

A.F. HULLOCK.

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for publication

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**BRITISH RAILWAYS  
EASTERN REGION**

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**Sectional Appendix to the  
Working Timetable  
and Books of  
Rules and Regulations**

**AND**

**Instructions Affecting Eastern Region  
Trainmen Working Over the Lines  
of the Tyne and Wear Metro**

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**NORTHERN AREA**

**YORK  
3 February, 1979**

**By Order of the General Manager**



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**

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

**Instructions Affecting Eastern Region  
Trainmen Working Over the Lines  
of the Tyne and Wear Metro**

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## **NORTHERN AREA**

**YORK  
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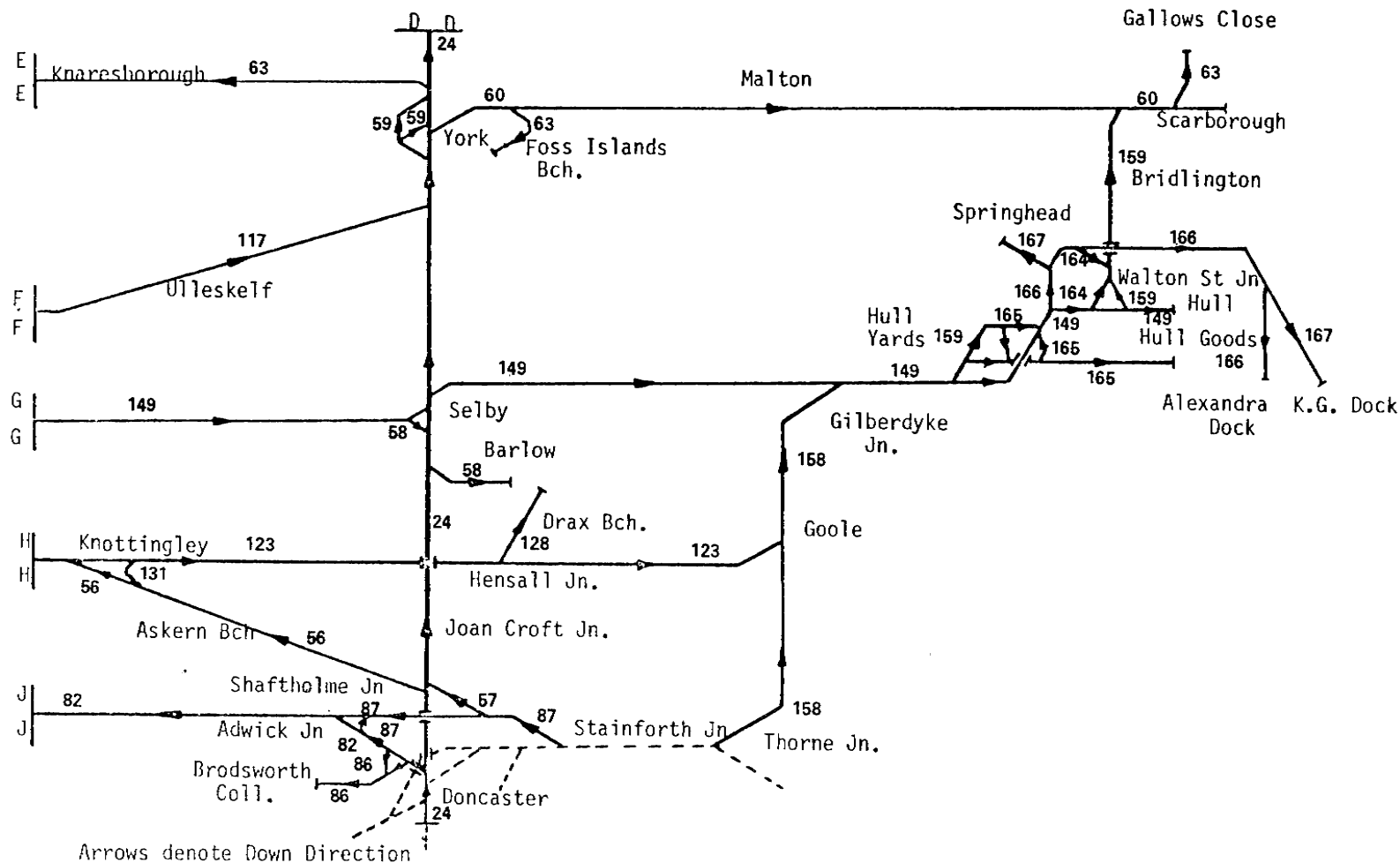
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GENERAL MANAGER**

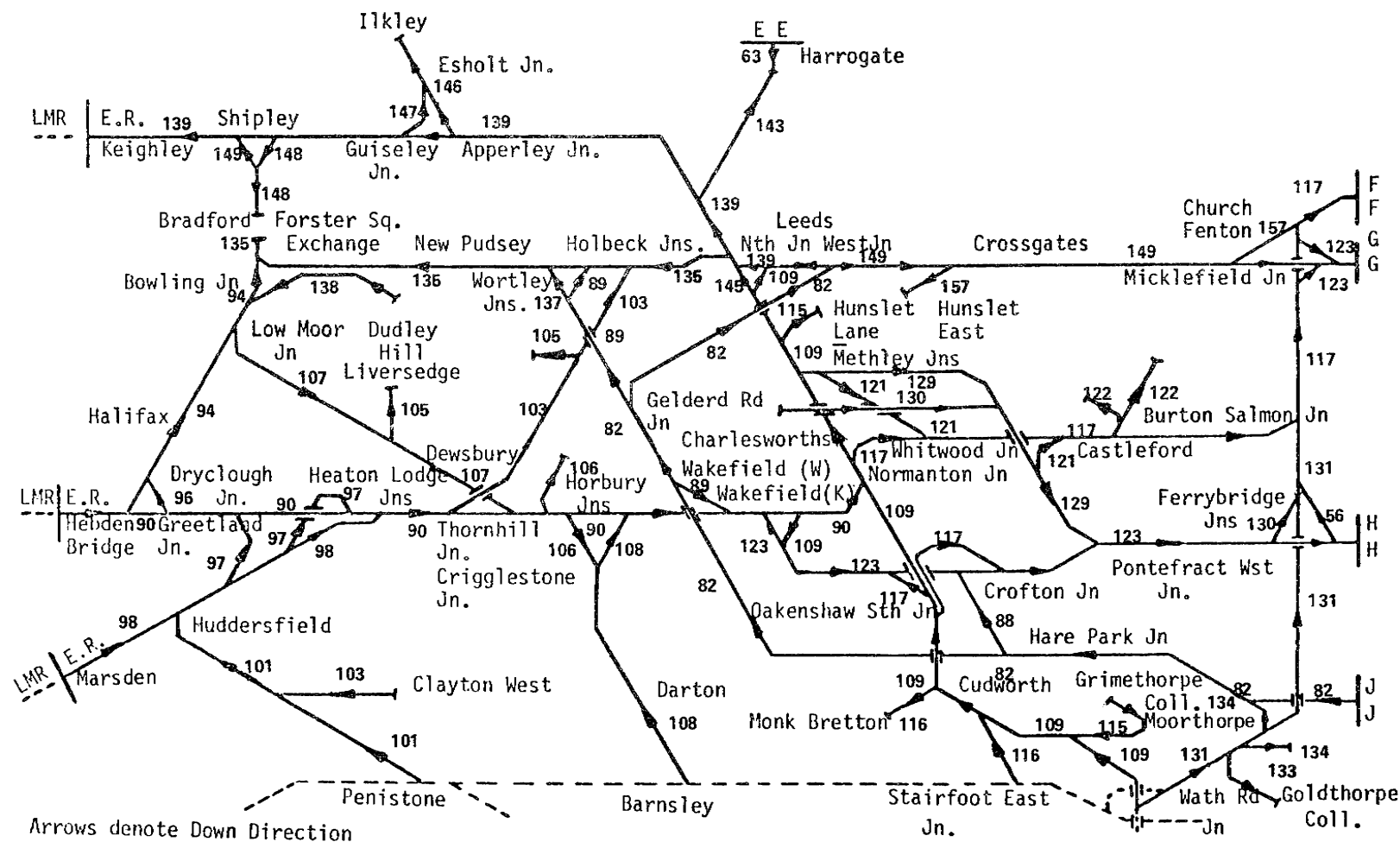


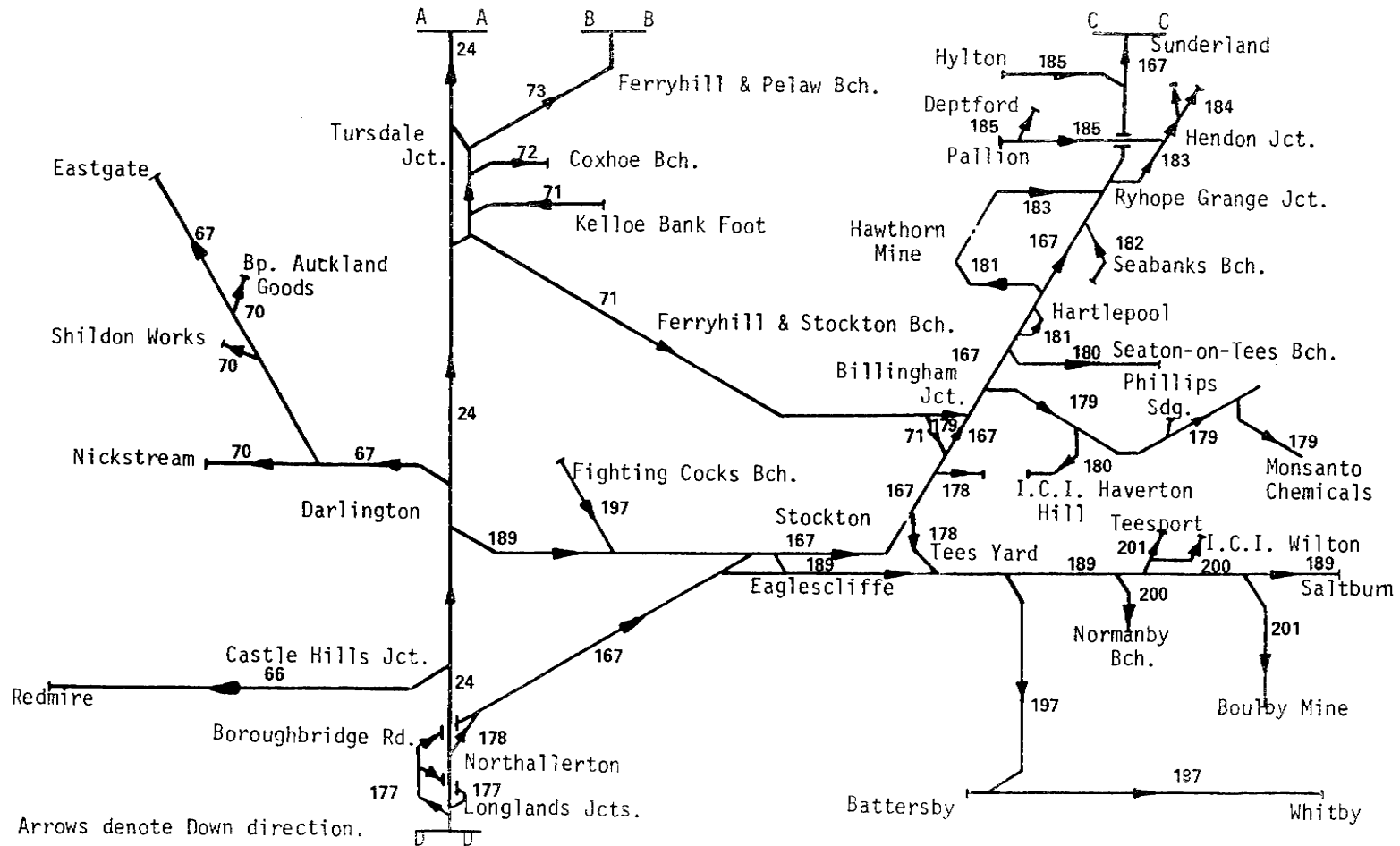
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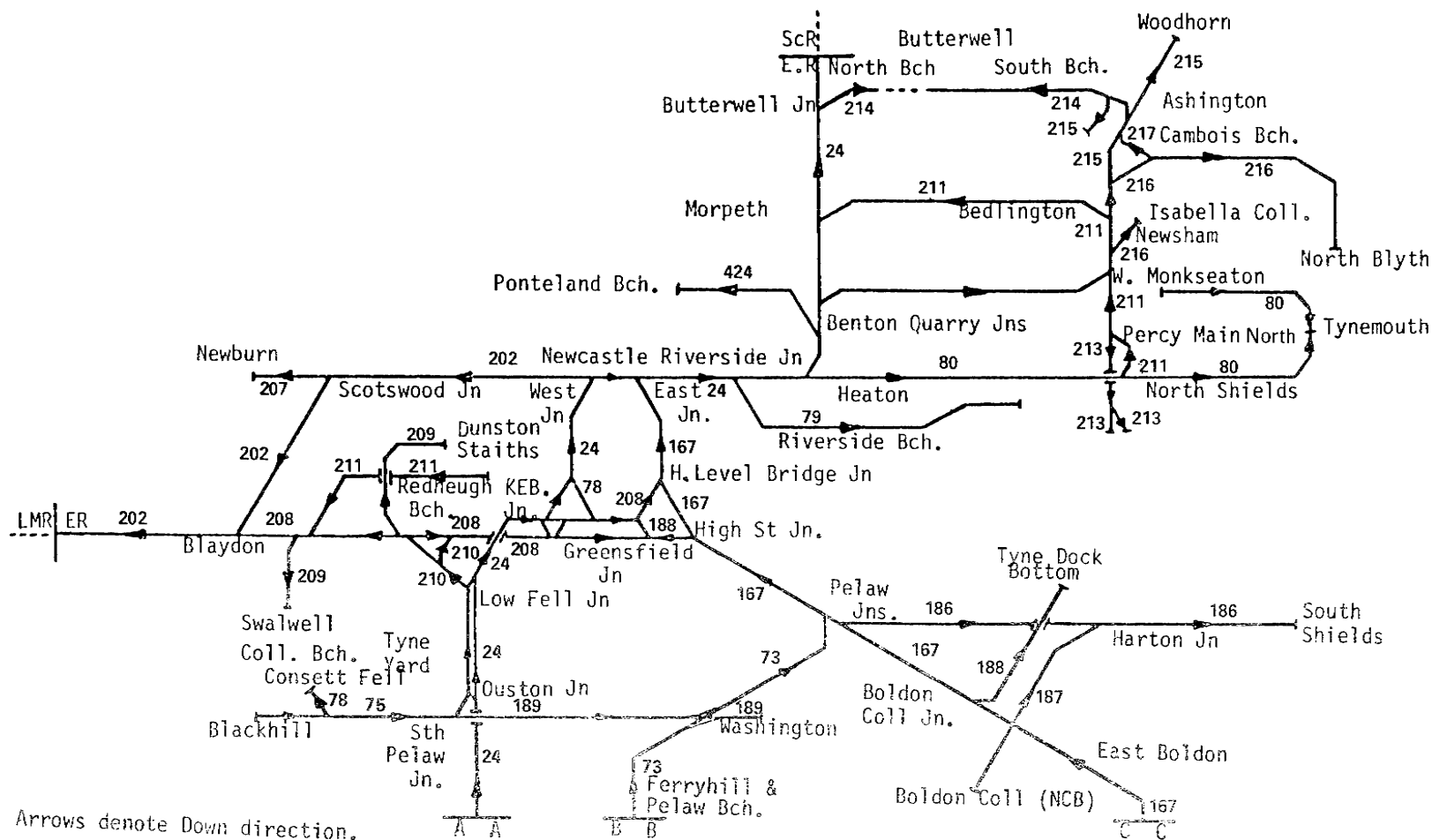
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## STANDARD SPEED RESTRICTIONS

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**.

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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, Goods Loops or Passenger Loops except where otherwise shown in Table "A"	40

\* — In the case of Diesel Multiple Units or Single Manned Locomotives the train must be stopped.

## 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.


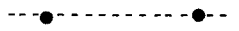
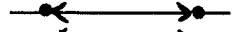


### SPEED RESTRICTIONS THROUGH JUNCTIONS, CROSSOVERS ETC. SHOWN IN TABLE A

Where such restrictions do not exceed 12chs. in length, the single mileage shown represents the approximate centre of the restriction.

## TABLE A - DETAILS OF RUNNING LINES

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

**The Running Lines and Signalling System** column shows all running lines. Where there is more than one line in a particular direction of travel, the name of the line is indicated. Passenger lines are indicated by a solid line, goods lines by a dotted line. Except on single lines the running direction is indicated by arrow heads. Signal boxes are indicated by a ● symbol and the system of signalling is shown using the following individual, or combination of, abbreviations.

Passenger Line		} Track Circuit Block unless otherwise shown
Goods Line		
(Permissive Working unless otherwise shown)		
Passenger Line signalled in both directions		
Goods Line signalled in both directions		
(Permissive Working unless otherwise shown)		
AB — Absolute Block		
PB — Permissive Block		
A — Track Circuit Block (Non-Permissive) on Goods line/loop.		
P — Permissive Working on Platform line for passenger trains.		
PF — Permissive Working on Passenger line for freight trains.		
NB — "No Block"		
ET — Electric Token	} on Single lines.	
TS — Train Staff and Ticket		
OT — One Train Working		
T — Tokenless Block		

**The Loops and Refuge sidings** column shows these facilities and, in addition to one locomotive and brake van, the standage available for vehicles in standard length units (SLU's). The following abbreviations are used:—

DPL — Down Passenger Loop	UPL — Up Passenger Loop
DGL — Down Goods Loop	UGL — Up Goods Loop
DRS — Down Refuge Siding	URS — Up Refuge Siding

CL — Crossing Loop in Single line

Where Permissive working is authorised on a Passenger Loop, it will be indicated by the abbreviations shown above. Goods Loops are Permissive unless otherwise shown.

In the **Location** column passenger stations are shown in bold type and all other locations in lighter type. Where applicable the signal box prefixes used on signal plates are shown next to the box name. Ground/Shunting frames are indicated by name and the letters G.F. or S.F. Level Crossings indicated by the letters L.C. are manned unless otherwise shown by one of the following abbreviations:—

AHB	— Automatic Half Barriers	RC	— Remotely Controlled
CCTV	— Closed Circuit Television	R/G	— Miniature Red/Green Warning Lights
TMO	— Trainmen Operated	OPEN (Type. . . .)	See Table P4

The **Mileage** column shows the position in relation to lineside mileposts for locations shown in the previous column. Changes in milepost mileage are shown thus —

<u>60.10</u>	<u>74.50</u>
0.00	127.60

The **Permanent Speed Restrictions** column shows all permanent speed restrictions other than the standard restrictions shown on page 21.

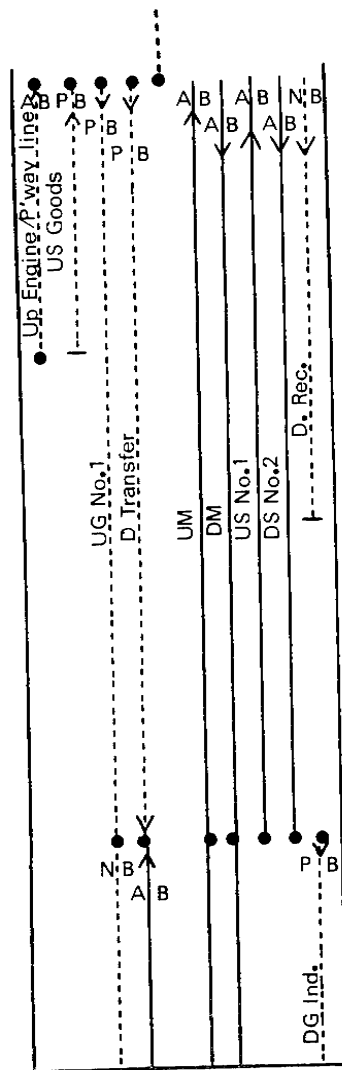
The **Catch, Spring and Unworked Trailing Points** column uses the following abbreviations:—

C	— Run-back catch points	S	— Spring trailing points
CW	— Run-back catch points controlled from signal box	U	— Unworked trailing points

The trailing points which afford trapping protection at the entrance to goods lines, loops, reception sidings, etc., are not shown.

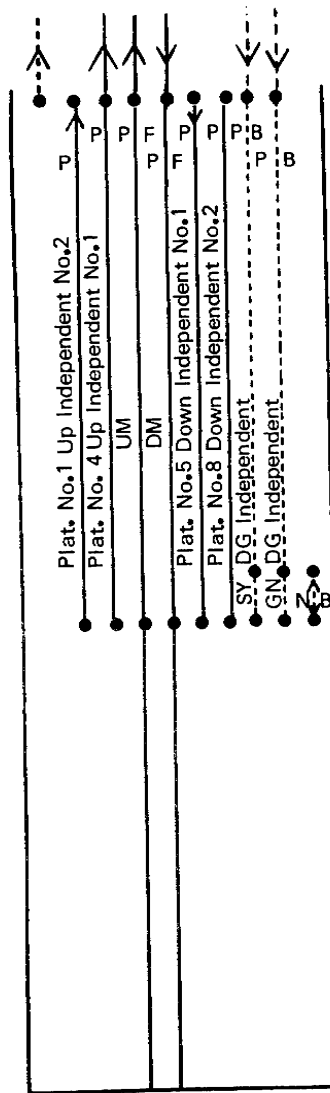
The **Remarks** column is used to give additional information, e.g. locomotive horn codes which are shown using the abbreviation L (Long), S (Short).

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>DONCASTER BLACK CARR JN. TO BERWICK</b> BLACK CARR JN. AND NEWCASTLE NEWCASTLE AND PEGSWOOD 18m. 70ch. PEGSWOOD 18m. 70ch. AND BERWICK MARSHGATE JN. AND BRIDGE JN. YORK AND NORTHALLERTON NORTHALLERTON AND BERWICK  				125	125	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
				80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
				100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
					40	MAXIMUM PERMISSIBLE SPEED ON SLOW LINE	
				70	70	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
				60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
				60		154m. 0ch. and 156m. 57ch.	
					15	To Gainsborough line.	
					15	To Low Ellers Jn. line.	
					5	Up Goods No.1 154m. 2ch. and 153m. 77ch.	
		Decoy No.1	154.12	10		To from and on Reception line 153m. 50ch. and 154m. 10ch.	
					25	Up Goods No.1 154m. 16ch. and 154m. 2ch.	

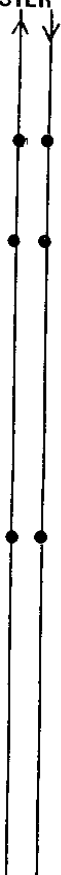


Decoy No.2	154.22			
Carr	154.47	15	Stop	Up Goods No.1 155m. 27ch. and 154m. 16ch. Transfer line at 155m. 27ch.
Belmont Down Yard				
Balby Bridge Tunnel (95 yards)	155.34 to 155.37			
Bridge Jn.	155.38	10		Up Slow No.1 to Hexthorpe Down Goods.
South Yorkshire Jn.	155.67	5		To Mexborough line.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>DONCASTER BLACK CARR</p>		UN. TO BERWICK – cont'd			<p>25 Up Independent to Up Main at 155m. 45ch.</p> <p>10 10 Up and Down SY and GN Goods and Down Main to Down Slow 155m. 54ch. and 155m. 66ch.</p> <p>10 Down Main to Down Independent at 155m. 63ch.</p> <p>25 Up Independent 155m. 63ch. and 155m. 47ch.</p>		



Doncaster South	155.67	15	Down Independent No.2 155m. 67ch. and 156m. 2ch.
		25	Up Independent No.1 to Up Main at 155m. 69ch.
		15	Up Independent No.2 and Up Bay Platform 155m. 77ch. and 156m. 63ch.
		15	SY and GN Goods 155m. 66ch. and 156m. 26ch.
Doncaster	155.77		
Doncaster C.	156.03		
Doncaster North	156.07	15	Independent No.1 156m. 10ch. and 155m. 75ch.
		15	Independent No.2 156m. 16ch. and 155m. 75ch.
Marshgate Jn. South	156.26	25	To Barnetby line 0m. 0ch. and 0m. 21ch.
Marshgate Jn. North (See page 82)	156.29	25	To Carcroft line 156m. 29ch. and 156m. 42ch.
		80	156m. 57ch. and 157m. 50ch.
		100	157m. 50ch. and 160m. 60ch.

