quoting the date and time, locomotive number, and the location of the train at the time.

6. Propelling.

The train may be propelled in accordance with the provisions of the Rule Book, Section H, Clause 8.3 and the instructions contained in the preamble to Table "F" of the Sectional Appendix, provided the vacuum brake is connected throughout.

**BREAKDOWN ARRANGEMENTS
BREAKDOWN TRAINS**

In cases of accident where a breakdown train is required, application must be made by the quickest means to the Divisional/District Control (hereinafter referred to as The Control) in whose area the incident has occurred. The message must state to what extent the running lines are blocked and give such information as will enable an idea to be formed of the nature and extent of the incident and the amount of assistance necessary.

The Control will then decide which breakdown train is required and make arrangements for it to be ordered out.

If the derailment is particularly severe and the Control considers a second breakdown train may be required the Control must alert the most suitable train, pending confirmation from the site. If, however, additional breakdown trains have not been ordered and the official in charge of the breakdown train at the site considers such assistance should be given, he must notify the Control, who will then be responsible for making the necessary arrangements.

At the earliest possible opportunity the Control, must advise the Divisional Maintenance Engineer, or his representative, that a second train is alerted and ask for instructions as to whether it should be sent to the site or not.

The time of departure of breakdown trains must be promptly advised forward from the starting point to all stations en route. Signalmen and Station Managers must take all necessary and prompt measures to ensure breakdown trains reach the point of obstruction with minimum delay.

GENERAL NOTES

1. STEAM BREAKDOWN CRANES WORKING IN SIDINGS.

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

Steam 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, as defined in the Route Availability Book BR.29993.

2. TRANSFER OF CRANES.

When a crane is required to work in a location where it is not shown as being so authorised, arrangements must be made for the approval of the Chief Civil Engineer to be first obtained.

3. BREAKDOWN TRAIN WORKING WITH THE AUTOMATIC BRAKE NOT OPERATIVE THROUGHOUT.

If for any reason the continuous brake is not operative throughout the train, the Depot Manager from whose depot the train starts, must advise the Control accordingly, who must in turn advise the Signaller at all boxes on the route in order that the provision 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 Control must pass the information forward.

GENERAL NOTES—continued

4. SPEEDS OF BREAKDOWN CRANES.

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

| Capacity of crane | Maximum speed m.p.h. | Remarks |
|-------------------|-------------------------|---|
| 20 tons and under | 25 | — |
| 21 — 29 tons | 30 | — |
| 30 — 50 tons | 45 | To apply whether or not fitted with weight relieving bogies. A crane having an articulated jib, and suitable in other respects may run at 60 m.p.h. |
| 75 tons | 60 | — |

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.

Details of crane numbers, permitted speeds and route availability of cranes allocated to E.R. Line Running and Maintenance Depots are shown in the Route Availability Booklet B.R.29993.

BREAKDOWN TRAIN ARRANGEMENTS—NEWCASTLE DIVISION

| Running and Maintenance Depot and Crane Capacity | Covers Lines | | Prohibitions | Restrictions |
|--|--------------------------------|--|---------------------------------------|--|
| | From | To | | |
| Gateshead DB967160 75 tons (steam) Route Availability Group 7 Maximum speed 60 m.p.h. Additional Route Availability in an Emergency at 15 m.p.h. Group 6 | Marshall Meadows | Durham (Relly Mill) inclusive, via Team Valley | Newcastle Quay side Branch | — |
| | Morpeth | Bedlington Junction (exclusive) | — | — |
| | Manors | Backworth via Jesmond | Curve, Manors North and Argyle Street | — |
| | Backworth | Newsham North Junction (excl.) | — | — |
| | South Gosforth .. | Callerton (I.C.I. Sidings) | — | — |
| | Benton Curves .. | — | — | — |
| | Heaton South .. | Backworth via Tynemouth | — | — |
| | Heaton Riverside .. | Percy Main Station | — | — |
| | Earsdon Junction .. | Percy Main (Northumberland Dock) | — | Percy Main North to Tyne Commission Quay. Permitted to end of B.R. maintenance only. |
| | Percy Main North | and Station | — | — |
| | Newcastle | Newburn | — | — |
| | Newcastle | Haltwhistle (incl.) (L.M. Boundary) | — | — |
| | Haltwhistle | Alston | — | — |
| | King Edward Bridge | Greensfield | — | — |
| | Gateshead (King Edward Bridge) | Blaydon via Norwood) | — | — |
| | Bensham Curve Junction | Low Fell Junction .. | — | — |

BREAKDOWN ARRANGEMENTS—NEWCASTLE DIVISION—*continued*

| Running and Maintenance Depot and Crane Capacity | Covers Lines | | Prohibitions | Restrictions |
|--|---|--|----------------------|----------------------------------|
| | From | To | | |
| Blyth Cambois Tool Vans Tyne Yard Tool Vans Carlisle Kingmoor (L.M. Region) No. 1074 75 tons (steam) Route Availability Group 7 Maximum speed 60 m.p.h. Additional Route Availability at 15 m.p.h. Group 6 Thornaby No. 331156 45 tons (steam) Route Availability Group 3 | Norwood Junction | Low Fell Junction.. | — | — |
| | Ouston Junction .. | Blackhill | — | — |
| | Consett | Weatherill | — | — |
| | Newcastle | Shincliffe (incl.) via H.L.B. and Leamside | — | — |
| | Washington Yard .. | — | — | — |
| | Washington Chemical Works | Stella Gill | — | — |
| | Pelaw | Easington (incl.) .. | — | — |
| | Pelaw | South Shields .. | — | — |
| | Tyne Dock | Hedworth Lane .. | — | — |
| | Tyne Dock (Green Lane) | Boldon Colliery .. | — | — |
| | Green Lane | Harton | — | — |
| | Harton | Whitburn | — | — |
| | Southwick Branch.. | — | — | Restricted to speed of 20 m.p.h. |
| | Monkwearmouth Area | — | — | — |
| | Hylton (Ford Works) | Hendon Junction .. | — | — |
| | Pallion | Deptford | — | — |
| | South Dock | Ryhope Grange .. | — | — |
| | Ryhope Grange .. | South Hetton Colliery | — | — |
| | Also covers when crane required:— | | | |
| | West Sleekburn .. | North Blyth .. | North Blyth Staithes | — |
| | Newsham | Blyth Links Road.. | — | — |
| | West Sleekburn .. | Woodhorn | — | — |
| | Newsham | Isabella Colliery .. | — | — |
| | Also gives assistance in an emergency, on request from Control:— | | | |
| | Scottish Region | | | |
| | Marshall Meadows | Edinburgh | — | — |
| | Portobello East .. | Millerhill | — | — |
| | London Midland Region | | | |
| | Petteril Bridge Junction | Carlisle No. 5 .. | — | — |
| | Tebay | Gretna | — | — |
| | West Sleekburn .. | North Blyth .. | — | — |
| | West Sleekburn .. | Woodhorn | — | — |
| | Newsham | Blyth Links Road.. | — | — |
| | Newsham | Isabella Colliery .. | — | — |
| | Tyne Yard Area only | | | |
| | Petteril Bridge | Haltwhistle (excl.).. | — | — |
| | Easington (excl.) .. | Northallerton Low Gates | — | — |
| | Hartlepool Cemetery North Junction | Shotton Bridge .. | — | — |
| | Port Clarence .. | Billingham-on-Tees | — | — |

BREAKDOWN ARRANGEMENTS—NEWCASTLE DIVISION—*continued*

| Running and Maintenance Depot and Crane Capacity | Covers Lines | | Prohibitions | Restrictions |
|--|-----------------------------|--|--------------|--------------|
| | From | To | | |
| Maximum speed 45 m.p.h. Additional Route Availability at 15 m.p.h. Group 2 | Stockton (North Shore) | Haverton Hill (via Billingham Beck Branch) | | |
| | North Shore Branch .. .. . | .. .. . | — |  |
| | Mainsforth (excl.) | Norton-on-Tees East | — | — |
| | Norton-on-Tees | South and West .. | — | — |
| | Eaglescliffe | Saltburn | — | — |
| | Saltburn Junction .. | Skinningrove .. | — | — |
| | Middlesbrough .. | Whitby | — | — |
| | Eston Branch .. .. | .. .. . | — | — |
| | Durham (Relly Mill) (excl.) | Skelton Junction (excl.) | — | — |
| | Ferryhill (Tursdale) | Shincliffe (excl.) .. | — | — |
| | Coxhoe Goods .. .. | .. .. . | — | — |
| | Branch | | | |
| | Ferryhill No. 1 .. | Kelloe Bank Foot | — | — |
| | Ferryhill No. 3 .. | Mainsforth | — | — |
| | Bishop Auckland | East and Goods Yard | — | — |
| | Shildon North Junction | Randolph Colliery | — | — |
| | Darlington (Hope-town) | Nickstream | — | — |
| | Northallerton .. | Redmire | | |
| | Croft Depot Branch | | — | — |
| | Darlington South .. | Eaglescliffe | — | — |
| | Fighting Cocks Branch | | — | — |

LEEDS DIVISION

| Running and Maintenance Depot and Crane Capacity | Covers Lines | | Prohibitions | Restrictions |
|--|--------------------------------|--------------------------------------|--------------|--------------|
| | From | To | | |
| York Tool Vans | Skelton (incl.) .. | Temple Hirst (excl.) | — | — |
| | York | Scarborough .. | — | — |
| | York | Harrogate (incl.) .. | — | — |
| | York (Chaloners Whin) | Dearne Junction (incl.) | — | — |
| | Moorthorpe .. | South Kirkby Junction (incl.) | — | — |
| | Church Fenton .. | Micklefield (incl.) .. | — | — |
| | Selby West Junction | Micklefield Junction (incl.) | | |
| | Castleford East .. | Bowers Halt .. | | |
| | Castleford Central (excl.) | Burton Salmon .. | — | — |
| | Gascoigne Wood .. | Sherburn South .. | — | — |
| | Gascoigne Wood .. | Milford South .. | — | — |
| | Ferrybridge .. | Pontefract (Monkhill) (excl.) | — | — |
| | Ferrybridge .. | Knottingley West Junction (excl.) | — | — |
| | Brayton Junction .. | Barlow | — | — |
| Holbeck No. 331159 40 tons (steam) Route Availability Group 3 Maximum speed 45 m.p.h. Additional | Dearne Valley Colliery Sidings | Helwith Bridge (L.M. Region) (incl.) | — | — |
| | Grassington Branch | .. .. . | — | — |
| | Shipley | Bradford Forster Square | — | — |
| | Shipley (Guiselay Junction) | Guiselay (Esholt Junction) | — | — |
| | Apperley Junction .. | Ilkley | | |

BREAKDOWN TRAIN ARRANGEMENTS—LEEDS DIVISION—*continued*

| Running and Maintenance Depot and Crane Capacity | Covers Lines | | Prohibitions | Restrictions |
|---|--------------------------------------|------------------------------------|--------------|---|
| | From | To | | |
| Route Availability in an Emergency at 15 m.p.h. Group 2 | Leeds City | Harrogate (excl.) .. | | |
| | Leeds City | Bradford Exchange | | |
| | Laisterdyke | Bowling Junction .. | — | — |
| | Bowling Junction | Mill Lane | — | — |
| | St. Dunstons | City Road Goods .. | — | — |
| | Laisterdyke | Dudley Hill | — | — |
| | Neville Hill | Thornhill L.N.W. Junction | — | — |
| | Farnley Branch .. .. | .. .. | — | — |
| | Shawcross Colliery | Branch | — | — |
| | Neville Hill West .. | Hunslet East | — | — |
| | Hunslet Lane Goods | Branch | — | — |
| | Leeds City | South Kirkby Junction (excl.) | — | — |
| | Wortley South | Wortley West | — | — |
| | Methley Junction .. | Castleford (Cutsyke) | — | — |
| | Charlesworths | Lofthouse Junction | — | — |
| | Dearne Valley North Junction | Grimethorpe Colliery | — | — |
| | Dearne Valley South Junction | Goldthorpe Colliery | — | — |
| | Also covers for serious breakdowns:— | | | |
| | Skelton (incl.) | Temple Hirst (excl.) | — | — |
| | York | Scarborough | — | — |
| | York | Harrogate (incl.) .. | — | — |
| | York (Chaloners Whin) | Dearne Junction (incl.) | — | — |
| | Moorthorpe | South Kirkby Junction (incl.) | — | — |
| | Church Fenton | Micklefield (incl.) .. | — | — |
| | Selby West Junction | Micklefield Junction (incl.) | — | — |
| | Castleford East | Bowers Halt | — | — |
| | Castleford Central.. (excl.) | Burton Salmon | — | — |
| | Gascoigne Wood | Sherburn South | — | — |
| | Gascoigne Wood | Milford South | — | — |
| | Ferrybridge | Pontefract (Monkhill) (excl.) | — | — |
| | Ferrybridge | Knottingley West Junction (excl.) | — | — |
| | Brayton Junction | Barlow | — | — |
| Healey Mills No. 330107 45 tons (steam) Route availability Group 3 Maximum Speed 45 m.p.h. Additional Route Availability in an Emergency at 15 m.p.h. Group 2 | Hebden Bridge (incl.) | Goose Hill Junction (excl.) | — | Bridge No. 1 between Dewsbury East Jct. and Headfield—adjoining line to be blocked. |
| | Milner Royd Junction | Bowling Junction (excl.) | — | |
| | Dryclough Junction | Greetland | — | |
| | Diggle (excl.) | Heaton Lodge Junction | — | |
| | Huddersfield(Springwood Junction) | Penistone (excl.) .. | — | |
| | Clayton West Branch | .. .. | — |  |
| | Bradley Branch .. .. | .. .. | — |  |
| | Thornhill Junction | Low Moor | — | |
| | Headfield Branch .. | .. .. | — |  |
| | Horbury Junction .. | Barnsley Exchange Junction (excl.) | — | |
| | Horbury Station Junction | Crigglestone Junction | — | |
| | Wakefield Kirkgate | Westgate South Junction (excl.) | — | |

BREAKDOWN TRAIN ARRANGEMENTS—LEEDS DIVISION—continued

| Running and Maintenance Depot and Crane Capacity | Covers Lines | | Prohibitions | Restrictions |
|---|--|---------------------------------------|--------------|--------------|
| | From | To | | |
| Holbeck No. 331159 Healey Mills No. 330107 | Wakefield East .. including Turners Sidings | Pontefract (excl.) .. Lane and Witham | — | — |
| | Oakenshaw Junction | Oakenshaw North (South Jct.) (excl.) | — | — |
| | Oakenshaw North (excl.) | Crofton East Junction | — | — |
| | Crofton West .. Heckmondwike Curve | Hare Park (excl.) .. | — | — |
| | Huddersfield Hill-House (Ground Frame) | Deighton (I.C.I. Sidings) | — | — |
| | Heaton Lodge (South Junction) | Heaton Lodge (East Junction) | — | — |
| | The following assistance should be given in emergency, on request from control: | | | |
| | Shaftholme | Doncaster | — | — |
| | Dearne Junction .. | Sheffield Victoria and Midland | — | — |
| | Helwith Bridge .. | Carlisle (L.M. Region) | — | — |
| | Darfield | Sheffield | — | — |
| | Eastwood | Rochdale (L.M. Region) | — | — |
| | Diggle | Manchester (L.M. Region) | — | — |
| | Carcroft (Castle Hills) | Doncaster | — | — |

BREAKDOWN TRAIN ARRANGEMENTS—DONCASTER DIVISION

| Running and Maintenance Depot and Crane Capacity | Cover Lines | | Prohibitions | Restrictions |
|--|---------------------------|------------------------------------|--------------|--------------|
| | From | To | | |
| Doncaster No. 967159 75 tons (steam) Route Availability Group 7 Maximum Speed 60 m.p.h. Additional Route Availability in an Emergency at 15 m.p.h. Group 6 Hull Area Botanic Gardens Tool Vans | Shaftholme | Temple Hirst (incl.) | — | — |
| | Shaftholme | Knottingley South Junction (excl.) | — | — |
| | Applehurst Junction | Joan Croft Junction | — | — |
| | Carcroft | South Kirkby Junction (incl.) | — | — |
| | Moorhouse Junction | Frickley Colliery .. | — | — |
| | Carcroft | Skellow Junction .. | — | — |
| | Carcroft | Brodworth | — | — |
| | Adwick Junction .. | Applehurst Junction | — | — |
| | Barlby North (excl.) | Marfleet | — | — |
| | All Hull Area and (excl.) | Seamer Junction | — | — |

CRANES FROM OTHER DIVISIONS

Where necessary the following cranes may work over the Hull Area.

| Depot | No. | Capacity (Tons) | Depot | No. | Capacity (Tons) |
|-------------------|--------|--------------------|----------------------|--------|--------------------|
| Gateshead | 967160 | 75 | Healey Mills | 330107 | 45A |
| Thornaby | 331156 | 45 | Doncaster | 967159 | 75 |
| Holbeck | 331159 | 40 | | | |

PROHIBITIONS**CRANES AFFECTED**

Bridge No. 66 High Level Mineral Line Goods .. 330107

A—Is only authorised to travel between Selby and Hull, between Goole and Knottingly 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.

CRANES FROM OTHER DIVISIONS AND REGIONS

Where necessary the following cranes may work over the Newcastle Division:—

| Depot | No. | Capacity (tons) | Depot | No. | Capacity (tons) |
|----------------------|--------|--------------------|-----------------------------|------|--------------------|
| Holbeck | 331159 | 40 | Haymarket (Scottish Region) | 1054 | 50A |
| Healey Mills | 330107 | 45 | Kingmoor (L.M. Region) | 1094 | 75B |
| Doncaster | 967159 | 75B | | | |

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**Cranes affected.**

Newcastle Quayside Branch Curve.
Manors North and Argyle Street.

All.
All.

Restrictions.

| | | |
|--|--|-------------------------------|
| Stockton (North Shore) and Haverton Hill via Billingham Beck Branch. | Permitted only in case of emergency and subject to speed restriction of 20 m.p.h. | } 967159, 967160, 1094. |
| North Shore Branch | Permitted only in emergency and subject to 10 m.p.h. speed restriction over Bridge No. 3, North Shore Branch at 0 m. 22 chs. and working as far as Portrack Lane only. | |
| Eston Branch.. .. . | } Permitted in case of emergency. | |
| Nunthorpe and Battersby | | |
| Croft Depot Branch.. .. . | | |
| Southwick Branch | 967159 and 967160 permitted in case of emergency subject to speed restriction of 20 m.p.h. | |

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

| Depot | No. | Capacity (tons) | Depot | No. | Capacity (tons) |
|-------------------|--------|--------------------|----------------------|--------|--------------------|
| Kingmoor | 1094 | 75 | Tinsley | 330102 | 45 |
| Gateshead | 96717 | 75 | Lostock Hall | 1001 | 50 |
| Thornaby | 331156 | 45 | Newton Heath | 1083 | 45 |
| Doncaster | 967159 | 75 | Derby | 1092 | 75 |

CRANES FROM OTHER DIVISIONS AND REGIONS—continued

| Prohibitions | Cranes affected. |
|--|---|
| Snydale Branch | All. |
| Shipley (Guiseley Junction and Guiseley (Esholt Junction). | 967159, 967160 and 1094. |
| Charlesworth and Whitwood .. | } 967159 and 967160. |
| Headfield Branch | |
| Horbury Junction and Crigglesstone | |
| Laisterdyke West and Bowling Junction. | |
| Restrictions. | |
| Neville Hill (West) and Hunslet East Bridge No. 19A Ilkley (Station Subway). | 967159, 967160 and 1094 permitted only in emergency. All cranes subject to a 10 m.p.h. speed restriction. |
| Bridge No. 1 between Dewsbury East Junction and Headfield Junction. | Adjoining line to be blocked for all cranes. |
| Horbury & Ossett Station and Barnsley Exchange Junction. | 967159 and 967160 permitted only in case of emergency. |
| Shawcross Colliery Branch.. .. | 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. |
| Laisterdyke East and Dudley Hill .. | 967159 and 967160 permitted only in case of emergency. |
| Holbeck and Laisterdyke East, via Stanningley. | 967159 and 967160 restricted to a speed of 30 m.p.h. between Wortley West and St. Dunstons East. |
| Pontefract West and Methley Junction. | 967159 and 967160 permitted only in case of emergency and subject to 20 m.p.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. |

FAILURE OF LOCOMOTIVES

When a locomotive fails due to a defect or fault the Driver should make certain that information is given as to whether or not the locomotive is capable of being moved. If he is not in a position to give this information he should, at the first available opportunity after he has ascertained the extent of the failure, ensure that the information is given to the nearest Signaller as to what is required in the way of assistance and whether or not his locomotive is capable of being moved.

RE-RAILING OF DIESEL LOCOMOTIVES

When a diesel locomotive becomes derailed, re-railing operations must only be carried out by qualified staff.

The Movements Department person-in-charge must take immediate steps to obtain the services of qualified staff and, in the meantime, no attempt must be made to re-rail the locomotive by any means.

COUPLING AND UNCOUPLING OF LOCOMOTIVES

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

When a driver is acting as a second man or 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 A TRAIN FROM ONE RUNNING LINE TO ANOTHER

Trains must not be shunted for refuging purposes from Main to Main or to a Branch line where the line is on a falling gradient steeper than 1 in 100 unless there is a locomotive at the lower end.

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 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 the vehicles becoming uncoupled.

SHUNTING LOCOMOTIVES—OPERATION OF TRACK CIRCUITS

Owing to gaps in track circuiting locomotives with a wheelbase of 8 ft. 6 in. or less must not travel over Main Running lines unless working with at least one vehicle attached.

Owing to the gaps greater than 8 feet 6 inches in the track circuiting in the area covered by the Doncaster signalling installation, i.e., Bridge Junction, St. James Junction, Doncaster South, Doncaster North, Doncaster "C", Marshgate Goods, Arksey and Bentley Crossing, locomotives with a wheelbase of 19 feet or less must not travel over the running lines in the area without at least one vehicle attached.

Locomotives with a wheelbase of 19 feet or less engaged in shunting operations at Doncaster Station must always have a **fitted** vehicle attached with the vacuum brake operating. The vehicle may be attached to the front or rear of the pilot and will form part of the locomotive.

A.D.A. WELDING TROLLEY

This appliance must be regarded as the equivalent of an Engineers' Trolley and must be worked in accordance with the provisions of the Rule Book, Section S and in addition it must not be used where there is a retaining wall on either side of the line.

MATISA CURVE CORRECTOR

This appliance must be regarded as the equivalent of an Engineers' Trolley and must be worked in accordance with the provisions of the Rule Book, Section S and in addition it must not be used where there is a retaining wall on either side of the line.

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 the Rule Book, Section H, provided the automatic brake is operative and the Guard has access to the automatic brake in the leading compartments, in which he must ride.

BALLAST TRAINS RETURNING TO SIGNAL BOX IN REAR

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.

OCCUPATION CROSSINGS—TRAINS STANDING OVER

When Freight trains are required to stand in 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.

STABLING OF VEHICLES ON RUNNING LINES

Running lines must not be blocked for the purpose of stabling vehicles without the authority of the Divisional Manager. 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, 20 yards apart, must be placed upon the obstructed line not less than 1 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 signal 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 occupied 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 Manager, 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 the Rule Book, Section J, Clause 3.21, and kept alight.

The signalman at the box controlling the entrance of trains into the blocked section must place a lever collar over the lever of each of the signals controlling the entrance of trains into the occupied section. The lever collar(s) must not be removed until the line is clear, except in those cases where it is necessary for a train to enter the occupied line for shunting or other purposes, in which case the lever collar(s) must be again brought into use as soon as the work is completed. Before the signal is cleared 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 "..... line between and blocked for stabling purposes" must be made in the train register at the signal box in rear of the stabled vehicles and also at the signal box in advance, and these entries must be repeated at each change of duty of the Signalman whilst the line is occupied. When the vehicles have been removed and the running line is again clear, the entry "..... line between and clear—vehicles removed" must be made in the train register at both signal boxes.

When a section of line worked in accordance with the Absolute Block Regulations is occupied by stabled vehicles, protected in accordance with the foregoing, the signal box in advance and/or in rear may be closed although the relevant block indicator(s) is at "Train on Line" and the "Train out of Section" signal has not been sent/received for the stabled train(s). The block switch applicable to the occupied section(s), where provided, must be maintained in the open position, all signals leading from or to the occupied line(s) must be left at danger and the last entry in the train register must read "..... line between and blocked for stabling purposes". Clause (b) and (d) of Absolute Block Regulation 24 are modified accordingly. Similar arrangements may be applied on lines worked in accordance with the Permissive Block Regulations provided the sections concerned are occupied by stabled vehicles only. The provisions of Clauses (b) and (c) of Permissive Block Regulation 24 are modified accordingly.

SNOW CLEARANCE ARRANGEMENTS

Referring to the instructions appearing under the above heading in 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 in the instructions appearing under the heading "Movement and use of B.R. Standard Independent Snow Ploughs" in 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 | York |
| 2 | Leeds (Holbeck) |
| 2 | Healey Mills |
| 2 | Darlington |
| 2 | Thornaby |
| 3 | Gateshead (Greensfield) |
| 4 | Tyne Yard |

(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 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 .. 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 m.p.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.

Allocation.

(a) DIESEL LOCOMOTIVES.

| M.P. Depot | No. of Sets* | Type | Class of Locomotive to which attached |
|-----------------|--------------|-------------------|---------------------------------------|
| Dairycoates .. | 2 | 3 piece Miniature | E.E. Type 3 1750 h.p. |
| Gateshead | 6 | 3 piece Miniature | 1160 h.p. Type 2 Locos. |
| Thornaby | 6 | 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 fitting 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 third 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. The ploughs should not remain fitted to Locomotives between 1 May and 1 November.

SNOW PLOUGHS—continued

When fitted, the ploughs do not interfere with the normal working of locomotives. Care must, however, be taken when coupling the end of the 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.

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 EQUIPMENT

Steam 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 connected 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 Diesel Depot, to which it is allocated, and, when required, the Area Manager or other person in charge, should request a suitable locomotive through the appropriate Control Room, or if telephonic communication to the Control is not available, direct to the nearest Diesel Depot. Should a suitable locomotive be available in the vicinity of the signal box concerned, authority to utilise this must be requested through the Control Room or Diesel Depot as the case may be.

The Train crew 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 Operating 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 Area Manager, 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 Operating or Permanent Way Department staff not being available, the lance must be operated by the secondman 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 Trainmen, it must be returned immediately to the signal box or Diesel Depot where it is allocated so that it may be available if subsequently required at any other point in the vicinity.

The Area Manager who supervises the signal box where the equipment is stored must inspect it monthly in order to satisfy himself the whole of the equipment, including spanner, is available, that there is no sign of deterioration, and that it is kept clean and ready for use. Depot Managers must arrange similar inspection of equipment kept at their Depots.

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

| Place | Steam heater defreezers | Paraffin flame throwers | Steam lances |
|---------------------------------|-------------------------|-------------------------|--------------|
| MOTIVE POWER DEPOTS | | | |
| Hammerton Street | — | — | 1 |
| York | — | — | 2 |
| Neville Hill | 1 | — | — |
| Holbeck | — | 3 | — |
| Gateshead | — | — | 2 |
| Tyne Yard | — | — | 2 |
| Thornaby | — | — | 3 |
| STATION AND SIGNAL BOXES | | | |
| Wakefield East | — | — | 1 |
| Halifax | — | — | 1 |
| Horbury Junction | — | — | 1 |
| Healey Mills | — | — | 2 |
| Heaton Yard | — | — | 1 |
| Tweedmouth Yard | — | — | 1 |

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.

WAGONS UNSUITABLE FOR HUMPING

Tyne—Tees—Healey Mills—Hull Yards

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

| | | |
|------------------------|----------------------|---------------------|
| 50 ton Borail WG | 40 ton Flatrol MDD | 50 ton Trestrol EB |
| 50 ton Sturgeon | 40 ton Welltrol EB | 50 ton Trestrol EC |
| 40 ton Gane | 25 ton Welltrol WP | 55 ton Trestrol EC |
| 40 ton Dolphin | 50 ton Welltrol WJ | 80 ton Flatrol ELL |
| 30 ton Glass | 35 ton Welltrol WW | 50 ton Flatrol MJ |
| 40 ton Flat | 50 ton Welltrol EP | 120 ton Flatrol EAA |
| 60 ton Flat EQ | 81 ton Welltrol EK | 80 ton Warwell B |
| 135 ton Transformer MC | 120 ton Welltrol ENN | 140 ton Gunset EA |
| 70 ton Transformer EA | 120 ton Welltrol WL | 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.

LIST OF SINGLE LINES CONTROLLED BY TRACK CIRCUITS AND DIRECTION LEVERS/SWITCHES

SELBY WEST AND SELBY CANAL.

LEDSTON AND CASTLEFORD (OLD STATION).

MORPETH AND HEPSCOTT.

NORTHALLERTON STATION AND AINDERBY.

PENISTONE HUDDERSFIELD JUNCTION AND CLAYTON WEST JUNCTION.

BOLDON COLLIERY (N.C.B.) AND HARTON.

On the above mentioned lines the instructions for working single lines by the Tokenless Block System shown in the General Appendix must be applied with the exception of Instructions 1, 2 and 6. The section of line is track circuited and the clearing of the section signal will be the Driver's authority to proceed on to the single line. Except as shown in Instructions 3, 4, 5, 7 and 8, Drivers must not proceed until the section signal has been cleared. In the case of Instructions 3, 4, 5 and 7, the Driver must obtain the personal authority of the Signaller before proceeding. In connection with Instruction 8, the Driver must have received the Pilotman's authority to proceed.

The first paragraph of clause (d) of Instruction 8 is amended to read:—

Where telephone communication is not available a following train must not be allowed to proceed until the time usually taken by the preceding train to clear the section, plus an allowance for the train having been stopped and having run at caution has elapsed.

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 a locomotive 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 Signaller, no train must be allowed to enter upon any single line section without the permission of the Signaller 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.

REGULATIONS FOR WORKING ON SINGLE LINES BY PILOT GUARD—continued

5. All points not interlocked must be padlocked or securely held by hand for the safe passage of trains in the facing direction.

6. 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 locomotive on the line he must, before leaving, instruct the Driver not to move his locomotive until he returns. The Pilot Guard must protect the disabled train in accordance with the Rule Book, Section M.

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 the Rule Book, Section M, and communicate with the Pilot Guard as soon as possible.

In all cases the Pilot Guard must accompany the assisting train.

7. (a) When a train or portion of a train is left upon the single line from accident or from any other cause, the Driver must not, if unaccompanied by the Pilot Guard, return for it, except upon instructions from the Guard of the train. If the Pilot Guard be with the train and accompanying the locomotive 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 locomotive when it returns for the rear portion of the train.

(b) The Guard must protect his train in accordance with the Rule Book, Section M, 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.

(c) 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.

SINGLE LINES WHERE METAL OR PLASTIC TICKETS ARE IN USE

Where Metal Tickets are provided the following instructions must be carried out in the case of trains assisted by one or more locomotives in rear, or in front, and locomotives coupled together:—

When proceeding through the section with Train Staff:—

The Train Staff must be delivered to, and carried by, the Driver of the rearmost locomotive.

The Train Staff ticket will not be delivered to, or carried, by the preceding locomotives on the train but the Train Staff must be shown to the Drivers of such locomotives.

When proceeding through the section with Train Staff Ticket:—

A Train Staff Ticket must be delivered to, and carried by, the Driver of the rearmost locomotive only, but the Train Staff and Train Staff Ticket must be shown to the Driver of each preceding locomotive on the train.

Metal Tickets received from Drivers on arrival at a signal box must be immediately placed in the ticket box by the Signalman.

Should the Metal Tickets accumulate at one end of the section and it becomes necessary for a number of these tickets to be transferred to the signal box at the other end of the section, this must be done by the S. & T. Technician. An entry must be made in the Train Register at the Signal box at which the accumulation has occurred stating the number of tickets removed and the time the transaction takes place. A similar entry must be made at the signal box to which the Tickets are transferred when the S. & T. Technician places the tickets in the ticket box at that signal box. The entries should in each case be signed by the S. & T. Technician and the Signalman. The Signalman at the box from which the tickets are being transferred must inform the Signalman at the box at the opposite end of the section the number of tickets taken from the ticket box at that signal box in order that a check can be made to see that the same number of tickets removed from the ticket box at the one signal box are placed in that ticket box at the opposite end of the section.

INSTRUCTIONS FOR WORKING GROUND FRAMES RELEASED FROM SIGNAL BOXES

Except where special instructions are issued to the Signalman or ground frame Operator the following instructions apply:—

1. When it is necessary to operate the ground frame, the Operator must advise the Signalman of the movements to be made and ask for the ground frame to be released, operating the permission lever, where provided.

(a) When the indicator at the ground frame shows “Free” the Operator must press the plunger and pull over the ground frame release lever. The ground frame may then be operated as required.

OR

(b) If the release lever at the ground frame must be in the reversed position before a release can be given from the signalbox, the Signalman must so advise the Operator who must reverse the release lever concerned. The Signalman must then operate the release. When the indicator at the ground frame shows “Free” the Operator must press the plunger(s) and work the lever(s) as required.

INSTRUCTIONS FOR WORKING GROUND FRAMES RELEASED FROM SIGNAL BOXES—*continued*

2. When the work at the ground frame has been completed and the Operator has replaced the ground frame levers to normal, the Operator must advise the Signaller who must replace the ground frame release lever/switch in the box to the normal position. The Operator must not leave until he has ascertained that this has been done.
3. When it is necessary for a train to shut inside at an Intermediate Sidings ground frame the Operator must advise the Signaller when the train complete with tail lamp attached has been shunted into the sidings clear of the running line(s) and the ground frame levers have been restored to normal. The Signaller must then replace the ground frame release lever/switch in the box to the normal position.
4. A train must not shut inside at an Intermediate Sidings ground frame except as provided for in table S1 of the Sectional Appendix.
5. When a train which has been shut inside at an Intermediate Sidings ground frame is accepted by the box in advance in accordance with Absolute Block Regulation 5, the Signaller must instruct the Guard to advise the Driver that the line is clear to the next home signal only.
6. In the event of any failure of the apparatus, the Operator must act in accordance with the instructions given by the Signaller.
7. The Operator must advise the Signaller in the event of a mishap which fouls any of the running lines and take whatever action is necessary to protect the obstruction.
8. If the Signaller is unable to obtain the normal indication when advised by the Operator that all the ground frame levers have been restored to the normal position he must, if a switch is provided to release the ground frame, replace the switch to the normal position, or if a lever is provided to release the ground frame, replace the lever to the check lock position if possible, and then ascertain from the Operator whether or not the release lever at the ground frame is locked in the normal position. If the release lever at the ground frame is locked in the normal position trains may be allowed to proceed but the signal(s) immediately in rear of the ground frame points must be treated as defective. If the release lever at the ground frame is not locked in the normal position a train must not be allowed to proceed towards the ground frame until a Handsignaller is on duty at the points. An assurance must be obtained from the Handsignaller that the points are clipped in the normal position on each occasion it is required to allow a movement to proceed towards them.

ELECTRICALLY OPERATED POINTS—WORKING BY CRANK HANDLE IN CASE OF FAILURE

In the event of failure of electrically operated points (or of the track circuits controlling the lever/switch operating such points for which no release is provided), the Signaller must immediately communicate with the Person-in-Charge who must arrange to call out the man specially appointed to operate the points by crank handle, (referred to herein as the Point Operator), the S. & T. Technician and any Handsignalmen that may be necessary.

A list of the men who are competent to act as point operators must be exhibited in the Station Manager's office and also in the signal box.

When the point operator is given the crank handle, the Signaller must ensure that the man clearly understands the number and location of the points which he is required to operate. The Signaller must then instruct the Point Operator to proceed to the site, place the crank handle in the point machine, and

- (a) examine the points for damage;
- (b) ascertain whether the points are correctly fitting in the position in which they are laid;
- (c) advise the Signaller the result of the investigation made in paragraphs (a) and (b).

Provided the points are not damaged the Signaller must direct the Point Operator to:—

- (i) Clip and scotch them in the position in which they are laid;

or

- (ii) Change the position of the points by using the crank handle and clip and scotch them in the altered position as traffic working requires.

The Signaller must ensure the Point Operator understands that the clip and scotch must not be removed, the position of the points must not be altered, nor must any movement be authorised over the points except in accordance with the Signaller's instructions.

ELECTRICALLY OPERATED POINTS—continued

The Signaller must, whenever possible, operate the lever/switch to the position corresponding with the lie of the points.

If the signals applicable to the points are in the immediate vicinity the Point Operator may also act as Handsignaller; if they are not in the immediate vicinity of the points one or more Handsignalmen may be appointed to act under the instructions of the Signaller.

The Signaller must instruct the Point Operator to return the crank handle to the Signal box or other location authorised in the Signal box instructions when:—

- (i) He has received an assurance from the S. & T. Technician that the failure has been rectified and that the points are in proper working order.

or

- (ii) The points themselves are not damaged and traffic working permits them remaining in the normal or reverse position provided:—

- (a) That he has received an assurance from the point operator that the points are clipped, padlocked and scotched in the required position. The key for the padlock must be retained by the Signaller, or person in charge at other location where it is authorised that the crank handle be kept.

and

- (b) That the points lever/switch is in the position corresponding with the lie of the points, and the appropriate indication has been obtained.

The Signaller must not instruct a Handsignaller to allow trains to pass over the points or crossings affected or to pass the signal concerned until the Signaller has received an assurance that the points are set for the proper direction and that they have been clipped and scotched.

The Signaller must record in the Train Register the time the crank handle is removed from and also the time it is restored to, the receptacle or case in which it is normally kept. These records must be counter-signed by the Point Operator, or the man who takes or returns the crank handle. Where, however, authority is given for the crank handle to be kept other than in the signal box the crank handle must be returned to the location quoted in the special instructions at the signal box and the Signaller must record in the Train register the times at which the crank handle is removed from and restored to that location. In these circumstances it will not be necessary for the point operator or other man who takes or returns the crank handle to countersign the Train register.

(a) Where the crank handle is interlocked with the signals, and crank handle is kept in the signal box.

1. The removal of the crank handle from the receptacle in the signal box does not affect the working of the point indicator. The signals applicable to the points concerned must be placed and maintained at "Danger" and will be locked in that position by the withdrawal of the crank handle.
2. When the failure has been rectified and the points set in a position corresponding to the point lever/switch, the crank handle must be replaced in the receptacle and a test made to ensure that the points are working correctly.

The crank handle must then be locked in the receptacle.

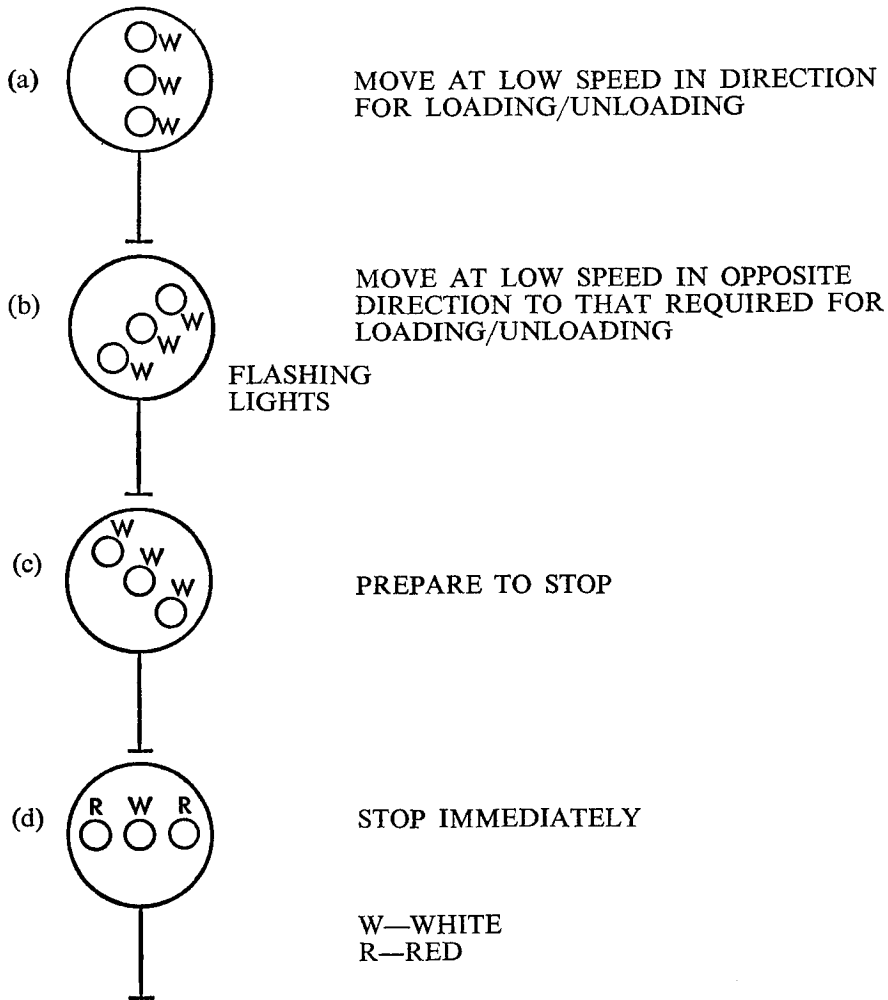
3. When the crank handle is returned to the signal box the Signaller must not allow it to be replaced in the receptacle if he has given permission for a train to pass over the points until such train has cleared the points.

(b) Where the crank handle is NOT interlocked with the signals.

1. The Signaller is the only person who may hand the crank handle or give authority for it to be handed, to the point operator.
2. Before removing the crank handle, or giving authority for it to be removed from the case in which it is kept the Signaller must ensure all signals, including subsidiary signals reading over the points are at Danger and then made inoperable by use of the lever collar or other reminder apparatus. The signals concerned must be maintained at Danger until the crank handle has been returned to, and locked in, the case in which it is kept.
3. The crank handle is kept in a glass fronted case, usually located in the signal box. In some instances, however, it is kept at a place remote from the box and this location, together with the designation of the person responsible for the security of the handle, is then quoted in the special instructions at the Signal box concerned.

SPECIAL SIGNALS FOR CONTROLLING LOADING/UNLOADING MOVEMENTS AT POWER STATIONS, COLLIERIES, ETC.

Where special signals are provided for controlling Loading/Unloading movements, the following aspects will be exhibited:—



Note: Aspects (b) and/or (c) are not in use at all installations.

Special signals are provided at the following locations:—

- Blyth "B" Power Station.
- Sharlston Colliery Bunker Loading Installations.
- South Kirby Colliery Bunker Loading Installations.
- Frickley Colliery Bunker Loading Installations.
- Glasshoughton Colliery Bunker Loading Installations.
- Brodsworth Colliery "S" Bunker Line.

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 Section K of the Rule Book.

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

AERODROMES IN THE VICINITY OF RAILWAYS—SAFETY ARRANGEMENTS—continued

| Signal Boxes between | Signal | Emergency Aspect | Location | Telephone communication with Signaller at |
|-------------------------|----------------|------------------|---|---|
| Oak Tree and Urlay Nook | Down Main D.4. | Yellow .. | Down side of line, 740 yards East of Oak Tree Down Starting signal. | — |
| | Down Main D.5. | Red .. | Down side of line, 1,200 yards East of D.4. | Urlay Nook. |
| | Up Main U.6. | Yellow .. | Up side of line, 1,620 yards on West side of Urlay Nook signal box. | — |
| | Up Main U.5. | Red .. | Up side of line, 1,200 yards West of U.6. | Urlay Nook. |

COLOUR LIGHT SIGNALS (WITH BATTERY STANDBY) CONTROLLED FROM LEVER FRAMES—REPEATING IN SIGNAL BOXES**1. Multiple Lens Type.**

Certain colour light signals of the above type have lamps fitted with an auxiliary filament which is brought into use automatically should the main filament fail. The relative signal repeater will show whether the signal is “on” or “off” provided the main or auxiliary filament is in use, but if both filaments fail the repeater, if of the needle type will show “Light out” and if of the light type will be extinguished in which case the signal must be treated as defective and the S. & T. Technician must be sent for immediately.