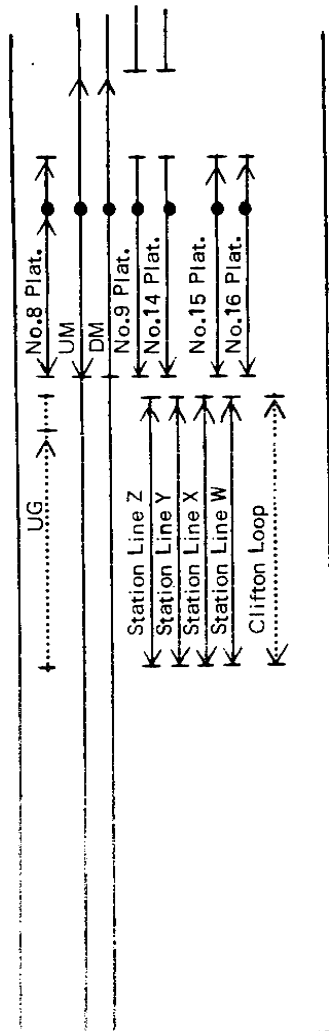
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
	DPL 85	JN. TO BERWICK – cont'd					
		Moat Hill L.C.	156.66				
		Bentley Lane L.C.	157.22				
		Arksey L.C.	158.02		60	157m. 65ch. and 154m. 0ch.	
		Bentley Colliery	158.57		80	158m. 60ch. and 157m. 65ch.	
		Daw Lane L.C. (A.H.B.)	159.10				
		Shaftholme Jn. (See pages 56 and 57)	160.16	20		To Knottingley line.	
		Shaftholme	160.23				
		Joan Croft Jn. L.C. (See page 57)	160.48		25 100	To Applehurst Jn. line. 160m. 60ch. and 158m. 50ch.	
		Dormer Green L.C.	161.23				
		Noblethorpe L.C.	161.35				
		Barcroft L.C.	162.14				
		Heyworth L.C.	162.35				

<div> <div>↑</div> <div>↓</div> </div>		Moss L.C.	163.02						
		Fenwick L.C.	164.14						
		Balne Lowgate L.C.	165.23						
		Balne L.C.	165.74						
		Burn Lane L.C.	170.70	100	100	172m. 0ch. and 174m. 16ch.			
		Henwick Hall L.C.	172.20						
		Brayton Jn. (See page 58).	172.76		20	To Barlow line.			
		Brayton L.C.	173.00						
		Selby Canal Jn. (See page 58).	173.59		20	Down Main to Up Main at 173m. 51ch.			
				20		To Selby West line.			
UPL 35 DPL 25† UGL 72 DGL 52 URS 53 URS 53		Selby South Jn. (See page 153).	174.11		25	To Leeds line.			
					25	To Down Platform Loop.			
				60	60	174m. 16ch. and 174m. 30ch.			
							C.W. U.G.L. at 173m. 5ch. 576 yards before reaching Signal S.1932.		† Station Yard Working for connecting Passenger trains.
							C.W. Down Platform line at 174m. 19ch., 203 yards before reaching Signal S.1953.		Controlled by Selby signal box.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage W. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
	DONCASTER BLACK CARR	JN. TO BELWICK — cont'd Selby	174.24	25	25		† Station Yard Working for connecting Passenger trains.  Controlled by Selby signal box.
				40	40		
				60	60		
				30			
				40			
				45			
				25			



Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
DONCASTER BLACK CARR 	JN. TO BEB	WICK – cont'd Chaloners Whin Jn. (See page 121)	186.16	90	90	All lines 186m. 20ch. and 187m. 50ch.	Controlled by York signal box.
				25	25	Down Doncaster Main to Up Leeds Main at 187m. 9ch.	
				25	25	Up Leeds Main to Down Leeds Main and Down Leeds to Down Holgate Loop at 0m. 78ch. (York to Altofts Jn. mileage).	
					20	Up Doncaster Main to Up Reception at 187m. 16ch.	
				25	25	Main lines in right direction 187m. 50ch. and 0m. 42ch.	
				15	15	All other Passenger lines and connections 187m. 50ch. and 0m. 42ch.	
					10	Up Holgate Loop to Nos.1, 2, 3 and 4 Reception lines Dringhouses Up Yard.	

	UGL 113 DGL 104	Holgate Jn. (See page 59)  York (Y) (See page 60).  Clifton (See page 59).	187.61  188.11 0.00	16        45	15        10  60  50	All lines to and from Scarborough direction York Station and 0m. 26ch.          Up Main to Down Main via 551B and 551A points at 0m. 31ch.  Main lines 0m. 42ch. and 1m. 9ch.  Trailing connection Down Main to Up Main at 1m. 29ch.	Station Yard working autho- rised on Platforms 8, 9, 14, 15 and 16. PF on Down Main between Signals 34 and 200/243 and on Up Main between Signals 221 and 35/36.
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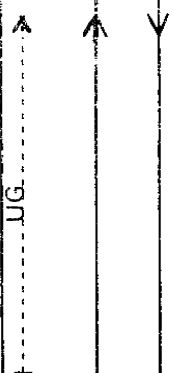
	Skelton Bridge	3.11	30	30	All connections Fast to Slow and Slow to Fast at 3m. 5ch.
			60		Slow line 9m. 20ch. and 10m. 60ch.
			30	30	Over all connections between Fast lines, Fast to Slows and Slow to Fast at 9m. 49ch.
	Tollerton	9.53		50	Up Fast to Up Slow at 10m. 14ch.
			30		Down Slow to Down Fast at 10m. 18ch.
			50	50	Over connection Fast to Slow and Slow to Fast 15m. 20ch. and 15m. 40ch.
	Pilmoor	15.28			
			65		Slow line 20m. 40ch. and 21m. 3ch.
			60		Slow line 21m. 3ch. and 22m. 30ch.
				50	Slow to Fast at 21m. 39ch.

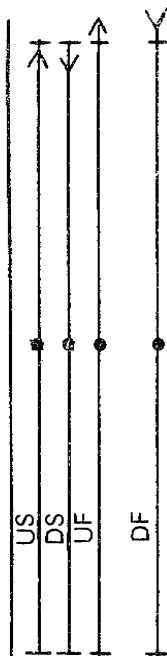
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
DONCASTER BLACK CARR 	JN. TO BERWICK – cont'd							
				40		Fast to Slow at 21m. 52ch.		
					65	Slow line 22m. 3ch. and 9m. 60ch.		
		Thirsk	22.16		40	Slow line 22m. 18ch. and 22m. 3ch.		
					60	Slow line 22m. 30ch. and 22m. 18ch.		
		Thirsk (TK)	22.34	30		Slow to Fast at 23m. 63ch.		
					40	Fast to Slow at 22m. 24ch.		
				25		Fast to Slow at 22m. 33ch.		
					25	Slow to Fast at 22m. 32ch.		
		No.81 L.C. (R/G)	22.73					
		No.82 L.C. (R/G)	23.33					
		No.88 L.C. (R/G)	27.16					
							S. Down Slow at 21m. 54ch., 1090 yards before reaching Signal TK31.	
							S. Up Slow at 23m. 11ch. 950 yards before reaching Signal TK5.	

		No.89 L.C. (R/G)	27.58	30	Slow to Boroughbridge Road line 28m. 65ch. and 29m. 66ch.	
				70	Down Slow to Down Main at 28m. 67ch.	
		Longlands Jn. (See page177 ).	28.71	30	Main to Boroughbridge Road line 28m. 71ch. and 29m. 66ch.	
				70	Up Main to Up Slow at 29m. 50ch.	CW. Up Slow from Up Longlands Loop at 29m. 33ch.
				25	To No.3 Platform line at 29m. 71ch.	
		<b>Northallerton</b>	29.76			
	DPL 339 UPL 314	Northallerton (N) (See pages 66 and 178 ).	30.09			
		High Jn.	30.09	25	To Northallerton Low Jn. line.	
				25	25 All connections between Mains and Loops 30m. 59ch. and 32m. 17ch.	S. Up Main, connection from UPL at 30m. 60ch., 492 yards before reaching Signal N24.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
DONCASTER BLACK CARR	JN. TO BER	RWICK — cont'd Castle Hills Jn.	30.63	100		32m. 20ch. and 35m. 0ch.	C. UPL, at 32m. 13ch., 734 yards before reaching Signal U31S.	
				110	110	40m. 5ch. and 41m. 50ch.		
				30		Down Main to Down Goods at 42m. 77ch.	U. DPL connection from Down Main at 32m. 17ch.	
				100	100	43m. 55ch. and 45m. 0ch.		
				25	25	Between Down and Up Main at 43m. 56ch.		
					20	Goods to Saltburn line.		
					30	Main to Saltburn line.		
				30	30	Between Down and Up Main at 43m. 63ch.		
				20		Down Goods to Down Main at 43m. 66ch.		
				35		Towards and over No.4 Platform line 43m. 67ch. and 44m. 4ch.		
					20	Goods to Up Main at 43m. 68ch.		
		Darlington South Jn. (See page 189)	43.61					

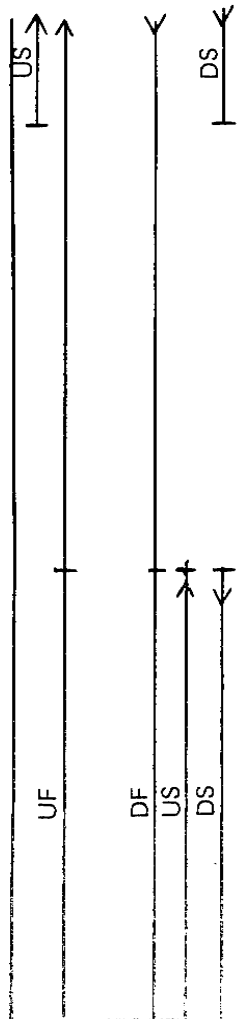
	DGL 160	Darlington (D)	43.70	25	25	Towards No.1 Platform line at 43m. 70ch.	
				20		No.4 Platform line towards and over Duplicate line 43m. 70ch. and 44m. 22ch.	
				15	15	All other lines through Station 43m. 70ch. and 44m. 33ch.	
				40		No.1 Platform line 43m. 71ch. and 44m. 24ch.	
				25	25	To Nos.2 and 3 Bay Platforms at 43m. 74ch.	
				35		No.4 Platform line 44m. 4ch. and 43m. 67ch.	
				20		Over No.4 Platform line and to Down Main 44m. 4ch. and 44m. 37ch.	
		Darlington	44.10	20		No.4 Platform line 44m. 23ch. and 44m. 4ch.	† Station Yard Working is authorised.
				25		Up Main to Up Goods at 44m. 22ch.	
				20	20	Between Down and Up Mains at 44m. 32ch.	
				40		Main to Down Main, Down Main to No.1 Platform line over No.1 Platform line and connection to Up Main 44m.31ch. and 43m.67ch	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
DONCASTER BLACK CARR 	JN. TO BERWICK — cont'd			30		Bishop Auckland Single line to Down Main 44m. 33ch. and 44m. 64ch. (0m. 0ch. Darlington to Shildon mileage).	
		Darlington North Jn. (See page 67)	44.36	20		Bishop Auckland Single line to Down Main at 44m. 60ch.	
					25	Down Main to Up Main at 44m. 61ch.	
		Parkgate Jn.	44.58	20		Goods to Hopetown Jn. line 0m. 0ch. and 0m. 73ch.	
				85	85	48m. 0ch. and 48m. 50ch.	
				80	80	48m. 50ch. and 49m. 30ch.	
				105	105	49m. 30ch. and 56m. 15ch.	
				110		56m. 15ch. and 60m. 44ch.	
				30		Main to Slow 56m. 13m. and 56m. 32ch.	



	Ferryhill South Jn. (See page 71)	56.36					
				30	Slow to Up Main 56m. 37ch. and 56m. 17ch.		
				50	Slow to Bishop Middleham line.		
				20	UGL 56m. 65ch. and 56m. 37ch.		
UGL 70 DPL 130	Ferryhill (F)	56.70		30	Fast to DPL.		
				25	DPL to Fast.		
	Kelloe Bank Foot Jn. (See page 71)	57.50					
	Coxhoe Jn. (See page 72)	58.02					
	Tursdale Jn. (See page 73)	58.69	60		Slow to Pelaw line.		
			30		Slow to Main at 58m. 76ch.		
				30	Fast to Slow at 58m. 73ch.		
						C. Up Main at 59m. 60ch. 850 yards before reaching Signal F420.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>DONCASTER BLACK CARR</b> 	<b>JN. TO BERWICK</b> – cont'd	Hett Mill L.C.	60.20		110	59m. 60ch. and 56m. 15ch.	C. Up Main at 61m. 20ch. 800 yards before reaching Signal F408.  C. Up Main at 62m. 33ch. 1100 yards before reaching Signal F406.	
					100	60m. 44ch. and 59m. 60ch.		
				95	95	60m. 44ch. and 62m. 20ch.		
				70	70	62m. 20ch. and 63m. 3ch.		
				95	95	63m. 3ch. and 64m. 49ch.	C. Down Main at 62m. 72ch., 700 yards before reaching Signal TY403.	
				75		64m. 49ch. and 66m. 14ch.		
		Signal TY371					C. Down Main at 63m. 58ch., 911 yards before reaching Signal TY401.	
		Durham	66.13	85		66m. 14ch. and 68m. 40ch.	C. Down Main at 64m. 47ch., 914 yards before reaching Signal TY399.	
						66m. 21ch. and 64m. 49ch.		
					75		C. Up Main at 65m. 60ch. 1180 yards before reaching Signal F398.	
							C. Up Slow at 66m. 26ch. 530 yards before reaching Signal TY370.	



Signal TY358

Chester-le-Street

71.72

Ouston Jn.  
(See page 78)

73.32

40

Slow to Fast at 66m.  
32ch.

85

68m. 40ch. and 66m.  
21ch.

105

105

68m. 40ch. and 71m.  
75ch.

C.W. Up Main at 70m.  
51ch., 970 yards before  
reaching Signal TY286.

100

100

71m. 75ch. and 72m.  
26ch.

110

110

72m. 26ch. and 78m.  
0ch.

40

40

To and from Slow lines  
73m. 24ch. and 73m.  
37ch.

40

Slow line to Consett  
line.

20

Fast to Down Slow at  
74m. 63ch.

40

Slow line 74m. 64ch.  
and 74m. 78ch.

25

UGL to Up Slow, Up  
Slow to Down Fast,  
Down Fast to Up Fast  
at 75m. 29ch.

C. Up Slow at 74m. 47ch.  
384 yards before  
reaching Signal U.74BS.

Controlled by  
Tyne Signal  
box.

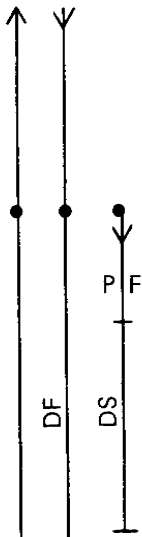
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
DONCASTER BLACK CARR 	UN. TO BERWICK – cont'd UGL35	Tyne (TY)	75.62		25	Up Fast to Down Fast, Down Fast to Up Slow and Up Slow to UGL 75m. 63ch. and 75m. 50ch.	PF. Down Slow between Signals 187 and 142 and on Up Slow between Signals 144 and 204.
				40		Slow 75m. 66ch. and 76m. 21ch.	
				40	40	Slow lines 76m. 34ch. and 77m. 20ch.	
				20		Slow to Norwood line.	
		Low Fell Jn. (See page 210)	77.37	30	30	To and from Slow lines at 77m. 40ch.	
				105		78m. 0ch. and 78m. 40ch.	
				95		78m. 40ch. and 78m. 62ch.	
				105		78m. 62ch. and 78m. 0ch.	
				70	70	78m. 62ch. and 79m. 1ch.	
				60	60	79m. 1ch. and 79m. 26ch.	
						C. Down Main at 78m. 37ch., 508 yards before reaching Signal D78B.	

<div> <div> <div>U. East</div> <div>D. East</div> <div>U. South</div> <div>D. South</div> </div> <div> <div>P</div> <div>F</div> <div>P</div> <div>F</div> </div> <div> <div>↑</div> <div>↓</div> <div>↑</div> <div>↓</div> </div> </div>	Askew Road Tunnel (53 yards)	79.26 to 79.29	50	50	79m. 26ch. and 79m. 34ch.
			20	20	All lines 79m. 34ch. and 79m. 70ch.
			15	15	To and from Gateshead to Blaydon Branch at 79m. 39ch.
					To Greensfield line.
	King Edward Bridge South Jn. (See page 188)	79.42	20		
	King Edward Bridge North Jn. (See page 78)	79.57	15	15	All lines to and from Station 79m. 70ch. and 0m. 0ch.
				15	Entering and over K.E.B. SE Curve.


Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up m.p.h.			
DONCASTER BLACK CARR JN. TO BERWICK – cont'd								
 Line Z Line Y Line X Line W  No. 10 Platform No. 9 Platform No. 8 Platform  U. Tynemouth D. Tynemouth U. North D. North	Newcastle West Jn.	80.05 0.11						
	Newcastle (N) (See page 202)	0.00 0.00		15	To Carlisle line 0m. 0ch. and 0m. 23ch. (N'cstle to Carlisle mileage).		Station Yard Working authorised on Platforms 8, 9 and 10.	
			15	15	All lines 0m. 0ch. and 0m. 25ch. (N'cstle to Berwick mileage)			
	Newcastle East Jn. (See Page 177)	0.14	15		To Gateshead line 101m. 59ch. and 101m. 13ch.			
				25	25	North lines 0m. 25ch. and 0m. 51ch.	CW. Z line at 0m. 6ch., 86 yards before reaching Starting Signal.	
				30	30	Tynemouth lines 0m. 25ch. and 0m. 51ch.	CW. Connection from Tynemouth lines, Goods and A and B Sidings.	


			15	15	Down and Up Tynemouth lines to Down and Up North lines at 0m. 38ch.		
	Manors	0.46					
	Red Barns Tunnel (98 yards)	0.65 to 0.70					
	Riverside Jn. (See page 79)	1.25	20		To Riverside Branch 0m. 0ch. and 0m. 24ch.		
			45		Down North/Main 1m. 43ch. and 2m. 7ch.		
Heaton		1.51	20	20	North to Tynemouth and Tynemouth to North lines at 1m. 73ch.		
	Heaton South Jn. (See page 80)	1.74		45	Up Main/North 2m. 7ch. and 1m. 76ch.	CW. Down Goods at 2m. 2ch., 475 yards before reaching Signal H.71. CW. Up Goods at 2m. 55ch., 370 yards before reaching Signal H.68.	Controlled by Heaton Signal box.


Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
DONCASTER BLACK CARR JN. TO BERWICK — cont'd. 		Heaton North Jn.	2.48		15	Over junction and Depot North access lines.  4m. 15ch. and 4m. 35ch.	S. Down Main at 3m. 7ch., 730 yards before reaching Signal D3.  C. Down Main at 3m. 48ch., 560 yards before reaching Signal B34.
		Benton (See page	4.26	25		To South Gosforth line.  4m. 40ch. and 4m. 20ch.	
		Killingworth L.C.	5.76	25	25	To and from Killingworth Colliery Sidings.	
		Dudley L.C.	7.74				
		Dam Dykes L.C.	8.46				
		Cramlington	9.74				
		Plessey L.C.	11.38	75	75	12m. 0ch. and 12m. 20ch.	
		Stannington L.C.	13.75				

	UGL67	Clifton L.C. (C.C.T.V.)	14.59	50	50	16m. 14ch. and 16m. 50ch.	CW. Up Main at 19m. 25ch. 560 yards before reaching Signal M144.
		Morpeth	16.50	60	60	16m. 50ch. and 17m. 51ch.	
		Morpeth (M) (See page 212)	16.63				
		Signal 105					
		Morpeth North L.C.	16.78	70	70	17m. 51ch. and 18m. 16ch.	
		Signal 141					
		Pegswood	18.44				
		Longhirst L.C.	20.18				
		Ulgham Lane L.C.	20.52				
		Butterwell Jn.	20.63	25		To Butterwell Colliery North Branch.	
URS39	DRS61	Ulgham Grange L.C.	22.24	90		23m. 15ch. and 26m. 40ch.	
		Widdrington (W) L.C.	23.23				

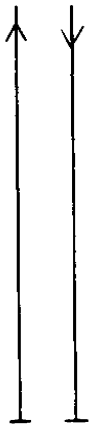
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
	UGL159 DGL159	DONCASTER BLACK CARR JN. TO BERWICK – cont'd.						
		Stobswood L.C.	23.75					
		Widdrington North	24.63					
		Felton Lane L.C.	25.15					
		Chevington L.C.	25.48		90	25m. 20ch. and 23m. 15ch.		
		Acklington	28.43	80	80	29m. 40ch. and 30m. 0ch.		
				65	65	30m. 0ch. and 30m. 40ch.		
				80	80	30m. 40ch. and 34m. 65ch.		
		Warkworth L.C. (A.H.B.)	31.67					
		Wooden Gate L.C.	33.71	70	70	34m. 65ch. and 35m. 43ch.		
		Alnmouth	34.69					

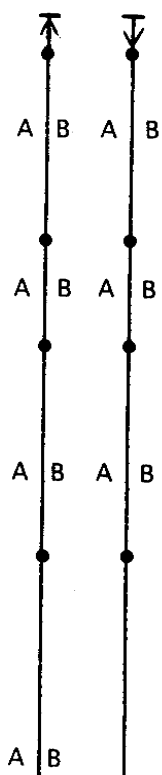
	†UPL 100 †DPL 34 DRS 67	Alnmouth	34.76				† PF.  C. Down Main at 35m. 73ch., 600 yards before reaching Signal D36.         C. Up Main at 48m. 38ch. 560 yards before reaching Signal C5.
				80	35m. 43ch. and 38m. 40ch.		
				80	36m. 70ch. and 35m. 43ch.		
				90	38m. 34ch. and 36m. 70ch.		
		Little Mill L.C. (C.C.T.V.)	39.33				
		Stamford L.C. (C.C.T.V.)	40.38	80	41m. 0ch. and 44m. 0ch.		
		Christon Bank L.C. (C.C.T.V.)	43.00				
		Fallodon L.C. (A.H.B.)	43.45	85	44m. 75ch. and 43m. 45ch.		
		Chathill L.C.	45.78	90	46m. 77ch. and 47m. 40ch.		
				90	47m. 40ch. and 44m. 75ch.		
		Newham L.C.	47.09				

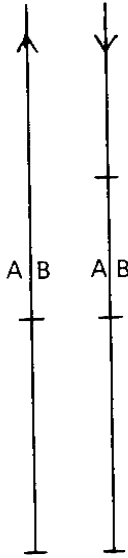
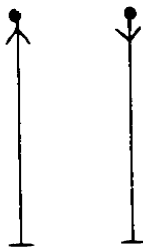
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
DONCASTER BLACK CARR 	JUN. TO BERWICK        DRS 50 UPL170 DPL160        DRS 15	BERWICK – cont'd. Lucker L.C. (C.C.T.V.)	49.17					
		No.174 L.C. (R/G)	50.37	40	40	Down Main to Up Main and Up Main to Down Main at 51m. 39ch.		
		Belford L.C.	51.46				CW, DPL at 51m. 59ch.	
		Crag Mill L.C. (C.C.T.V.)	52.04	25		DPL to Down Main at 52m. 40ch.		
		Smeafield L.C. (C.C.T.V.)	54.35		25	Up Main to UPL at 52m. 41ch.	CW, UPL at 52m. 40ch.	
		Fenham Low Moor L.C.	54.45					
		No.179 L.C. (R/G)	54.68	80	80	57m. 1ch. and 58m. 67ch.		
		Beat L.C.	58.52					

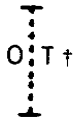
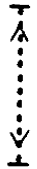
	UGL60 DGL60 DGL44	Goswick L.C. (C.C.T.V.)	60.67					C. Down Main at 61m. 67ch., 960 yards before reaching Signal D52.
				90		62m. 40ch. and 63m. 45ch.		C. Down Main at 62m. 73ch., 560 yards before reaching Signal SN3.
		Scremerston L.C.	63.46					C. Down Main at 63m. 52ch., 560 yards before reaching Signal D63B.
								C. Up Main at 64m. 71ch. 725 yards before reaching Signal U64.
		Spittal L.C.	65.02		90	65m. 14ch. and 62m. 40ch.		
				85	85	65m. 14ch. and 65m. 65ch.		
				75	75	65m. 65ch. and 66m. 36ch.		
		Tweedmouth (T)	65.78	70	70	66m. 36ch. and 66m. 70ch.		
				75		66m. 70ch. and 67m. 69ch.		