A failure of a main filament or a failure of the main power supply will be indicated by the sounding of a buzzer. The relative switch must be turned from the A to the B position to silence the buzzer and if the main power supply fails the instructions under the heading “Colour light signals—standby batteries” shown in the book of Regulations for Train Signalling must be carried out.

If the fault is due to the failure of a main filament only and not of the main power supply the buzzer will sound each time the aspect of the signal is changed and it may be necessary to turn the switch on each occasion the lever or signal switch is operated. In the event of a failure of a main filament the Signal Technician must be advised, if on duty, or otherwise at the commencement of his next turn of duty.

When the power supply is restored or the fault on the signal lamp is rectified the switch must be replaced to the A position.

Colour light starting signals which are also controlled as distant signals for the box in advance.

In the event of a failure of both filaments of the red or yellow or green aspects the relevant signal repeater will show “Light out”, if of the needle type, and if of the light type will be extinguished and the provisions of the Rule Book, Section E, must be carried out. The S. & T. Technician must also be sent for immediately.

2. Searchlight Type.

Certain of these signals are fitted with a lamp having an auxiliary filament which is brought into use automatically should the main filament fail. The relative signal repeater will show whether the signal is “on” or “off”, provided either the main or auxiliary filament is in use, but if both filaments fail the repeater, if of the needle type will show “Light out” and if of the light type will be extinguished, in which case the signal must be treated as defective and the S. & T. Technician must be sent for immediately.

A failure of the main filament will be indicated by the sounding of a buzzer which must be silenced by turning the relative switch from the A to B position. When a second yellow light is provided above the searchlight signal and the fault is due to a failure of the main filament of the second yellow lamp, the buzzer will sound each time the aspect of the signal changes to and from two yellow lights, and each time it will be necessary to silence the buzzer by turning the switch. In the event of a failure of a main filament, the S. & T. Technician must be advised, if on duty, or otherwise at the commencement of his next turn of duty.

A failure of a main power supply will be indicated by a bell sounding. This must be silenced by turning the separate switch labelled “Power Supply” from the A to the B position and the instructions under the heading “Colour light signals—standby batteries” contained in the book of Regulations for Train Signalling must be carried out.

When the power supply is restored or the fault on the signal lamp is rectified the relative switch must be replaced to the A position.

VARIATION IN SIGNAL BOX HOURS: WORKING OF LEVEL CROSSINGS

When there is any variation in the normal hours at a signal box the Signaller must, where telephone communication exists, advise the Crossing Keeper at any level crossing which will be affected by the alteration.

COLLARS FOR TOKEN INSTRUMENTS ON SINGLE LINES AND WHERE DIRECTION LEVER AND 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 Signaller must see that the proper number of collars is available.

SIGHTING DISCS—LIGHTING AND EXTINGUISHING

The special sighting discs provided at various signal boxes for the guidance of the Signallers in calling out and dispensing with the services of the Fogsignallers, 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.

LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS

Running signals. 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.

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

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

Shunting signals. At places where shunting operations are seldom carried out after dark, 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 (a Driver in the case of a light Locomotive must see that the signal is lowered or turned off before any movement is made over points to which such signals apply.

FAILURE OF TAIL OR SIDE LAMPS

Guards to report all failures of train Side and Tail Oil Lamps to their supervision station, and hand in the lamp to the nearest lamp trimming station.

The Area/Station Manager responsible for the lamp trimming station must ensure that a detailed examination is carried out and report made to the Divisional Manager, who will arrange inspection and give disposal instructions.

Where failures are due to the use of contaminated oil Area/Station Managers must have stocks of oil examined and where it is considered that the barrel stock is contaminated, samples must be sent for test to the appropriate Scientific Services (B.R.B.) laboratory for analysis and report. Pending receipt of the report the suspect oil stocks must not be used.

TRAIN OIL LAMPS—REPAIRS

Area/Station Managers must make certain that train Side and Tail Oil Lamps which cannot be repaired at the local level are despatched to the appropriate B.R.E.L. Works:—

Defective Lamps Arising in:—

former Eastern Region Area

former North Eastern Region Area

Address Lamps to:—

Works Supplies Officer,
B.R.E.L.,
Doncaster.

Works Supplies Officer,
B.R.E.L.,
Shildon.

A green repairable label (BR.12075/7) fully completed, must be securely affixed to each lamp returned to B.R.E.L.

Replacement lamps will be provided by the B.R.E.L. in accordance with the forward ordering and requisitioning arrangements agreed between Divisional Managers and the Stores Controller.

ELECTRIC (BARDIC) HAND LAMPS

Electric (Bardic) Hand Lamps must be issued only to authorised staff.

Divisional Managers must ensure that adequate and effective control is exercised over the issue and/or replacement of lamps.

Where lamps become defective in use they must be sent, with a white label (BR.467) securely affixed to each lamp to the appropriate authorised repairing point, viz:—

| | |
|----------------------------|------------------------------|
| Depot Manager | Liverpool Street. |
| ” ” | Gateshead. |
| ” ” | Wellers Court, King's Cross. |
| Depot Engineer | Sheffield Freight Terminal. |
| Outdoor Machinery Depot .. | Leeds |
| | York |
| | Peterborough |
| | Norwich |
| | March |
| | Cambridge |
| | Ipswich |
| | Doncaster. |

A white Advice No. (BR.12190) must be issued requesting the repair/replacement of the defective lamp.

SIGNAL LAMPS

Where Signal Lamps become defective in use and repair cannot be effected locally, Area/Station Managers must despatch the lamps to the:—

Works Manager,
S. & T. Workshops,
Toft Green,
York.

A white label (BR.467) must be securely affixed to each lamp and a white advice note (BR.12190) must be issued requesting the repair/replacement of the defective lamps.

Should it be considered that failure of a lamp is due to the use of contaminated oil, Area/Station Managers must have stocks of signal oil examined and where it is considered that the barrel stock is contaminated, samples must be sent for test to the appropriate Scientific Services (B.R.B.) Laboratory for analysis and report. Pending receipt of the report the suspect oil stocks must not be used.

LAMPS OTHER THAN TRAIN, ELECTRIC HAND AND SIGNAL LAMPS

Where lamps, other than the types referred to in preceding paragraphs, e.g. Tilley Oil Hand and Flood Lamps, Propane Floodlights and Warning Board Lamps (Adlake 33 and 12) both oil and propane, become defective in use and repair cannot be effected locally, Area/Station Managers within the:—

- (a) former Eastern Region area must despatch the defective lamps to the:—

Divisional Civil Engineer,
Woodburn Workshops,
Sheffield.

- (b) former North Eastern Region area must despatch defective lamps to the:—

Divisional Civil Engineer,
Park Lane Shops,
Darlington.

A white label (BR.467) must be securely affixed to each lamp and a Shops Works Order (BR.36195) must be issued on the appropriate Divisional Civil Engineer.

GENERAL NOTES

Lamps sent for repair must not be taken to pieces prior to despatch and oil must not be left in the vessels of oil lamps. Area/Station Managers must ensure that:—

- defective lamps are properly consigned to the repairing B.R.E.L. Works, or regional depots responsible for repair.
- suitable record(s) is/are maintained of the movement of lamps to/from repairing B.R.E.L. Works or regional repairing depots.

Certain components for the repair of oil lamps at the local level may be obtained against Contract No. 519.

CLOCKS AND WATCHES—REGULATION AND MAINTENANCE

CLOCKS.

All Station and public clocks must show the correct time.

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.

POINT SWITCH HEATERS; USING LIQUEFIED PETROLEUM GAS (PROPANE) AS A FUEL

1. Liquefied petroleum gas is marketed under various trade names, e.g. Bottogas, Butagas, Calor Gas, Propogas, Rural-gas.
2. It has a distinct smell thus enabling low concentrations to be detected, but this cannot be relied upon if other odours predominate. The gas is heavier than air and leakage will accumulate at low level in hollows, etc., and will explode violently particularly in confined spaces if there is any source of ignition present.
3. Bulk storage areas and switch heater equipment is to be operated by **authorised personnel** only. No attempt should be made to adjust or remove any valves, regulators, pipes or other fittings and in the event of failure of these controls, the D.C.E. should be informed. In the case of AUTOMATIC heaters no attempt to adjust any controls should be made, and in the event of failure notify the D.C.E. and D.S. & T.A. Where electrically operated gas valves are in use, disconnection and connection of gas input and output lines will only be made by staff authorised by the D.C.E.
4. Where suspicion of gas leakage exists, arrangements should be made for the D.C.E. to be immediately advised.
5. The following precautions regarding fires in or near to propane storage vessels, cylinders, pipe lines, etc., must be adhered to by all staff.
 - 5.1 **SMOKING IS NOT PERMITTED** within 20 ft. of propane storage vessels or cylinders.
 - 5.2 All inflammable material must be kept clear from the immediate area of propane storage vessels and cylinders.
 - 5.3 Naked lights, Tilley lamps or Oil lamps must not be used within 20 feet of propane storage vessels or cylinders.
6. In cases where propane gas leaking from storage vessels or cylinders has become ignited or in the event of a fire in the vicinity of propane storage vessels or cylinders, the Local Authority and railway Fire Brigade must be notified immediately and the D.C.E. advised. Attempts should be made to keep the storage vessels or cylinders cool by copious application of water. Where fire extinguishers are provided attempt to extinguish fire following the instructions for the type of extinguisher provided. When the fire is in the vicinity of coaching stock or property, steps should be taken to notify persons of the danger of possible explosion. When the fire is in the vicinity of running lines the signalman must be advised so that the lines may be protected.

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.

LOCAL INSTRUCTIONS

DONCASTER (BLACK CARR JUNCTION) TO BERWICK MARSHALL MEADOWS VIA KING EDWARD BRIDGE OR HIGH LEVEL BRIDGE

DONCASTER

TAIL LAMPS. The Rule Book, Section H, Clause 7.3.1. When the Guard of a through Express passenger train or of a through Express passenger train which is formed by the combination of two or more trains at Doncaster does not ride in the last vehicle when leaving Doncaster Station, he must, when necessary to avoid delay, obtain an assurance from the Inspector or Person in Charge that a tail lamp is in position on the last vehicle.

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS

Referring to the instructions contained in the General Appendix the following additional instructions are to operate at Doncaster:—

When a locomotive 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 verbally instruct the Driver to start, but this verbal instruction must not be given until the Guard has given his hand signal to start. If, however, the locomotive is near to the next signal ahead this working will not apply and the latter signal will be pulled off for the train to proceed.

BELMONT YARD. Down Special Freight Trains requiring to detach. Guards of Down Special freight trains which have traffic to detach in the Down Decoy Yard must instruct their Drivers to give five short one long on passing Bawtry. When this is done the Signaller at Bawtry must inform the Black Carr Junction Signaller.

DECOY UP AND DOWN YARDS. Trains must not be left on the Reception or Slow Goods lines in these Yards without a flag or tail lamp being placed on the last vehicle by day, and a tail lamp by night. Flags and tail lamps are kept in the Decoy Yards for this purpose, and Guards working trains terminating at the Up or Down Decoy Yards must obtain a lamp or flag and place it on the last vehicle before leaving their train. Guards who, after arrival at the Decoy Yards with one train, have to work another train forward, are also required to do this. Whenever the rear portion of a train arriving in the Down Decoy Yard is drawn off the Reception lines before the front portion, a tail lamp by night, or a flag or tail lamp by day, must be placed on the rear vehicle of the front portion by the Shunter who divides the train from the southern end. All Down mixed trains of goods and empties must be marshalled as follows:—empty coal wagons next to locomotive, goods and foreign empties next to brake van.

DONCASTER DIESEL SERVICING DEPOT

All locomotives will enter at Carr box, then travel over the Down Engine line to the north end, entering the depot via the one way spring hand points in the north spur.

A notice board worded “Stop a moment” is provided on the Down Engine line in rear of the connection to the depot at the north end.

Drivers of incoming locomotives must report to the Running Foreman’s Office situated at the north end of the depot, and on no account must locomotives be left at the depot without reporting to the Running Foreman.

Outgoing locomotives will depart via the spur in the Up Engine line at Carr box.

Locomotive Starting Indicators. Four Starting indicators to be observed by Trainmen leaving the Loco. at the west end are situated at the fouling points of Nos. 1 to 4 lines and comprise the following:—

A line indicator on the top of the post which displays the line number to which the starting indicator applies. The line number will only be displayed when a locomotive may proceed from the line on which it is standing.

Below the line indicator is a notice board lettered:—
“Engines must not pass this board until number is illuminated.”

A telephone is provided below each notice board communicating with the Carr Signaller and must be used as follows:—

When a locomotive comes to a stand at a starting indicator in readiness for leaving the Loco. the Trainman must use the telephone applicable to the line on which his locomotive is standing to inform the Signaller the locomotive number, train to be worked, starting point and the Outlet line on which the locomotive is standing.

Trainmen must only use the telephone to Carr box applicable to the Outlet line upon which their locomotive is standing except that, in the case of telephone failure or inability to obtain a reply from the Signaller, a telephone on another line may be used. Trainmen must in such circumstances advise the Signaller the line upon which their locomotive is standing and the reason for not using the appropriate telephone.

BRIDGE JUNCTION BOX. Drivers of freight trains approaching Doncaster Bridge Junction Down Main Home and Down Goods Home signals at Danger must draw well down to the signals in order to clear the connections at Balby Junction.

UP BANK YARD. Guards working trains onto the Up Bank must, before leaving their trains, inform the Pointsman on duty what train they have worked in and number of loaded and empty wagons which it conveyed.

DONCASTER—continued**UP BANK YARD—continued**

Locomotives from Doncaster Bank Reception Roads to Carr Loco must proceed through No. 1 siding to the south end of the Yard. A stop board is provided at the south end of No. 1 siding at ground level, situated between No. 1 siding and the Up Main line, and worded **“Drivers must not pass this board without the authority of the Shunter”**. An arrow indication pointing towards No. 1 siding is also shown on the board.

BELMONT SIDING. This siding, which is on the Down side of the line, near Balby Junction box, and affords access to the British Ropes Ltd., Messrs. Arnold's and Darlington Fencing Co.'s sidings must not be used when it is dark or during fog or falling snow except in an emergency on the instructions from the Inspector at Belmont siding who must arrange for a Shunter to accompany the Guard.

SELBY

SOUTH SIGNAL BOX. When a train is brought to a stand at No. 60 Up Home signal 1, the Driver must communicate with the signalman at Selby South by means of the signal post telephone immediately. The Rule book, Section K, Clause 3.2.1 is modified accordingly.

YORK

YORK SIGNAL BOX. The Rule book, Section K. 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.

Trains not completely within Fixed Signals. Referring to the instructions contained in 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 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.

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. 2–16 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.

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. (2) Pillar near buffer stops of No. 3 Platform. (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. (2) On third pillar North of Footbridge. (3) On ninth pillar South of Footbridge. | Special Gantry near third lamp standard South of Umbrella Roof. Ninth pillar South of Footbridge. |

YORK—continued**Starting Bells and Indicators to Drivers—continued**

| Platform | Plunger | Bell and Indicator |
|-----------------------------|---|--|
| 9 (Northbound) .. | On ninth pillar South of Footbridge. | On twelfth pillar North of Footbridge. |
| 9.N. (North or East-bound). | (1) On ninth pillar South of Footbridge. (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 | (1) On wall near buffer stops of No. 11 Platform. (2) On fifth pillar from end of Umbrella Roof. | Special Gantry South end. |
| 12 | On third pillar North of Footbridge. | Special Gantry North end. |
| 14 (Southbound) .. | (1) Under Footbridge (2) On sixteenth pillar South of Footbridge. | Special Gantry on South end of Platform. |
| 14 (Eastbound) .. | (1) Under Footbridge (2) On sixteenth pillar South of Footbridge. | Special Gantry on North end of Platform. |
| 14 (North or East-bound). | (1) Special Gantry on South end of Platform. (2) On sixteenth pillar South of Footbridge. | On second pillar South of Footbridge. |
| 15 (North of East-bound). | (1) Special Gantry South end of Platform. (2) On first pillar South of Refreshment Rooms. | On first pillar South of Footbridge. |
| 15 (Southbound) .. | (1) Under Footbridge (2) On first Pillar South of Refreshment Rooms. | Special Gantry on South end of Platform. |
| 16 (North or East-bound). | (1) Special Gantry on South end of Platform. (2) On first pillar South of Refreshment Rooms. | On North side of Footbridge. |
| 16 (Southbound) .. | (1) On North side of Footbridge (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 sound the locomotive horn as the signal will be cleared when the Signaller is in a position to allow a train to depart.

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

STEAM HEATING APPARATUS: FILLING OF LOCOMOTIVE BOILER WATER TANKS

Facilities for replenishing the boiler water tanks on locomotives are available at York Station.

The water hydrants are capable of delivering 300 gallons per minute.

The flexible hose bags are fitted with snap couplings for attaching to the solebar filling connection of all locomotives. They are situated at the South End of No. 8 platform, South End of No. 9 platform and the North End of No. 9 platform.

Drivers of locomotives requiring to take water must bring their locomotives to a stand with the side window of the driving cab opposite a yellow marker line on the platform.

After use the flexible hosepipe must be placed on the rest provided adjacent to the standpipe so that the minimum obstruction is caused on the platform.

YORK MOTIVE POWER DEPOT

Signal Y173 is the primary outlet signal for the Depot and locomotives must be advised out to the Signaller by the person in charge in the Supervisor's office. Miniature theatre type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage lines 1A, 2A, 3A and the Through line, showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 serves as a secondary outlet signal. This route will only be used for D.M.U. movements leaving the Depot and also as an emergency outlet point.

Locomotives, etc., normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must **"STOP"** at the Stop Board and advise the Supervisor by telephone, the locomotive number, turn number, the inward train working, the fuel position and whether there are any repairs required. The Driver must then leave the locomotive in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings, the Driver must set-back off the inlet line to the Through line and then proceed.

D.M.U.'s will be fuelled in No. 4 road in the Maintenance Shed and incoming D.M.U.'s must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No. 1 points to the head shunt and then via No. 1, 2 and 8 points via the Incoming D.M.U. line to No. 4 road in the Maintenance Shed. D.M.U.'s leaving the Depot must run via the Outgoing D.M.U. line and then leave the Depot via Y216 signal.

Locomotives must not be left on the D.M.U. lines.

No. 4 points are spring points set for the direction of the Through line and Trainmen leaving the Depot via signal Y223 must ensure that these points are held correctly for a movement towards signal Y223.

All points and sidings are identified by numbered discs.

SHAFTHOLME TO SELBY BRAYTON

The following vehicles are prohibited from running between Shaftholme and Brayton:—

Light Locomotives not capable of attaining a speed of 35 m.p.h. or more.

Tamping Machine.

Track Recording Machine.

Ballast Cleaning Machine.

Engineers' Rail Motor.

Engineers' Lining Machine.

BETWEEN BLACK CARR JUNCTION AND BERWICK

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

1. Horn codes to be given by Drivers:—

- | | Code. |
|---|------------------|
| (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 unforeseen circumstances, Drivers of up trains not booked to call at Darlington require a change of locomotives at that point, they 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 horn codes 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 horn codes 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 assisting locomotive, decide that they can work forward without the emergency locomotive, must give the cancelling horn code at the next open signal box.

4. Locomotives can be obtained at:—

Doncaster York Darlington Newcastle.

5. Signalmen should immediately advise their District Control when Drivers call 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 where continuous attendance is not given, to enable trainmen to communicate quickly with the Signaller 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 communicated 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 Keeper's 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.

Telephone facilities are not available at Selby Canal.

NORTHALLERTON

NORTHALLERTON STATION. **Trains not completely within fixed signals.** Referring to the instructions contained in 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 signaller at Northallerton box has been advised that a propelling movement is intended.

DARLINGTON

DARLINGTON STATION. Trains not completely within fixed signals. Referring to the instructions contained in 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 contained in 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.

STARTING BELLS

Starting bells operated by a plunger are provided as shown below:—

No. 1 Platform (Up direction) — on the screen end of wall of covered station canopy at south end of platform.

No. 4 Platform (Down direction) — on the screen end of wall of covered station canopy at north end of platform.

Drivers of locomotive-hauled passenger or parcels trains working into these platforms should, unless otherwise instructed by the Station Supervisor or special circumstances demand, bring their trains to a stand with the locomotive opposite the screen end of the station canopy, at the south end of platform 1 or north end of platform 4 as applicable.

The starting bell must only be operated by the Station Supervisor after the "All Right" signal has been given by the guard and the train is ready to start.

The starting bells will only be used for starting locomotive-hauled trains.

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. 1 Up Platform line provided it is accompanied by the Station Inspector.

In such circumstance the Driver of the train concerned must bring his train to a stand opposite Darlington South signal box where the Station Inspector will join the train.

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 The Rule Book, Section E, as far as they are applicable.

Once the Signalman has given authority for a movement to be made he must satisfy himself that either the train concerned has actually gone forward, or an understanding has been reached with the Driver that the movement will not take place.

PARKGATE SIGNAL BOX. Method of cautioning trains. The Rule Book, Section C, Clause 4.2. 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.

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 Manager 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.

A Driver's visual Starting indicator, double sided and showing letter "S" when illuminated together with an associated loud-sounding starting bell is in operation. A push button to operate the starting indicator bell is situated opposite to the Ticket Collector's Cabin on the Up Platform and also one at the North end of the Platform. 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 pushbutton, to indicate to the front Guard, or Driver if there is only one Guard, that the train is ready to start.

Set Back Movements to "Limit of Shunt" Board on Down Slow Line.

Whenever a movement is authorised from the Down Fast Line or the Down Slow line towards the "Limit of Shunt" signal on the Down Slow Line, the person in charge of the movement must advise the Signaller at Tyne Box immediately the movement has been brought to a stand. The telephone on No. 369 signal may be used for this purpose.

NEWCASTLE

STEAM HEATING APPARATUS: FILLING OF LOCOMOTIVE BOILER WATER TANKS

Facilities for replenishing the boiler water tanks on locomotives are available at Newcastle Station.

Drivers of all trains requiring steam heating must ensure the boiler water tank of their locomotive is full before departing.

The water hydrants are capable of delivering 500 gallons of water in approximately 2 minutes.

The flexible hose bags are fitted with a snap coupling for attaching to the solebar filling connection of all locomotives. They are situated at the west end on the platform between 9 and 10. At the East End in the six foot adjacent to No. 10 platform line, also in the six foot adjacent to No. 8 platform line.

Drivers of locomotives requiring water must bring their locomotives to a stand with the side window of the driving cab opposite a yellow marker line on the platform. There are two pipes available at each watering point and the most suitable pipe should be used.

After use the pipe must be replaced as follows so that the minimum obstruction is caused.

At the West end the free end of the pipe should be attached to the dummy coupling fitted to the opposite stand pipe on both platforms 9 and 10.

At the East End the pipes must lie in the concrete trough provided between the manhole covers and the free ends must be hooked in the bracket provided for both platforms 8 and 10.

NEWCASTLE SIGNAL BOX. The Rule Book, Section K. 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 Signaller.

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS. Referring to the instructions contained in 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 contained in 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—continued

NEWCASTLE CENTRAL STATION. Locomotives following trains out of Bay Platforms Nos. 1 to 7, and 11 to 15 inclusive. The Rule Book, Section H, Clause 3.6.4. The Driver of a locomotive after having worked the train into one of the Bay Platform lines, Nos. 1 to 7, and 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 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.

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 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 platform to indicate to the Signaller 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 | Plunger | Bell and Indicator |
|----------|--|--|
| 1 | 1st pillar from buffer stops, Nos. 1 and 2 Platforms. | On No. 1 Platform Starting signal bracket. |
| 1 | 1st pillar from buffer stops, No. 1 Platform. | On No. 1 Platform Starting signal bracket. |
| 3 | 1st pillar from buffer stops, No. 3 Platform. | On No. 3 Platform Starting signal. |
| 4 | 1st pillar from buffer stops, No. 4 Platform, and at No. 4 Platform middle access gate. | On No. 82 Signal from No. 4 Platform. |
| 5 | 2nd pillar from buffer stops, No. 5 Platform. | 65 yards from east end of platform. |
| 6 | 2nd pillar from buffer stops, No. 6 Platform. | 65 yards from east end of platform. |
| 7 | On 8th pillar east of footbridge. | On 5th new roof support from east end of platform. |
| 8E | On 2nd pillar west of, and 2nd and 8th east of, footbridge. | On the 7th new roof support from east end of platform. |
| 8W | On 8th and 2nd pillars west, 2nd and 8th pillars east of footbridge, and 1st pillar east of P.O. lift. | On 3rd pillar from west end of platform |
| 9E | On end pillar of umbrella roof and 6th pillar east of footbridge. | On 6th new roof support from east end of platform. |
| 9W | On eastern end pillar of umbrella roof and 2nd and 6th pillars east of footbridge. | On 4th pillar from west end of platform. |
| 10E | On 7th pillar from west end of platform and 2nd pillar east of new box. | On 6th new roof support from east end of platform. |
| 10W | On eastern end pillar of umbrella roof and 4th and 2nd pillars east of new box. | On 4th pillar from west end of platform. |
| 11 | On 8th pillar west of footbridge. | On 3rd pillar from west end of platform. |
| 14 | Outside door of Inspector's Office. | 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 sound the horn as the signal will be cleared when the Signaller is in a position to allow a train to depart.

NEWCASTLE—continued

Communications from platforms to signal box. Yellow bell-pushes are fixed as shown below:—

| Platform | Platform | Platform |
|----------|-------------|----------|
| 1 (one) | 8E (four) | 11 (one) |
| 2 (one) | 8W (four) | 12 (two) |
| 3 (two) | 9E (three) | 13 (two) |
| 4 (two) | 9W (three) | 14 (two) |
| 5 (two) | 10E (two) | 15 (two) |
| 6 (two) | 10W (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 Class 40 locomotive. This locomotive will not be coupled to the train nor will two "crow" horn codes be exchanged. The instructions under Table J on page 194 are modified accordingly.

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 Signaller 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 Signaller at Heaton must immediately transmit the information to the Signaller at Newcastle.

Locomotives leaving the Motive Power Depot. Drivers of locomotives leaving the Motive Power Depot via Heaton South Junction must inform the Signaller 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 Signaller at Heaton must immediately transmit the information to the Signaller at Newcastle.

Drivers of locomotives other than above must inform the Signaller 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.

ACKLINGTON**SOUTHSIDE N.C.B. SIDINGS — BROTHERWICK LEVEL CROSSING**

1. Brotherwick Level Crossing is an "Open" crossing without gates on the single line between the B.R. Main Line and the National Coal Board Exchange Sidings.
2. "Whistle" boards are provided and speed must not exceed 5 m.p.h. from the "Whistle" board until the train has passed clear of the crossing.
3. Road traffic is controlled by twin red flashing road lights positioned at each side of the railway.
4. A white indicator lamp is provided adjacent to each flashing unit, one focussed to shine along the railway in each direction.
5. 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 not proceed until satisfied that the crossing is clear and it is safe to do so. The N.C.B. staff must be advised of the failure.

ALNMOUTH

UP SIGNAL U.31. In every case when a Driver is authorised in accordance with the Rules and Regulations to pass signal U.31 at danger he must, before passing this signal, operate the special plunger in the telephone box, or if a handsignalman is in attendance ensure that this has been done. Before proceeding over Warkworth level crossing he must satisfy himself that the barriers are in the fully lowered position.

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.

YORK YARDS (HOLGATE JUNCTION AND YORK, SKELTON)**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 Signalman.

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 acknowledge and messages can be exchanged.

Speak Slowly and Distinctly.

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.

YORK (WATERWORKS JUNCTION) TO SCARBOROUGH**SCARBOROUGH****SCARBOROUGH (FALS GRAVE) TO DOWN CARRIAGE SIDINGS/WASHBECK YARD/SHED LINE**

The Arrival line and Departure line between Falsgrave signal box and the Down Carriage Sidings are controlled by the signalman at Falsgrave box.

Movements to the Down Carriage Sidings/Washbeck Yard or Shed lines are made via the Arrival line and movements from the Down Carriage Sidings/Washbeck Yard/ Shed line are made via the Departure line.

SCARBOROUGH—continued**Scarborough (Falsgrave) to Down Carriage Sidings/Washbeck Yard/Shed Line—continued**

The spring points from Departure Line to Washbeck Yard are normally clamped and padlocked for movements along the Departure Line. The key to the padlock is kept in Falsgrave Box and must be obtained by the Leading Railman (Shunter) or Guard when access to Washbeck Yard is necessary.

Shunting movements may be made to and from the Falsgrave end of the Departure line to the rear of No. 92 G.P.L. Signal.

The person in charge of a movement to Down Carriage Siding/Washbeck Yard/ Shed lines must advise the signalman at Falsgrave box when the movement is inside clear of the Arrival/Departure lines.

No movement from the Down Carriage Siding/Washbeck Yard/Shed line must be allowed to occupy the Arrival or Departure line without the permission of the signalman at Falsgrave box.

FALSGRAVE SIGNAL BOX. Method of cautioning. The Rule Book, Section C, Clause 4.2. 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. The Rule Book, Section C, Clause 4.2. 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 the instructions contained in the General Appendix, the following additional instructions apply:—

When the locomotive 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 locomotive is ahead of the Platform Starting signal during shunting operations the "Proceed" aspect of the relative subsidiary 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 Y.

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.

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 Trainmen.

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 brake compartment) in a position on the train convenient for transmitting hand signals through the leading man to the Trainman.

TRAINMEN WORKING INTO SCARBOROUGH

Enginemen and Guards travelling passengers to Scarborough to work an outward train must in all cases report to the supervisor in charge immediately they arrive.

FOSS ISLANDS BRANCH

BURTON LANE SIGNAL BOX. 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 Island Goods Station, with the following modification:—

The Staff and Ticket are in the charge of:—

Burton Lane Signal Box Signalman.

Foss Islands Staff Attendant—07.30 to 16.30.

The person in charge at Foss Islands Goods Station must obtain permission from the Signalman at Burton Lane box before allowing a movement to proceed on the Single line.

FOSS ISLANDS BRANCH—continued**Burton Lane Signal Box—continued**

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 Signaller 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 Secondman to hand the Train Staff or Ticket to the Burton Lane Signaller, who may then, if the train has brought the Train Staff, allow a Down train to leave for Foss Islands.

Before any locomotive 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 Signaller 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 thence be diverted to the Up Main.

The locomotive 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 Signaller at Burton Lane Box must be obtained.

ROWNTREE'S SIDING

The ground frame points for working traffic into Messrs. Rowntree's Siding must not be operated 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. Rowntree's locomotive will be attached and draw the vehicle 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. Rowntree's locomotive has drawn the shunt within the gate, the locomotive 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. Rowntree's 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 (FALSgrave) TO GALLOWS CLOSE SIDINGS

The Single line between Falsgrave Signal Box and Gallows Close Sidings is controlled by the signaller at Falsgrave box. Propelling is not permitted on the single line except freight brake vans in accordance with the instructions printed on page 174.

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 Yard 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.

DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST**DARLINGTON****HOPETOWN. Movements to and from East Yard.**

No movement must depart from East Yard unless permission has been received from the Signalman at Hopetown box.

Except in an emergency, a movement must not enter the East Yard via the trailing connection from the Up Goods Yard.

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.

Section Obstructed.

If a train becomes disabled necessitating a second train entering the single line to render assistance the Guard must arrange for the Secondman 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, 20 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 Secondman must then proceed to the nearest telephone, inform the Shildon Signalman of the circumstances and request him to arrange for an assisting locomotive to be provided.

When the services of a Secondman 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 as laid down for the Secondman.

The assisting locomotive may be allowed to enter the single line from either end provided the Secondman has assured the Signalman that the disabled train has been protected in both directions in accordance with the first paragraph of this instruction.

The Secondman, 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 locomotive 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 locomotive 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 the Rule Book, Section M, Clause 3.4, but he must place three detonators on the line, twenty 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 07.30 to 09.00 without the Engineering Department taking possession of the single line through the tunnel. During the period of these inspections traffic will not be interrupted. 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. The Rule Book, Section C, Clause 4.2. 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 The Rule Book, Section C, Clause 5.1.2.

DARLINGTON (HOPETOWN) TO NICKSTREAM**WORKING OF SHELLSTAR LTD., DEPOT SIDING, STOOPERDALE**

The connection from the Single line to Messrs. Shellstar Ltd., Depot Siding is controlled by a single lever ground frame released by an Annett's key. The Annett's key is attached to the One Train only Staff which is kept in the custody of the Signaller at Hopetown box.

Scotch blocks, normally locked in position across the rails of the Depot Sidings Line, some 50 yards from the ground frame connection with the Single Line. Guards or others in charge of movements requiring to enter the Siding must remove the Scotch blocks before the movement commences and immediately the movement has been completed, replace and re-lock them across the rails.

The Key to the padlocks securing the Scotch blocks is also attached to the Train Staff.

The Up Branch First Home signal from Nickstream also applies to movements from Shellstar Siding.

HONEYPOT LANE OPEN CROSSING

Before a propelling movement is made over Honeypot Lane Open Level Crossing towards Shellstar Depot Siding, the train concerned must be brought to a stand short of the level crossing, and must not proceed over the crossing until the Guard or Person in charge has satisfied himself that the crossing is clear.

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 (TURSDALE JUNCTION) TO PELAW VIA LEAMSIDE
INSTRUCTIONS TO TERMINAL STAFF FOR WORKING TRAINS
AND LIGHT LOCOMOTIVES: 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 Signaller 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 locomotives 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 locomotive. 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 or the Railman (Terminal Attendant) 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. Train Arrival—*continued*

62. Arrival via Pelaw—Procedure.

From the ground frame, the Terminal Regulator or the Railman (Terminal Attendant) 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 or the Railman (Terminal Attendant) 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 or the Railman (Terminal Attendant) must set the ground frame to normal.

6.3. Arrival from Usworth—Procedure.

From the ground frame, the Terminal Regulator or Railman (Terminal Attendant) 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 not obstruct the movement.)

6.3.2. see 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:—Two marker boards are provided on the Down Side North of the Terminal lettered 10 and 15. These indicate to a Driver that the rear of his train of 10 or 15 vehicles as the case may be will be clear of the Ground Frame Points. Two shunt back boards are provided 40 yards in rear of the marker boards and when illuminated this will be the signal to the Guard that the propelling movement into the terminal may take place. The Terminal Regulator or Railman (Terminal Attendant) 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 or Railman (Terminal Attendant) 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. Train Departure—*continued*

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 or Railman (Terminal Attendant) 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 either he or the Railman (Terminal Attendant) walk to the Ground frame.

7.3.1. Via Pelaw.

From the ground frame the Terminal Regulator or Railman (Terminal Attendant) 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 or Railman (Terminal Attendant) 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 or Railman (Terminal Attendant) 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 or Railman (Terminal Attendant) 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 or Railman (Terminal Attendant) 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 or Railman (Terminal Attendant) 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 tell 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. Arrival of Train when Terminal Regulator not on duty—*continued*

- 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.

CONSETT NORTH TO OUSTON JUNCTION

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 give 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 Signaller 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. British Steel Corporation Plate Mill Sidings. The entry to the Plate Mill sidings is controlled by a Ground Frame at the south end of the Low Yard.

A train requiring to enter the sidings will be propelled from Consett North Signalbox and the shunter in charge of the train will operate the Ground Frame at the Plate Mill. After a train has entered the Plate Mill 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 locomotive is ready to leave the sidings for the Low Yard the shunter in charge of the train must telephone the Low Yard Chargeman and when permission has been obtained operate the points and lower the signal for the train or locomotive to depart in accordance with instructions given at the Ground Frame.

Consett Low Yard.

"Talk back" loudspeakers are installed between No. 2 Departure and No. 1 Reception on either side of the road bridge.

CONSETT—continued**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.

CONSETT NORTH. Low Yard.**Working of the Engine Line.**

Movements on the Engine Line must only be made in the direction from Consett North Signalbox towards the South Ground Frame.

BETWEEN 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".

SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS**SOUTH GOSFORTH**

EMPTY COACHING STOCK TRAINS FROM GOSFORTH CAR SHEDS, ETC., FOR NEWCASTLE 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.

WORKING OF MULTIPLE UNIT TRAINS: SOUTH GOSFORTH DEPOT—NEWCASTLE

Trains which depart from the East End of South Gosforth Depot which are required to run to Newcastle via Jesmond are authorised to propel from the Depot from subsidiary signal S.G.10 or S.G.11 sufficiently far towards Colour Light D.3X in order to stand clear of subsidiary signal S.G.3 in accordance with the instructions respecting Propelling, under the heading "Working of Multiple-unit Mechanical Diesel Trains" in the General Appendix.

The signalman must be advised in each case that a propelling Movement is to be made.

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 locomotive 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.

RIVERSIDE BRANCH, RIVERSIDE JUNCTION TO PERCY MAIN**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 runway siding, it must be set back with its rear brake van against the buffer stops in the latter siding before work is commenced.

HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND**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.

RESTRICTED CLEARANCES—NORTH TYNESIDE LINES

Due to restricted clearances between Percy Main and Backworth via Tynemouth, Diesel Multiple Units conveying passengers must not be allowed to operate between these two points unless all drop lights are fitted with safety bars and all sliding windows with ventilation stops. In all cases of locomotive hauled trains conveying passengers the Divisional Manager at Newcastle must make special arrangements to warn passengers.

DONCASTER MARSHGATE JUNCTION TO LEEDS CITY (WEST JUNCTION)

NOSTELL

Drivers of Up trains conveying 30 M.G.R. wagons for Nostell Colliery must bring their train to a stand with the locomotive at the "30" wagon marker board, situated 330 yards ahead of the trailing connection from the Up Main to the Up Sidings.

SOUTH KIRKBY COLLIERY SIDINGS

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

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the "Proceed when Authorised" board until authorised to do so by the person in charge exhibiting a green hand signal. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3 m.p.h. to enable "Tare" weighing of the vehicle to be carried out and the train must proceed to the furthestmost Loading control signal.

Guards of all trains entering the Bunker Arrival/Departure line must examine the facing spring points at the entrance to this line, also the facing spring points between the COLLIERY LEVEL CROSSING and the BUNKER, to ensure that they are correctly laid before handsignalling the Driver over them.

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

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

After loading and gross weighing has been completed and the locomotive is clear of the weigh-bridge the Driver must disengage the low speed control and proceed towards South Kirkby until the train is clear of the level crossing. If the train is to be drawn out of the Colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal L648 the route the train is to take and inform the Driver accordingly. The train must not depart from signal L648 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the empties line and must be propelled from the empties line to the empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the empty sidings until the loud sounding bell situated adjacent to the Empties line commences to ring and the colour light signal protecting the colliery level crossing has been cleared. In emergency, this signal will be replaced to Danger by the N.C.B. staff.

Permission must be obtained from the N.C.B. shunter before the locomotive returns from the empties sidings to the loaded sidings. Locomotives returning from the empties sidings to the loaded sidings must travel via the empties line and facing connection direct to loaded sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal L650 has been lowered.

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

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

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

Movements between the level crossing and the bunker must not exceed a speed of 5 m.p.h. On the remaining sections of the bunker Arrival/Departure line and the Run-round line, speeds must not exceed 15 m.p.h.

A Semaphore signal is provided for N.C.B. movements from the Colliery Shunt spur to the Loaded sidings and is normally in the "Off" position. Before any B.R. movement is made to, or from the Loaded Sidings, the Guard or Shunter, after satisfying himself that no conflicting N.C.B. movement is taking, or is about to take place, must place this signal at danger by means of the lever provided. After the B.R. movement has been completed and the line is again clear for N.C.B. movements, the Guard or Shunter must restore the signal to the "Off" position.

WAKEFIELD WESTGATE

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. The Rule Book, Section H, Clause 7.3.1. 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.

BALNE LANE

A maximum of twelve Carflat or Cartic vehicles may be propelled from the Down Main line to the Goods Yard at a speed not exceeding 3 m.p.h.

BRODSWORTH COLLIERY BRANCH BRODSWORTH MAIN COLLIERY

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 line—normal 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 line—normal 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 reserved 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.

WORKING OF TRAINS INTO BRODSWORTH COLLIERY

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 for 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, a signal situated on the right hand side of the Arrival line at the East end of the Miner's Platform will be illuminated, displaying 2 Vertical aspects. Duplicate aspects are provided in case of bulb failure. After running round their trains, Drivers must not commence to propel along the Colliery Single line to the Empty Sidings until one or two green aspects are displayed at this signal.

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.

WORKING OF TRAINS INTO BRODSWORTH COLLIERY—continued

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 at the top of the gradient towards Castle Hills Junction and stop at the board where the Guard must pin down a sufficient number of brakes.

WORKING OF BRODSWORTH COLLIERY BRANCH

The movement of trains on the Brodsworth Colliery Branch is controlled by means of Track Circuits and associated signals. When a train has cleared the Single line section between signals S.117 and S.122 inclusive, another train may be allowed to proceed to that 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

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.

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

The facilities consist of two Rapid Loading Bunkers served by Bunker Line "S" and Bunker Line "N" respectively, together with run-round facilities for each line.

(a) Trains for Bunker Line "S" (Merry-Go-Round Trains Only).

1. The Signalman at Skellow Junction Signal Box must obtain permission from the N.C.B. Bunker Controller before lowering Signal S.117 to allow a train to proceed to the "S" Bunker line. Before giving permission, the Bunker Controller must ensure that the Bunker line is clear and that no conflicting movement has been authorised.
2. When the train arrives on "S" Bunker line, it must be brought to a stand at No. 2 ground position light signal to allow the Guard to alight. The Driver must then engage Automatic Slow Speed Control and then proceed through the Bunker at a speed of **3 m.p.h.** for the purpose of tare weighing and come to a stand at the furthest Loading control signal ("D") from the Bunker.
3. The Guard must, after ensuring that the spring points are correctly set for the set-back movement, advise the Bunker Controller accordingly, at the same time informing him of the position in the train of any vehicles which are unfit for loading and confirm that loading may commence.
4. The Guard must position himself at the "Emergency" Control for the Loading control signals and, in an emergency, place the signals to "STOP IMMEDIATELY" by depressing the lineside plunger and must not allow loading to re-commence until he is satisfied that it is safe to do so.

(a) Trains for Bunker Line "S" (Merry-Go-Round Trains only)—continued

5. The Drivers must propel the train at $\frac{1}{2}$ m.p.h. through the Bunker under the control of the Loading control signals. When the last wagon is in the correct position for loading, the Guard must operate the loading Control signals by means of the "Emergency" equipment, before the locomotive enters the Bunker.
6. When the last wagon has been loaded, the Bunker Controller must retract the loading chutes after which the Guard, on satisfying himself that it is safe to do so, must instruct the Driver to reverse through the Bunker.
7. The Driver must then propel the train through the Bunker clear of the connection to the "Run-Round" line at 3 m.p.h.
8. The Guard must pin down a minimum number of 15 wagon brakes at the rear of the train, walk to the front of the train, uncouple the locomotive and operate the hand spring points to enable the locomotive to run-round.
9. On completion of run-round, the Guard must re-couple the locomotive to the loaded train and then collect the necessary documents from the Bunker Controller.
10. The Guard must then carry out a Brake Continuity Test, return to the front of the train carrying out the provisions of The Rule Book, Section H, Clause 6.3.1 and release the wagon brakes and then on completion, notify the Bunker Controller, by telephone, that the train is ready to depart.

Trains Routed to Bunker Line "N" (All Loose-coupled trains, also Merry-go-Round Trains).

Note:—Loose coupled trains must be provided with a Brake Van at each end.