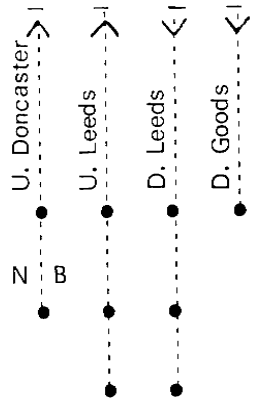
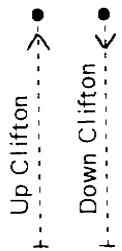
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
DONCASTER BLACK CARR ↑ ↓	JN. TO BERWICK	BERWICK — cont'd. Berwick	67.00		55	67m. 6ch. and 66m. 70ch.	C. Down Main at 67m. 12ch., 490 yards before reaching Signal T12. CW. Connection from DGL at 67m. 33ch. to Down Main.	The Down line through Berwick Station is worked in both directions.
				10	10	Down Main to Up Main at 67m. 8ch.		
				10		DGL No.1 to Down Main at 67m. 10ch.		
					75	67m. 69ch. and 67m. 6ch.		
		No.203 L.C. (R/G)	68.52	90	90	67m. 69ch. and 69m. 0ch.	C. Down Main at 68m. 39ch., 800 yards before reaching signal D68.	
				80	80	69m. 0ch. and 69m. 66ch.	C. Down Main at 69m. 23ch., 560 yards before reaching Signal D69.	

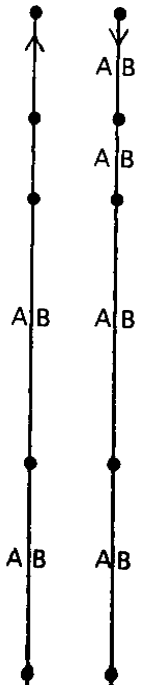
		Regional Boundary	<u>69.67</u> 54.49				C. Down Main at 54m. 5ch., 600 yards before reaching Signal D54.  C. Down Main at 53m. 73ch., 976 yards before reaching Signal D53.
		Reston Crossovers (Sc. Region)	47.14	75 40 25	75 40 25	50m. 3ch. and 49m. 15ch.  Through facing crossover.  Through trailing crossover.	C. Down Main at 47m. 73ch.  C. Down Main at 47m. 15ch.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>SHAFTHOLME TO FERRYBRIDGE NORTH JN.</b> 		Shaftholme Jn. (See page 28)	68.75	45	45	MAXIMUM PERMISSIBLE SPEED	
		Shaftholme	68.68		20	68m. 69ch. and 68m. 75ch.	
		Thorpe Gates LC	68.43				
		Haywood LC	67.56				
		Askern LC	66.23				
		Selby Road LC	65.72				
		Norton LC	65.13				
		Stubbs Walden South LC	64.27				
		Stubbs Walden North LC	64.07				
		Womersley LC	62.50				
		Post Office Lane LC (A.H.B.)	62.09				
		Spring Lodge LC (A.H.B.)	61.20				
						C. Down Main at 61m. 12ch., 1m. 620 yards before reaching Signal K437.	

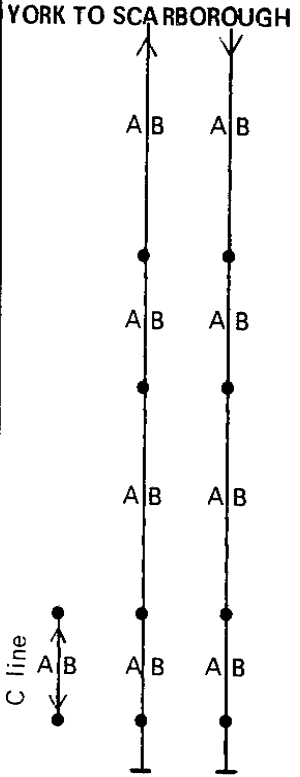
		<p>Cridling Stubbs LC (A.H.B.)</p> <p>Waterfield No.1 LC</p> <p>Knottingley South Jn. (See page 131)</p> <p>Knottingley West Jns. (See page 126)</p> <p>Ferrybridge North Jn. (See page 133)</p>	<p>60.45</p> <p>59.03</p> <p>58.66</p> <p><math>\frac{58.20}{2.71}</math></p> <p>2.31</p>	<p>10</p> <p>25</p> <p>20</p>		<p>To Knottingley East Jn. line.</p> <p>58m. 48ch. and 58m. 20ch.</p> <p>2m. 71ch. and 2m. 31ch.</p>	<p>C.W. Up Main at 2m. 44ch., 519 yards before reaching Signal 381.</p>	
<p>APPLEHURST LOOP</p> 		<p>Applehurst Jn. (See page 88)</p> <p>Joan Croft Jn. (See page 28)</p>	<p>0.49</p> <p>0.00</p>	<p>25</p>	<p>25</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>C.W. Down Main at 0m. 44ch. 555 yards before reaching Signal SH851.</p> <p>C.W. Up Main at 0m. 3ch. 460 yards before reaching Signal AJ4.</p>	

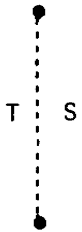
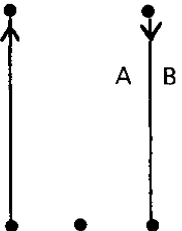
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
SELBY BRAYTON JN. TO BARLOW 		Brayton Jn. (See page 29)	8.51	30	30	MAXIMUM PERMISSIBLE SPEED		Controlled by Selby Signal box.  † No staff. See page 340.
		Barlow LC (T.M.O.)	6.18		20	8m. 47ch. and 8m. 51ch.		
SELBY WEST JN. TO SELBY CANAL JN. 		Selby West Jn. LC (See page 152)	0.00	20	20	MAXIMUM PERMISSIBLE SPEED		Controlled by Selby Signal box.
		Canal Jn. (See page 29)	0.32					

YORK HOLGATE JN. TO SKELTON				20	20	MAXIMUM PERMISSIBLE SPEED	
	Holgate Jn. (See page 33)	0.00		15	0m. 20ch. and 0m. 0ch.		
	York Yard South (See below)	0.25		10	0m. 20ch. and 0m. 29ch.		
	York Yard North	0.79					
	Skelton	1.46					
YORK YARD SOUTH TO YORK CLIFTON				15	15	MAXIMUM PERMISSIBLE SPEED	
	York Yard South (See above)	0.00					
	Clifton (See page 33)	0.41					

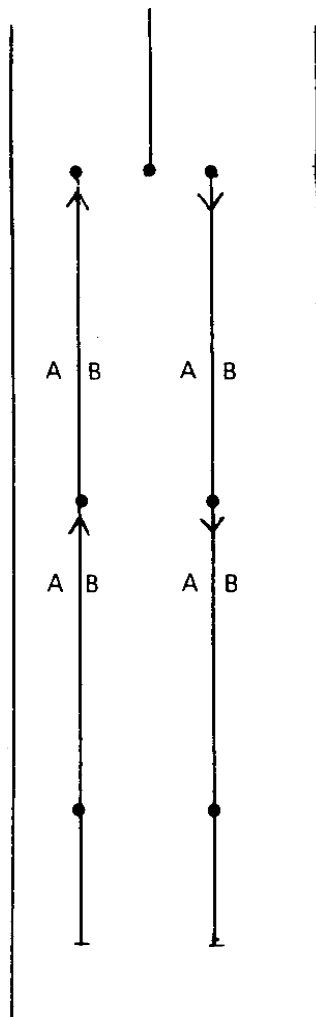
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>YORK TO SCARBOROUGH</b> YORK AND FLAXTON 8m. 60ch. FLAXTON 8m. 60ch. AND MALTON MALTON AND SEAMER SEAMER AND SCARBOROUGH  	60ch. AND MALTON AND SEAMER AND SCARBOROUGH	York (See page 33)	0.00	70	70	MAXIMUM PERMISSIBLE SPEED	
				60	60	MAXIMUM PERMISSIBLE SPEED	
				70	70	MAXIMUM PERMISSIBLE SPEED	
				60	60	MAXIMUM PERMISSIBLE SPEED	
				15		Station and 0m. 26ch.	
		Burton Lane (See page 63)	1.09	20		To Foss Islands line.	
		Bootham LC	1.51				
		Haxby Road LC	3.21				
		Haxby LC	4.18				
		Strensall No.1 LC	6.00				
		Strensall No.2 LC	6.11				
		Strensall LC	6.48				
		Common Road LC	7.52				
		Flaxton Station LC	9.21				
		Foston LC	10.74				
		Barton Hill LC	11.48				

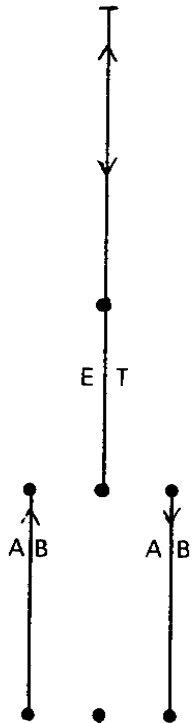
	Howsham Gates LC	13.28	45	45	13m. 60ch. and 14m. 55ch.	The Down Main through the platform is signalled for working in both directions.
			40	40	15m. 0ch. and 18m. 60ch.	
	Kirkham Abbey LC	15.01	40	40	21m. 1ch. and 21m. 9ch.	
			15	15	Down Main to Up Main at 21m. 3ch.	
	Malton	21.12	20	20	Up Main to Down Main at 21m. 21ch.	
	Malton LC	21.32				
	Rillington Station LC	25.42				
	High Scampston LC	26.19				
	Low Scampston LC	26.55				
	Knapton LC	27.41				
	Heslerton Station LC	29.33				
	West Heslerton LC	30.51				
	East Heslerton LC	31.00				
	Weaverthorpe Station LC	32.68				

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
YORK TO SCARBOROUGH — 	cont'd	Ganton LC Metes Lane LC Long Lane LC Crab Lane LC URS 63 Seamer West (See page 164) Seamer LC Seamer East  Falsgrave  Scarborough Scarborough	34.34 38.20 38.45 38.60 38.63 39.14 39.17  41.63 41.77 42.06	    25  45 45  35	    To Hull line.  39m. 40ch. and 40m. 0ch.  41m. 55ch. and 41m. 27ch.			

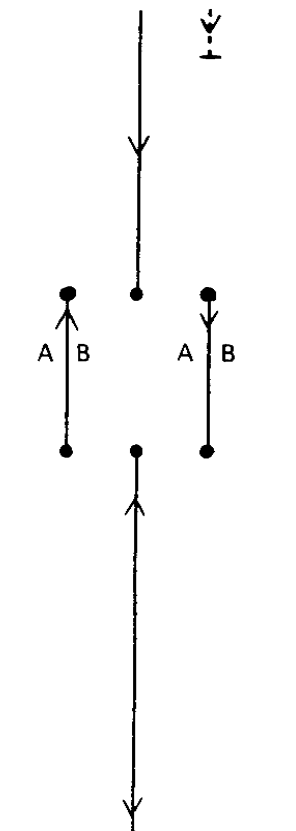
<b>FOSS ISLANDS BRANCH</b>  				20	20	MAXIMUM PERMISSIBLE SPEED		
<b>YORK SKELTON TO HARROGATE</b> <b>SKELTON AND KNARESBOROUGH</b> <b>KNARESBOROUGH AND HARROGATE</b>  		Burton Lane (See page 60)  Rowntrees Halt  Derwent Valley Jn.  Foss Islands	0.00  0.15  1.21  1.53	5	5	To and from Rowntrees.    		See page 341.
				65	65	MAXIMUM PERMISSIBLE SPEED		
				60	60	MAXIMUM PERMISSIBLE SPEED		
		Skelton (See Page 34)	1.51		50	1m. 65ch. and 1m. 50ch.		
		Nether Poppleton LC  <b>Poppleton LC</b>  Hessay LC	2.04  2.74  5.10		20	Single to Double.		

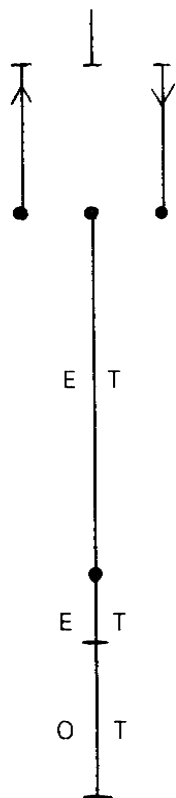
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>YORK SKELTON TO HARROGATE — cont'd.</p>	DRS55	Hessay WD GF					
		Marston Moor LC	6.05				
		Wilstrop LC	7.44				
		Hammerton LC	8.61		20	Double to Single	
		Hammerton Road LC	9.17				
		Cattal LC	10.20		20	Single to Double	
		Whixley LC	11.08				
		Oakwood Farm LC (R/G)	14.46	45		16m. 36ch. and 16m. 42ch.	
						<p>C. Down Main at 8m. 68ch., 600 yards before reaching starting Signal.</p> <p>C. Down Main at 9m. 48ch., 700 yards before reaching Cattal Home Signal.</p>	

	Knaresborough Tunnel (178 yards)	16.40 to 16.48		40	16m. 42ch. and 16m. 27ch.	Rule Book, Section S, clause 3.3 and Block Regulation 9 apply.
	Knaresborough LC	16.54	50	25 50	Double to Single 17m. 50ch. and 18m. 13ch.	
	Belmont	17.69				
			30	30	18m. 13ch. and 18m. 23ch.	
		18.22				
		17.31				
	Starbeck LC	17.33				
	Starbeck	17.37				
		17.55				
		0.00				
		1.06				
		19.29	20	20	18m. 50ch. and 18m. 37ch.	C. Down Main at 18m. 37ch. 1m. 1290 yards before reaching Harrogate First Home Signal.
	Harrogate North	18.49				
	Harrogate (See page 145)	18.37				C. Down Main at 19m. 72ch. 575 yards before reaching Harrogate First Home Signal.

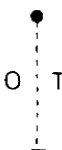
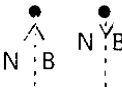
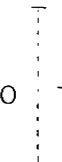
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
NORTHALLERTON CASTLE HILLS JN. NORTHALLERTON AND LEYBURN LEYBURN AND REDMIRE  	HILLS JN. LEYBURN	TO REDMIRE		45	45	MAXIMUM PERMISSIBLE SPEED.		
				25	25	MAXIMUM PERMISSIBLE SPEED		
		Castle Hills Jn. (See page 38)	0.00	15	15	0m. 0ch. and 0m. 28ch.		
			0.28 0.48					
		Yafforth LC Open (Type B.1)	1.49	10	10	Over level crossing.		
		Ainderby Gates LC	2.36					
		Ainderby LC	2.71					
		Scruton LC	4.25					
		Ham Hall LC Open (Type B.1)	4.61	10	10	Over level crossing.		
		Leeming Bar LC	5.62					
		Aiskew LC	6.12	30	30	7m. 15ch. and 7m. 30ch.		
				15	15	7m. 30ch. and 7m. 49ch.		
		Bedale LC	7.43					

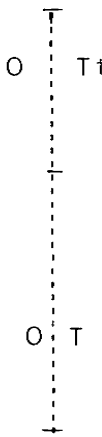
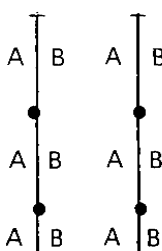


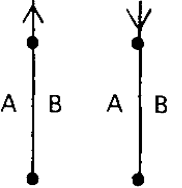
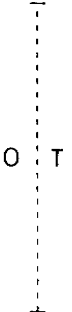
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.			
DARLINGTON NORTH JN.	TO EASTGATE A.P.C.M. — cont'd							
		Hopetown Jn. (See page 70 )	0.75	15	15	Down and Up Goods, Single line to Down and Up Bishop Auckland Single line. To Nickstream line.		
				15				
		Whiley Hill LC (A.H.B.)	3.48					
		Heighington LC	5.08		25	Double to Single.		
		Newton Aycliffe	6.30	30		8m. 18ch. and 9m. 44ch.		
		Shildon (See page 70 )	8.28	15		To Shildon Works Branch.		
		Shildon	8.34					
		Shildon Tunnel (1220 yards)	8.66 to 9.42					Rule Book Section S, clause 3.3 and Block Regulation 9 apply.

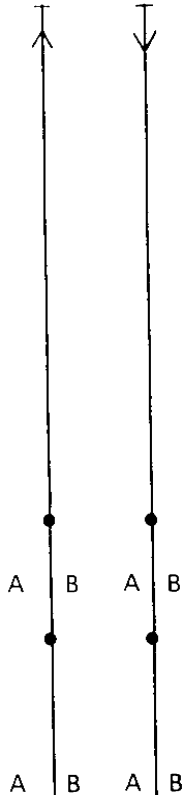


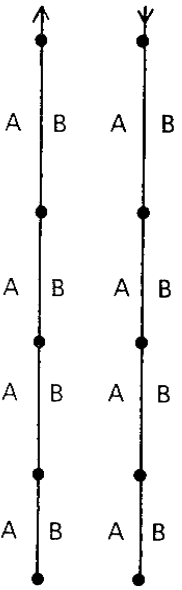
		Schildon North Jn.	9.44		30	9m. 49ch. and 8m. 18ch.		
					15	15	11m. 18ch. and 11m. 35ch.	
		Bishop Auckland East (See page 70 )	11.27		15		To Goods Yard.	
					25	25	14m. 44ch. and 0m. 3ch. (Wear Valley Jn. to Eastgate mileage).	
			<u>14.47</u> 0.00					
		Witton-le-Wear LC	1.13					S. Down Main at 7m. 11ch., 550 yards before reaching Signal No.21.
	CL94	Wolsingham	7.43					
		Broadway Quarry Sidings	9.64					
		Unthank LC (T.M.O.)	13.30					
		Eastgate A.P.C.M.	15.79					

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>BISHOP AUCKLAND EAST</b> 	<b>TO GOODS YARD</b>	Bishop Auckland East (See page 69)	0.00	15	15	MAXIMUM PERMISSIBLE	SPEED	
		Goods Yard	0.11					
<b>SHILDON WORKS BRANCH</b> 		Shildon (See page 68 )	0.00	15	15	MAXIMUM PERMISSIBLE	SPEED	
		Masons Arms LC	0.39					
<b>DARLINGTON HOPETOWN JN. TO NICKSTREAM</b> 		Hopetown Jn. (See page 68 )	0.00	15	15	MAXIMUM PERMISSIBLE	SPEED	Controlled by Darlington signal box + No staff, see page 345.
		Nickstream	1.19					

<p><b>KELLOE BANK FOOT BRANCH</b></p> 		<p>Kelloe Bank Foot Branch Jn. (Ferryhill No.33 signal) (See page 41)</p> <p>Kelloe Bank Foot Staff Instrument</p> <p>West Cornforth LC (T.M.O.)</p> <p>Kelloe Bank Foot North End</p>	<p>14. 09</p> <p>13. 03</p> <p>13.00</p> <p>11.06</p>	<p>20</p> <p>20</p>	<p>20</p> <p>20</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>		<p>† No. staff</p> <p>Controlled by Ferryhill Jn. signal box. The direction of travel is 'Up'.</p>
<p><b>FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH</b></p> 		<p>Ferryhill South Jn. (See page 41)</p> <p>Bishop Middleham</p> <p>Stillington</p>	<p>10. 72</p> <p>9. 09</p> <p>3. 71</p>	<p>50</p> <p>40</p> <p>40</p>	<p>50</p> <p>40</p> <p>40</p>	<p>MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS (LOADED OR EMPTY) NOT CONVEYING FOUR WHEELED VEHICLES</p> <p>MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER TRAINS (LOADED OR EMPTY) NOT CONVEYING FOUR WHEELED VEHICLES.</p> <p>5m.20ch. and 3m.40ch.</p> <p>1m. 18ch. and 0m.30ch.</p>		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH</b> – cont'd 		Norton-on-Tees West L.C. (See page 179)	0.33	30		To Billingham line.	
		Norton-on-Tees South (See page 170)	0.00	25		0m. 30ch. and 0m. 0ch.	
<b>COXHOE GOODS BRANCH</b> 		Coxhoe GF (See page 41)	0.00	20	20	MAXIMUM PERMISSIBLE SPEED	
		Thinford Lane LC (T.M.O.)	0.46				
		Cornforth Lane LC (T.M.O.)	1.14				
		Coxhoe W.H. LC (T.M.O.)	1.77				
		Coxhoe Goods	2.17				

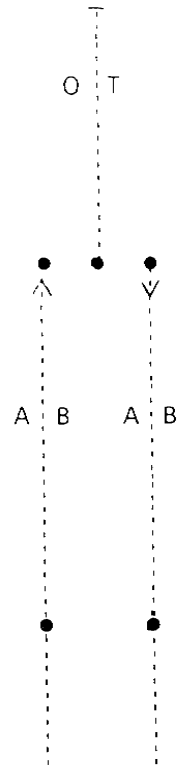
FERRYHILL TURSDALE JN. TO PELAW				60	60	MAXIMUM PERMISSIBLE SPEED	
	Tursdale Jn. (See page 41)	2.46	60	60			
			40		3m. 0ch. and 3m. 60ch.	C. Down line at 3m. 50ch., 800 yards before reaching signal WL417	
			20		3m. 60ch. and 3m. 75ch.		
				20	3m. 70ch. and 3m. 60ch.	C. Down line at 4m. 45ch., 856 yards before reaching signal WL415. C. Up line at 5m. 30ch., 850 yards before reaching signal F412.	
	Whitwell	6.28	20	20	5m. 60ch. and 6m. 10ch.	C. Up line at 6m. 18ch., 850 yards before reaching signal F414.	
			20		6m. 75ch. and 7m. 15ch. 9m. 40ch. and 9m. 20ch.		
	Fencehouses LC	12.43		20	13m. 45ch. and 12m. 40ch.	C. Up Arrival line at 14m. 71ch.	
				30	14m. 76ch. and 15m. 40ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>FERRYHILL TURSDALE JN. TO PELAW</b> — cont'd 	UGL33 DGL50	Penshaw North	14.77		20	15m. 40ch. and 14m. 76ch.		
				40	40	15m. 40ch. and 16m. 0ch.		
		Washington (See page 189)	15.74	5		To Pontop and South Shields lines via South East Curve.		
		Usworth LC	17.45					
		Follingsby LC (A.H.B.)	19.09					
		Wardley	19.76	25		20m. 50ch. and 20m. 70ch.		
		Pelaw (See page 175)	20.68					

# BLACKHILL STATION TO OUSTON JN.

BLACKHILL STATION AND CONSETT NORTH

CONSETT NORTH AND OUSTON JN.



Blackhill Station 12.76

Blackhill No.2 Tunnel (52yards) 12.72 to 12.70

Blackhill No.1 Tunnel (135 yards) 12.45 to 12.39

Consett North 12.04

Consett North Jn. 12.00 to 13.57

Consett East 13.22

15

40

15

40

MAXIMUM PERMISSIBLE SPEED

MAXIMUM PERMISSIBLE SPEED

13m. 57ch. and 13m. 32ch.

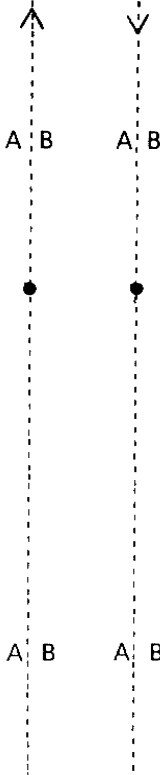
13m. 32ch. and 13m. 20m.