1. The Signaller at Skellow Junction Signal Box must obtain permission from the Bunker Controller before lowering ground position light signal S.117 to allow the train to proceed to Bunker Line "N". Before giving permission, the Bunker Controller must ensure that the Bunker line is clear and that no conflicting movement has been authorised.
2. The train must be brought to a stand so as to allow the Guard to alight near the trailing crossover on the Bunker Line, and, as soon as the train has cleared the crossover, the Guard must operate the hand lever to set the points to "Wide-to-Gauge". The Guard must then rejoin the train, which must then proceed as far as the Notice Board at the end of the Bunker Loading line, worded "Stop—Uncouple Engine".
3. The Guard must then apply the brakes on the leading Brake Van and/or a sufficient number of wagons, uncouple the locomotive and operate the hand points to enable the locomotive to proceed to the Notice Board on the Run-Round line worded "Stop for Orders".
4. The Guard must, when notified by authorised N.C.B. staff that the "Mule" is correctly attached to the leading vehicle, release the brakes whilst proceeding to the rear of the train, and then notify the Bunker Controller of the position of any wagon not fit for loading and confirm that loading may commence.
5. When loading is completed, the Guard must obtain permission from the Bunker Controller for the locomotive to run-round via the crossover on to the Bunker line "N" and set back on to the train.
6. The Guard must re-couple the locomotive, which will ease back to reduce buffering when the "Mule" and retarders are released, and operate the hand lever to set the "Wide to Gauge" points for departure.
7. The Guard must walk to the rear of the train carrying out the provisions of The Rule Book, Section H, Clause 6.3.1, authorise the release of the "Mule" and the retarders, and carry out a brake Continuity Test (where applicable).
8. The Guard must then collect the documents from the Bunker Controller, and notify him that the train is ready to depart.

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)**THORPE MARSH POWER STATION**

This Power Station is worked by the permanently-coupled "raft" discharge system using 26 ton Air Braked hopper wagons without canopies. B.R. locomotives haul trains over the Hopper Lines and discharging is controlled by ground position light signals.

The internal layout over which B.R. trains operate consists of a Reception Line leading to two Hopper Lines ("A" and "B"), converging into a spur for the use of locomotives to run round trains. The two Hopper Lines are signalled for two-way working. There is also a Departure line leading to the Outlet signal (No. 69) at Applehurst Junction. The discharge of trains composed of 26 ton Air Braked Hopper Wagons is only carried out on Hopper Line "A".

A connection controlled by a 3-lever ground frame and released from the C.E.G.B. Control Room is provided in the Departure line approximately 70 yards on the Applehurst Junction side of No. 5 signal. This connection leads to 2 Cripples Sidings capable of holding 15 and 13 wagons respectively.

THORPE MARSH POWER STATION—continued

The Weighbridge is situated on a separate loop line, B.R. locomotives being prohibited from passing over the Weighbridge. All signals and points within the Power Station are power worked from the C.E.G.B. Control Room or operated by ground frames which are electrically released, with the exception of the points from "B" Hopper line extension leading to the four "Emergency Storage" Sidings. These points are clipped and padlocked in the normal position, the keys for the padlocks being kept in the custody of the C.E.G.B. Controller.

The wagon door safety catches are released and restored automatically, the hopper doors being opened manually and closed automatically.

Trains for discharge will arrive via the Reception line from Applehurst Junction, proceed to No. 1 colour light signal, thence via the right hand line to Signal No. 7 or via the left hand to signal No. 8 pending entrance to the Hopper. At signal No. 7 or No. 8 the Driver must bring his train to a stand and engage the Automatic Slow Speed Control, set for $\frac{1}{2}$ m.p.h. whether or not the signal concerned is showing a proceed aspect. When the signal is cleared, the train must be drawn forward to Signal A.1 at that speed. Only one train at a time is allowed over the Hopper.

The series of ground signals beyond the Hopper are for controlling movements of trains during discharge. Drivers must stop with the front of the locomotive opposite signal A.1. The C.E.G.B. staff will then discharge the wagons standing over the Hopper. The Signals on the line are operated by a Master Switch so that they will all display either an "ON" or "OFF" aspect.

When the signals display an "ON" aspect all movements must STOP IMMEDIATELY. When an "OFF" aspect is displayed and unloading operations are taking place, the train must proceed only as far as the next ground signal and STOP. The C.E.G.B. Controller will then replace the signals to the "ON" position until he is ready to allow the train to proceed to the next signal. When unloading is completed the ground signals will then be cleared to authorise the Driver to proceed to colour light signal No. 17. The Driver will then be authorised by subsidiary signal to work the locomotive into the Spur and run round via the empty Hopper line and the crossover points on the approach side of the Hopper House.

The Guard must remain on the locomotive until discharge is completed and uncouple the locomotive prior to running round, also, on completion of the running round operation, he must re-couple the locomotive to the empty train and carry out the "simple" brake test as laid down in the General Appendix.

The Carriage and Wagon Examiner must inform the Guard and the C.E.G.B. Controller whether the train is in order to depart or if there are any defective wagons to be detached giving full details of the number and position of such defective wagons. If there are no defective vehicles to be detached the Carriage and Wagon Examiner will be responsible for carrying out the provisions of The Rule Book, Section H, Clause 6.3.1. In the event of there being no Examiner on duty, the Guard will be responsible for carrying out the provisions of The Rule Book, Section H, Clause 6.3.1 after the train has been discharged.

When, however, there are any defective vehicles to be detached into the Cripples Sidings, which will include vehicles on which the hopper doors cannot be closed after discharge, the Guard must then instruct the Driver and also make the necessary arrangements with the C.E.G.B. Controller, by telephone.

After the detaching movement into the Cripples Sidings has been completed and the Ground Frame levers have been restored to the normal position, the Guard will be responsible for re-forming the train, carrying out the "simple" brake test and also for carrying out the provisions of The Rule Book, Section H, Clause 6.3.1. When this has been done and the train is ready to proceed, the Guard must advise the C.E.G.B. Controller. Departing trains must travel to Applehurst Junction over the Departure line.

Wagons detached into the Cripples Sidings because the bottom doors could not be closed after discharge will be moved by means of Local Trip Working Locomotives to either Doncaster or Knottingley for C. & W. attention as necessary. The Rule Book, Section H, Clause 6.3.1 (a) is modified accordingly in respect of such working.

If it becomes necessary for snow ploughs, either independent or fitted to locomotives, to operate on C.E.G.B. lines they must in no circumstances work over the Weighbridge or the Track Hoppers unless directly supervised by the C.E.G.B. Shift Foreman.

In the event of an emergency when coal cannot be discharged into the Hopper, it may be necessary for loaded trains to be put off into the Emergency Storage Sidings. If this occurs, Drivers will be instructed accordingly by the C.E.G.B. Controller.

Speed Limits.

B.R. trains must not exceed the following speed limits:—

| | | |
|----------------------------------|-------|---|
| Over Track Hoppers | .. .. | $\frac{1}{2}$ m.p.h. (when discharging). |
| Over Track Hoppers | .. .. | 5 m.p.h. (light locomotive or empty train). |
| Remainder of Power Station lines | .. | 15 m.p.h. |

FRICKLEY COLLIERY BRANCH

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

The branch is worked under the regulations for working single lines by one train only (subject to the modifications herein) as far as this is applicable but no train staff is provided.

FRICKLEY COLLIERY BRANCH—continued**Disabled Train.**

Should a failure occur on the branch the secondman must place three detonators on the line 20 yards apart, not less than 100 yards from the train on the Moorhouse Junction side or at the commencement of the single line if within that distance and advise the Signalman at Leeds by telephone of the circumstances. The secondman 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 Frickley Colliery Branch, working by pilotman will be introduced between No. 33 points and the branch end.

FRICKLEY COLLIERY SIDINGS—WORKING OF BUNKER LOADED TRAINS

Trains arriving at Frickley Colliery from the Frickley Colliery Signal Box end will proceed to No. 5 G.P.L. Signal and the locomotive will run round. Prior to loading each train will be hauled through the Bunker from No. 2 G.P.L. at a maximum speed of 3 m.p.h. to enable "Tare" weighing to be completed and after passing through the Bunker each train must proceed to the farthest Bunker loading signal. The guard will alight at the Bunker installation and ascertain that the points are in the correct position for the loading operation and advise the Bunker operator. When the Bunker operator is ready to commence loading the signal for the train to propel through the Bunker, three vertical white lights in the Bunker loading signal will be received and the Driver must engage the Slow speed control to maintain a speed of $\frac{1}{2}$ m.p.h. during the loading operation.

Movements over the remainder of the Bunker Arrival/Departure line and the Run-round line must not exceed 15 m.p.h.

The guard must position himself at the Bunker and when the last wagon has entered the Bunker must operate the Bunker loading signal by means of the lineside plunger to stop the train when the last wagon is positioned under the Bunker for loading and this wagon will be loaded whilst stationery.

The guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so. Trains leaving via Frickley Colliery Signal Box can be allowed to proceed towards the departure signal after the guard has informed the Bunker operator that it is ready. Guards of trains leaving via Moorhouse Junction must inform the Bunker operator that they are ready to depart and all trains must depart locomotive leading.

EASTWOOD (L.M.R.) TO NORMANTON, GOOSE HILL**SOWERBY BRIDGE**

COUPLING UP OF PASSENGER TRAINS. The provisions of The Rule Book, Section H, Clause 3.6 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.

HEALEY-MILLS: PLACING OF TRAINS ON RECEPTION SIDINGS

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.

HEALEY-MILLS: PLACING OF TRAINS ON RECEPTION SIDINGS—continued

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 occupied Reception Sidings.**(i) Down trains from 142 or 143 subsidiary signals.**

Trains will be propelled as required, from signals 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 m.p.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.

HEALEY MILLS: YARD SAFETY

In order to safeguard staff performing duties in the Reception or Primary Sorting Sidings, The Rule Book, Section J, Clauses 3.9 and 3.20, together with the following additional instructions, must be complied with:

(1) Reception Sidings.

- 1.1 When it is necessary for any train or raft of wagons to set back on to any occupied Reception Siding from East or West End, the Control Tower Regulator must, before permitting the movement, warn the staff working in the area either by radio telephone or by ground post telephone, **and obtain an acknowledgment of the warning.**
- 1.2 Cutters must acknowledge the warning expeditiously by radio telephone or by ground post telephone and on receipt of their acknowledgments, the move may be authorised.
- 1.3 On receipt of the warning, cutters must not go between the wagons standing on the Reception Siding concerned until the set-back movement has been completed, and the locomotive has been released from the wagons.

(2) Primary Sorting Sidings.**2.1 Train Preparation and Examination.****2.1.1 General.**

A Guard requiring to enter the Primary Sorting Sidings in connection with train preparation must first of all contact the Up or Down Departures Inspector, as appropriate, and obtain from him a pocket radio telephone, which **must** be returned when his work is completed.

- 2.1.2 **A Guard or Train Preparer working alone** must, when he is ready to examine his train, advise the Departure End Inspector of his intention. The Inspector must then ensure that all movements from the East end of the siding concerned are accompanied and brought to a stand clear of any vehicles in the siding. After the Guard or train preparer has received an assurance to this effect (and has been warned that as shunting may be in progress from the hump end, he must not go between or beneath wagons until he has received permission to do so from the Control Tower Regulator in accordance with the next paragraph), he must walk from the East to the West end of the siding concerned, carrying out an examination only.

On arrival at the West end of the siding, he must advise the Control Tower Regulator by means of the radio telephone or the nearest ground post telephone of the siding in which he wishes to commence preparation work, and must then act on the instructions of the Regulator.

If, before permission is given by the Regulator, it is necessary for additional wagons or a brake van to be shunted into the siding, the guard or train preparer must be instructed to stand clear and wait for further instructions on the radio telephone. If these instructions are not received within a reasonable time, the Regulator must be contacted again via the radio telephone or the nearest ground post telephone.

When no more movements are to be made into the siding concerned the Regulator must instruct the Panel Operator to set the point switches away from this siding and to place and maintain a reminder device over the switch until instructed by Regulator to remove it. The Regulator must then assure the guard or train preparer, by means of the radio telephone, that humping into the siding concerned has been suspended. The latter must then return, on the opposite side of his train to the East end, completing his examination and preparation as quickly as possible.

On arrival at the East end, he must use either the radio telephone or the nearest ground post telephone to advise the Control Tower Regulator that preparation is complete, whereupon the latter must warn the Guard or train preparer that shunting into the siding is being resumed.

If for any reason, train preparation cannot be completed, the Guard or train preparer must, as soon as all possible work has been done, report the position to the Control Tower Regulator by means of either the radio telephone or the nearest ground post telephone and thereafter work to his instructions.

Should the Guard or train preparer be told that protection arrangements are being removed from either end of the siding to permit further movement, he must not go between or beneath any vehicle in the siding until an assurance has been obtained that full protection has again been provided.

The Control Tower Regulator must advise the Departure End Inspector immediately preparation has been either suspended or completed. Should a Guard or train preparer report back to the Departure Inspector without such advice having been received from the Regulator, the Inspector must satisfy himself that it is safe to resume normal working, and so advise the Regulator.

Protection must only be arranged with the Control Tower Regulator for one siding at a time, and new arrangements must be made as work progresses from siding to siding.

- 2.1.3 **Train Preparers working in teams** may work either as in 2.1.2 above, or adopt the most expeditious means possible, providing they observe the principles of obtaining the authority of the Departure End Inspector before entering the siding, arrange protection with the Control Tower Regulator before going between or beneath vehicles, and arrange for the protection to be removed as soon as the work has been completed. Protection must only be arranged with the Control Tower Regulator for one siding at a time, and new arrangements must be made as work progresses from siding to siding.

WAKEFIELD (KIRKGATE)

WAKEFIELD (KIRKGATE) STATION. 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 (KIRKGATE) EAST SIGNAL BOX

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 Kirkgate East box before the setting back movement is authorised.

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE)**HALIFAX**

The Guard of a Down Freight train or Parcels Train calling at Halifax which has been brought to a stand at signal No. 715 must immediately advise the Signalman at Halifax by means of the telephone provided at signal No. 713 that the train has arrived complete with tail lamps attached.

HALIFAX RECEPTION LINE

No train must be placed on the reception line without the permission of the Signalman at Halifax Box.

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.

BRADLEY BRANCH

The above Single line branch is worked under track circuit occupation, the signals at either end being electrically interlocked. In case of failure the appropriate Electric Token Regulations, as modified below will apply.

SECTION OBSTRUCTED. If a train becomes disabled necessitating a second train entering the single line to render assistance the guard must arrange for the secondman to proceed in the direction of the nearest telephone which will give communication with Healey Mills 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 single line 20 yards apart not less than 300 yards from the disabled train or at the maximum possible distance if this cannot be done. The guard must remain at that point protecting the train as laid down in the final paragraph of this instruction.

The Secondman must then proceed to the nearest telephone, inform the Healey Mills signalman of the circumstances and request him to arrange for an assisting locomotive to be provided.

When the services of a Secondman 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 Secondman.

An assisting locomotive may be allowed to enter the single line from either Bradley Junction or from Bradley Wood Junction provided the Secondman has assured the signalman that the disabled train has been protected in both directions in accordance with the first paragraph of this instruction.

The secondman when he has been informed by the signalman at Healey Mills from which direction assistance will be provided, must return to the point at which he placed the detonators.

The driver of the assisting locomotive must be specially advised by the signalman at Healey Mills signal box the position of the man protecting the disabled train.

The man affording protection in the direction from which assistance is given must conduct the assisting locomotive 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 The Rule Book, Section M, Clause 3.4 but he must place three detonators on the single line 20 yards apart, not less than 300 yards in rear of the train or at the maximum possible distance if this cannot be done and remain at that point exhibiting a hand danger signal until he is recalled to the train.

DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)**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 Signalman 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 Manager 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 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 a locomotive 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 Signaller 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 it must be dealt with as an Engineers' Train requiring to return to the signal box in the rear. The Person in charge of the trolley must carry out the duties of a Guard as detailed in the Rule book, Section Q, Clauses 3.7.2, 3.7.3 and 3.7.4.

HUDDERSFIELD

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS. Referring to the instructions contained in 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 STATION

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

Empty diesel multiple units must not be propelled except:—

- (i) When it is impracticable, because of the formation of the train set for the Driver to walk through the train from one end to the other

or

- (ii) When in the event of the driving apparatus in the leading compartment becoming defective the train cannot be driven from the leading end.

If, in accordance with (i) above, it is necessary to make a propelling movement at the West end of the station, the empty diesel multiple unit must be propelled into the tunnel to enable the Driver to be in the leading cab for the return movement.

PENISTONE, HUDDERSFIELD JUNCTION TO HUDDERSFIELD (SPRINGWOOD JUNCTION)

CLAYTON WEST JUNCTION. The provisions of The Rule Book, Section H apply to trains brought to a stand on the Up Main line at Signal CW.14.

THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)

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 Manager "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 it must be dealt with as an Engineers' Train requiring to return to the signal box in the rear. The Person in charge of the trolley must carry out the duties of a Guard as detailed in the Rule Book, Section Q, Clauses 3.7.2, 3.7.3 and 3.7.4.

FARNLEY BRANCH

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

The branch is worked under the Regulations for working Single lines by One Train only (subject to the modifications herein) as far as this is applicable but no train staff is provided.

The guard must inform the signaller at Leeds by telephone when the train, complete with tail lamp, has passed clear of the branch.

Disabled train.

Should a failure occur on the branch, the Secondman must place three detonators on the line 20 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 Signaller at Leeds of the circumstances from the nearest signal post telephone.

The Secondman 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 The Rule Book, Section J, Clause 3.2.2.

THORNHILL JUNCTION TO CLECKHEATON

Except in emergency, the Arrival line must only be used for trains travelling towards Cleckheaton Yorkshire Tar Distillers Sidings and the Departure line for trains travelling from the Y.T.D. Sidings.

When the Arrival line only, is available between Thornhill Junction and the Yorkshire Tar Distillers Sidings, a Pilotman must be appointed and accompany every train.

When the Departure line only is available, the arrangements as set out for the Heckmondwike curve must be applied. In addition, in the case of trains proceeding to the Yorkshire Tar Distillers Sidings, a Pilotman must be appointed and accompany every train.

A moveable scotch block is situated on the Departure line 35 yards on the Heckmondwike side of the Up Through siding connection and must be kept padlocked across the rail except when it is necessary for it to be swung clear for train movements, after which it must be replaced across the rail and padlocked in position.

Keys to the padlock are kept in the custody of the Inspector in the Up Departure Inspectors Office at Healey Mills. Trainmen must obtain one of these keys before leaving Healey Mills and must return same to the Inspector upon arrival back at Healey Mills.

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 Train only (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 between the connection to the curve and Thornhill Junction the instructions in the General Appendix "Wrong Direction Movements where track circuit block is in operation" will apply, subject to the provision of the following paragraph:—

If the disabled train was proceeding to the curve, protection in accordance with The Rule Book, Section M, Clause 3.4, must be carried out **in the direction of Heckmondwike by the secondman**. 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 secondman 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 secondman.

Should the failure occur on the single line the guard must place three detonators, 20 yards apart, not less than 300 yards from the train on the Thornhill Junction side or at the trap points protecting the main line if within that distance, and advise the Healey Mills Signaller of the circumstances from the nearest signal post telephone.

The guard must exhibit a hand danger signal at the detonators and conduct the assisting 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 Signaller at Healey Mills box. No movements from or to the curve must be made until the driver has been instructed to do so by the man in charge on site. When these arrangements are in operation drivers will be so informed by the Healey Mills Signaller by means of the telephone at Signals HM.27 and 30. Drivers must arrange for the guard and driver of any assisting locomotive to be informed and the guard of each train or Secondman in the case of a light locomotive returning from the curve must advise the Signaller at Healey Mills, by telephone, when the train complete with tail lamp has passed signal HM.32.

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 Signaller at Healey Mills box and obtain the Signaller's permission for such movements to be made.

The Signaller 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 Signaller's permission.

When an outward train is on the Down Slow line ready to depart the Guard must so advise the Signaller at Healey Mills box.

Trains entering or leaving A.P.C.M. Sidings.

The Guard must not allow trains to enter or leave A.P.C.M. Sidings unless the level crossing barriers have been placed across the roadway by A.P.C.M. staff for the rail movement concerned.

In addition, when it is necessary for a train, other than a light locomotive, to leave the A.P.C.M. siding and occupy the Arrival line, the guard must give details of the required movement, by telephone to the signaller at Healey Mills and obtain the signaller's permission for such movement to be made. The signaller must be informed when the train standing on the Arrival line is ready for departure complete with tail lamp attached.

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)

MONCKTON MAIN COLLIERY SIDINGS

INSTRUCTIONS TO BE OBSERVED RESPECTING WORKING OF WAGONS TO THE COKE OVENS SIDING BY B.R. LOCOMOTIVES. A telephone is provided between the coke ovens shunters cabin at the entrance to the Coke Empty Sidings and the B.R. 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 Inward 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 number of empty wagons must not exceed 15 or their equivalent. 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.

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 Signaller 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 Signaller and ascertain which train is required to proceed.

STATION. Referring to The Rule Book, Section C, Clause 4.2; the calling on signal provided at Normanton Station North Signal Box below the Up Fast line starting signal, may be taken off before the train has been brought to a stand at it.

SOUTH YARD. When it is necessary for movements to be made to the South Yard Sidings, the train concerned will be brought to a stand at Goose Hill Junction box and the trainmen will be advised accordingly.

A second movement will not be allowed to enter the sidings until a proper understanding has been reached with all concerned.

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 LOCOMOTIVES: 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 Locomotive 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 brake van 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, drivers 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 locomotives.
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. Train Departure—*continued*

- 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 signaller 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

TRAINS AND LOCOMOTIVES READY TO DEPART FROM STEELWORKS AND TURN-TABLE SIDINGS. South Junction. A plunger is provided near to the outlet signal from the sidings to enable the Secondman to advise the Signaller at Hunslet South Junction Signal Box that his train or locomotive is ready to depart.

HOLBECK M.P.D.

No brake van must be left in the back siding.

Locomotives requiring to leave the Depot under authority of ground position light signal No. 880 should, when awaiting clearance of that signal, be brought to a stand at the associated signal telephone situated some 25 yards in rear of the signal. This will eliminate the engine noise of the locomotive which would render conversation with the signaller at Leeds box extremely difficult, if the locomotive was standing at the signal which is situated under Ninevah Road overbridge.

DIESEL LOCOMOTIVE WASHING PLANT

Drivers must ensure that all windows are closed before entering the washing machine and proceed through the machine at 2 m.p.h., ensuring that the flails of the Exmover section (1st pair of brushes) of the plant and the flails of the water section (2nd pair of brushes) are rotating before passing between them.

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 notice board 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.

All concerned must note that there is restricted clearance through the washing machine.

CUDWORTH (DEARNE VALLEY NORTH JUNCTION) TO GRIMETHORPE COLLIERY (DEARNE VALLEY NORTH BRANCH)

GRIMETHORPE COALITE PLANT—WORKING INSTRUCTIONS

A 5 lever ground frame is provided at a point opposite the entrance to Coalite Despatch Sidings. The lever functions are as under:—

| Lever No. | Controls. |
|-----------|--|
| 1. | Points to and from Despatch Sidings. |
| 2. | Points to and from Storage Sidings or Coalite Running Road. Also illuminates Flashing Red signal located at converging point of Coalite Running Road with Storage Sidings, provided No. 5 lever is normal. |
| 3. | 2 aspect colour light signal reading from B.R. Running Line to Despatch Sidings or Storage Sidings. |
| 4. | 2 aspect colour light signal reading from Storage Sidings or Coalite Running Road to B.R. Running Line or Despatch Sidings Shunt Neck. |
| 5. | When reversed, cancels flashing red indication as referred to in 2 above. |

Note: The flashing red indication initiated by the operation of No. 2 lever and cancelled by the reversal of No. 5 lever, is only applicable to movements by Coalite locomotives.

ENTERING COALITE SIDINGS

1. Prior to any movement being allowed to enter the Coalite Sidings, the B.R. Person-in-charge must first advise the Person-in-charge of the Coalite Sidings of the movement required to be made.
2. The Guard or Shunter must then operate the Ground Frame as necessary. When a movement is being made from the B.R. Running Line to the Storage Sidings, after No. 2 lever has been operated, the signal controlling the entrance to the Storage Sidings has a time delay of 2 minutes to allow for the flashing red indication to be observed by the Coalite Staff. All B.R. movements from B.R. Running line to the Storage Sidings must be made with No. 1 lever normal and No. 2 lever reversed.

WORKING INSIDE COALITE SIDINGS

1. B.R. locomotives will attach traffic from the four Coalite Loaded Sidings, the line leading to the Coalite Storage Sidings, or the Despatch 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 under any circumstances, pass the wheel stops.
4. The indicator lights situated adjacent to each of the Despatch Sidings do not apply to B.R. movements on to the Sidings, such movements being controlled by handsignal from the Guard or Shunter.
5. 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.
6. 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.
7. 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.

COALITE MOVEMENTS WHEN B.R. STAFF ARE NOT ON DUTY

During these periods, B.R. Staff must, prior to leaving duty, ensure that ground frame lever No. 1 is padlocked in the Reverse position. The key for the padlock must be retained by the B.R. Person-in-charge.

When resuming duty, B.R. Staff must, before unlocking the padlock and replacing No. 1 lever to the Normal position, ensure that no conflicting movements are taking place and that it is safe to do so.

The Person-in-charge of Coalite must be advised by the B.R. Person-in-charge, as expeditiously as possible, on each occasion when B.R. Staff take up or leave duty.

DEPARTING FROM COALITE SIDINGS

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.

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 (DEARNE VALLEY SOUTH BRANCH)

GOLDTHORPE COLLIERY

Trains composed of 26/32 ton Air-Braked Hopper wagons or 24½ ton Hopper wagons arriving for Bunker loading must proceed through the Bunker at a maximum speed of 3 m.p.h. to enable tare weighing to be carried out and must be brought to a stand on the Empties Siding when the whole of the train has passed one locomotive length beyond No. 1 G.P.L. signal. The locomotive must then be detached for the purpose of running round via the Engine Run-Round line controlled by Nos. 4 and 2 G.P.L. signals.

After proceeding through the Bunker back on to the train and when No. 1 G.P.L. signal is cleared the Driver must engage slow speed control to maintain a speed of ½ m.p.h. and proceed through the Bunker for loading and gross weighing.

The train will be brought to a stand by means of the Bunker loading signals when the first wagon of the train is under the bunker and will be signalled forward by the Bunker loading signals when loading is to commence. The Guard must position himself at the Bunker during loading operation and operate the Bunker loading signals by means of the lineside switch to stop the train, should this be necessary at any time during the movement, and must not allow loading to recommence until he is satisfied it is safe to do so. When the loading movement is complete and the train has proceeded to the farthest Bunker loading signal the Guard will collect the train weighbill from the Bunker operator and inform him that the train is ready to depart.

Trains for conventional loading must proceed to the colliery by the Empties Siding line and depart from the colliery via the Run-Round line. These trains must not exceed a speed of 5 m.p.h. when passing over the Bunker Weighbridge line. The speed of all trains over the remainder of the Empties Siding and Engine Run-Round line must not exceed 15 m.p.h.

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 back—such 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 entrance 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 RED—proceed 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.

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 locomotive 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 Train only (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 Secondman must place three detonators on the line 20 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 Secondman 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.

OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION OAKENSHAW

All trains on the Down Goods line proceeding on to the Down Branch line between Oakenshaw South Junction and Oakenshaw Junction must be brought to a stand clear of the Down Main line and the Guard, or Secondman in the case of a light locomotive, must inform the Signalman by means of the telephone provided that the train or locomotive complete with tail lamp has arrived on the Branch clear of the Down Main line.

NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN) 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.

Drivers of trains conveying 30 M.G.R. wagons for Gascoigne Wood Up Sidings must bring their train to a stand with the locomotive at the "30 M.G.R." wagon marker board, situated 350 yards ahead of the trailing connection from the Up Branch to the Up Sidings.

When the Guard has set the points for the selected siding and the relative signal from the Up Branch to the Up Sidings has been lowered the Guard must operate the special plunger to activate the warning bell situated at the marker board.

The sounding of the warning bell is authority for the Driver to commence propelling towards the Up Sidings. The Rule Book, Section J, Clause 4.1 is hereby modified accordingly.

WHITWOOD BRANCH

The normal position of the Pottery Street Level Crossing Gates is across the line, and Drivers, when approaching, must sound the locomotive horn to inform the person appointed for the duty that the level crossing gates require to be reversed.

CASTLEFORD 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 locomotive from Castleford must be used for movements over this branch. Speed on the branch must not exceed four miles per hour.

CASTLEFORD (OLD STATION) TO ALLERTON MAIN (BOWERS OPENCAST) 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. A two-lever Ground frame, released by the Train Staff, is provided on the Single line at the entrance to the Opencast with the facing points normally set for the Opencast line. The Ground frame connections provide access to a siding line, approximately 350 yards in length.

LEEDS ROAD LEVEL CROSSING. Trap points are provided on the Ground frame side of the crossing. Drivers proceeding into or out of the Opencast must bring their train to a stand at the "Stop for Orders" board, situated at either side of the Level crossing and not proceed until authorised to do so by the Crossing Keeper.

OUTGOING TRAINS. Drivers of trains proceeding from the Opencast or Siding line towards Ledston Station must bring their trains to a stand at the "Stop-Telephone" board, situated 300 yards on the Ledston side of the Ground frame, contact the Signaller at Ledston by means of the telephone provided, giving description and destination of train and must not proceed until authorised to do so by the Signaller.

BOWERS OPENCAST

TRAINS DRAWN FROM ALLERTON MAIN GROUND FRAME. After the train has 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.

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)**CALDER BRIDGE**

TAIL LAMPS. Tail lamps are provided in Calder Bridge signal box for the purpose of carrying out The Rule Book, Section J, Clause 3.2.1, when trains or vehicles are allowed to stand on the Up Goods line after sunset or during fog or falling snow.

SHARLSTON**SHARLSTON COLLIERY**

Up or Down trains from Sharlston Colliery must not draw up to the outlet signal until the line is clear for a straight run onto the Main Line.

Derailers operated by the N.C.B. Crossing Keeper are provided at the converging point of the Colliery Sidings, and trains must when possible stand in rear of the Derailers, 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 to the Main line.

Guards of arriving trains (except those for Bunker loading) must telephone the Signaller at Oakenshaw North box, who will advise the method to be adopted for disposing of the brake van. Such trains must stop with the brake van in the rear of the connection to the Colliery and it may be necessary to leave the brake van on the Main line.

When a train has drawn forward on the Down Main line towards Streethouse Gate Box to clear the Colliery point before setting back, and the Guard's handsignal cannot be seen by the Driver the Guard may telephone the Signaller at Oakenshaw North who will advise the Crossing Keeper at Streethouse to give the Driver the necessary instructions.

PONTEFRACT (PRINCE OF WALES): No propelling movement must be made until the Signaller at Prince of Wales Box has been advised that a propelling movement is intended.

HENSALL**Up Signal 4 and Down Signal 26.**

In the case when a Driver is authorised in accordance with the Rules and Regulations to pass Up signal 4 or Down signal 26 at danger, he must, before passing the signal concerned, operate the special plunger below the telephone box, or if a Handsignaller is in attendance ensure that this has been done.

Before proceeding over Snaith and Pontefract Highway level crossing he must satisfy himself that the barriers are in the fully lowered position.

KELLINGLEY COLLIERY

Empty wagon trains for Kellingley Colliery must be propelled into the Empty Wagon Sidings. In all cases where a Guard's brake van becomes the first vehicle in the propelling movement the brake van must be detached in the shunt spur situated east of the signal box.

The Guard must ascertain from the Signaller at Sudforth Lane signal box into which siding the N.C.B. has requested the empties to be placed and if the siding selected is empty or occupied.

When the Guard has set the points for the selected siding he must inform the Signaller from the telephone situated adjacent to the Loaded Wagon Sidings that he is ready for the train to propel into the siding.

KELLINGLEY COLLIERY—continued

The Signaller will then clear the appropriate G.P.L. signal 452 or 453 for the train to enter the sidings. The clearing of the G.P.L. signal will illuminate and clear a set back signal.

The clearing of the appropriate set back signal is authority for the Driver to commence to propel the train towards the Empty Wagon sidings. The Rule Book, Section J, Clause 4.1 is modified accordingly.

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 Junction 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 Sudforth Lane No. 468 signal proceed to signal No. 471 thence to P.1 and P.2, and, if via No. 1 or No. 2 line, to signal P.5 or P.6 respectively pending entrance to the hoppers. Trains from signal P.2 via the Bypass line proceed to signal P.8, or to subsidiary signal P.7 on the Cripples Loop.

Four Special position light signals are provided for No. 1 and No. 2 lines. 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 A.3 and A.4 also B.3 and B.4 are 150 yards apart.

A train for automatic or manual discharge must be brought to a stand at signal P.6 or P.5 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 Special 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 locomotive arrives at the "30" marker board (to the left of Numbers 1 and 2 lines respectively, 67 yards beyond A.3 and B.3 Special signals) if consisting of 30 wagons, or the last Special signal (A.4 or B.4) if consisting of 36 wagons.

When a train is brought to a stand prior to completion of discharge the Guard must wait 3 minutes and if working is not then resumed he must proceed to the Hopper House, establish the cause of the delay and assist as necessary. Before leaving the locomotive the Guard must inform the Driver of the action he is about to take.

The Carriage and Wagon Examiner must inform the C.E.G.B. Controller whether the train is in order to proceed to Whitley Bridge Junction or if there are any defective wagons to detach, giving full details of number and position of such defective wagons.

If there are no defective vehicles to be detached the Carriage and Wagon Examiner will be responsible for carrying out the provisions of The Rule Book, Section H, Clause 6.3.1.

Electric bells and plungers are provided in order to expedite the starting of a train to proceed to Whitley Bridge Junction. The bells, together with a Driver's visual starting indicator displaying a letter "S" when illuminated, are positioned on A.4 and B.4 Special signals.

The associated plungers are situated alongside Numbers 1 and 2 lines respectively, immediately in advance of the Empty Wagon Weighbridge.

The C. & W. Examiner must operate the plunger when the train has cleared the Tare weighbridge and is in a proper condition to proceed to Whitley Bridge Junction. The illuminated "S" and/or the ringing of the bell is the indication to the Guard that the train is in order and that he is exempt from observing the provision of The Rule Book, Section H, Clause 6.3.1. When, however, there are any defective vehicles to be detached into the Cripple Siding, the C.E.G.B. Controller will advise the Guard accordingly by means of the telephone at P.9 or P.10 signal as the case may be.

The Guard must then instruct the Driver and make the necessary arrangements with the C.E.G.B. Controller by telephone.

After the detaching movement into the Cripple Siding has been completed, the Guard will be responsible for reforming the train and also for carrying out the provisions of The Rule Book, Section H, Clause 6.3.1.

As soon as this has been done and the train is ready to proceed, the Guard must advise the C.E.G.B. Controller.

If the illuminated "S" and/or the bell have not been operated 1 minute after the train has stopped at either the 30 marker board or A.4/B.4 Special signal for the Driver to change the speed control, the Guard must communicate with the C.E.G.B. Controller by means of the telephone at P.9 or P.10 signal as the case may be.

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 P.5 or P.6. If a train proceeding through the hopper house has to be handsignalled the Guard must take complete charge and handsignal the Driver as necessary.

EGGBOROUGH POWER STATION—continued

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 P.8 and make any necessary arrangements for subsequent movements before attaching or detaching wagons or proceeding to the Up C.E.G.B. line.

A maximum speed of 15 m.p.h. applies on all lines within the Power Station area **except:—**

1. Trains on No. 1 and No. 2 lines which are not dealt with under the automatic or manual unloading procedure when passing over the weighbridge located at the entrance to and exit from the Hopper house.....**5 m.p.h.**
2. Any Train or Locomotive proceeding over No. 1 or No. 2 lines between 1 m. 0 chs. and 2 m. 60 chs., **subject to the restriction referred to in (1) above.....10 m.p.h.**

If it becomes necessary for snow ploughs, either independent or fitted to locomotives, 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.

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.

METHLEY NORTH JUNCTION TO PONTEFRACT (WEST JUNCTION)**CASTLEFORD**

GLASSHOUGHTON RAPID LOADING FACILITIES. Trains arriving for Bunker loading must proceed through the Bunker at a maximum speed of 3 m.p.h. to enable "Tare" weighing to be carried out and must be brought to a stand on the 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 Signaller at Cutsyke box by telephone.

Movements over the remainder of the Bunker Arrival/Departure line must not exceed 15 m.p.h.

CHARLESWORTH'S TO LOFTHOUSE JUNCTION

LOFTHOUSE JUNCTION SIGNAL BOX—Charlesworth Branch. The regulations for working single lines of Railway by Train Staff and Ticket apply between the notice board 27 yards on the Lofthouse Junction side of Methley South Level crossing, reading "DO NOT PASS WITHOUT STAFF OR TICKET" and the notice board 240 yards on the approach side of the first connection to Newmarket Colliery worded on the Lofthouse Junction side "STOP FOR ORDERS" and on the Charlesworth side "STAFF AND TICKET WORKING AHEAD".

The Staff and Tickets are in the charge of—

| | | | |
|-------------------------------|----|----|-------------------------------------|
| Lofthouse Junction signal box | .. | .. | Signalman. |
| Charlesworth | .. | .. | Staff Attendant (person in charge). |

An illuminated notice board worded "Stop. Examine Points and Whistle before proceeding" is provided 2 yards on the Charlesworth's side of Methley South Level Crossing. The points referred to are spring loaded points immediately on the Lofthouse Junction side of the Level Crossing.

WATH ROAD JUNCTION TO BURTON SALMON**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 Frickley Colliery 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.

FRICKLEY COLLIERY SIDINGS—WORKING OF BUNKER LOADED TRAINS.

Trains arriving at Frickley Colliery from the Frickley Colliery Signal box end will proceed to No. 5 G.P.L. Signal and the locomotive will run round. Prior to loading, each train will be hauled through the Bunker from No. 2 G.P.L. at a maximum speed of **3 m.p.h.** to enable "Tare" weighing to be completed and after passing through the Bunker each train must proceed to the farthest Bunker loading signal. The Guard will alight at the Bunker installation and ascertain that the points are in the correct position for the loading operation and advise the Bunker operator. When the Bunker operator is ready to commence loading the Signal for the train to propel through the Bunker, three vertical white lights in the Bunker loading signal will be received and the Driver must engage the Slow speed control to maintain a speed of $\frac{1}{2}$ **m.p.h.** during the loading operation.

Movements over the remainder of the Bunker Arrival/Departure line and the Run-round line must not exceed **15 m.p.h.** The guard must position himself at the Bunker and when the last wagon has entered the Bunker must operate the Bunker loading signal by means of the lineside plunger to stop the train when the last wagon is positioned under the Bunker for loading and this wagon will be loaded whilst stationary.

The guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

Trains leaving via Frickley Colliery Signal Box can be allowed to proceed towards the departure signal after the Guard has informed the Bunker operator that it is ready. Guards of trains leaving via Moorhouse Junction must inform the Bunker operator that they are ready to depart and all trains must depart locomotive leading.

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 C.E.G.B. 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 aspect 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 Outgoing line.

A hand worked trailing connection in the Incoming line gives access to the Contractors' 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 two-way stencil indication is provided at both No. 4 and No. 5 signals which will exhibit a "T" or "G" indication when the signal is cleared. The "T" indication will be exhibited to indicate to the Driver that discharge will be carried out under the control of the Special Position Light Signals. The "G" indication will be displayed to advise the Driver that his train will be discharged under the control of the **Ground** Position Light Signals.

Special position light signals are provided to control the unloading of trains and Drivers must work to the aspects displayed by these signals. When it is necessary to stop a train in an emergency, the special position light signals will display the "Stop Immediately" aspect, the emergency red lights will flash and Drivers must act accordingly.

FERRYBRIDGE "C" POWER STATION—continued

In the event of a failure of the special position light signals or it being necessary to unload a train of conventional wagons, unloading will be controlled by a series of ground position light signals. When it is necessary to stop a train in emergency, the emergency red lights will flash and Drivers must bring their trains to a stand immediately.

Two marker boards are provided alongside each unloading track between the last special position light signal and Signals F.40 and F.41. These are lettered "30" and "36" and indicate to a Driver when the rear vehicle of a train consisting of 30 or 36 wagons, as the case may be, is clear of the Empty Weighbridge.

Trains for automatic discharge should be brought to a stand at Signal 4 or 5 where the Driver must engage the automatic slow speed control set for a speed of $\frac{1}{2}$ m.p.h. When the signal is cleared, the train must proceed forward whilst the special or ground position light signals show "Proceed", but must be brought to a stand immediately if they are restored to the "Stop" or "Stop Immediately" aspects or if the emergency red flashing signals are operated. On arrival of the locomotive 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. Drivers must control their trains at all times by use of the train brake and must not rely only on the locomotive brake. During discharge, under the normal automatic unloading procedure, the Guard will remain on the locomotive, until reaching signal F.40 or F.41 from where he will contact the C. & W. Examiner to ascertain, by means of the telephone, whether or not the train is in order to proceed. The Carriage and Wagon Examiner will inform the Guard whether the train is in order to proceed. The Carriage and Wagon Examiner must also advise the C.E.G.B. Controller, by telephone, when the train is ready to leave or if there are any defective wagons to detach. After discharge, and if the train is in order to proceed, the C.E.G.B. Controller will advise the Signalman at Ferrybridge Signal box accordingly. If there are no defective vehicles to be detached, the C. & W. Examiner will be responsible for carrying out the provisions of The Rule Book, Section H, Clause 6.3.1. In the event of there being no Examiner on duty, the Guard will be responsible for carrying out The Rule Book, Section H, Clause 6.3.1. If, however, there are defective vehicles to be detached, the C. & W. Examiner will advise the Guard the number and position of such defective vehicles. The Guard must then instruct the Driver and supervise the detaching of the defective vehicle(s) into the Cripple Siding, liaising as necessary with the Signalman at Ferrybridge box by telephone, in order to operate the Ground Frame leading to the Cripple Siding.

After the detaching movement has been completed the Guard will be responsible for re-forming the train and carrying out the provisions of The Rule Book, Section H, Clause 6.3.1.

The only vehicles which should be detached into the Cripple Siding are those to which red and white "Not to Go" labels have been affixed. Vehicles with a green "For Repairs" label affixed which will include those on which the hopper doors cannot be closed after discharge must be worked in the train set to Knottingley for C. & W. attention. The Rule Book, Section H, Clause 6.3.1 (a) is modified accordingly.

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 locomotive cab at the appropriate "30" or "36" marker board, to ensure that the rear vehicle 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 correct 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.

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 maximum speed of **15 m.p.h.** applies on all lines within the Power Station area except:—

- (1) Any train or Locomotive when passing over the weighbridge located at the entrance to and the exit from the Hopper House on both East and West tracks.....5 m.p.h.
- (2) Any train or Locomotive proceeding over the Merry-go-Round loop between 0 m. 40 chs. and 1 m. 40 chs.....10 m.p.h.

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 unless directly controlled by the C.E.G.B. Supervisor.

HICKLETON COLLIERY EMPTY WAGON BRANCH

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 Train only. 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, must give permission for the Colliery locomotive, with or without wagons, to occupy the Empty Wagon Branch Line in either direction without being in possession of the Train Staff, providing:—

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

and

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

Before the Signalman at Hickleton Main Colliery Sidings signal box gives permission for the Empty Wagon Branch Line to be occupied by the Colliery locomotive, he must have a clear understanding with the Person in Charge of the N.C.B. 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. Wagon Full 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 OBSTRUCTIONS OF EMPTY WAGON BRANCH LINE

In the event of mishap or obstruction whereby the EMPTY WAGON BRANCH Line is blocked the N.C.B. Staff or B.R. Staff must immediately advise the Signaller at Hickleton Main Colliery Sidings signal box, and take the necessary steps to afford protection. The Signaller must ensure that the Person in Charge of the N.C.B. 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 Signaller at Hickleton Main Colliery Sidings signal box for a movement to proceed over the Empty Wagon Branch line to the Empty Wagon Sidings, he must first ensure that the barriers of the level crossing are secured against road traffic, and that the necessary signals are then cleared for the movement to proceed to the Empty Wagon Sidings. He must then advise the Signaller at Hickleton Main Colliery Sidings signal box accordingly, and at the same time inform him into which roads the wagons are to be placed when the train concerned is conveying empty wagons for the colliery.

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

Loaded Wagon Sidings. When more than one train is engaged in the Sidings at the same time, before giving the Guard of the second train permission to commence shunting, the B.R. Shunter (or in his absence the Guard) must satisfy himself that the first locomotive has gone beyond the signal applicable to the shunting neck.

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

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

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE)

HAMMERTON STREET

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.

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.