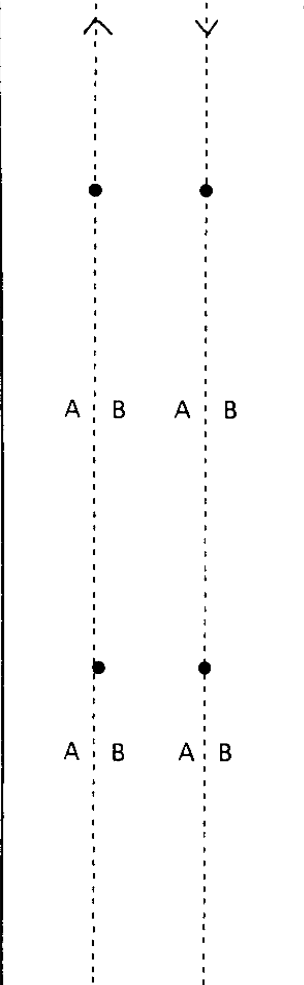
13m. 20ch. and 13m. 57ch.

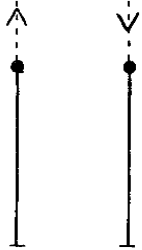
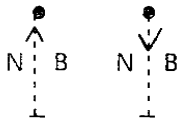
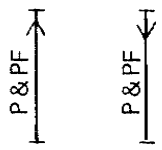
C. Down line at 13m. 52ch. 615 yards before reaching Consett East Home signal.  
C. Down line at 13m. 41ch. 378 yards before reaching Consett East Home signal.

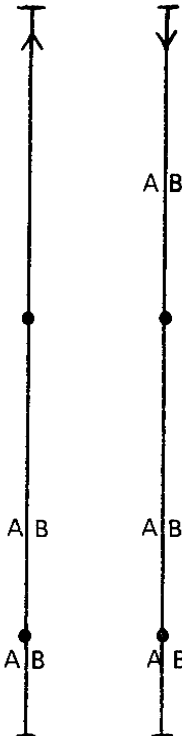
C. Down line at 13m. 4ch. 1088 yards before reaching Carr House Home signal.


The direction of travel between Blackhill Station and Consett North is 'Up'.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up m.p.h.			
BLACKHILL STATION TO CUSTON JN								
		- cont'd						
		Carr House Jn. (See page 78)	12.48		15	To Consett Iron Works line	C. Down line at 12m. 52ch. 381 yards before reaching Carr House Home signal.	
		Carr House	12.33		20	12m. 31ch. and 12m. 17ch.		
				35	35	11m. 53ch. and 10m. 54ch.	C. Down line at 12m. 8ch. 230 yards before reaching Carr House Home signal. C. Up line at 11m. 59ch. 1147 yards before reaching Carr House Home signal.	
				15	15	10m. 54ch. and 10m. 36ch.		
				35	35	10m. 36ch. and 9m. 24ch.		
				35	35	8m. 2ch. and 7m. 56ch.	C. Up line at 8m. 24ch. 3m. 327 yards before reaching Carr House Distant signal.	


	Annfield	7.41	25	25	7m. 56ch. and 7m. 25ch.	CW. Up line at 7m. 63ch. 3m. 1232 yards before reaching Annfield Distant signal.
			30	30	6m. 36ch. and 5m. 53ch.	C. Up line at 7m. 14ch. 463 yards before reaching Annfield Home signal.
	Beamish Tunnel (62 yards)	3.74 to 3.71				C. Up line at 5m. 78ch. 1m. 849 yards before reaching Annfield Home signal.
	Beamish Station	3.65				C. Up line at 4m. 10ch. 3m. 653 yards before reaching Annfield Home signal.
			30	30	1m. 68ch. and 1m. 46ch.	C. Up line at 2m. 5ch. 1m. 1106 yards before reaching Home signal.
						CW. Up line at 1m. 0ch. 390 yards before reaching South Pelaw Starting signal.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>BLACKHILL STATION TO OUSTON JN.</b> 		-- cont'd.						
		South Pelaw (See page 189)	0.62	15	15	All connections between Consett North to Ouston Jn. and South Pelaw to Washington routes.	C. Up line at 0m. 24ch., 460 yards before reaching signal S.13.	
		Ouston Jn. (See page 43)	0.00					
<b>CONSETT FELL TO CARR HOUSE</b> 		Consett Fell	12.69	15	15	MAXIMUM PERMISSIBLE SPEED		
		Carr House Jn. (See page 76)	12.48					
<b>KING EDWARD BRIDGE SOUTH EAST CURVE</b> 		K.E.B. East Jn. (See page 208)	0.00	15	15	MAXIMUM PERMISSIBLE SPEED		Controlled by Newcastle signal box.
		K.E.B. North Jn. (See page 45)	0.13					

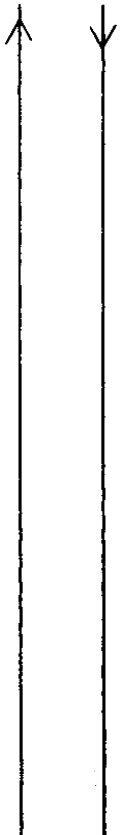
RIVERSIDE BRANCH				40	40	MAXIMUM PERMISSIBLE SPEED	
		Riverside Jn. (See page 47)	0.00				
		Byker Tunnel (150 yards)	0.13 to 0.20	35	35	0m. 24ch. and 0m. 0ch.	
		St. Peters	1.08				C. Up line at 0m. 43ch., 456 yards before reaching signal N1.
		Walker Tunnel (182 yards)	2.48 to 2.56	10	10	1m. 70ch. and 2m. 3ch.	
		URS 45 Carville L.C.	4.29	35	35	3m. 39ch. and 4m. 45ch. 3m. 39ch. and 4m. 30ch.	Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
		N.E. Marine G.F.	4.70	20	20	4m. 30ch. and 4m. 70ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
	DGL40	Heaton South Jn. (See page 47)	0.00	60	60	MAXIMUM PERMISSIBLE SPEED		
				50	50	0m. 11ch. and 0m. 15ch.		
				25	25	Trailing Up Main to Down Main at 0m. 15ch.		
		Heaton (H)	0.34					
		Walker Gate	0.60					
		Wallsend	1.70					
				40	40	2m. 66ch. and 3m. 3ch.		
		Howdon-on-Tyne L.C.	3.37				C. Down Main at 3m. 22ch., 352 yards before reaching Signal H.17	
		Percy Main (See page 211)	4.12	15		To Percy Main North Line.		




	Percy Main	4.22	25	25	5m. 32ch. and 6m. 1ch.	<p>Rule Book Section S. clause 3.3 and Block Regulation 9 apply.</p> <p>The direction of travel between Tynemouth North and Monkseaton is 'Up'.</p>
	North Shields	5.36				
	North Shields Tunnel (786 yards)	5.41 to 5.77	20	20	6m. 23ch. and 6m. 56ch.	
	Tynemouth South	6.34				
	Tynemouth	6.43				
	Tynemouth North	6.53				
	Cullercoats	7.64				
	Whitley Bay	8.18	40	40	8m. 20ch. and 7m. 88ch.	
	Monkseaton	8.63				
	Monkseaton	8.73	45	45	8m. 60ch. and 8m. 38ch.	
	West Monkseaton	9.54	45		8m. 76ch. and 9m. 31ch.  9m. 31ch. and 9m. 1ch.	

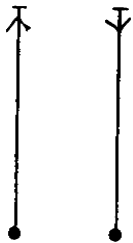
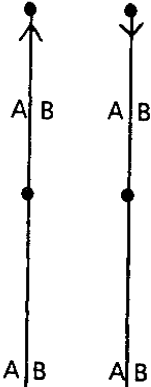
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<p><b>DONCASTER MARSHGATE JN. TO LEEDS WEST JN.</b>  <b>MARSHGATE NORTH JN. AND WAKEFIELD WESTGATE</b>  <b>WAKEFIELD WESTGATE AND LEEDS WEST JN.</b></p> 		<p>Marshgate Jn.          (See page 27 and Southern Area Appendix page 54)</p>	156.29	90	90	MAXIMUM PERMISSIBLE SPEED		
				65	65	MAXIMUM PERMISSIBLE SPEED		
					25	156m. 42ch. and 156m. 29ch.		
				60	60	156m. 42ch. and 156m. 72ch.		
		Dock Hills L.C.	156.63					

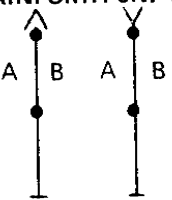
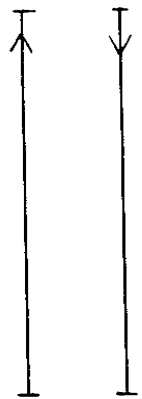


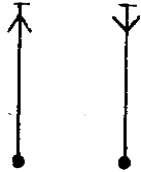
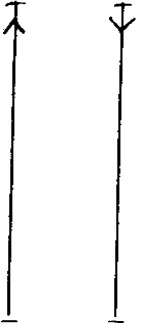
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
DONCASTER MARSHGATE 	UN. TO LEEDS WEST JN. — cont'd  DGL140 UGL120	South Kirkby Jn. (See page 134)	165.78		30	C. Down Main at 165m. 73ch., 1170 yards before reaching Signal L645.  To Moorthorpe Station line. DGL 167m. 33ch. and 168m. 1ch. UGL 168m. 62ch. and 168m. 13ch.	C. Down Main at 166m. 60ch., 960 yards before reaching Signal L639. C. Down Main at 168m. 21ch., 860 yards before reaching Signal L629. C. Down Main at 168m. 79ch., 840 yards before reaching Signal L627.
		Hare Park GF		25	25	C. Up Main at 171m. 18ch., 1012 yards before reaching Signal L620. C. Up Main at 171m. 58ch., 726 yards before reaching Signal L264.	
		Hare Park Jn. (See page 88)	171.73	20		C. Up Main at 172m. 38ch., 726 yards before reaching Signal L260. C. Up Main at 173m. 30ch., 1034 yards before reaching Signal L258.	

	↑	↓					80	174m. 58ch. and 172m. 60ch.		
							50	174m. 58ch. and 175m. 34ch.		
							25	175m. 34ch. and 175m. 52ch.		
							15	To Wakefield (K) West line		
				Wakefield Westgate South Jn. (See page 89)	175.38					
			UPL 45 † DPL 45 †	Wakefield Westgate	175.65					
									C. Down Main at 176m. 54ch., 1155 yards before reaching Signal L225.	
				Ardsley Tunnel (297 yards)	180.61 to 180.75				C. Down Main at 177m. 34ch., 1067 yards before reaching Signal L223.	
						25	25	184m. 16ch. and 184m. 37ch.		
				Gelderd Road Jn. (See page 89)	184.22	25		To Holbeck West Jn. line		
						15		185m. 16ch. and 185m. 44ch.		
									C. Up Main at 183m. 66ch., 963 yards before reaching Signal L200.	
										† Station Yard Working is authorised.

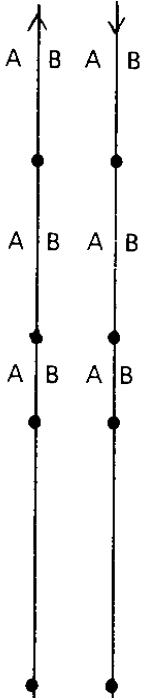
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between	
DONCASTER MARSHGATE JN. TO LEEDS WEST JN. — cont'd. 		Leeds West Jn. (See page 139)	185.44				C. Up Main at 185m. 30ch., 510 yards before reaching Signal UV42.
BRODSWORTH COLLIERY BRANCH 		Castle Hills North Jn. (See below)  Castle Hills West Jn.  Brodsworth Colliery	0.00  0.19  1.44	15	15	MAXIMUM PERMISSIBLE SPEED	Controlled by Skellow Jn. signal box.
CASTLE HILLS SOUTH JN. TO CASTLE HILLS WEST JN. 		Castle Hills South Jn. (See page 83)  Castle Hills West Jn.	0.00  0.16	15	15	MAXIMUM PERMISSIBLE SPEED	Controlled by Skellow Jn.

CARCROFT JN. TO SKELLOW JN.				15	15	MAXIMUM PERMISSIBLE SPEED	
		Carcroft Jn. (See page 83)	160.14		10	160m. 19ch. and 160m. 14ch.	C. Down line at 160m. 19ch., 404 yards before reaching signal S.51.  C. Up line at 160m. 30ch. 540 yards before reaching signal S.108.
		Skellow Jn. (See page 88)	160.60				
STAINFORTH JN. TO SKELLOW ADWICK JN.				30	30	MAXIMUM PERMISSIBLE SPEED	
		Stainforth Jn. (See page 191 Southern Appendix)	166.77		25	166m. 71ch. and 166m. 77ch.	
		Stainforth Road (A.H.B.)	165.45				
		Bramwith Station LC	164.73				
		Thorpe Road LC	164.46	20	20	164m. 0ch. and 163m. 40ch.	
		Thorpe Marsh C.E.G.B.	163.46	15	15	163m. 40ch. and 163m. 0ch.	
				20	20	163m. 0ch. and 162m. 40ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>STAINFORTH JN. TO SKELLOW ADWICK JN. — cont'd</b> 		Applehurst Jn. (See page 57 )	163.27	25		To Joan Croft Jn. line.	
		Skellow Jn. (See page 87 )	160.60 0.62	15		To Carcroft Jn. line.	
		Adwick Jn. (See page 83 )	0.00	15		0m. 4ch. and 0m. 0ch.	
<b>HARE PARK JN. TO CROFTON WEST JN.</b> 		Hare Park Jn. (See page 84 )	171.73	55	55	MAXIMUM PERMISSIBLE SPEED	
		Crofton West Jn. (See page 124)	173.22	15	20	C. Up Main at 172m. 58ch. 690 yards before reaching signal O.32.  C. Up Main at 173m. 18ch. 1280 yards before reaching signal L.262.  172m. 56ch. and 171m. 72ch. 173m. 17ch. and 173m. 22ch.	

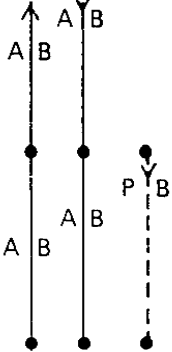
<p>WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST</p> 		<p>Wakefield Westgate South Jn. (See page 85)</p> <p>Wakefield (K) West (See page 93)</p>	<p>0.00</p> <p>0.22</p>	<p>15</p>	<p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>C. Up Main at 0m. 3ch. 375 yards before reaching signal L.249.</p>	
<p>LEEDS GELDERD ROAD JN. TO LEEDS HOLBECK WEST JN.</p> 	<p>TO LEEDS</p>	<p>Gelderd Road Jn. (See page 85)</p> <p>Wortley South Jn. (See page 137)</p> <p>Holbeck West Jn. (See page 135)</p>	<p>184.22</p> <p>184.39</p> <p>185.01</p>	<p>30</p> <p>15</p>	<p>30</p> <p>25</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>184m. 27ch. and 184m. 22ch.</p> <p>To Wortley West Jn.</p>	<p>C. Down Main at 184m. 26ch.</p> <p>C. Up Main at 184m. 74ch, 695 yards before reaching Signal L64.</p>	<p>Controlled by Leeds Signal Box.</p>

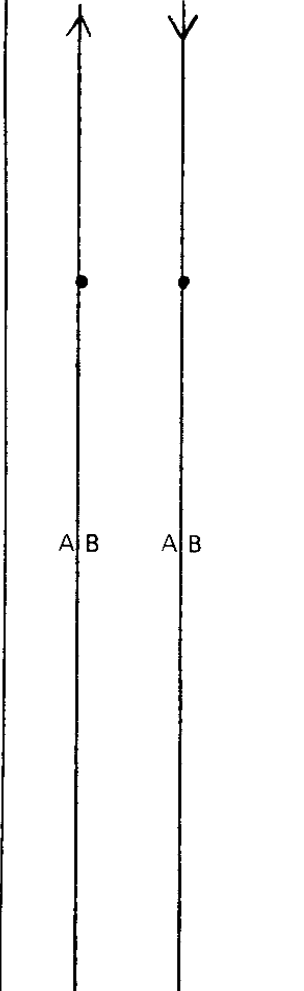
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<p><b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN.</b>  <b>EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.</b>  <b>HEBDEN BRIDGE 22m. 62ch. AND GOOSE HILL</b></p>	UGL 90	Eastwood (LMR)	22.03	75	75	MAXIMUM PERMISSIBLE	<p>SPEED ON MAIN LINES.</p> <p>SPEED ON MAIN, FAST AND SLOW LINES.</p> <p>C. Up Main at 22m. 9ch. 957 yards before reaching signal PN309 or 308.</p> <p>C. Up Main at 22m. 50ch. 653 yards before reaching signal PN306.</p> <p>C. Up Main at 23m. 17ch. 902 yards before reaching signal PN305.</p> <p>C.W. Down Slow at 24m. 61ch.</p>	Controlled by Preston signal box.
				60	60	MAXIMUM PERMISSIBLE		
				45	45	22m. 20ch. and 22m. 40ch.		
		Weasel Hall Tunnel (109 yards)	23.12 to 23.17					
		Hebden Bridge	23.50					
		Hebden Bridge	23.56	20		Slow line 23m. 57ch. and 24m. 62ch.		
		Mytholmroyd	24.68					
		Mytholmroyd West	24.73					

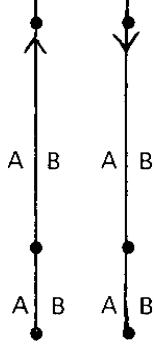
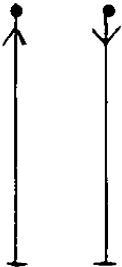
	Sowerby Bridge Tunnel (657 yards)	27.60 to 28.10				<p>Rule Book, Section S, clause 3.3 and Block Regulation 9 apply.</p>
	Sowerby Bridge West	28.15				
	<b>Sowerby Bridge</b>	28.51	40		29m. 20ch. and 29m. 25ch.	
	Milner Royd Jn. (See page 94)	29.22	40		To Halifax line 29m. 20ch. and 29m. 34ch.	
	Greetland (See page 96)	30.77		20	To Dryclough Jn. 1m. 10ch. and 0m. 62ch. (Dryclough to Greetland mileage).	
	Elland Tunnel (420 yards)	31.05 to 31.24				
	Elland	31.61		20	Down Main to Up Main at 35m. 56ch.	
	Bradley Wood Jn. (See page 97)	35.59	20		To Bradley Jn. line	
	Heaton Lodge Jn. (See page 100)	37.29	50	50	Fast to Up and Down L & Y lines at 37m. 24ch.	<p>Rule Book, Section S, clause 3.3 and Block Regulation 9 apply.</p>


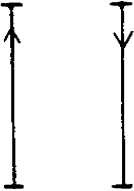
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
	ANTON GOOSE HILL JN. — cont'd	Heaton Lodge East Jn. (See page 97)	37.49		50	To South Jn. via Underpass line.	
		Mirfield Mirfield Up Sidings G.F.	38.32	30	30	Fast to Slow and Slow to Fast at 39m. 71ch.	
				45	45	Slow lines 39m. 71ch. and 40m. 2ch.	
		Thornhill LNW Jn. (See page 103)	39.75	45		Slow line to Leeds line.	
		Thornhill Jn. (See page 107)	40.50	25	25	Up Slow to Down Slow at 40m. 60ch.	
					20	Down Slow to Low Moor line at 2m. 25ch.	
		Dewsbury East Jn. (See page 106)	41.43		15	Slow line to Headfield Branch.	
		Midland Jn.	41.62	20	20	All connections between 42m. 0ch. and 44m. 10ch.	
UGL 35		Healey Mills (H.M.)	42.64				

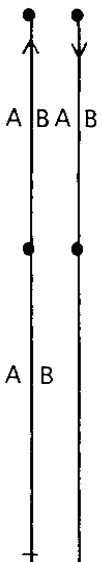
<p>UF US DF DS</p> <p>P &amp; PF P &amp; PF P &amp; PF P &amp; PF P &amp; PF</p> <p>UP THROUGH</p> <p>P B</p>	Horbury Station Jn. (See page 106)	44.13	20		Slow line to Crigglestone line.	
	Horbury Station Jn. G.F.			30	Slow line 45m. 5ch. and 45m. 38ch.	
	Horbury Jn. (See page 109)	45.38	20	20	All lines 45m. 38ch. and 46m. 3ch.	
				30	Fast line to Crigglestone line.	
				20	Slow to Fast at 45m. 39ch.	
			20		Slow to Fast at 45m. 48ch.	
			35		Fast line 47m. 20ch. and 47m. 38ch.	
	Wakefield (K) West (See page 89)	47.38		15	Up Through line to Wakefield Westgate line.	
			10	10	All lines 47m. 38ch. and 48m. 5ch.	
			20		Fast to Slow at 47m. 47ch.	
Wakefield Kirkgate	47.62					
UGL 70 DGL 70	Wakefield (K) East Jn. (See page 123)	47.68	10		All lines to Calder Bridge line 47m. 68ch. and 48m. 15ch.	
Wakefield (K) East	47.74					
						1L1S Goods line at Wakefield East.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN. – cont'd</b>  	DRS 80	Turners Lane Jn. (See page 109)	48.33		15	To Calder Bridge line.	
				20	20	49m. 25ch. and 49m. 73ch.	
		Lockes Siding	50.04	20		Fast line 50m. 26ch. and 50m. 31ch.	
				20		To Slow line at 50m. 28ch.	
		Goose Hill Jn. (See page 112)	50.31				
<b>SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN.</b> MILNER ROYD JN. AND HALIFAX HALIFAX AND MILL LANE JN.		Milner Royd Jn. (See page 91)	29.22	60	60	MAXIMUM PERMISSIBLE SPEED	
				55	55	MAXIMUM PERMISSIBLE SPEED	
					40	29m. 34ch. and 29m. 20ch.	
				40	40	30m. 44ch. and 30m. 76ch.	
						C. Down Main at 29m. 25ch., 396 yards before reaching signal MR14.	

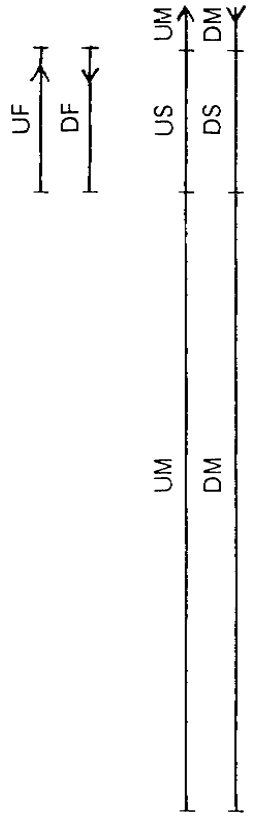
	DRS48	Bank House Tunnel (214 yards)	30.57 to 30.67					
		Dryclough Jn. (See page 96)	31.36	25		To Greetland line, 1m. 11ch. and 0m. 62ch.	CW. Down Main at 31m. 40ch., 690 yards before reaching signal H.709.	
		Dryclough G.F.		30	30	31m. 67ch. and 32m. 31ch.		
		Halifax (H)	32.28	40	45	32m. 31ch. and 32m. 41ch.		Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
		Beacon Hill Tunnel (1,105 yards)	32.40 to 33.10					
		Hipperholme Tunnel (388 yards)	34.05 to 34.22	50		34m. 20ch. and 34m. 46ch.		
		Lightcliffe Tunnel (70 yards)	34.67 to 34.70					
		Wyke Tunnel (1365 yards)	36.12 to 36.74					Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
		New Furnace Tunnel (69 yards)	37.07 to 37.10	45	45	37m. 23ch. and 37m. 59ch.		

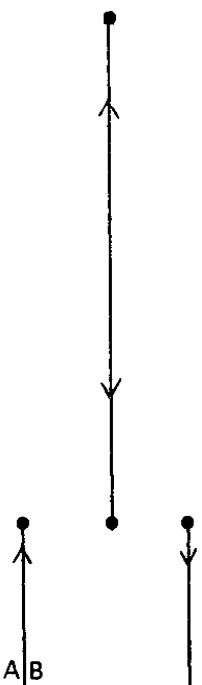
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down	Up	At or Between		
<b>SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN.</b> 				—	cont'd			Rule Book Section S, clause 3.3 and Block Regulation 9 apply
		Low Moor (See page 107)	37.37		10	To Thornhill Jn. line.		
				50	50	37m. 59ch. to 38m. 18ch.		
		Bowling Tunnel (1648 yards)	38. 18 to 39. 13					
		Bowling Jn. (See page 138)	39.20	20		To Laisterdyke line.		
		Mill Lane Jn. (See page 137)	39.79	15		39m. 79ch. and 40m. 27ch.		
<b>GREETLAND TO DRYCLOUGH JN.</b> 				30	30	MAXIMUM PERMISSIBLE SPEED		
		Greetland (See page 91)	1.11		20	0m. 62ch. and 1m. 11ch.		
		Salterhebble Down and Up Tunnels (91 yards)	0.25 to 0.21					
		Drycough Jn. (See page 95)	0.00	25		0m. 4ch. and 0m. 0ch.		