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 Arrival 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 (ST. DUNSTANS)

When, owing to locomotive failure or any other cause, a train comes to a stand and is unable to proceed on a line in the vicinity of St. Dunstons which is track circuited, it must not be moved in the reverse direction until the Signaller's permission has been obtained.

Locomotives requiring to pass through the crossover road from the Up to the Down line at St. Dunstons East, and from the Down to the Up line at St. Dunstons 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 The Rule Book, Section H, Clause 3.20, 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.

LAISTERDYKE WEST TO BOWLING JUNCTION

HALL LANE

The single line between Hall Lane and Laisterdyke Yard is worked under the Regulations for working Single lines by One Train Only (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 Secondman must place three detonators on the line 20 yards apart not less than 100 yards from the train on the signal box side or opposite the signal box if within that distance and advise the signal man at Hall Lane of the circumstances. The Secondman must conduct the assisting train to the disabled train.

When the services of the Secondman are not available the guard must perform the duties laid down for the secondman, but in the case of trains or locomotives the driving cabs of which are single manned, the driver must proceed to the signal box for assistance.

BRADFORD ST. DUNSTAN'S TO CITY ROAD GOODS YARD

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 JUNCTION

Horton Park Junction ground frame is worked under the direct supervision of the Head Shunter or Guard from Laisterdyke. The Arrival and Departure lines from St. Dunstan's to Horton Park Junction are worked in accordance with the instructions contained in the General Appendix, headed "Regulations for Working Trains over Goods lines not worked on any Block System (No Block Regulations)".

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

During shunting, the provisions of The Rule Book, Section J, Clause 3.15 apply to the operation of all points worked from Horton Park ground frame, even though fixed signals are provided.

BRADFORD, CITY ROAD GOODS BRANCH

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 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.

LEEDS CITY TO SKIPTON (STATION SOUTH)

LEEDS CITY

PROPELLING OF EMPTY MULTIPLE UNIT 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 Instructions 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 SIGNAL BOX

Locomotives following train sets from platforms or through lines.

Drivers of trains arriving at bay platforms must follow the train set out immediately. Drivers of trains arriving at through platforms or on a through line, when the set is drawn off and the locomotive is required to follow the train set, must do so immediately but they must not pass any signal which has been placed to a proceed aspect for the departing train until the signal has been restored to normal and a proceed aspect is again exhibited. This instruction will also apply in the case of locomotives following a train which has previously been propelled or attached to the rear of another train in the station.

If however, the light locomotive is standing partially or immediately ahead of the signal applicable to the movement the locomotive is required to make, or if for any other reason the locomotive does not follow out immediately, etc.

Trains not completely within Fixed Signals. When a train comes to a stand and only the locomotive, or one vehicle in the case of a D.M.U., is ahead or partially ahead of the running signal which controlled the movement, the train must not proceed until the Driver has received verbal instructions to do so from the Signaller or a person acting under the Signaller's instructions, in addition to the Guard's "right-away" signal, when necessary. In all other circumstances the provisions of the second paragraph of clause (b) of the instructions contained in the General Appendix are applicable.

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 signaller 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 CITY—WORKING INTO PARCELS AREA

When a train is entering the Parcels Area or Parcels Reception Siding under the authority of subsidiary Signal No. 97 the trainmen are not required to ensure that the points are correctly set and the provisions of The Rule Book, Section J, Clause 3.13.1 (b) are amended accordingly.

LEEDS CITY STATION—REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE

The instructions contained in the General Appendix are modified as under in respect of air-braked trains which reverse at Leeds City Station and leave with vehicles behind the rear brake van:—

Regulation 3. Before Starting Journey and/or at Points where Attachments/Detachments are made.

Immediately the locomotive which has worked the train to Leeds has been detached, the Carriage and Wagon Examiner must carry out the Guard's duties as detailed in item 3.3.

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 at the entrance to the station and come to a stand there and receive information from the Fogsigman 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 contained in 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 MOTIVE POWER AREA

Drivers in charge of locomotives on the Motive Power area must communicate with the signalman at Leeds box 15 minutes before the booked departure time of the train they are to work, in order to obtain instructions.

In the absence of specific instructions from the signalman, drivers must contact the signalman at 15 minute intervals.

Drivers should be alert at all times to any "tannoy" announcements.

WELLINGTON STREET GOODS YARD

All trains for Wellington Street Goods Yard must be brought to a stand at the STOP—TELEPHONE board on the Wellington Street Arrival line. The Guard must advise the Person in charge of the yard of the train's arrival by means of the telephone provided and act upon instructions received.

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.

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. locomotives or vehicles over the points except by special arrangement between the Station Master, Keighley and the Light Railway Company.

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 a locomotive attached.

HORSFORTH AND RIGTON

BRAMHOPE TUNNEL. Gradient 1 in 94 falling towards Arthington. General Instructions.

Block Regulations 25(a) (iv) will not apply on the Up and Down lines between Rigton and Horsforth signal boxes. When the block bells have failed and direct telephone communication is not available the signalman at Rigton and Horsforth may use the Post Office Telephones for Block Regulations 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. The Area Manager at Leeds 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, commencing 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). Nos. 1, 2 and 4 telephones are actually in the shafts, but No. 3 telephone is 75 yards on the Arthington side of No. 3 shaft, on the Up side of the line. Ordinary type telephones are also provided at each end of the tunnel on the Down side providing communications with Horsforth.

Gas proof type telephones differ from the ordinary type of receiver, and the following instructions must be observed:—

To Call: Press button and ring before raising hand combination.

To speak: Raise hand combination until flexible tube is vertical and elbow connection is turned against the stop.

HORSFORTH AND RIGTON—continued

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 Signaller of the circumstances. Steps must then be taken to provide any assistance necessary, and the Guard or Secondman, or both, as the case may be, must carry out any instructions given by the Signaller, as to the point at which they must wait for the assisting locomotive. On arrival at that point, the Guard or Secondman 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 Secondman or Guard, as the case may be, of the train or locomotive requiring assistance accompanies him.

HARROGATE

South Signal Box. The Rule Book, Section C, Clause 4.2. 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.

BETWEEN SOUTH AND NORTH SIGNAL BOXES. Propelling 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. 2 BAY PLATFORM LINE. Swinging wheel chocks are provided on No. 2 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 **nearby** to a stand.

When the Up Main line is clear to Harrogate South Home Signal only, trains will be brought **nearby** to a stand at the Harrogate North Up Home No. 2 signal. After the signal has been lowered the Signaller will exhibit a green hand signal and Trainmen 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.

SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE STATION)**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 Signaller 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.

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)**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. The Rule Book, Section C, Clause 4.2. 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.

LEEDS CITY TO HULL (PARAGON)**LEEDS CITY****LEEDS CITY STATION****LOCOMOTIVES FOLLOWING TRAIN SETS FROM PLATFORMS OR THROUGH LINES.**

Drivers of trains arriving at bay platforms must follow the train set out immediately. Drivers of trains arriving at through platforms or on a through line, when the set is drawn off and the locomotive is required to follow the train set, must do so immediately but they must not pass any signal which has been placed to a proceed aspect for the departing train until the signal has been restored to normal and a proceed aspect is again exhibited. This instruction will also apply in the case of locomotives following a train which has previously been propelled or attached to the rear of another train in the station.

If however, the light locomotive is standing partially or immediately ahead of the signal applicable to the movement the locomotive is required to make, or if for any other 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 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 instructions contained in 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.

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE

The instructions contained in the General Appendix are modified as under in respect of air-braked trains which reverse at Leeds City Station and leave with vehicles behind the rear brake van:—

Regulation 3. Before starting Journey and/or at Points where Attachments/Detachments are made. Immediately the locomotive which has worked the train to Leeds has been detached, the Carriage and Wagon Examiner must carry out the Guards’ duties as detailed in item 3.3.

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.

Regulations for working the automatic Air Brake—continued

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. The Rule Book, Section C, Clause 4.2. 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.

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

LEEDS MOTIVE POWER AREA

Drivers in charge of locomotives on the Motive Power area must communicate with the signaller at Leeds box 15 minutes before the booked departure time of the train they are to work, in order to obtain instructions.

In the absence of specific instructions from the signaller, drivers must contact the signaller at 15 minute intervals.

Drivers should be alert at all times to any "tannoy" announcements.

NEVILLE HILL**NEVILLE HILL COACHING STOCK DEPOT—LOUD SPEAKERS**

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

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

Method of Communication.

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

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

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

Unless otherwise instructed by the West End Yard Inspector, by means of the talk back equipment situated at the Stop Board on the Depot arrival line, a Driver must bring his train to a stand on the Reception Sidings with the leading end of the first vehicle adjacent to the steam pre-heating apparatus situated at the East end of the Reception Sidings.

WORKING IN THE UP SIDINGS

Trains arriving for the up sidings may proceed in an easterly direction along the **UP SIDE ARRIVAL LINE** (formerly No. 1 reception line) to a Stop Proceed at Caution notice board located at the east end of the up side arrival line. Such trains will be disposed of at the east end of the sidings and the person in charge of the sidings must advise the signaller at Leeds Box when a train has been cleared from the up side arrival line. No movement must be made towards the Neville Hill West Junction along the up side arrival line unless the permission of the signaller at Leeds box has been obtained.

Movements from Neville Hill West Junction direction (including the Hunslet branch) may be allowed to enter the West End of the Up Sidings (other than the Up Side Arrival line) when the permission of the person in charge of the Up Sidings has been obtained.

The crossover road between the former Up Reception lines adjacent to the Foreman's Office is clipped and scotched to lie along the Up Side Arrival line and must not be used until the permission of the Signaller at Leeds Box has been obtained.

When a train is ready to depart from the Up Sidings the person in charge must advise the Signaller at Leeds box, stating description and destination.

WORKING OF TRAINS BETWEEN NEVILLE HILL UP SIDINGS AND MARSH LANE YARD

Trains running from Neville Hill Up Sidings to Marsh Lane Yard and from Marsh Lane Yard to Neville Hill Up Sidings over the sidings line must not be propelled. In the case of a partly fitted or unfitted train, a brake van must be attached.

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.

Drivers of trains conveying 30 M.G.R. wagons for Gascoigne Wood Up Sidings must bring their train to a stand with the locomotive at the "30 M.G.R." wagon marker board, situated 350 yards ahead of the trailing connection from the Up Branch to the Up Sidings.

When the Guard has set the points for the selected siding and the relative signal from the Up Branch to the Up Sidings has been lowered the Guard must operate the special plunger to activate the warning bell situated at the marker board.

The sounding of the warning bell is authority for the Driver to commence propelling towards the Up Sidings. The Rule Book, Section J, Clause 4.1 is hereby modified accordingly.

SELBY

SOUTH SIGNAL BOX. When a train is brought to a stand at No. 59 Up Home signal 1, the Driver must communicate with the signalman at Selby South by means of the signal post telephone immediately. The Rule Book, Section K is modified accordingly.

BROUGH

WEST SIGNAL BOX. Locomotives running round trains on Up Shunt line. A plunger has been installed on a post near to No. 18 points on the Up Shunt line to assist the Signalman in ascertaining when locomotives are clear of the points.

When a locomotive is running round a train on the Up Shunt line the Guard or Secondman, 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

BOTANIC GARDENS DIESEL DEPOT

A telephone and plungers are provided on the departure line. The telephone must be used prior to departure to inform the signalman at Hull Paragon the destination of the locomotive or unit.

The appropriate plunger must then be operated; this provides a visual indication to the signalman.

WEST PARADE SIGNAL BOX. Light locomotives 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 dealt with in accordance with The Rule Book, Section C, Clause 5.1.3 or paragraph 1(c) (Passenger and Platform lines) under the heading Lines Worked on Permissive Block System in the General Appendix, respectively.

Diesel Hauled trains and Diesel Multiple Units proceeding from West Parade along the Up Scarborough Branch towards the Limit of Shunt board situated on the approach side of Walton Street signal box for the purpose of travelling over the Cottingham Branch to turn their trains, or vehicles, must be driven from the leading end.

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.

WEST PARADE SIGNAL BOX. The Rule Book, Section C, Clause 3.2.4. **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.

PARAGON SIGNAL BOX. Method of Cautioning. The Rule Book, Section C, Clause 5.13. 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 The Rule Book, Section C, Clause 5.13.

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 Signaller. The Rule Book, Section H, Clause 3.4.1 is modified accordingly.

PARAGON SIGNAL BOX: Trains not completely within Fixed Signals—referring to the instructions contained in 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 Inspector or person responsible for starting trains must 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 hand 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 signaller must inform the Inspector or Shunter by means of the loud speaker. The Inspector or Shunter must then verbally advise the driver accordingly and instruct him to proceed at CAUTION.

When the fixed signals lead to more than one running line, the Driver should satisfy himself by observation which line he is travelling over. The Signaller or person acting under his instructions must also inform the driver over which line he is about to travel.

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-in-charge.

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 Secondman must fully restore the ground frame and advise the Signaller by means of the push button that this movement has been completed. The Secondman 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:—

| <i>Platforms</i> | <i>Position</i> |
|------------------|---------------------------------------|
| 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 locomotives travelling over the Inward line from Hull Paragon Station to Botanic Gardens Diesel Depot on which the Automatic Carriage Washing Plant is located.

All trains leaving Paragon Station for Botanic Gardens Depot will be washed unless the Driver is otherwise instructed before leaving Paragon Station. It is permissible for diesel locomotives to be washed.

A master cutout switch is located on the North Wall of the second section of the Washing Plant to stop all the equipment in both Sections, in cases of emergency or train failure.

A telephone is provided adjacent to the master cut out switch.

1. Diesel Multiple Units and Diesel hauled stock requiring to be washed and shunting locomotives.

- (a) 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.
- (b) Speed through both sections of the Washing Plant must be limited to not more than 2 m.p.h. until the last vehicle has passed clear of the second section.
- (c) The Washing Plant will normally be set for full automatic working which will be indicated by a green light exhibited at a panel fixed on a pillar at the entrance to the Depot Inward Line.
- (d) 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 the Section will switch them off automatically.
- (e) Trains must continue forward through the next section of the Washing Plant at **2 m.p.h.** for water washing and rinsing. This Section also will switch on and off automatically by the passage of the train.
- (f) If no light is exhibited on the pillar at the entrance to the first section, Drivers must proceed cautiously to the second section and if there is no train ahead, the Guard or Shunter must ascertain that the master cutout switch is in the "on" position. If the master switch is not in the "on" position the Guard or Shunter must restore it to the "on" position. If the switch is showing "on" the Washing Plant equipment has failed and the failure must be reported by telephone to the signalman at Paragon Station Box.
- (g) The exhibition of a red light means the previous train did not require to be washed and Drivers should wait for the indication to change to green and then proceed through the Washing Plant.

2. Light Locomotives and trains not requiring to be washed.

- (a) Before light locomotives and trains not required to be washed 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 Washing Plant in order to avoid the plant starting up automatically.
- (b) The push button on the panel fixed on a pillar near the marker board at the entrance to the Depot Inward Line (Washing Plant Line) must be operated irrespective of which light is exhibited on the panel at the time. This will exhibit a red light at the panel and prevent the Washing Plant from functioning for a period of 5 minutes.

3. Special note.

If any train is brought to a stand for any reason during the washing operation, the Guard or Shunter must operate the master cut out switch to stop the equipment and to prevent damage being caused by the brushes operating on a single location on the coaching stock, etc.

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 Procedure—continued

- 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 trainconsist 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 stop-board 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 and when such arrangements have been made, authorise the Driver to pass the Stop Board and proceed to the outlet signal. While such a movement affects the transfer area the Terminal Regulator must stop work there as prescribed in paragraph 5.3.3.

LEEDS, NEVILLE HILL WEST JUNCTION TO HUNSLET

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 Junction signal box until the Arrival 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 past this board.

OIL RAIL TERMINAL AND SHELL MEX SIDING.

When positioning tanks in any of the above sidings, the Driver must ensure that he can see the ground staff responsible for hand signalling the train into the siding concerned, if necessary changing to the driving cab at the opposite end of the locomotive.

In addition, when propelling into the Shell Mex Oil Sidings, Drivers must be hand signalled to bring the train to a stand with the locomotive at the compulsory "STOP" board situated 15 yard outside the Depot boundary gates for the Heavy Oil Sidings and 5 yards before reaching the hand points leading to the Spirit Sidings and when hand signalled forward, Drivers must propel the vehicles to the required position for discharging, at extreme caution.

STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE THORNE COLLIERY

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 Secondman 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.

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.

BOOTHFERRY ROAD SIGNAL BOX. The provisions of The Rule Book, Section H, Clause 3.6 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 GB2 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 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 locomotive 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 GB2 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.

GOOLE (ENGINE SHED) TO GOOLE (POTTER'S GRANGE)

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 The Rule Book.

The Guard must also instruct the Driver to whistle for the Down Goods line on approaching Dutch River Signal Box.

HULL (WEST PARADE) TO SEAMER WEST BRIDLINGTON

Bridlington Quay. The Rule Book, Section C, Clause 5.12.1.

When a train is allowed to proceed into Nos. 4 and 5 platform lines under Absolute Block Regulation 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 YARDS WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES

In the circumstances referred to in paragraphs (a), (b) and (c) of the instructions headed "Working of Trains Conveying Passengers over Goods Lines" contained in 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" contained in 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 Hessel 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 m.p.h.** when travelling to or from the Limit of Shunt indicator.

WORKING OF WILMINGTON SINGLE LINE BRANCH

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

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

A telephone is provided at this ground frame.

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

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 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 Signaller 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 Signaller 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 proceed will, if circumstances permit, be given by the Signaller 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 Hull 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 be 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.

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

HESSLE ROAD SIGNAL BOX

HULL RIVER 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 ground frame points for the C.E.A. 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 SPRINGHEAD YARD

Up trains arriving at Springhead Yard to stop at the "Stop for Orders Sound Whistle" board and await the Foreman's instructions.

Down trains departing from Springhead Yard to stop at the "Stop—Telephone" board and obtain permission to proceed from the Signalman at Hessle Road box.

Springhead Yard Pilot. The Springhead Yard Pilot must not under any circumstances leave Springhead Yard until the arrival of the relief locomotive.

HULL DOCKS

WORKING OF TRAINS ON DOCK LINES. All locomotives and trains proceeding 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 Secondman, Guard or 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.

KING GEORGE DOCK SIGNAL BOX. Working of Trains.

The Signalman at Holderness Drain South must be advised by the Shunter or person in charge, 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 George King 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 Sweet Dews Sidings must be held at No. 19 Down Starting Signal until the Signalman receives permission from the Trainman for the train to proceed.

WEIGHING MACHINE, LOW LEVEL, NORTH SIDE OF DOCK. Locomotives must not pass over this machine at a greater speed than 8 m.p.h.

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, Trainmen 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."

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN

PICTON

Up Signal U5OB. In every case when a driver is authorised in accordance with the Rules and Regulations to pass U5OB signal at danger he must, before passing this signal, operate the special plunger in the telephone box, or if a hand signalman is in attendance ensure that this has been done. Before proceeding over Rounton Gates level crossing he must satisfy himself that the barriers are in the fully lowered position

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

BILLINGHAM-ON-TEES

BILLINGHAM-ON-TEES STATION. Marker Boards. Drivers of all trains calling at Billingham-on-Tees must be prepared to stop with the locomotive and leading vehicles beyond the platform end 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 diesel multiple-unit 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.

HARTLEPOOL

The Down Main line between Church Street and Clarence Road boxes may be used in both directions in accordance with the Absolute Block Regulations.

Up passenger and parcels trains booked to stop at Hartlepool may 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 connections 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 m.p. and worked from a two lever ground frame. The Guard or Shunter (Secondman in the case of a light locomotive) of a train proceeding towards the Hartlepool direction must work the Ground Frame in accordance with the instructions exhibited thereat.

HARTLEPOOL: SOUTH DURHAM STEEL AND IRON CO. LTD. SOUTH WORKS AND NEW ORE HANDLING PLANT. All movements within this area must be made with extreme caution and not exceed a speed of **5 m.p.h.**

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 note on warning horn when approaching the condenser towers.

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 note on warning horn 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 Diesel Multiple-Unit trains appearing in "Working of Multiple Unit Mechanical Diesel Trains" in 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 in accordance with North Shore Branch, The Rule Book, Section C, Clause 6.1 (v).

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.

When 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 BECK BRANCH

BETWEEN STOCKTON (NORTH SHORE) AND HAVERTON HILL SOUTH

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 LOCOMOTIVES; 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 communication 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 Arrival via Haverton Hill South—Procedure—*continued*

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 Signaller 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 Signaller 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 the brake continuity 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.

BILLINGHAM-ON-TEES TO PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME)

A Notice Board lettered “‘STOP’—Proceed if line is clear” and applicable to trains from the Haverton Hill direction is erected at the approach to Port Clarence Sidings at a point some 1,250 yards after passing Haverton Hill Station box.

The lines between this Notice Board and the Phillips Sidings Ground Frame are designated “Arrival” and “Departure” lines and are worked as Shunting Area. Drivers working over these lines must proceed at caution prepared to stop short of any obstruction.

Trains from Port Clarence proceeding towards Phillips Ground Frame must travel over the Arrival line and return over the Departure line. The working of trains over these lines is regulated in accordance with the following instructions:—

(a) Trains from Haverton Hill direction.

1. If on arrival at the first Stop Board the line is clear, Drivers may proceed as far as the Notice Board worded “Engine Drivers must not pass this point without Consent of Shunter” which is situated to the right of the **Oeparture** line facing trains from the Haverton Hill direction.
2. Drivers must bring their trains to a stand on the Arrival line with the locomotive at a point opposite this Notice Board, from where they must obtain the permission of the Person-in-Charge at Port Clarence before proceeding.
3. In the case of trains requiring to proceed to the Monsanto Single Line Branch, the Driver must obtain the “One Train Only” Staff from the Person-in-Charge before proceeding towards Phillips Sidings Ground Frame.
4. The Guard of each train proceeding from Port Clarence Sidings to either Phillips Petroleum Sidings or the Monsanto Single Line Branch must advise the Person-in-Charge at Port Clarence, by means of the telephone provided as soon as the train has passed complete with tail lamp beyond the Ground Frame points and the Ground Frame levers are in the normal position.