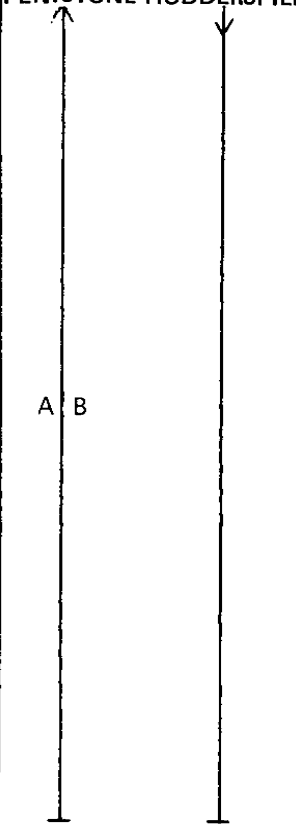
<b>BRADLEY BRANCH</b>  		Bradley Jn. (See page 100)  Bradley Tunnel (132 yards)  Bradley Wood Jn. (See page 91)	0.00  0.24 to 0.30  1.17	35       20	35  15     50	MAXIMUM PERMISSIBLE SPEED  0m. 4ch. and 0m. 0ch.    1m. 14ch. and 1m. 17ch.	Controlled by Healey Mills signal box.
<b>HEATON LODGE SOUTH JN. TO HEATON LODGE EAST JN. VIA UNDERPASS</b>  		Heaton Lodge South Jn. (See page 100)  Heaton Lodge East Jn. (See page 92)	0.00    0.76	50	50	MAXIMUM PERMISSIBLE SPEED	Controlled by Healey Mills signal box.


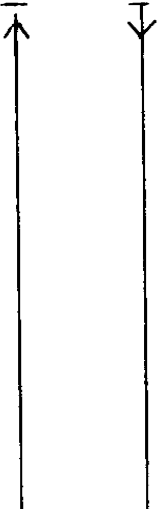
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
DIGGLE JN. LMR TO HEALEY MILLS 	UGL120 URS50	HEATON LODGE JN.						
		Diggle Jn. (LMR)	14.59	65	65	MAXIMUM PERMISSIBLE SPEED		
		Standedge Tunnel (3m. 66yards)	15.11 to 18.14	45	45	15m. 0ch. and 15m. 16ch.		
				40	40	18m. 7ch. and 18m. 37ch.		
				55	55	18m. 37ch. and 19m. 0ch.		
					10	UGL to Up Main at 18m. 18ch.		
		Marsden	18.59				C. Up Main at 19m. 14ch., 482 yards before reaching Home signal.	Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
				55	55	21m. 11ch. and 21m. 30ch.	C. Up Main at 21m. 18ch., 1m. 1450 yards before reaching Distant signal.	
							C. Up Main at 22m. 55ch., 3m. 580 yards before reaching Distant signal.	
							C. Up Main at 23m. 69ch., 900 yards before reaching signal HU195	
		Signal HU195		50		Slow line 24m. 62ch. and 25m. 49ch.	C. Up Main at 24m. 20ch., 480 yards before reaching signal HU193.	

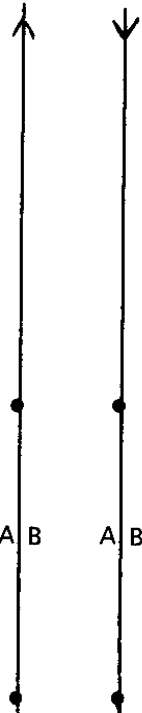
	<p>Gledholt Jn.</p> <p>Gledholt North and South Tunnels (243 yards)</p> <p>Springwood Jn. (See page 102)</p> <p>Huddersfield North and South Tunnels (695 yards)</p> <p>Huddersfield (HU)</p>	<p>24.63</p> <p>25.04 to 25.15</p> <p>25.20</p> <p>25.20 to 25.51</p> <p>25.60</p>	<p>30</p> <p>50</p> <p>20</p> <p>50</p> <p>15</p>	<p>Over Jn. Down Main to Down Fast at 24m. 63ch.</p> <p>Fast line 24m. 65ch. and 25m. 49ch.</p> <p>To Lockwood line.</p> <p>25m. 49ch. and 24m. 62ch.</p> <p>All lines 25m. 49chs. and 25m. 73ch.</p>	<p>CW Up Main at 24m. 63ch., 520 yards before reaching signal HU191.</p> <p>C. Up Fast at 25m. 14ch. 428 yards before reaching signal HU189.</p> <p>CW Up Slow at 25m. 16ch. 382 yards before reaching signal HU191.</p> <p>Station Yard Working is authorised on the Down and Up Main lines and Platforms 1, 4 and 8.</p>
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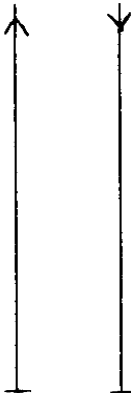
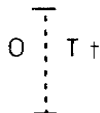
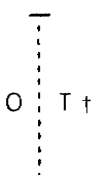
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
DIGGLE JN. LMR TO HEALEY MILLS 		HEATON LODGE JN. — cont'd.					
		Signals HU77/73		55	55	Fast lines 25m. 73ch. and 26m. 25ch.	CW Up Fast at 26m. 24ch. 450 yards before reaching signal HU75.
		Hillhouse Jn.	26.30	20	20	Fast lines to Mains	C. Up Main at 26m. 41ch. 873 yards before reaching signal HU75/77. S. Up Main at 27m. 10ch. 862 yards before reaching signal HU644. S. Up Main at 27m. 60ch. 850 yards before reaching signal HU646. S. Up Main at 28m. 23ch. 673 yards before reaching signal HU648.
		Bradley Jn. (See page 97)	28.39	15	50	To Bradley Wood Jn. line.	
		Heaton Lodge South Jn. (See page 97)	28.78	50	50	28m. 72ch. and 29m. 3ch. To Underpass line.	
		Heaton Lodge Jn. (See page 91)	29.54	55	55	29m. 19ch. and 29m. 40ch.	

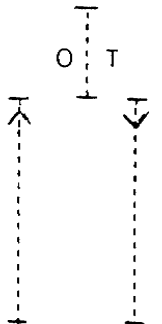
PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.			50	50	MAXIMUM PERMISSIBLE SPEED	
	Huddersfield Jn. (See Southern Appendix page 162)	13.42		15	13m. 32ch. and 13m. 42ch.	
	Penistone	13.36				
	Wellhouse Tunnel (415 yards)	12.48 to 12.29	30	30	9m. 72ch. and 9m. 25ch.	Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
	Denby Dale	9.31				
	Cumberworth Tunnel (906 yards)	9.05 to 8.44				Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
	Clayton West Jn. (CW) (See page 103)	7.67	15	10	To Clayton West line. Single to Double.	
	Shepley	7.14				
	Stocksmoor	6.26				



Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up At or Between			
PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.—cont'd.								
		Thurstonland Tunnel (1631 yards)	5.58 to 4.63				Rule Book Section S, clause 3.3 and Block Regulation 9 apply.	
		Brockholes	4.25					
		Honley	3.28					
			Robin Hood Tunnel (228 yards)	2.70 to 2.60	20	2m. 50ch. and 2m. 10ch.	C. Up Main at 3m. 68ch., 3m. 107 yards before reaching Signal CW.13.	Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
		Lockwood	1.18					
		Lockwood Tunnel (205 yards)	1.16 to 1.07					
			Springwood Jn. (See page 99)	0.40	20	To Fast line 0m. 48ch. and 0m. 40ch.	C. Up Main at 0m. 76ch. 5m. 1608 yards before reaching Signal CW.13. C. Up Main at 0m. 49ch. 524 yards before reaching Signal HU.177.	

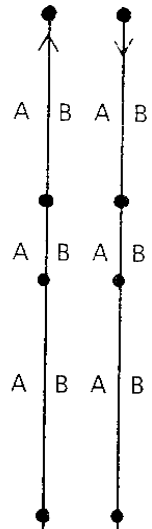
<b>CLAYTON WEST BRANCH</b>  		<b>Clayton West</b> Clayton West <b>Skelmanthorpe</b> Shelley Woodhouse Tunnel (511 yards)  Clayton West Jn. (See page 101)	11.25 11.13 9.38 8.72 to 8.48  7.67	50     10	50      	MAXIMUM PERMISSIBLE SPEED       7m. 70ch. and 7m. 67ch.		Rule Book, Section S, clause 3.3 and Block Regulation 9 apply.
<b>THORNHILL LNW JN TO LEEDS HOLBECK EAST JN.</b>  		Thornhill LNW Jn. (See page 92)   <b>Ravensthorpe</b>   Ravensthorpe G.F.  <b>Dewsbury</b> Dewsbury Wellington Road G.F.	32.19   32.28  33.62	60    55     50	60  45  55     	MAXIMUM PERMISSIBLE SPEED  32m. 23ch. and 32m. 18ch.  32m. 23ch. and 32m. 44ch.     33m. 48ch. and 33m. 74ch.	CW. Down Main at 32m. 22ch.    C. Down Main at 32m. 76ch. 700 yards before reaching Batley Signal No.15.  C. Down Main at 33m. 39ch. 630 yards before reaching Batley Signal No.14.	Controlled by Healey Mills Signal box.

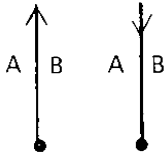
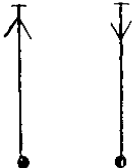
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up m.p.h.			
THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN. — cont'd								
		Batley	35.09			C. Down Main at 34m. 10ch., 530 yards before reaching Batley Signal No.13. C. Down Main at 34m. 45ch., 720 yards before reaching Batley Signal No.12.	Rule Book Section S, clause 3.3 and Block Regulation 9 apply.	
		Batley LC	35.57			C. Down Main at 35m. 17ch., 595 yards before reaching Batley Signal No.11.		
		Morley Tunnel (1m. 1609 yards)	36.25 to 38.19	50	50	38m. 16ch. and 39m. 41ch.		C. Down Main at 35m. 60ch., 840 yards before reaching Batley Signal No.10.
		Morley	38.27					C. Up Main at 38m. 74ch., 560 yards before reaching Batley Signal No.20

		Farnley Branch Jn. (See below)	40.65		35	42m. 1ch. and 42m. 5ch.	C. Up Main at 39m. 50ch. 675 yards before reaching Signal U.39.  C. Up Main at 40m. 19ch. 655 yards before reaching Signal U.40.  C. Up Main at 41m. 28ch. 880 yards before reaching Signal L.36.	
<b>FARNLEY BRANCH</b>  		Farnley and Wortley Iron Works  Farnley Branch Jn. (See above)	1.04  0.13	25	25	MAXIMUM PERMISSIBLE SPEED		† No. staff. See page 360.
<b>HECKMONDWIKE CURVE</b>  		Liversedge Jn. 330 Points (See page 107)  Liversedge	0.00  $\frac{0.24}{3.73}$ 5.30	15	15	MAXIMUM PERMISSIBLE SPEED		Controlled by Healey Mills Signal box.  † No. staff. See page 360.

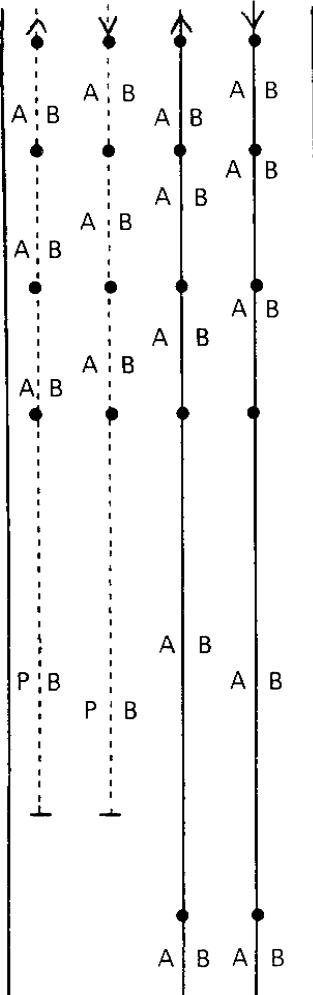
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>HEADFIELD BRANCH</b>  		Dewsbury Railway Street Goods Yard	0.49	20	20	MAXIMUM PERMISSIBLE SPEED	Train staff in receptacle on post near Notice board.
		Notice Board 235 yards North of A.P.C.M. Sidings	0.00 0.27				
		Dewsbury East Jn. (See page 92)	0.00	15		0m. 6ch. and 0m. 0ch.	
<b>HORBURY STATION JN. TO CRIGGLESTONE JN.</b>		Horbury Station Jn. (See page 93)	44.13	40  20	40 20	MAXIMUM PERMISSIBLE SPEED  44m. 16ch. and 44m. 11ch.  44m. 19ch. and 45m. 53ch.  CW Down line at 44m. 19ch., 232 yards before reaching Signal HM251.	

		Crigglestone Jn. (See page 108)	45.56	30	45m. 53ch. and 45m. 56ch.	C. Down line at 44m. 53ch., 1705 yards before reaching Signal C5.	
<p>LOW MOOR TO THORNHILL JN.</p> 		<p>Low Moor (See page 96)</p> <p>Oakenshaw Tunnel (67 yards)</p> <p>Liversedge Tunnel (79 yards)</p> <p>Liversedge Jn. 330 Points (See page 105)</p> <p>Thornhill Jn. (See page 92)</p>	<p>0.00</p> <p>0.42 to 0.46</p> <p>3.55 to 3.59</p> <p>4.73</p> <hr/> <p>0.00</p> <p>0.33</p> <p>2.26</p>	<p>50</p> <p>10</p> <p>25</p> <p>35</p> <p>35</p> <p>20</p>	<p>50</p> <p>10</p> <p>25</p> <p>35</p> <p>35</p> <p>2m. 23ch. and 2m. 27ch.</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>0m. 8ch. and 0m. 0ch. 0m. 8ch. and 0m. 37ch.</p> <p>2m. 34ch. and 2m. 43ch.</p>	<p>Controlled by Healey Mills signal box.</p>

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
BARNSELEY STATION JN. TO HORBURY JN.				60	60	MAXIMUM PERMISSIBLE SPEED	
	URS51	Barnsley Station Jn. (See Southern Appendix page 202)	52.58	30	30	51m. 34ch. and 50m. 63ch.	C. Up Main at 51m. 68ch., 700 yards before reaching Signal BY46.
		Darton	49.28				C. Down Main at 49m. 71ch., 704 yards before reaching First Home Signal.
		Woolley Coal Siding	48.55				
		Woolley New Tunnel Up and Old Tunnel Down (1745 yards)	47.33 to 46.34	20		46m. 30ch. and 45m. 56ch.	
		Crigglestone Jn.	45.61				C. Up Main at 45m. 57ch. 1170 yards before reaching starting signal.
		Crigglestone Jn. (See page 107)	45.56 1.53		30	30	45m. 56ch. and 47m. 35ch. To Horbury Station Jn. line.
				30	30	1m. 53ch. and 1m. 46ch.	

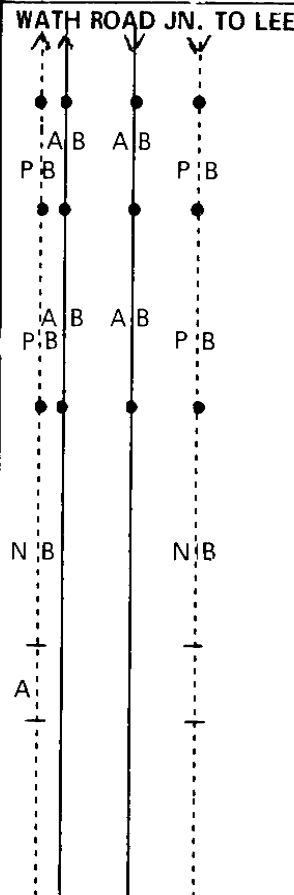
	DRS100	Horbury Jn. (See page 93)	0.00	20	0m. 8ch. and 0m. 0ch.	C. Up Main at 1m. 2ch., 890 yards before reaching Home signal.	
<p>WAKEFIELD TURNERS LANE JN. TO CALDER BRIDGE</p> 		Turners Lane Jn. (See page 94)  Calder Bridge (See page 123)	0.50  0.00	15	15  MAXIMUM PERMISSIBLE SPEED	C. Up Main at 0m. 16ch., 540 yards before reaching Signal WE1246.	
<p>WATH ROAD JN. TO LEEDS NORTH JN.</p> <p>WATH ROAD JN. AND 174¼m.p.</p> <p>174¼m.p. AND GOOSE HILL JN. 184m. 60ch.</p> <p>175m.p. AND WATH ROAD JN.</p> <p>GOOSE HILL JN. 184m. 60ch. AND 175m.p.</p> <p>GOOSE HILL JN. 184m. 60chs. AND LEEDS NORTH JN.</p> <p>GOOSE HILL JN. AND ALTOFTS</p> <p>WATH ROAD JN. AND 171½m.p.</p>				80 70    75 60 45	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES 80 70 MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES 75 60 60 MAXIMUM PERMISSIBLE SPEED ON SLOW LINES 45 45 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES		

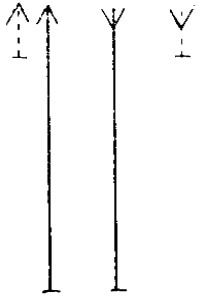
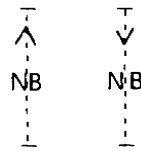
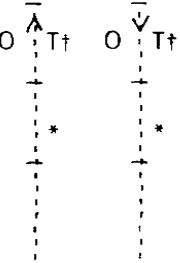
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<p>WATH ROAD JN. TO LEEDS NORTH JN. — cont'd</p>	DRS 60	Wath Road Jn. (See page 131 and Southern Appendix page 215)	167.72	30	30	Slow/Goods lines 167m. 65ch. and 167m. 77ch.	C.W. Down Goods at 167m. 79ch., 620 yards before reaching Wath North Home signal.	
		Wath North	169.34	20	20	Goods lines 171m. 42ch. and 172m. 14ch.		
		Dearne Valley Colliery Sidings	172.04	20		Goods line 172m. 65ch. and 174m. 40ch.		
		Dearne Valley North Jn. (See page 116)	172.68		15	Goods line to Grimethorpe line 0m. 0ch. and 0m. 30ch.		
		Cudworth Station Jn. (See page 116)	174.76	20	20	Goods lines 174m. 71ch. and 175m. 5ch.		
				10	10	To Stairfoot Jn. line. To and from Goods lines at 175m. 0ch.	S. Down Goods connection from Dearne Valley North Branch at 172m. 67ch. 1487 yards before reaching signal DG173.	

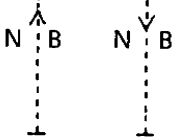
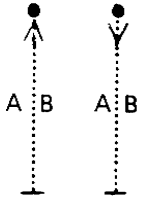
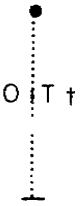
	Cudworth Station	175.03				
	Cudworth South Jn.	175.38				2L1S for Grimethorpe
	Cudworth North Jn. (See page 116)	175.75	20	To Monk Bretton line.		
	Royston Jn.	178.28	20	Goods line 178m. 15ch. and 181m. 15ch.		
			30	30	Main lines 179m. 25ch. and 179m. 40ch.	
			20	Goods line 179m. 40ch. and 179m. 25ch.		
			20	20	Goods to Main and Main to Goods at 181m. 73ch.	
			30	Goods line to Crofton East.		
	Oakenshaw South Jn. (See page 117)	181.77	15	Main to Oakenshaw Jn.		
	Oakenshaw	182.35				

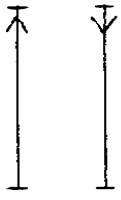
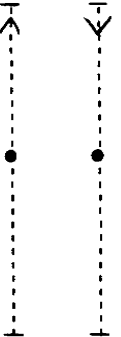
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>WATH ROAD JN. TO LEEDS</p> <p>UF DF US DS</p>	NORTH JN. — cont'd	Goose Hill Jn. (See page 94)	184.56		20	Slow line 50m. 31ch. and 50m. 26ch. Manchester to Normanton mileage	
					20	Fast line to Wakefield (K) line at 50m. 29ch. Manchester to Normanton mileage	
				60		183m. 40ch. and 184m. 60ch.	
				60		184m. 70ch. and 184m. 23ch.	
		Normanton	185.11		50	185m. 30ch. and 184m. 70ch.	
				25	25	Between Fast and Slow line 185m. 64ch. and 186m. 2ch.	
		Altofts Jn.	185.73				
		Altofts Jn. (See page 118)	186.00	60		To Castleford line	

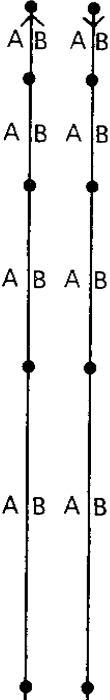
	URS 41	Altofts	186.34		70	187m. 35ch. and 185m. 30ch.	A.B. working between Altofts and Methley North Sidings when Methley North Jn. box is closed.		
		Methley North Jn. (See pages 121 and 129)	187.37		10	To Pontefract line.			
		Methley North Sdgs.	188.48		60	187m. 40ch. and 187m. 35ch.			
		Woodlesford	190.02	60	60	190m. 40ch. and 190m. 45ch.			
				20	20	190m. 45ch. and 190m. 53ch.			
		Waterloo Colliery Sidings	190.50	60	60	190m. 53ch. and 190m. 60ch.			
				20		Goods line 190m. 54ch. and 191m. 71ch.			
				60	60	192m. 40ch. and 193m. 33ch.			
		1S2L for Leeds Parcels Area. 2S1L Kirkstall Direct. 3S1L for Hunslet Down Sidings. 1L2S Wakefield							

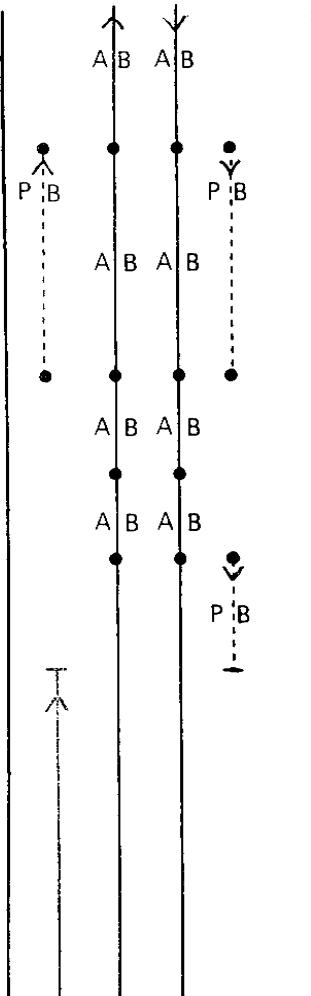
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
WATH ROAD JN. TO LEEDS NORTH JN. — cont'd								
		Stourton Jn.	192.50	20	20	Goods lines 193m. 12ch. and 193m. 38ch.		
		Wakefield Road	193.17	20	20	193m. 33ch. and 193m. 39ch.		
			60	60	193m. 39ch. and 194m. 37ch.			
		Hunslet South Jn.	193.38	5	5	Through Sidings 193m. 38ch. and 194m. 36ch.		
			20	20	Goods lines 194m. 6ch. and 195m. 18ch.			
			40	40	Main lines 194m. 37ch. and 195m. 18ch.			
		Hunslet Station Jn.	194.01					
		Hunslet Goods Jn. (See page 115)	194.37	15	15	All lines other than Main lines 195m. 18ch. and 195m. 26ch.		

		Engine Shed Jn. (See page 145)	195.20	20		Main line to Whitehall Jn.  Main lines 195m. 18ch. and 195m. 47ch. 195m. 47ch. and 195m. 52ch.		
<b>HUNSLET LANE GOODS BRANCH</b>  		Hunslet Goods Jn. (See page 114)  Notice Board at Hunslet Goods Yard.	194.37  195.02	15	15	MAXIMUM PERMISSIBLE SPEED		
<b>GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.</b>  		Grimethorpe Colliery  Signals G4/3 and G2  Grimethorpe Shunters Cabin	55.77  58.31 0.30	20	20	MAXIMUM PERMISSIBLE SPEED    10 58m. 0ch. and 57m. 0ch. 0m. 30ch. and 0m. 0ch.		† No staff  * Shunting Area

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
GRIMETHORPE COLLIERY TO CUDWORTH NORTH DEARNE VALLEY NORTH JN. — cont'd 		Dearne Valley South Jn.  Dearne Valley North Jn. (See page 110)	0.11  0.00					
STAIRFOOT JN. TO CUDWORTH STATION JN. 		Stairfoot Jn. (See Southern Appendix page 202)  Cudworth Station Jn. (See page 110)	0.00  2.08	25  15	25  10	MAXIMUM PERMISSIBLE SPEED  0m. 5ch. and 0m. 0ch.  2m. 2ch. and 2m. 8ch.	C.W. Down line at 0m. 4ch. 530 yards before reaching Starting Signal.	
CUDWORTH NORTH JN. TO MONK BRETTON 		Cudworth North Jn. (See page 111)  Monk Bretton	0.34 0.00 175.72  176.42	20	20	MAXIMUM PERMISSIBLE SPEED  C.W. at 176m. 1ch. 77 yards ahead of junction with Main lines.	† No staff	

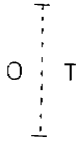

<p>OAKENSHAW SOUTH JN. TO OAKENSHAW JN.</p> 		<p>Oakenshaw South Jn. (See page 111)</p> <p>Oakenshaw Jn. (See page 124)</p>	<p>49.41</p> <p>48.76</p>	<p>15</p>	<p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>C. Up line at 49m. 3ch., 740 yards before reaching Oakenshaw Signal O.12.</p>	<p>Controlled by Oakenshaw signal box.</p>
<p>OAKENSHAW SOUTH JN. TO CROFTON EAST JN.</p> 		<p>Oakenshaw South Jn. (See page 111)</p> <p>Oakenshaw</p> <p>Crofton East Jn. (See page 124)</p>	<p>181.71</p> <p>182.35</p> <p>183.04</p>	<p>30</p> <p>25</p> <p>15</p> <p>20</p>	<p>30</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>182m. 33ch. and 182m. 37ch.</p> <p>182m. 36ch. and 182m. 33ch.</p> <p>182m. 79ch. and 183m. 4ch.</p>		
<p>NORMANTON ALTOFTS JN. TO YORK</p> <p>ALTOFTS JN. AND SHERBURN 12m. 60ch.</p> <p>SHERBURN 12m. 60ch. AND CHURCH FENTON</p> <p>CHURCH FENTON AND CHALONERS WHIN</p> <p>CHURCH FENTON AND CHALONERS WHIN</p>	<p>CHALONERS WHIN JN.</p>			<p>60</p> <p>80</p> <p>90</p> <p>80</p>	<p>60</p> <p>80</p> <p>90</p> <p>80</p>	<p>MAXIMUM PERMISSIBLE SPEED ON MAIN LINES</p> <p>MAXIMUM PERMISSIBLE SPEED ON MAIN LINES</p> <p>MAXIMUM PERMISSIBLE SPEED ON LEEDS LINES</p> <p>MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES</p>		

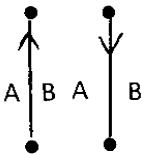
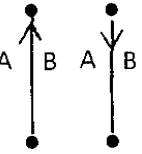
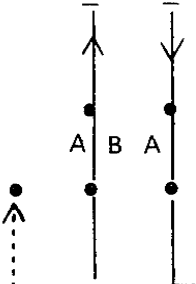
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
NORMANTON ALTOFTS JN.  	TO YORK	CHALONERS WHIN JN. — cont'd.						
		Altofts Jn. (See page 112)	23.57					
		Whitwood (See page 121)	22.04		20	To Methley North Jn.		1S2L to detach at Castleford.
		Castleford Gates LC	21.22					
		Castleford West Jn. (See page 121)	21.01	35	20	To Cutsyke line. 21m. 1ch. and 20m. 66ch.		
		Castleford	20.79					
		Castleford East Jn. (See page 122)	20.39	20		To Ledston line 6m. 17ch. and 5m. 75ch. Garforth to Castleford mileage.		
	DGL 70	Fryston	19.04	10	10	19m. 55ch. and 19m. 40ch. 19m. 48ch. and 19m. 60ch.		1L1S Cutsyke Branch 3S1L Methley North Jn. direction at Whitwood.


	Fairburn Tunnel (65 yards)	17.52 to 17.49				
	Burton Salmon (See page 133)	16.70	40	To Ferrybridge line 0m. 0ch. and 0m. 15ch.	CW. Down Goods line at 16m. 70ch. 1 mile 1458 yards before reach- ing Milford Down Goods Home signal.	
	Hillam Gates LC	15.67				
	Milford (See page 123)	14.70	30	To Gascoigne Wood line.		
	Sherburn-in-Elmet South (See page 123)	13.21	30	To Gascoigne Wood line.		
	Sherburn-in-Elmet North LC	12.69	25	Down Main to Down Goods at 12m. 58ch.		
	Church Fenton South Jn. (See page 157)	10.77	15	Down Goods to Down Normanton at 10m. 77ch.		
			25	25	Trailing connection Down to Up Normanton at 10m. 75ch.	

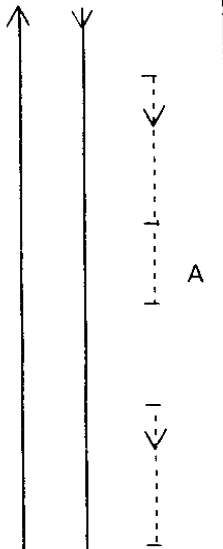
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
	TO YORK	CHALONERS WHIN JN. — cont'd.		25			
		Church Fenton	10.58		15		All connections Down Normanton to No.3 Platform line at 10m. 70ch.
		Church Fenton	10.43	25	25		Leeds to Up Platform line at 10m. 50ch.
		Church Fenton North Jn. (See page 157)	10.31				All running connections 10m. 39ch. and 10m. 27ch.
		Ulleskelf	8.70				
		Bolton Percy	7.44				
		Copmanthorpe LC	4.14	85			Leeds line 4m. 20ch. and 2m. 0ch.

				25	25	All connections 2m. 9ch. and 1m. 72ch.		
		Chaloners Whin Jn. (See page 32)	1 77		70	Both lines 2m. 0ch. and 3m. 0ch.		Controlled by York Signal box.
	METHLEY NORTH JN TO CASTLEFORD	WHITWOOD	1 12	30	30	MAXIMUM PERMISSIBLE SPEED		
		Methley North Jn. (See pages 113 and 129)			10	1m. 8ch. and 1m. 12ch.		
		Whitwood (See page 118)	0 01	20		0m. 4ch. and 0m. 0ch.	C. Up Main at 0m. 20ch. 1033 yards before reaching Signal No.21.	
	CASTLEFORD CUTSYKE JN. TO CASTLEFORD WEST JN.		0.61	25	25	MAXIMUM PERMISSIBLE SPEED		
		Cutsyke Jn. LC (See page 129)					C. Up Main at 0m. 11ch., 36 yards after passing Castleford Station Up Branch Starting signal.	
		Castleford West Jn. (See page 118)	0.00	20		0m. 5ch. and 0m. 0ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>CASTLEFORD EAST BRANCH</b>  		Castleford East Branch GF (See page 118)	0.00	15	15	MAXIMUM PERMISSIBLE SPEED		
		Hicksons Siding	0.22					
<b>CASTLEFORD EAST JN. TO BOWERS OPENCAST</b>  	ALLERTON MAIN	Castleford East Jn. (See page 118)	6.17	35	35	MAXIMUM PERMISSIBLE SPEED		
		DRS 27* Ledston Station	4.43		20	6m. 17ch. and 5m. 75ch.		
		Leeds Road (Wood End) L.C. (N.C.B.)						
		Allerton Main (Bowers Opencast Stop Board)	3.22	15	15	Between GF and Leeds Road L.C. Stop Board.		* Available for Down and Up trains.

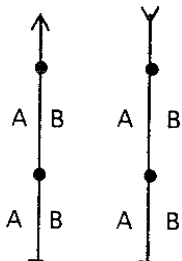
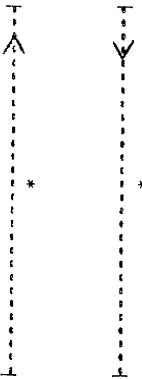
<b>MILFORD TO GASCOIGNE WOOD</b>  		Milford (See page 119)  Gascoigne Wood (See page 152)	7.49  6.26	30  30	30  30	MAXIMUM PERMISSIBLE SPEED  MAXIMUM PERMISSIBLE SPEED		
<b>SHERBURN-IN-ELMET SOUTH TO GASCOIGNE WOOD</b>  		Sherburn-in-Elmet South (See page 119)  Gascoigne Wood (See page 152)	13.22  14.34	30  30	30  30	MAXIMUM PERMISSIBLE SPEED  MAXIMUM PERMISSIBLE SPEED	C.W. Down line at 13m. 25ch.	
<b>WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.</b> <b>WAKEFIELD KIRKGATE EAST AND ENGINE SHED JN.</b> <b>ENGINE SHED JN. AND POTTERS GRANGE JN.</b>  		Wakefield Kirkgate East Jn. (See page 93)  Wakefield (K) East  Calder Bridge (See page 109)	47.68  47.74  48.32	50  30  40	50  30  10  15  40	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED  All lines 48m. 15ch. and 47m. 68ch.  To Turners Lane line 48m. 56ch. and 49m. 0ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
WAKEFIELD KIRKGATE EAST TO GOOLE 		Oakenshaw Jn. (See page 117)	48.76	15		To Oakenshaw South line.	C. Down Main at 49m. 50ch., 720 yards before reaching signal 0.313.  C. Down Main at 49m. 52ch., 720 yards before reaching signal 0.313.  C. Down Main at 50m. 18ch., 900 yards before reaching signal 0.319.  C. Down Main at 50m. 73ch., 915 yards before reaching signal 0.321.  C. Up Main at 52m. 6ch., 561 yards before reaching signal 0.323.	
				15	15	49m. 35ch. and 49m. 50ch.		
		Crofton West Jn. (See page 88)	49.40	15		To Hare Park line.		
		Crofton East Jn. (See page 117)	50.23		20	To Oakenshaw South line.		
		Crofton Old Station LC	50.25					
		Streethouse West LC	52.11					

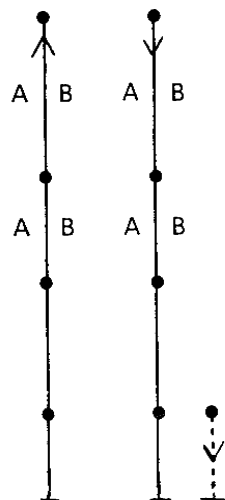
	Red Lane LC	52.27				C. Up Main at 52m. 45ch. 652 yards before reaching signal 0.328.
	Signal 0.330					S. Up Main at 53m. 25ch. (connection from UGL)
	Signal 0.341					C. Down Main at 53m. 79ch., 594 yards before reaching signal 0.349.
	Signal 0.345					C. Up Main at 55m. 13ch. 920 yards before reaching signal P.O.W.350.
	Featherstone LC	53.71				
	Signal P.O.W.355					
	Pontefract West Jn. (See page 129)	56.36		30	To Methley North Jn. line.	C.W. Up Main at 56m. 30ch., 890 yards before reaching signal P.O.W.354
URS42	Signal P.O.W.368					
	<b>Pontefract Monkhill</b>	56.48				C.Up Main at 56m. 61ch. 932 yards before reaching signal P.O.W.352.
	Pontefract Goods Jn. (See page 130)	57.43	15		To Ferrybridge line.	C. Up Main at 57m. 37ch. 670 yards before reaching signal P.O.W.374.
			20		57m.42ch. and 57m. 47ch.	C. Up Main at 57m. 44ch. 990 yards before reaching signal P.O.W.360.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up m.p.h.			
		WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. — cont'd						
				20	57m. 43ch. and 57m. 29ch.			
			30	20	58m. 16ch. and 58m. 27ch.			
		Knottingley West Jns. (See page 57)	58.20		20	To Ferrybridge line 0m. 40ch. and 0m. 0ch. Ferrybridge to Knottingley mileage.	C.W. Up Main at 58m. 17ch., 755 yards before reaching signal K.376.	
				25	To Shaftholme line 58m. 20ch. and 58m. 48ch.			
			40	40	58m. 27ch. and 59m. 4ch.			
	UGL	Knottingley	58.37					
		Knottingley East Jn. (See page 131)	58.70		10	UGL to Knottingley South Jn.		
		England Lane LC	59.02					
		Knottingley (K) LC	59.26					
	URS340 DRS227						C. Up Main at 59m. 46ch. 560 yards before reaching signal K422.	
		Sudforth Lane LC	61.09					

	<b>Whitley Bridge LC</b>	62.55				
	Whitley Bridge Jn.	63.02	15	15	<b>To and from Eggborough Power Station.</b>	C. Down Main at 63m. 6ch., 196 yards after passing signal 468.
	High Eggborough LC	63.64				
	Eggborough Ings LC	64.05				
	Snaith and Pontefract Highway LC (A.H.B.)	64.14				
	<b>Hensall H. LC</b>	64.39				
	Heck Lane LC	64.78				
	Heck Ings LC	65.40				
	Signal H487					
	Hensall Jn. (C.E.G.B.) (See page 128)	65.66	30		<b>To Power Station line.</b>	
	Gowdall Lane LC	66.50				
	Field Lane LC	66.66				
	<b>Snaith LC</b>	68.10				
	Snaith East LC	68.30				
	West Cowick LC (R/G)	68.61				
	East Cowick LC (R/G)	69.61				

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. — cont'd.</b> 		Snaith Road LC Rawcliffe LC <b>Rawcliffe</b> Goole Engine Shed Jn. Potters Grange Jn. See page 158)	70.17 70.67 70.75 <u>73.52</u> 0.64 0.00				
<b>DRAX POWER STATION BRANCH</b> 		Hensall Jn. (C.E.G.B.) (See page 127) West Bank Hall LC (A.H.B.) Jacky Duffin Wood LC (R/G) Linwith Lane LC (A.H.B.) Drax Power Station	0.00 1.50 2.18 2.47 4.16	35 25 15 15	55 25 15 15	MAXIMUM PERMISSIBLE SPEED 0m. 27ch. and 0m. 0ch. 4m. 7ch. and Power Station. Power Station and 4m. 0ch.	Controlled by Hensall Signal Box. * See page 370.

**METHLEY NORTH JN. TO PONTEFRACT WEST JN.**  
**METHLEY NORTH JN. AND CASTLEFORD CUTSYKE JN.**  
**CASTLEFORD CUTSYKE JN. AND PONTEFRACT WEST JN.**



Methley North Jn.  
 (See pages 113  
 and 121)

Lofthouse Jn.  
 (See page 130)

Cutsyke Jn. LC  
 (See page 121)

Prince of Wales LC

Pontefract West Jn.  
 (See page 125)

61.12

60.42

59.01

56.65

56.42

20

30

10

20

30

10

20

25

MAXIMUM PERMISSIBLE SPEED

MAXIMUM PERMISSIBLE SPEED

61m. 9ch. and 61m.  
 12ch.

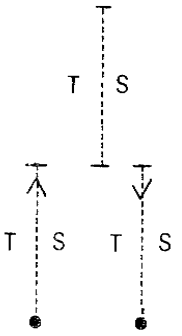
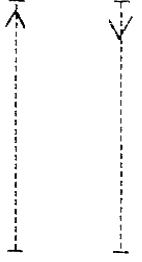
To Whitwood Jn. line  
 at 61m. 9ch.

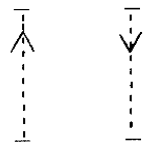
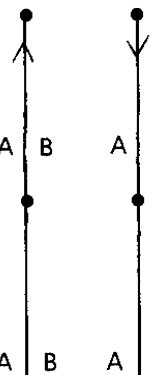
To Charlesworths line.

To Castleford Station  
 line.

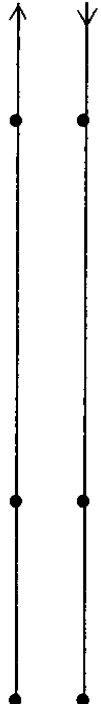
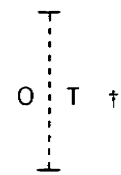
C. Down Main at 60m.  
 47ch., 25 yards after  
 passing Home signal.

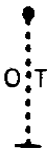

C. Down Main at 57m.  
 34ch., 756 yards before  
 reaching signal 35.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>CHARLESWORTH'S TO LOFTHOUSE JN.</b>  		Charlesworth's	180.34	25	25	MAXIMUM PERMISSIBLE	SPEED	
				15	15	180m. 64ch. and 181m. 23ch.		
				10	10	181m. 45ch. and 181m. 57ch.		
		Methley South L.C. Open (Type B2)	182.76	5	5	Over level crossing	C. Up line at 183m. 20ch. 469 yards before reaching level crossing.	
		Lofthouse Jn. (See page 129)	183.23	20		183m. 15ch. and 183m. 23ch.		
<b>FERRYBRIDGE BRANCH</b>  		Pontefract Goods Jn. (See page 125)	3.06	15	15	MAXIMUM PERMISSIBLE	SPEED	
		Ferrybridge South Jn. (See page 133)	2.34					

<p><b>KNOTTINGLEY SOUTH JN. TO EAST JN.</b></p> 	<p>Knottingley South Jn. (See page 57)</p> <p>Knottingley East Jn. (See page 126)</p>	<p>0.00</p> <p>0.20</p>	<p>10</p>	<p>10</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>		<p>Controlled by Knottingley signal box.</p>
<p><b>WATH ROAD JN. TO BURTON SALMON</b></p> <p>WATH ROAD JUNCTION AND DEARNE JN.</p> <p>DEARNE JN. AND BURTON SALMON</p> 	<p>Wath Road Jn. (See page 110 and Southern Appendix page 214)</p> <p>Dearne Jn. (See Southern Appendix page 204)</p> <p><b>Bolton-on-Deerne</b></p>	<p>167.72</p> <p>168.52</p> <p><u>168.64</u> 17.15</p> <p>16.56</p>	<p>45</p> <p>60</p>	<p>45</p> <p>60</p> <p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>MAXIMUM PERMISSIBLE SPEED</p> <p>To Wath Jn. line.</p>		<p>5L Stopping Roundwood</p> <p>1L 1S Eckington without stopping Roundwood.</p> <p>4L Masboro' S.S. for traffic.</p>

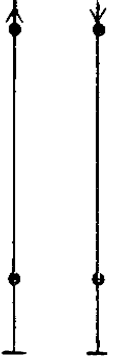
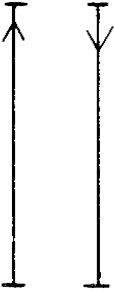
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>WATH ROAD JN. TO BURTON SALMON</b> – cont'd. 		Goldthorpe Colliery Branch Jn. (See page 133)	15.17		20	To Goldthorpe Colliery line.	C. Down Main at 15m. 60ch., 920 yards before reaching Hickleton Main Home Signal.  13m. 0ch. and 12m. 26ch.  To South Kirkby line 11m. 20ch. and 11m. 60ch.  C. Down Main at 11m. 16ch., 907 yards before reaching signal D10. C. Down Main at 10m. 44ch., 1237 yards before reaching signal D9. C. Up Main at 9m. 14ch., 1363 yards before reaching signal U9B. C. Up Main at 8m. 22ch., 1377 yards before reaching signal U9.	
		Hickleton Main Colliery Sidings (See page 134)	15.05	20				
		Moorthorpe South	11.63					
		Moorthorpe	11.29					
		Moorthorpe Station Jn. (See page 134)	11.24	30	35			

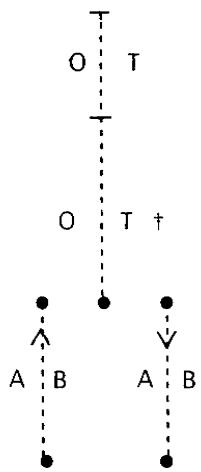
	URS 46 DRS 97	Pontefract Baghill South  <b>Pontefract Baghill</b>   Ferrybridge South Jn. (See page 130)  Ferrybridge North Jn. (See page 57)  Ferrybridge  Brotherton Tunnel (104 yards)  Burton Salmon (See page 119)	4.43  4.31   2.34  2.31  2.10  1.24 to 1.19  0.00	          45          40	          45          20	          2m. 69ch. and 1m.18ch.   <b>To Pontefract Goods Jn. line.</b>  <b>To Knottingley line</b> 2m. 71ch.      0m. 15ch. and 0m. 0ch.	C. Down Main at 7m. 11chs. 1090 yards before reaching signal D6.          C. Up Main at 2m. 65ch. 694 yards before reaching signal U3.	
<b>GOLDTHORPE COLLIERY BRANCH</b>  		Goldthorpe Colliery Branch Jn. (See page 132)  Goldthorpe Colliery	0.00  0.45 <hr/> 61.42 62.66	20	20	MAXIMUM PERMISSIBLE SPEED	CW. 50 yards from junction with Main line.	† No Staff.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>HICKLETON COLLIERY EMPTY WAGON</b> 		<b>BRANCH</b>					
		Hickleton Main Colliery Sidings (See page 132)	0.00	15	15	MAXIMUM PERMISSIBLE SPEED	
<b>MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.</b> 		Hickleton Colliery Empty Wagon Sidings	0.56				
		Moorthorpe Station Jn. (See page 132 )	0.56	30	30	MAXIMUM PERMISSIBLE SPEED	
		South Kirkby Jn. (See page 84 )	0.01				

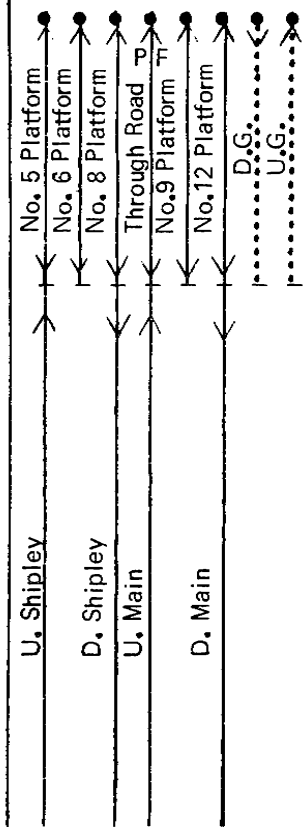


Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restriction			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
LEEDS WHITEHALL JN. TO <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">↑</div> <div style="text-align: center;">↓</div> </div>	BRADFORD	EXCHANGE — cont'd						
		Stanningley G.F.					C. Down Main at 2m. 19ch. 1490 yards before reaching Signal L1599.	
		New Pudsey	4.77				C. Down Main at 3m. 9ch. 1239 yards before reaching Signal L1597.	
		Stanningley Tunnel (455 yards)	5.22 to 5.43				C. Down Main at 4m. 5ch. 562 yards before reaching Signal L1595.	
		Laisterdyke G.F.	6.49 190.24				C. Down Main at 4m. 52ch. 596 yards before reaching Signal L1593.	
				50	50	5m. 17ch. and 5m. 30ch.	C. Down Main at 5m. 20ch. 752 yards before reaching Signal HS1591.	
							C. Down Main at 5m. 79ch. 804 yards before reaching Signal HS1589.	
							C. Up Main at 190m. 71ch. 623 yards before reaching Signal HS1588.	
							C. Up Main at 181m. 48ch. 360 yards before reaching Signal HS62.	