(b) Trains from Phillips Sidings or Monsanto Branch returning to Port Clarence.

1. A Notice Board lettered ‘Stop for Orders’ is sited to the left of the line leading from Phillips Refinery Sidings applicable to trains proceeding from the Refinery towards the Ground Frame. Drivers must not pass this Stop Board until permission to do so has been obtained, by telephone, from the Person-in-Charge at Port Clarence.
2. A Notice Board lettered “Stop for Orders – End of One Train Working” is sited to the left of the Monsanto Single Line Branch applicable to trains returning to Port Clarence. Drivers must obtain permission to pass the Stop Board from the Person-in-Charge at Port Clarence using the telephone provided at Phillips Sidings Ground Frame for this purpose.
3. On each occasion when permission has been obtained for a train to leave the Refinery Sidings or the Monsanto Single Line Branch to proceed towards Port Clarence, the person working the Ground Frame must advise the Person-in-Charge at Port Clarence, by telephone, as soon as the train concerned has passed complete with tail lamp onto the Departure line clear of the Ground Frame points and the Ground Frame levers have been restored to normal.

(c) North Tees and Seal Sands Open Level Crossings.

Track Circuiting is not provided over these two Level Crossings. Trainmen must, therefore, ensure that as soon as the whole of their train has passed clear of the Level Crossing concerned, complete with tail lamp attached, the plunger situated beyond the crossing is operated in order to extinguish the flashing road lights.

PORT CLARENCE: PHILLIPS IMPERIAL PETROLEUM LIMITED SIDINGS

The following instructions apply at this installation:—

1. Matches, lighters, cigarettes and similar items must be deposited in the receptacle provided at the Gates.
2. B.R. Locomotives and/or Brake Vans must not pass the Notice Board controlling entry to the Sidings unless authorised to do so under written clearance.

I.C.I. BILLINGHAM WORKS

The Guard, Shunter or person in charge of movements with B.R. locomotives 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.

SEATON ON TEES BRANCH

This branch is worked in accordance with the "One Train only" regulations and when a train requires to travel beyond the stop board or to the Up Siding, the One Train only 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 Train only 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.

HARTLEPOOL GOODS AND DOCK LINES**HARTLEPOOL**

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 locomotive, 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.

THORNLEY COLLIERY BRANCH

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.

SEABANKS BRANCH

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.

HENDON BRANCH

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.

HENDON BRANCH—continued

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 the Rule Book Section, J. Clause 41 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.

SOUTH HETTON COLLIERY TO RYHOPE GRANGE**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. Groun Frame at the North Entrance to the N.C.B. Exchange Sidings. Telephone communication is provided between South Hetton 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 Signaller 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 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.

PALLION YARD AND HENDON JUNCTION

BETWEEN PALLION AND HENDON. 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 as will enable them to stop clear of any obstruction which may be in front.

Guards in charge of Freight trains must advise the Signaller at Pallion on passing, the number of wagons on the train and description of traffic.

During shunting operations the Guard or Shunter in charge will be held responsible for properly manipulating the signals protecting the movements which are made being and ensuring the signals are left in the "Off" position before departure.

**PALLION YARD TO FORD WORKS
FORD WORKS**

Drivers must bring their trains to a stand at the "Stop for Orders" board to enable the Guard to go forward to operate the Ground Frame and instruct the Driver as necessary.

**MONKWEARMOUTH TO HYLTON COLLIERY
MONKWEARMOUTH, SOUTHWICK AND HYLTON COLLIERY BRANCH**

Drivers of trains entering the branch from Monkwearmouth direction must bring their trains to a stand at the Stop Board provided to protect the hand operated crossover at the entrance to the N.C.B. Loaded Sidings, and await instructions from the Person in Charge. Similar boards are provided for locomotives returning from the Shunting Neck and also on the Outward line to protect trains leaving the Loaded Sidings via the loose Crossover.

On receipt of authority to pass the Stop Board, trains of empties will normally be taken forward on the Inward line and brought to a stand opposite the N.C.B. loading plant. The locomotive will then be detached and proceed to attach cleaned empties for placing into the Loading Sidings, care

MONKWEARMOUTH TO HYLTON COLLIERY

MONKWEARMOUTH, SOUTHWICK AND HYLTON COLLIERY BRANCH—*continued*

being taken not to place the empties beyond the Loading Hoppers. The empty train will then be shunted into the Cleaning Sidings. Movements to and from the Cleaning and Loading Sidings must only be carried out under the authority of the N.C.B. Traffic Foreman.

Hauling machinery is provided in the Loaded Sidings and when this has been placed in a safe position, a green light will be illuminated. Locomotives may then enter the appropriate Loaded Siding to attach. In the event of a failure of the green light, the N.C.B. Traffic Foreman will personally authorise the movement.

A plunger is provided at Monkwearmouth branch Home Signal which must be operated by Guards of trains requiring to propel onto the Main Line at Monkwearmouth. The depression of the plunger will ring a loud-sounding bell, at a distance of a locomotive and thirty wagons lengths in the rear, at an elevated Notice Board lettered "Drivers of Propelled Trains Must Not Pass this Board Until the Bell has Rung". The ringing of the bell is to be taken as a handsignal from the Guard and as an indication that the Branch Home Signal has been lowered. In the event of a failure of the bell, the Railman in charge at Wearmouth Colliery must assist as necessary in the transmission of hand-signals between Guard and Driver.

BETWEEN WEARMOUTH COLLIERY AND HYLTON COLLIERY

A single line extends from Wearmouth Colliery to Hylton Colliery. The points at Southwick Goods Yard, Austin & Pickersgill's 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.

At the Wearmouth Colliery end a Notice Board indicates the start of "One Train Only" working. In the reverse direction a "Stop Obtain Permission to Pass" board is provided to protect the shunting area, movements beyond this point being authorised by the Railman in charge.

At the Hylton Colliery end a Notice Board is provided reading "Trains Must Not Pass This Board Until Authorised by The Person in Charge". This authority will be given by the N.C.B. Person in Charge of movements.

The N.C.B. have authority to run trains on the single line by prior arrangement with the Divisional Movements Officer.

PELAW TO SOUTH SHIELDS

JARROW

JARROW EAST END LIGHT RAILWAY AND MERCANTILE 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 to 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.

JARROW SHELL MEX INSTALLATION

1. **Siding Allocation.**
(Reading left to right facing buffer stops.)
 1. Run-round and departure sidings.
 2. Arrival sidings.
 3. and 4. Discharge bays.
 5. Cripple siding.
2. Trains arriving in the Depot must be brought to a stand at the East end of the approach Bridge when the Guard must ensure the hand points are correctly set for No. 2 Siding.
3. Stop/Proceed boards which are placed roughly half way along Nos. 1 and 2 Sidings must not be passed unless the indicator reads "Proceed". These boards, which will normally read "Proceed", are operated by the Installation staff in the event of an emergency requiring trains to be stopped a safe distance from the discharge bays.

JARROW SHELL MEX INSTALLATION—continued

4. No movements must be made onto either Nos. 3 or 4 Sidings until the two red lights, situated at the South end of the discharge area, which will have been switched on by the Installation staff, have been extinguished by the Terminal staff. The responsibility for extinguishing these lights and removing the discharge pipes lies with the Terminal staff.
5. When loaded tanks are being placed onto the discharge area the tank next to the locomotive must be brought to a stand with the rear wheel of the rear bogie of the tank next to the locomotive, in the direction of travel, exactly opposite the yellow marker line.
6. Except where tanks are being placed as directed in paragraph 5, locomotives must not pass onto the Discharge Area.
7. In the event of Guards Vans having lighted stoves being attached to any train they must only be allowed onto No. 2 Arrival Siding or No. 1 Departure Siding. Guards must prevent the emission of sparks from the stove pipes when the vans are either moving or standing on either of these lines. Oil tail lamps or locomotive head lamps, when lit, must only be used on No. 1 or No. 2 Siding.
8. Only electric battery type hand lamps must be used within the Installation. In the Discharge Area only flame proof lamps are allowed—Bardic lamps are not flame proof and must not be used in this area.
9. Smoking, use of matches or any naked flame, is not allowed in any part of the sidings.
10. All movements must be restricted to a speed of 5 m.p.h.
Guards must ensure provisions of the Rule book Section J. Clause 3.13 are fully adhered to.

SOUTH SHIELDS

COMPOSITION OF SPECIAL AND EXCURSION TRAINS. The composition of Special and Excursion trains to and from South Shields must not exceed 8 bogies or 15 six-wheeled vehicles, unless specially arranged with the Divisional Manager.

BOLDON COLLIERY STATION AND TYNE DOCK BOTTOM GROUND FRAME

Trains for Tyne Dock Bottom will receive a yellow aspect with route indicator at Boldon Colliery Station BY.22 signal if the line is clear to the "Stop for Orders" board at Tyne Dock Bottom.

If a train is allowed on the the branch under the authority of a Subsidiary Signal, a Driver must understand that the line towards the "Stop for Orders" board may be occupied and proceed cautiously. For the purpose of protection during Fog or falling snow the "Stop for Orders" board at Tyne Dock Bottom on the Arrival line to be regarded as a Home Signal.

HARTON TO WHITBURN

The Arrival and Departure lines between [Harton Signal box and Whitburn are worked as Shunting Area.

Trains proceeding from Harton to Whitburn must travel on the Arrival line. Drivers must bring their trains to a stand at the Notice board situated at the Whitburn end of the Arrival line and must not proceed until authorised to do so by the responsible Rail Official, who must advise the Signaller at Harton when the train has passed this board.

Trains returning to Harton must travel over the Departure line. Drivers must bring their train to a stand at Signal No. 736 and advise the the Signaller at Harton that their train is stood at this signal and ready to depart. On the signal being cleared the train may proceed.

ALLHUSEN'S BRANCH

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

The branch is worked under the Regulations for working Single lines by One Train only (subject to the modifications herein) as far as this is applicable but no train Staff is provided.

The Guard or Shunter must inform the signaller at Gateshead by telephone when the train, complete with tail lamp, has passed clear of the branch.

DISABLED TRAIN. Should a failure occur on the branch, the secondman must place three detonators on the line 20 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 Signaller at Gateshead of the circumstances from the nearest signal post telephone.

The Secondman 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.

**SOUTH PELAW TO WASHINGTON CHEMICAL WORKS
BETWEEN 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 Goods 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 Signaller at the Box at which the vehicles are removed.

**DARLINGTON SOUTH TO SALTBURN
BOWESFIELD (EAGLESCLIFFE)**

Drivers of Up trains booked to stop at Eaglescliffe Station which are brought to a stand at signal No. 818 at the Urray Nook end of Eaglescliffe Station must, if the signal is not cleared when the train is ready to depart, communicate with the Signaller at Bowesfield Box by means of the signal post telephone immediately. Rule Book, Section K is modified accordingly.

ALLENS WEST

Down passenger trains stopping at Allens West Halt must not whistle, in accordance with the instruction shown on Page 000, 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 Main Starting signal UN.23 is lowered for the train to proceed, the driver must sound the locomotive horn immediately before moving towards the level crossing.

In every case when a Driver is authorised in accordance with the Rules and Regulations to pass the Down Main Starting Signal UN.23 at Danger, he must before passing this signal, operate the special plunger in the telephone box, or if a handsignaller is in attendance ensure that this has been done. Before proceeding over Allens West level crossing he must satisfy himself that the barriers are in the fully lowered position.

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 Signaller 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 Signaller at Bowesfield by telephone that the shunting line is clear.

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 Secondman must, if the Guard is not present at the ground frame communicate with the Signaller 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 Secondman must operate the ground frame and restore it to normal after use.

TEES

MOVEMENTS FROM UP DEPARTURE LINES. Telephones to Tees Box are provided between Nos. 3 and 4, and 9 and 10 sidings and no movement must be made from the Departure lines until permission of the Tees Box Signaller has been obtained.

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" } | |
| Signal "C" } | affixed on the footbridge columns on the works' side focussed along the |
| 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 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.

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 locomotive 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 Work's Sidings.

When a locomotive with or without wagons attached is leaving the Work's Sidings, the Guard or Shunter must proceed ahead of the locomotive 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.

GRANGETOWN

WORKING OF TRAINS IN TESS DOCKS EXCHANGE SIDINGS—*continued*

Drivers of B.R., T.C.C. and Shell-Mex locomotives 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 locomotive must be advised to the Grangetown Signaller by the Sidings Foreman.

Locomotives must always draw trains into and out of the Tees Dock Branch. Those from and to Beam Mill (Lackenby) lines and east of Grangetown must run round via the Goods lines between Grangetown (Beam Mill Junction) and South Bank Station signal box.

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 locomotive 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. locomotives fouling Messrs. Dorman Long's Lackenby Link lines but at such a distance as permits the B.R. locomotives to return along No. 1 Siding.

5. Outgoing B.R. locomotives 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 locomotive or locomotive and van requiring to enter No. 4 Grid, the B.R. Foreman must contact by telephone the Lackenby Box (Dorman Long (Steel) Ltd.) Signaller 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 locomotive or locomotive 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 locomotives must not work beyond the exchange sidings.

Drivers of trains or locomotives leaving the exchange sidings must use the telephone situated at No. 81 position light signal and advise the signaller 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.

SECTION OBSTRUCTED. If a train becomes disabled necessitating a second train entering the single line to render assistance, the Guard must arrange for the Secondman 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, 20 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 Secondman must then proceed to the nearest telephone, inform the Grangetown Station signaller of the circumstances and request him to arrange for an assisting locomotive to be provided.

When the services of a Secondman 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 Secondman.

GRANGETOWN TO TEESPORT SHELL REFINERY EXCHANGE SIDINGS—continued

The assisting locomotive may be allowed to enter the single line from either Grangetown or from Teesport Shell Refinery Exchange Sidings provided the Secondman has assured the Signalman that the disabled train has been protected in both directions in accordance with the first paragraph of this instruction.

The Secondman 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 locomotive 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 locomotive 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 The Rule Book, Section M, Clause 3.4, but he must place three detonators on the line, 20 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.

TAIL LAMP ADVICE. Guards of freight trains, (or the Driver or Secondman in the case of locomotives running light), which have been crossed from the Down Main line to the Down Goods Line at Grangetown and have been brought to a stand at No. 33 signal, must advise the Signalman at Grangetown by means of the telephone provided, immediately the train has arrived complete with tail lamp attached on the Down Goods line and is clear of the connection from the Down Main line.

LONGBECK (SALTBURN WEST JUNCTION) TO SALTBURN STATION

The signals for the single line between Longbeck (Saltburn West Junction) and Saltburn Station 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 the Electric Token Block system (subject to the modifications herein) so far as this is applicable except that the line is controlled entirely by Longbeck signal box and no token is provided.

SECTION OBSTRUCTED. If a train becomes disabled, necessitating a second train entering the single line to render assistance, the Guard must arrange for the Secondman to proceed in the direction of the nearest telephone which will give communication with Longbeck 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 on the line, 20 yards apart, at the point where the single line commences.

The Secondman must then proceed to the nearest telephone, inform the Longbeck Signalman of the circumstances, and request him to arrange for an assisting locomotive or train to be provided.

When the services of a Secondman 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 Secondman.

The assisting locomotive or train may be allowed to enter the single line from either Longbeck or Saltburn station provided the Secondman has assured the Signalman that the disabled train has been protected in both directions in accordance with the first paragraph of this instruction.

The Secondman, 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 locomotive or train must be specially advised by the Signalman at Longbeck signal box that the man protecting the disabled train will be positioned at the commencement of the single line.

The man affording protection in the direction from which assistance is given must conduct the assisting locomotive or train 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 a Pilotman in accordance with Electric Token Regulation 25 so far as this Regulation can be applied. When a train proceeding from Longbeck under the authority of a Pilotman's ticket has arrived at Saltburn complete with tail lamp, the Guard must so inform the signalman at Longbeck by means of the signal post telephone at signal No. 211 or 222 (as the case may be). It will be the Guards' responsibility to obtain the Pilotman's ticket from the Driver immediately on arrival at Saltburn station and he must hand this ticket to the Pilotman at the first opportunity, or, if this is not possible to the person in charge of the station who must in turn hand the ticket to the Pilotman at the first opportunity.

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 The Rule Book, Section M, Clause 3.4, but he must place three detonators on the line, 20 yards apart, at the commencement of the single line in the rear of the train and remain at the point exhibiting a hand danger signal until he is recalled to the train.

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 (The Rule Book, Section J, Clause 3.3).

MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY

WORKING OF NUNTHORPE STATION GROUND FRAME. The ground frame which operates the Siding points is released by Annett's 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.

BATTERSBY

When a freight train is required to stand in the siding at Battersby, the trainmen must ensure that the foot crossing is left clear. Where necessary the train must be divided.

Before closing up the train the Guard must ensure that no passengers are using or are about to use the crossing.

BETWEEN WHITBY AND SLEIGHTS

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.

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. The Rule Book, Section C, Clause 4.2. The subsidiary signal for a train entering No. 1 Platform line may be lowered before a train is brought to a stand at it.

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.

LONGBECK (SALTBURN WEST JUNCTION) TO CRAG HALL

SKINNINGROVE IRON WORKS. The speed of locomotives must not exceed 5 m.p.h. when propelling into the Skinningrove Iron Works Co's Sidings.

CRAG HALL BRANCH

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

The Branch is worked under the Regulations for working single lines by One Train Only (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 Secondman, (or Guard, in the case of the locomotive which is single manned) must place three detonators on the line 20 yards apart, not less than 100 yards from the train on the Saltburn (West Junction) side or at No. 214 signal, if within that distance, and advise the Signalman at Longbeck of the circumstances from the signal post telephone.

The Secondman (or Guard) must conduct the assisting train to the disabled train.

Crag Hall Branch—continued

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 Nos. 586 points and the Branch end.

BROTTON GROUND FRAME. The Ground frame is released by an Annett's key which is kept in Longbeck signal box. Drivers of trains which require to use the Ground frame must bring their trains to a stand at Longbeck signal box in order that the Annett's key may be obtained. After use the Annett's key must be returned to the Signalman at Longbeck.

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)**NEWCASTLE**

CENTRAL STATION. Locomotive following trains out of Bay Platforms Nos. 11 to 15 inclusive. **Rule Book, Section H, 3.6.4.** The Driver of a locomotive after having worked the train into one of the Bay Platform lines No. 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 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.

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 NEWBURN**NEWBURN BRANCH**

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

The branch is worked under the Regulations for working single lines by One Train Only (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 secondman, (or Guard in the case of a locomotive which is single manned) must place three detonators on the line 20 yards apart not less than 100 yards from the train on the Scotswood side of the train and advise the Signalman at Scotswood of the circumstances by the most expeditious means available.

The secondman (or Guard) 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 Newburn Branch working by Pilotman will be introduced between Scotswood No. 35 points and the branch end.

GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD**GATESHEAD**

BRIDGE BETWEEN BENSAM 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 C.E.A. Commissionaire. When a Commissionaire is not on duty trainmen may, on the instructions 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 will 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.

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.

DUNSTON-ON-TYNE—continued

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.

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.

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 Train only. Beyond this point Drivers must be prepared to proceed at Caution and to stop short of any obstruction.

HALTWHISTLE TO ALSTON

Coanwood Level Crossing is provided with gates but no attendance is given.

Drivers must bring their trains to a stand at the illuminated Stop Board provided on either side of Coanwood Level Crossing, the Driver must sound the locomotive horn and after ensuring that the crossing is clear, proceed cautiously over the crossing.

Any failure of the equipment at the crossing, e.g. the lighting of the Stop Boards, must be reported as soon as possible to the Station Manager or person in charge at HALTWHISTLE.

BACKWORTH JUNCTION TO MORPETH, VIA SEGHELL**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.

**EARSDON JUNCTION TO PERCY MAIN, PORT OF TYNE AUTHORITY No. 6 S.B.
BETWEEN PERCY MAIN NORTH AND EARSDON**

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

BETWEEN PERCY MAIN NORTH SIGNAL BOX AND TYNE COMMISSION QUAY STATION. 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.

PERCY MAIN ENGINE SHED TO NORTHUMBERLAND DOCK

This branch is worked in accordance with the "One Train Only" Regulations for working Single lines 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 Signal 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 call plunger which is located on the signal post.

PERCY MAIN ESSO OIL INSTALLATION

A Ground Frame released by an Annett's Key attached to the Train staff and operated by the Guard, is provided at the entrance to the Installation. Trains must be brought to a stand at the Ground Frame until the Guard has ascertained that the hand points are correctly set and has obtained an assurance from the Terminal Staff that the "Beetle" arms and loading arms are clear and all is in order for shunting to commence.

Locomotives must not pass the Stop Board situated 15 yards west of the loading gantry.

Siding Allocation

No. 1 Siding

No. 2 Siding

No. 3 Siding

(Reading Left to Right Facing Buffer Stops)

For loading inflammable Black Oil

For loading Highly Inflammable White Oil

For spare tanks and discharge of inward loaded tanks.

BEDLINGTON TO LYNMOUTH COLLIERY

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.

LYNMOUTH COLLIERY (N.C.B.)

PROPELLING MOVEMENTS FROM RECEPTION SIDINGS TO EMPTY BATTERY SIDINGS. RULE BOOK, SECTION J, CLAUSE 4.1. 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 TO ISABELLA COLLIERY

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.

NETHERTON COLLIERY BRANCH

The Regulations for Working Single Lines by One Train only 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 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 Secondman after the locomotive and train have passed through in either direction.

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 m.p.h. in one uninterrupted movement on to the Reception line. A Notice Board reading "Trains not to Exceed 6 m.p.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:—

| "STOP IMMEDIATELY" | | | "MOVE IN DIRECTION OF UNLOADING AT SLOW SPEED" | | | "MOVE IN REVERSE DIRECTION AT SLOW SPEED" | | |
|--------------------|-------|-----|---|---|--|--|---|----------------|
| Red | White | Red | White | 0 | | White | 0 | |
| 0 | 0 | 0 | White | 0 | | White | 0 | |
| | | | White | 0 | | White | 0 | |
| | | | | | | | | (All flashing) |

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 passing over the hoppers and, if there are crippled wagons to be detached must, after examining the complete 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.

CAMBOIS BRANCH**FREEMANS CROSSING—BLYTH POWER STATION—*continued***

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 m.p.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.