		Hammerton Street  Wakefield Road Tunnel (132 yards)  Mill Lane Jn. (See page 96 )  Bradford Exchange	191.18  191.36 to 191.42  <u>191.78</u> 40.03 40.27	30    15	30    15	191m. 19ch. and 191m. 35ch.  191m. 52ch. and 40m. 27ch.  To Halifax line.		
WORTLEY SOUTH JN. TO WORTLEY WEST JN.  		Wortley South Jn. (See page 89)    Wortley West Jn. (See page 135)	184.39    184.76	15	15	MAXIMUM PERMISSIBLE SPEED    C. Down Main at 184m. 43ch., 308 yards before reaching Signal L1610.  C. Down Main at 184m. 64ch., 1150 yards before reaching Signal L1607.	Controlled by Leeds Signal Box.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
DUDLEY HILL TO BOWLING JN.  		Dudley Hill Yard	188.74	20	20	MAXIMUM PERMISSIBLE SPEED	† No Staff – see page 375.  C. Up line at 192m. 0ch. 464 yards before reaching Home signal.	
		Laisterdyke Yard	190.24					
		Hall Lane LC	191.57	15		191m. 57ch. and 191m. 59ch.		
		Bowling Jn. (See page 96)	192.25					

**LEEDS TO SKIPTON STATION SOUTH L.M.R.**  
**LEEDS AND KEIGHLEY**  
**KEIGHLEY AND REGIONAL BOUNDARY, 219m. 5ch.**  
**REGIONAL BOUNDARY AND SKIPTON STATION SOUTH**



**Leeds**  
(See page 149)

Leeds West Jn.  
(See page 86))

Leeds North Jn.  
(See page 115)

20.47

20.70  
0.06

0.10

65

75

60

10

15

20

15

65

75

60

10

MAXIMUM PERMISSIBLE SPEED ON MAIN, FAST AND SLOW LINES

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

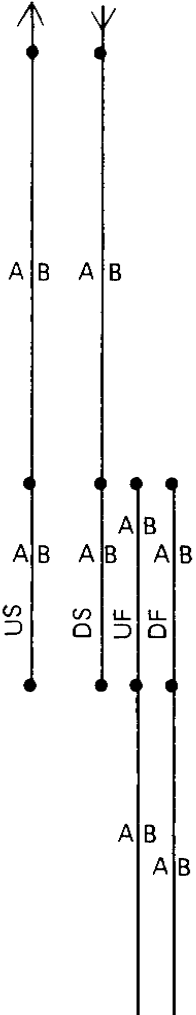
**All lines Station to North Jn.**

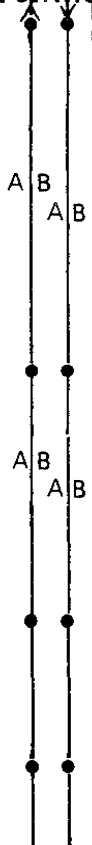
**To Gelderd Road Jn.  
line 185m. 43ch. and  
185m. 16ch.**

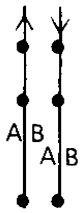
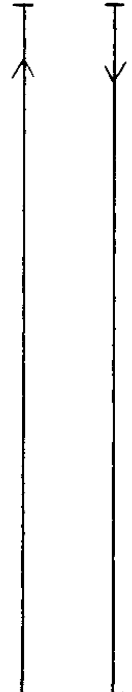
**All lines North Jn. and  
Whitehall Jn. 0m. 10ch.  
and 0m. 27ch.  
To Engine Shed Jn.  
line.**

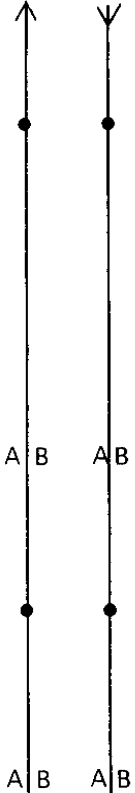
Station Yard  
Working is  
authorised on  
Platforms 5, 6,  
8, 9 and 12.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
LEEDS TO SKIPTON STATION SOUTH							
<div>U. Shipley Fast</div> <div>D. Shipley Fast</div> <div>U. Shipley Slow</div> <div>D. Shipley Slow</div> <div>A B</div> <div>A B</div>	DGL135 UGL135	L.M.R. — cont'd					
		Whitehall Jn. (See pages 135 and 145)	<div>00.27 195.54</div>		20	To Engine Shed Jn. line.	
				25	Slow line to Holbeck East Jn. line.		
				35	Fast line 195m. 73ch. and 195m. 54ch.		
		Wortley Jn. (See page 143)	196.19	20	20	Over all connections Slow to Fast and Fast to Main.	
			60	Fast line to Harrogate line.			
		Kirkstall Jn.	197.78				
					55	200m. 24ch. and 199m. 27ch.	
							1L1S. All trains to Bradford and Passenger trains for Skipton direction reversing at Shipley 1L2S Guiseley.

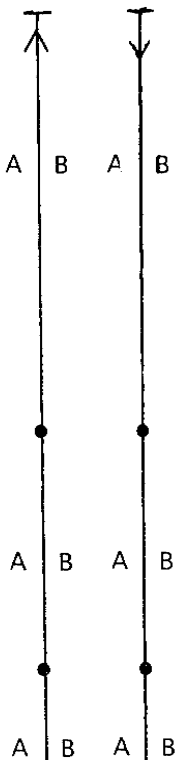
	Apperley Jn. (See page 146)	201.79	50	To Guiseley line.	1S1C, Leeds Station 3L1C, C.S. trains to Hunslet without entering Leeds Station.  4L stopping Hunslet Goods Jn. or Sidings or LL for Engine Shed Jn. direction.
Thackley Tunnel (1518 yards)	203.43 to 204.32				
Thackley Jn.	204.66	25	25	To and from Fast lines.	
Guiseley Jn. (See page 147)	205.45	25	25	To Guiseley line. To and from Slow lines.	
Leeds Jn. (See page 148)	205.59	20	20	205m. 59ch. and 206m. 1ch. To Bradford line, 205m. 69ch. and 206m. 30ch.	

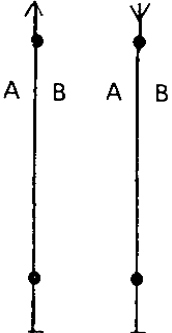
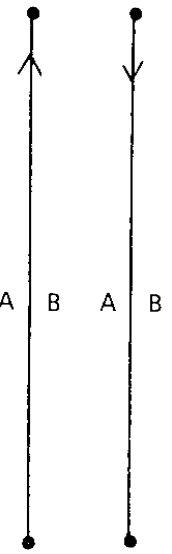
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>LEEDS TO SKIPTON STATION SOUTH</b>  		L.M.R. — cont'd					
		Shipley Bingley Jn. (See page 149)	205.76		10	To Bradford Jn. line, 0m. 17ch. and 0m. 0ch.	
		Shipley Tunnel (55 yards)	206.06 to 206.09				
		Bingley Tunnel (151 yards)	208.56 to 208.63				
		Bingley	208.68				
		Bingley Station	209.07				
				50	50	211m. 57ch. and 212m. 46ch.	1L2S Bradford and passenger trains for Leeds direction reversing at Shipley.
		Keighley	212.06				
		Keighley Station Jn.	212.18	60	60	212m. 46ch. and 212m. 67ch.	
				30		215m. 0ch. and 215m. 08ch.	
		Steeton Station LC	215.03				
		Steeton GF					

		Kildwick Station LC	216.52	40		220m. 66ch. and 222m. 18ch.	
		Cononley LC	218.22				
		Skipton Station South (L.M.R.)	221.13				
LEEDS WORTLEY JN. TO HARROGATE		Wortley Jn. (See page 140)	0.14	60	60	MAXIMUM PERMISSIBLE SPEED	
				45		0m. 20ch. and 0m. 44ch.	
				45		0m. 40ch. and 0m. 20ch.	
				30		0m. 75ch. and 1m. 25ch.	
		Headingley Tunnel (70 yards)	1.72 to 1.75	40			C. Down Main at 0m. 41ch. 630 yards before reaching signal No.7  C. Down Main at 1m. 25ch., 580 yards before reaching signal D1. C. Down Main at 1m. 65ch., 211 yards before reaching signal D2.
		Headingley	2.11			2m. 8ch. and 1m. 51ch.	C. Down Main at 3m. 53ch. 1450 yards before reaching Horsforth Home signal.

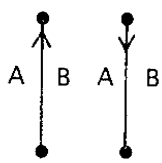
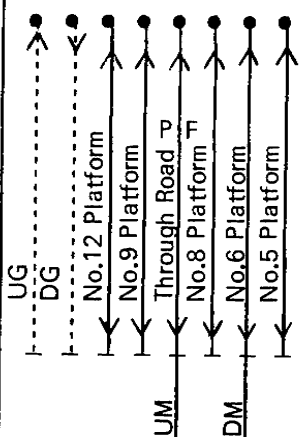
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>LEEDS WORTLEY JN. TO HARROGATE</b>  		— cont'd. <b>Horsforth</b>	4.61		45	4m. 65ch. and 4m. 70ch.	Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
		Horsforth	4.70				
		Bramhope Tunnel (2m. 241 yards)	5.65 to 7.76	20		9m. 56ch. and 9m. 60ch.	
					20	9m. 72ch. and 9m. 56ch.	
		Wescoehill Tunnel (100 yards)	10.14 to 10.18				
		Weeton	10.62	40		10m. 63ch. and 11m. 50ch.	
		Rigton L.C.	12.15				
		Pannal	14.03				
			<u>14.49</u> 0.01	20	20	0m. 41ch. and 0m. 60ch.	

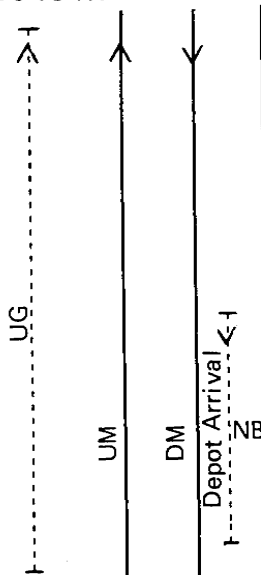
		<p>Harrogate South</p>	<p>0.60 16.42</p> <p>18.30</p>	<p>45</p> <p>20</p>	<p>45</p> <p>20</p>	<p>17m. 43ch. and 17m. 55ch.</p> <p>18m. 30ch. and 18m. 37ch.</p>		<p>P working is authorised on the Up Main and in the Down direction on the Through line and on the Down Main line.</p>
<p>LEEDS ENGINE SHED JN. TO WHITEHALL JN.</p>		<p>Harrogate (See page 65)</p> <p>Engine Shed Jn. (See page 115)</p> <p>Whitehall Jn. (See pages 135 &amp; 140)</p>	<p>18.37</p> <p>195.20</p> <p>195.54</p>	<p>20</p>	<p>20</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>		<p>Controlled by Leeds signal box.</p>

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>APPERLEY JN. TO ILKLEY STATION</b>  		Apperley Jn. (See Page 141)	202.03	50	50	MAXIMUM PERMISSIBLE SPEED	C. Down Main at 203m. 60ch. 600 yards before reaching Esholt Jn. First Home Signal.  C. Down Main at 204m. 39ch. 1162 yards before reaching Guisley Station Home Signal.	
		Apperley Lane Tunnel (75 yards)	202.61 to 202.64					
		Springs Tunnel (77 yards)	204.07 to 204.11	30	30	204m. 29ch. and 204m. 32ch.		
		Esholt Jn. (See page 147)	204.32		30	To Shipley line.		
		Greenbottom Tunnel (134 yards)	204.61 to 204.67					
		Guisley	205.22		30	206m. 40ch. and 205m. 22ch.		
		Menston	206.53	40		207m. 66ch. and 208m. 51ch.		

		Burley Jn. Burley in Wharfedale Ben Rhydding Ilkley Jn. Ilkley	207.68 208.02 210.21 211.07 211.23			40 20 210m. 25ch. and 209m. 71ch. 211m. 5ch. and 211m. 23ch.		
GUISELEY JN. TO ESHOLT JN. 		Guiseley Jn. (See page 141) Baildon Baildon No.1 Tunnel (156 yards) Baildon No.2 Tunnel (274 yards) Esholt Tunnel (548 yards) Esholt Jn. (See page 146)	3.38 2.29 2.14 to 2.07 2.03 to 1.71 0.52 to 0.27 0.00	50 50 25 30 30	50 25 30 30	MAXIMUM PERMISSIBLE SPEED 3m. 35ch. and 3m. 39ch. 1m. 4ch. and 1m. 69ch. 0m. 4ch. and 0m. 0ch.	C. Down Main at 2m. 63ch. 2m. 1231 yards before reaching Home Signal.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<p><b>SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE</b></p>		Leeds Jn. (See page 141)	205.59	50	50	MAXIMUM PERMISSIBLE SPEED	<p>C. Down Main at 207m. 40ch., 580 yards before reaching first Home signal.</p>	Controlled by Guiseley Jn. signal box.
		Shipley	205.73					
		Shipley Bradford Jn. (See page 149)	206.01		10	To Bingley Jn. line. 0m. 0ch. and 0m. 17ch.		
					20	206m. 30ch. and 205m. 59ch.		
		Manningham Station Jn.	207.67	20	20	To Arrival lines. Departure lines to Main.		
				40	40	208m. 20ch. and 208m. 34ch.		
				10	10	All lines 208m. 34ch. and Station.		
		Bradford Forster Square	208.40					
		Bradford Forster Square	208.58					

SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.			10	10	MAXIMUM PERMISSIBLE SPEED	
	Bradford Jn. (See page 148)	0.00				
	Shipley	0.08				
	Bingley Jn. (See page 142)	0.17				
<b>LEEDS TO HULL PARAGON</b> LEEDS AND MICKLEFIELD (10m. 66ch.) MICKLEFIELD (10m. 66ch.) AND HULL PARAGON LEEDS AND HULL PARAGON						
	Leeds (L) (See page 139)	20.47	90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
			70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
			60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
			10	10	All lines Station and 20m. 25ch.	
	Leeds East Jn.	20.26				
			35	35	20m. 25ch. and 19m. 51ch.	
			50		19m. 51ch. and 18m. 60ch.	
						Station Yard working is authorised on Platforms 5, 6, 8, 9 and 12.

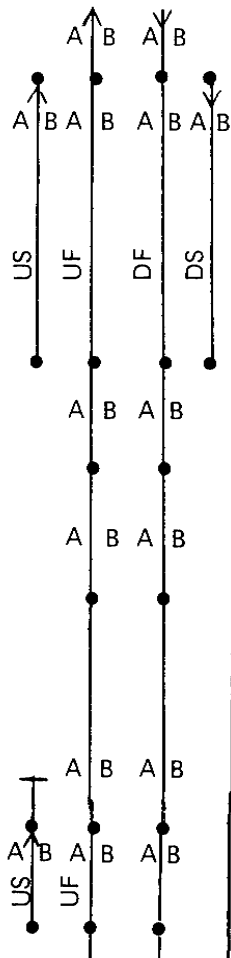
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
LEEDS TO HULL PARAGON — cont'd							
	DGL	Marsh Lane Jn.	19.48				
		Marsh Lane G.F.					
		Richmond Hill Tunnel (118 yards)	19.44 to 19.39	15	15	All connections 19m. 6ch. and 18m. 33ch.	
		Neville Hill West Jn. (See page 157)	18.74	10	15	Goods to Hunslet line. Over Depot Arrival line.	
				60		18m. 60ch. and 18m. 20ch.	
		Stop Board Neville Hill East Jn.	18.25		50	18m. 20ch. and 19m. 51ch.	C. Down Main at 18m. 45ch., 920 yards before reaching signal L.789.
				70	70	18m. 20ch. and 17m. 66ch.	
			80		17m. 66ch. and 16m. 0ch.	C. Down Main at 17m. 52ch., 655 yards before reaching signal L.791.	

		Cross Gates	16.11			C. Down Main at 17m. 20ch., 830 yards before reaching signal L.793.  C. Down Main at 16m. 42ch., 1020 yards before reaching signal L.795.  C. Down Main at 15m. 74ch., 510 yards before reaching signal L.797.  C. Down Main at 15m. 26ch., 600 yards before reaching signal L.799.
		Manston LC (R/G)	15.02			
		Garforth	13.23			
		Garforth (G)	12.72			
		Peckfield	11.17			C. Up Main at 12m. 12ch., 600 yards before reaching signal U.11.
		Micklefield	10.69			C. Up Main at 11m. 38ch., 600 yards before reaching signal G50.
A B A B		Micklefield Jn. (See page 157)	10.63	70	To Church Fenton line 15m. 62ch. and 15m. 43ch. York to Micklefield mileage.	

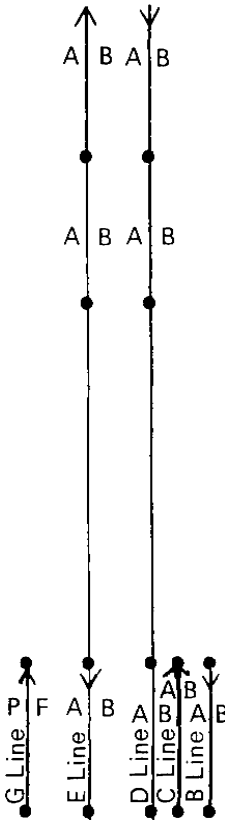
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>LEEDS TO HULL PARAGON</b> 	— cont'd	South Milford	7.57	20	20	8m. 32ch. and 8m. 2ch.	C. Up Main at 10m. 8ch. 594 yards before reaching signal P.1.	
		Gascoigne Wood (See page 123)	6.27		30	To Milford line.	C. Up Main at 6m. 36ch., 630 yards before reaching signal GW58.	
					30	To Sherburn-in-Elmet line.		
		Hagg Lane LC (R/G)	5.59					
		Hambleton LC (R/G)	4.06					
		Thorpe Hall LC	2.40					
		Thorpe Gates LC	2.27					
		Sandhill Lane LC	1.42					
		Selby LC	0.40	30	30	0m. 42ch. and 0m. 5ch.		
		Selby West Jn. (See page 58)	0.36	20		To Canal Jn. line.		

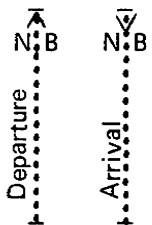
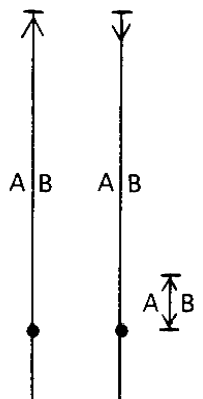
	Selby South Jn. (See page 29)	0.00 <u>174.11</u>	25	25	0m. 5ch. and 0m. 0ch.	
			25		Main to DPL at 174m. 16ch.	
†DPL25 UPL35	Selby	174.24	60	60	174m. 16ch. and 174m. 30ch.	CW. Down Platform line 203 yards before reaching signal S.1953.
			25	25	DPL to Down Main and Up Main to UPL at 174m. 30ch.	
			40	40	174m. 30ch. and 174m. 36ch.	
			60	60	174m. 36ch. and 174m. 68ch.	
			30		Over connection and Down Slow 174m. 38ch. and 174m. 65ch.	
			40		Up Hull to Up Main at 174m. 42ch.	
			45		Up Slow 174m. 65ch. and 174m. 46ch.	
			25		Down Slow to Down Main at 174m. 67ch.	
			25		Fast to Up Slow/Hull at 174m. 67ch.	
US UF DF DS	Barlby North Jn. (Up Hull/Slow)	174.65 <u>30.38</u>				† Station Yard working for connecting Passenger trains

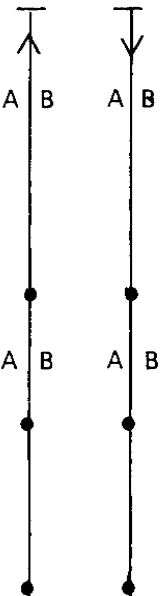
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>LEEDS TO HULL PARAGON</b> 	— cont'd	Barlby LC	174.68	<b>45</b>		<b>Fast to Slow at 174m. 74ch.</b>		
		Barlby Jn. (Up Fast/Down Hull) (See page 31)	<u>174.76</u> 30.27			<b>45</b> Down Hull to Up Fast at 30m. 25ch.		
						<b>45</b> Up Hull to Down Hull at 30m. 15ch.		
		Hemingborough LC	28.02			<b>60</b> 27m. 20ch. and 28m. 0ch.		
		Hagg Lane LC	26.78					
		Wood Lane LC	25.07					
		<b>Wressle LC</b>	25.03					
		Cross Common LC	24.51					
		Rowland Hall LC	24.05					
		<b>Howden LC</b>	22.27					
		<b>Eastrington LC</b>	19.23					

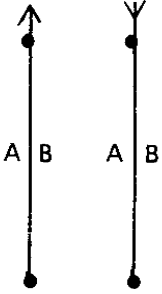
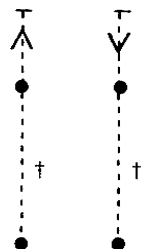



Bennetland LC	17.39			
Gilberdyke Jn. (See page 159)	17.07	20	20	All connections 17m. 20ch. and 10m. 0ch.
			35	To Thorne North line.
			60	17m. 6ch. and 17m. 14ch.
<b>Gilberdyke</b>	16.76			
Oxmardyke LC	16.21			
<b>Broomfleet LC</b>	14.33			
Cave Crossing LC	13.60			
Crabley Creek LC	12.57			
<b>Brough</b>	10.38		25	To Up Bay Platform at 10m. 27ch.
Brough East LC	10.24	25	25	Trailing connection Down Main to Up Main at 10m. 22ch.
Welton LC	9.35			
<b>Melton Halt</b>	8.46			
Melton Lane LC	8.41		40	Slow to Main at 8m. 58ch.
<b>Ferriby</b>	7.41		30	Main to Slow at 7m. 35ch.

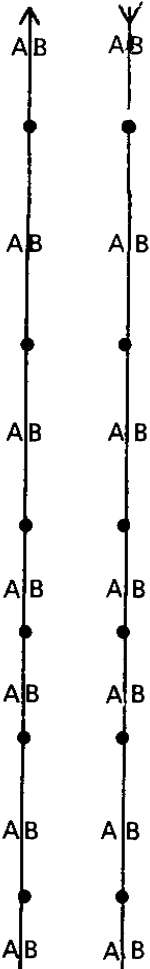
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
LEEDS TO HULL PARAGON — cont'd							
	Hessle	4.64					
	Hessle Haven Jn. (See page 159)	4.35	20		To Hull Yards.		
	Hessle Haven	4.24	50	50	2m. 20ch. and 1m. 54ch.		
				20	To Dairycoates West (South Branch) line.		
	Hessle Road (See pages 165 and 166)	1.74	20		To Springbank South line.		
	Chalk Lane LC (C.C.T.V.)	1.60	45	45	1m. 54ch. and 1m. 45ch.		
	St. Georges Road LC (C.C.T.V.)	1.30	40	40	1m. 13ch. and 0m. 48ch.		
	Anlaby Road Jn. (See page 164)	0.73	20		To Cottingham Branch.		
	West Parade (See page 159)	0.46	20	20	All lines over Jn. at 0m. 44ch.		
	Hull Paragon	0.18	15	15	All lines 0m. 18ch. and 0m. 0ch.		
Hull Paragon	0.00						

<p><b>NEVILLE HILL WEST JN. TO HUNSLET EAST</b></p> 		<p>Neville Hill West Jn. (See page 150)</p> <p>Hunslet East Notice Board</p>	<p>0.00</p> <p>1.21</p>	<p>20</p>	<p>20</p> <p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>0m. 4ch. and 0m. 0ch.</p>	<p>C. Departure line at 0m. 2ch., 630 yards before reaching signal 776.</p>	<p>Controlled by Leeds signal box.</p>
<p><b>MICKLEFIELD STATION JN. TO CHURCH FENTON NORTH JN.</b></p> 		<p>Micklefield Station Jn. (See page 151)</p> <p>Church Fenton South Jn. (See page 119)</p> <p>Church Fenton</p> <p>Church Fenton (CF)</p> <p>Church Fenton North Jn. (See page 120)</p>	<p>15.62</p> <p>10.77</p> <p>10.58</p> <p>10.43</p> <p>10.31</p>	<p>80</p>	<p>80</p> <p>70</p> <p>70</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>15m. 43ch. and 15m. 62ch.</p> <p>11m. 12ch. and 10m. 59ch.</p>	<p>C. Up Main at 14m. 49ch. 616 yards before reaching signal P2.</p> <p>C. Up Main at 10m. 75ch. 220 yards after passing Church Fenton Starting signal.</p> <p>C. Up Leeds at 11m. 44ch., 861 yards before reaching signal CF714.</p>	<p>Controlled by Peckfield signal box.</p>

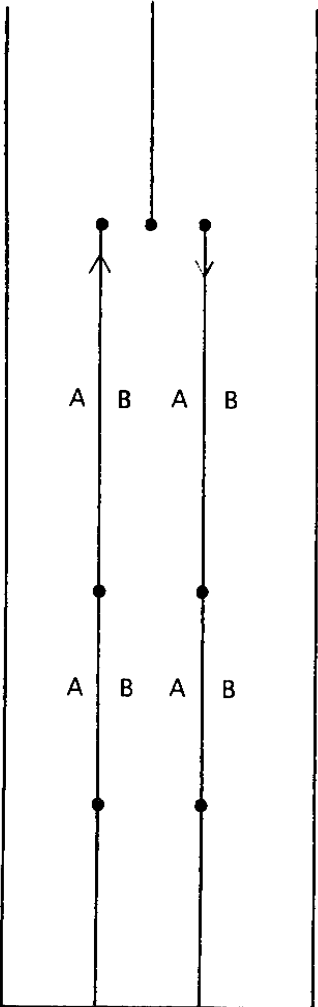
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>THORNE JN. TO GILBERDYKE JN.</b>  	UGL/ DGL57	Thorne Jn. (See Southern Appendix page 190)	7.69	70	70	MAXIMUM PERMISSIBLE SPEED		
			9.27		35	8m. 0ch. and 7m. 69ch. (Marshgate Goods Jn. to Thome mileage).		
			14.06					
		<b>Thorne North</b>	14.02		30	9m. 29ch. (14m. 4ch. Hull to Thome North mileage) and 8m. 0ch.		
		Thorne Moor LC	12.31					
		Potters Grange Jn. (See page 128)	7.05		30	To Engine Shed Jn. line.	CW Up Main at 7m. 10ch. 768 yards before reaching signal G50.	
		Goole LC (G)	6.51					
		<b>Goole</b>	6.46					
							C Down Main at 5m. 65ch. 754 yards before reaching signal GB.3.	
		Goole Bridge (GB)	5.06	60	60	Over Bridge 5m. 15ch. and 5m. 2ch.	C Up Main at 4m. 42ch. 757 yards before reaching signal GB.2.	

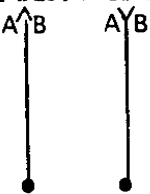
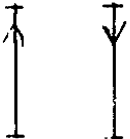
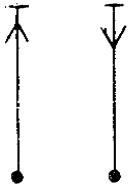
		Saltmarshe LC Green Oak Goit LC Mill Lane LC Gilberdyke Jn. (See page 155)	3.49 1.40 0.78 0.00	35		0m. 10ch. and 0m. 0ch.		1L 1S Reception lines at Goole. 1S 1L Attach or detach at Goole.
<b>HESSLE HAVEN TO DAIRYCOATES WEST VIA HULL YARD</b> 		Hessle Haven Jn.  Hessle Haven (See page 156)  Dairycoates West (See page 165)	0.00  0.08  2.06	25	25 20  25  15	MAXIMUM PERMISSIBLE SPEED 0m. 5ch. and 0m. 0ch.  Towards Priory Yard at 2m. 6ch.  Towards Dairycoates West to Hessle Road Branch at 2m. 16ch.	CW. Down South Goods line 1030 yards before reaching New Yard Sidings signal.	† Yard Working
<b>HULL WEST PARADE TO SEAMER WEST</b> WEST PARADE AND HUNMANBY HUNMANBY AND SEAMER WEST  		West Parade Jn. (See page 156)	0.40	70 60  20	70 60  20	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED  All lines 0m. 40ch. and 0m. 48ch.		

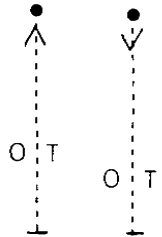
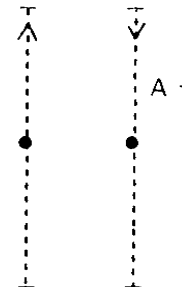
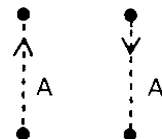
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
HULL WEST PARADE TO SEAMER WEST — cont'd							
		West Parade	0.46				
		North Jn. (See page 164)	0.72		20	To Cottingham Branch line.	
		Walton Street LC (See page 164)	1.26	25 55	55	To Springbank North. 1m. 55ch. and 2m. 17ch.	
		Thwaite Gates LC	3.63				
		Cottingham	3.72				
		Cottingham North LC	4.17				
		Beverley Parks LC	6.51				
		Flemingate LC	8.01				
		Beverley LC	8.16				
		Beverley Cherry Tree LC	8.38				
		Beverley North LC	8.62				

	URS 98	Arram LC	11.16	40	40	19m. 20ch. and 19m. 60ch.		
		Scorborough LC	12.32					
		Lockington LC	12.75					
		Beswick LC	13.50					
		Kilnwick LC	14.01					
		Watton LC	14.43					
		<b>Hutton Cranswick LC</b>	16.19					
		Hutton Lane LC	17.00					
		Driffield LC	19.26					
		<b>Driffield LC</b>	19.38					
		Wansford Road LC	19.54					
		<b>Nafferton LC</b>	21.44					
		Nether Lane LC	21.55					
		Mingledale LC	23.40					
		Lowthorpe LC	23.65					
		Harpham LC	25.10					

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
HULL WEST PARADE TO SEAMER WEST — cont'd.							
 No. 4 Plat. No. 5 Plat. No. 1 Plat. No. 2 Plat. E T		Burton Agnes LC	25.45				
		Carnaby LC	28.54	20		All lines 30m. 49ch. and 31m. 0ch.	
		Bridlington South	30.58				
		<b>Bridlington</b>	30.72		20	All lines 31m. 3ch. and 30m. 49ch.	
				15		Double to Single at 31m. 0ch.	
				20	20	31m. 3ch. and 31m. 10ch.	
		Bridlington Quay LC	31.06				
		Sewerby LC	32.40				
		Flamborough LC	33.40	50	50	33m. 53ch. and 34m. 30ch.	
		<b>Bempton LC</b>	34.43				
	Buckton Lane LC	35.20					

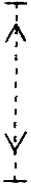
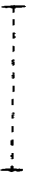
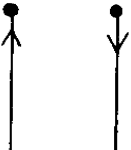
	Speeton LC	37.40	60	60	39m. 37ch. and 41m. 1ch.	C.Up Main at 42m. 11ch. 572 yards before reaching Hunmanby Depot Home signal.
			50	50	41m. 1ch. and 41m. 41ch.	
	Hunmanby LC	41.51			20 Double to Single line at 41m. 44ch.	
	Hunmanby Depot LC	42.00				
	Royal Oak LC	43.04	40	40	44m. 20ch. and 44m. 50ch.	
	Filey	44.30				
	Filey LC	44.35				
	Muston LC	45.00	50	50	44m. 35ch. and 45m. 50ch.	
			30		45m. 50ch. and 46m. 42ch.	
	Gristhorpe LC	46.38				
	Lebberston Road LC	47.00				

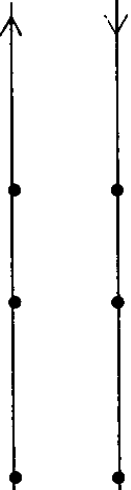
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
<b>HULL WEST PARADE TO SEAMER WEST</b> 		— cont'd  Cayton LC  Seamer West (See page 62 )	48.20  50.43	25	50m. 36ch. and 50m. 43ch.		
<b>COTTINGHAM BRANCH</b> 		Anlaby Road Jn. (See page 156)  West Parade North Jn. (See page 160)	0.00  0.24	20	20	MAXIMUM PERMISSIBLE SPEED	
<b>SPRINGBANK NORTH JN TO WALTON STREET</b> 		Springbank North Jn. (See page 166)  Walton Street (See page 160)	1.56  1.27	25	25	MAXIMUM PERMISSIBLE SPEED  C. Up line at 1m. 31ch. 455 yards before reaching Signal HR46.	

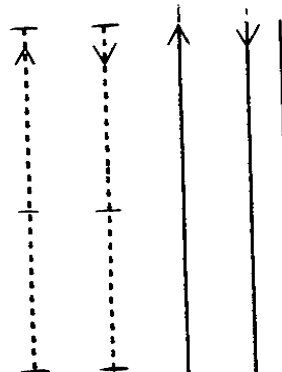
DAIRYCOATES WEST TO NEPTUNE STREET							
		Dairycoates West LC (See page 159)	2.12	20	20	MAXIMUM PERMISSIBLE SPEED	S. Up line, 365 yards before reaching Signal 9/10
						To Hessele Road	
					25	To Hull Yard	
		Neptune Street	0.66	10	10	1m. 51ch. and 1m. 27ch.	
DAIRYCOATES WEST TO HESSELE ROAD NORTH BRANCH							
		Dairycoates West (Priory Yard Exit) (See page 159)	0.00	30	30	MAXIMUM PERMISSIBLE SPEED	† Between signals DW62 and HR24.
		Hessele Road (HR)	0.47	15		0m. 51ch. and 0m. 54ch.	
		Hessele Road Jn. (See pages 156 & 166)	0.54	20		To Leeds City to Hull line 0m. 40ch. and 1m. 76ch. (Hull to Selby mileage)	
DAIRYCOATES WEST TO HESSELE ROAD SOUTH BRANCH							
		Dairycoates West (DW) (See page 159)	0.04	20	20	MAXIMUM PERMISSIBLE SPEED	
		Hessele Road (HR) (See page 166)	0.44		15	To Hull Yard.	

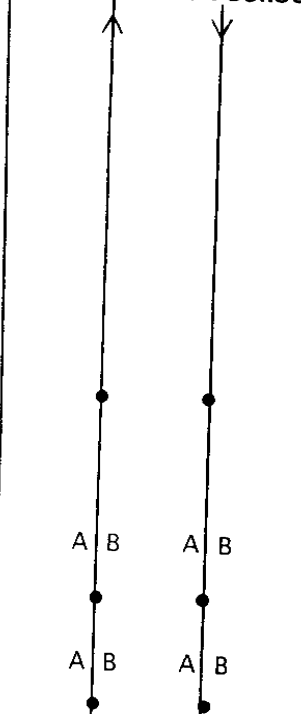
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<p>HESSLE ROAD JN. TO ALEXANDRA DOCK</p> <p>HESSLE ROAD AND BRIDGES JN.</p> <p>BRIDGES JN. AND ALEXANDRA DOCK</p>		Hesse Road (HR) (See pages 156 and 165)	0.00	30	30	MAXIMUM PERMISSIBLE SPEED		
				10	10	MAXIMUM PERMISSIBLE SPEED		
					15	To Hull Yard.		
					20	0m. 8ch. and 0m. 0ch.		
		Springbank South Jn. (See page 167)	0.78	15	15	4m. 59ch. and 4m. 37ch.		
			4.59	15		To Springhead Yard.		
		Springbank North Jn. (See page 164)	4.21	25		To Walton Street.		
				15	15	To and from Sculcoates.		
		Bridges Jn. (See page 167)	0.41	10		To King George Dock line.		
		Alexandra Dock Stop Board	0.15					

† See page 393.

		SPRINGBANK SOUTH JN TO SPRINGHEAD YARD  Springbank South Jn. (See page 166)  Springhead Yard Notice Board	2.25  $\frac{2.44}{0.19}$  0.45	15	15	MAXIMUM PERMISSIBLE SPEED          	Controlled by Hessle Road Signal box.
		HESSLE ROAD BRIDGES JN TO KING GEORGE DOCK  Bridges Jn. (See page 166)  King George Dock	0.00    1.50	10	10	MAXIMUM PERMISSIBLE SPEED          	Controlled by Hessle Road Signal box † See page 393.
		NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN  BOROUGHBRIDGE ROAD AND EAGLESCLIFFE EAGLESCLIFFE AND BILLINGHAM-ON-TEES 65M.P. BILLINGHAM-ON-TEES 65M.P. AND HARTLEPOOL 73M.P. HARTLEPOOL 73M.P. AND SUNDERLAND SUNDERLAND AND NEWCASTLE EAST JN.  Boroughbridge Road LC(C.C.T.V.) (See page 177)	42.22          	70 60 70 60 70  50	70 60 70 60 70  50	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES MAXIMUM PERMISSIBLE SPEED ON MAIN LINES MAXIMUM PERMISSIBLE SPEED ON MAIN LINES MAXIMUM PERMISSIBLE SPEED ON MAIN LINES MAXIMUM PERMISSIBLE SPEED ON MAIN LINES Over former Jn. to Longlands Loop. 42m. 30ch. and 42m. 66ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
	BRIDGE ROAD TO NEWCASTLE URS98      URS39	EAST JN. VIA HORDEN – cont'd  Romanby Gates LC  Northallerton East Jn. (See page 178)  Low Gates LC  Brompton LC (AHB)  Long Lane LC  Wellbury LC (AHB)  Rounton Gates LC (AHB)  Picton (P) LC   Yarm Tunnel (75 yards)	42.38  42.79  43.24  44.58  46.34  48.20  50.13  52.31   55.76 to 55.79			35  Towards Northallerton Station		
							C. Up Main at 53m. 3ch., 700 yards before reaching signal P20.  C. Up Main at 54m. 0ch., 776 yards before reaching signal U53.  C. Up Main at 55m. 8ch., 1234 yards before reaching signal U54.	

	Eaglescliffe South Jn. (for Middlesbro)	56.64	25		To Middlesbrough Goods line 56m. 64ch. Leeds to Newcastle mileage to 8m. 60ch. Darlington to Saltburn mileage.	S. Northallerton Down line at 56m. 17ch., 600 yards before reaching signal 822.
	Eaglescliffe South Jn. (for D'ton) (See page 190)	56.75				
	Eaglescliffe	57.01				
	Eaglescliffe North Jn. (See page 191)	57.20	30		To Darlington line 8m. 60ch. and 8m. 39ch. Darlington to Saltburn mileage.	
			25		Connections Down Stockton to Down Middlesbrough at 57m. 20ch.	C.W. Up Platform line at 57m. 21ch. 550 yards before reaching signal No. 818.
			20		58m. 28ch. and 58m. 35ch.	S. Up Stockton at 57m. 76ch., 823 yards before reaching signal No. 809.
	Hartburn Jn. (See page 178)	59.14	25		To Bowesfield Jn. line.	
			40	40	59m. 38ch. and 59m. 45ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
	NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN.	VIA HORDEN — cont'd.	30	30	59m. 70ch. and 60m. 45ch.		
			25	25	Trailing connections Up Main to Down Main at 59m. 62ch.		
			25	25	Down Main to Up Goods at 59m. 68ch.		
			20	20	To and from Goods Loops at 60m. 41ch.		
			20	20	To and from Clarence Road Depot.		
			20		To Stockton Freight-liner Terminal Branch.		
			30	30	61m. 70ch. and 62m. 20ch.		
			25		To Norton-on-Tees West 0m. 0ch. and 0m. 30ch.		
			30		To Norton-on-Tees West line.		


		Norton-on-Tees L.C.	62.63					
		Billingham-on-Tees Tees LC	63.60	50	50	63m. 50ch. and 63m. 70ch.		
		Billingham Jn. (See page 179)	63.69	20		To Port Clarence line.		
		Billingham	64.48					
		Cowpen Lane LC	66.44	20	20	66m. 48ch. and 66m. 52ch.		
		Greatham LC	67.28					
		Seaton Snook Jn. (See page 180)	68.60	15		To Seaton-on-Tees Branch.		
		Seaton Carew	69.36	20		Goods to Main at 69m. 43ch.		
				20	20	All connections to Goods lines 69m. 76ch and 70m. 22ch.		

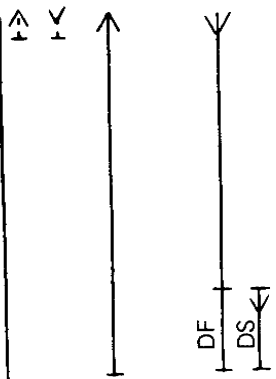

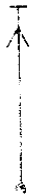
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
	NORTHALLERTON BOROUGH	BRIDGE ROAD TO NEWCASTLE	EAST JN.	VIA HORDEN — cont'd.				
		Cliff House (See page 181)	70.06	35	35	71m. 0ch. and 71m. 5ch.		
		Stranton L.C.	71.22	20	20	71m. 28ch. and 71m. 73ch.		
		Church Street L.C.	71.44					
		Hartlepool	71.55					
		Clarence Road	71.70		15	To Goods and Docks lines.		
		Signal No.35		30	30	73m. 0ch. and 73m. 27ch.		
		Cemetery North (See page 181)	73.49	20		To Castle Eden line.		
				50	50	74m. 78ch. and 75m. 24ch.	C. Down Main at 74m. 45ch., 555 yards before reaching I.B.S.	
		Blackhall Rocks	76.72					



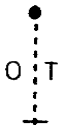
	DGL44	Horden	78.58	5	5	DGL towards Horden Colliery and Down Main at 78m. 70ch.
				5	5	Trailing connection Up Main to Easington Colliery Sidings at 80m. 22ch.
	DRS55 URS52	Easington	80.35	30	30	82m. 45ch. and 83m. 10ch.
		Dawdon Jn. (See page 182)	84.11	15		To Seabanks line.
		Dawdon	84.22			
		Seaham	84.44	35	35	85m. 20ch. and 86m. 16ch.
		Hall Dene LC	85.24			
		Ryhope Grange (See pages 183 and 184)	87.63	45	45	88m. 9ch. and 88m. 13ch.
				25	25	Trailing connection Up to Down at 87m. 47ch.
					20	Down to South Hetton Colliery.

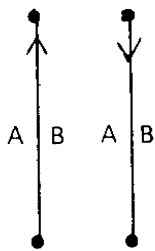

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
	DPL24	NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN – cont'd		25	25	Down to Up at 87m. 62ch.	
				10		Up line to Horden Jn.	
		Sunderland South Tunnels (711 yards) and (127 yards)	89.06 to 89.45				
		Sunderland	89.46				
		Sunderland	89.60	20	20	89m. 45ch. and 87m. 76ch.	Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
		Sunderland North Tunnel (256 yards)	89.64 to 89.76	40	40	90m. 24ch. and 90m. 69ch.	*The Up Main between signals S58 and S55 is worked in both directions.
		Monkwearmouth (See page 185)	90.26				Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
		Wearmouth	90.63				
		Wearmouth Jn.	90.69	20	20	To and from Monkwearmouth Goods.	
				65	65	91m. 31ch. and 91m. 71ch.	

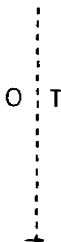
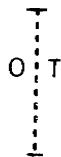
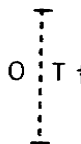
	Seaburn	91.33	30	30	92m. 52ch. and 93m. 18ch.	
			60		Approaching and over Boldon crossing 93m. 18ch. and 94m. 0ch.	
	East Boldon LC	93.22				
	Tile Shed LC	93.64				
	Boldon LC (A.H.B.)	94.00	60		94m. 43ch. and 95m. 9ch.	
				60	Approaching and over Boldon Level crossing 95m. 9ch. and 94m. 0ch.	
	Boldon Colliery	95.12				
	Boldon Colliery (See page 188)	95.18	25		To Tyne Dock Bottom line.	
			20	20	To and from Goods lines at 98m. 8ch.	
	Pelaw (See pages 74 and 186)	98.16	25		To Leamside line 20m. 70ch. and 20m. 50ch. (Ferryhill to Pelaw mileage).	
			25		To South Shields line.	
						*TCB when Boldon Colliery signal box open.

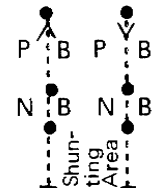
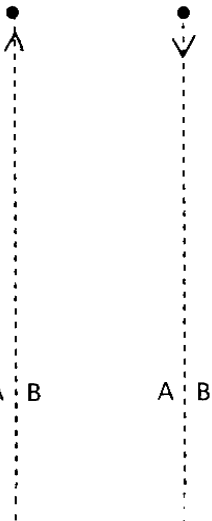
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
		NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE		EAST JN. VIA HORDEN — cont'd				
		Pelaw	98.32	20	20	To and from Goods lines at 98m. 19ch.		
				35		98m. 21ch. and 98m. 47ch.		
				25	25	98m. 68ch. and 99m. 3ch.		
		Felling	99.48	45		99m. 35ch. and 99m. 60ch.		
				10	10	Main to Goods and Goods to Main at 100m. 72ch.		
				25		100m. 75ch. and 101m. 13ch.		
				15	15	Goods lines 100m. 75ch. and 101m. 21ch.		

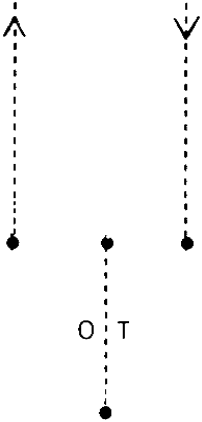
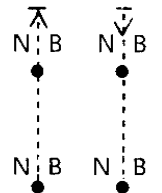
	High Street Jn. (See page 188)	101.15	15	15	All lines 101m. 13ch. and Station.	
	Gateshead East	101.27	20		To Greensfield Jn. line	
	High Level Bridge Jn. (See page 208)	101.33		10	To Gateshead West lines 0m. 0ch. and 0m. 29m.	
	Newcastle East Jn. (See page 46)	101.59		15	Station and 100m. 75ch.	
	Longlands Jn. (See page 37)	28.71	30		MAXIMUM PERMISSIBLE SPEED	
	Boroughbridge Road LC (C.C.T.V.) (See page 167)	29.72	25		29m. 66ch. and 29m. 71ch.	S. at 30m. 62ch., 622 yards before reaching Signal B23.
	Longlands Jn. (See page 37)	0.69		30	MAXIMUM PERMISSIBLE SPEED	
	Longlands Tunnel (55 yards)	0.08 to 0.11				
	Boroughbridge Road LC (C.C.T.V.) (See page 167)	0.00				

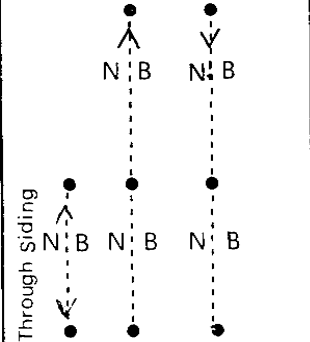
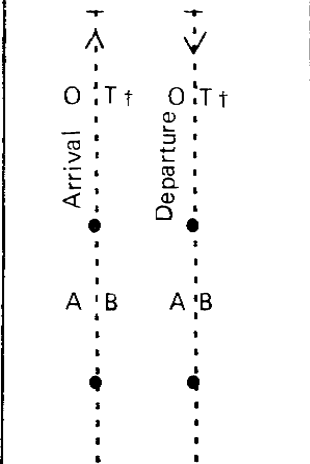
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down	Up	At or Between		
<b>NORTHALLERTON HIGH JN. TO NORTHALLERTON EAST JN.</b> 		Northallerton High Jn. (See page 37)	0.00	40	40	MAXIMUM PERMISSIBLE SPEED		
		Northallerton East Jn. (See page 168)	0.36	25	35	0m. 3ch. and 0m. 0ch.  0m. 33ch. and 0m. 36ch.		
<b>HARTBURN CURVE</b> 		Hartburn Jn. (See page 169)	0.00	25	25	MAXIMUM PERMISSIBLE SPEED		
		Bowesfield (See page 192)	0.44					
<b>STOCKTON FREIGHTLINER TERMINAL BRANCH</b> 		North Shore (See page 170)	60.50	35	35	MAXIMUM PERMISSIBLE SPEED		
		Freightliner Depot G.F.	61.45		20	60m. 50ch. and 60m. 57ch.		

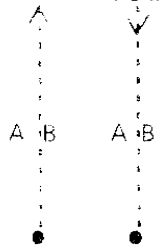
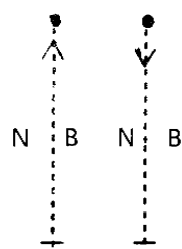
NORTON-ON-TEES WEST TO EAST				30	30	MAXIMUM PERMISSIBLE SPEED	
		Norton-on-Tees West (See page 72)	0.29			C.W. Down line at 0m. 25ch.	
		Norton-on-Tees East (See page 170)	0.00			C.W. Up line at 0m. 5ch.	
BILLINGHAM-ON-TEES TO PHILIPS SIDINGS AND MONSANTO CHEMICAL SIDINGS							
	BILLINGHAM-ON-TEES AND PHILIPS SIDINGS			35	35	MAXIMUM PERMISSIBLE SPEED	
	PHILIPS SIDINGS AND MONSANTO CHEMICAL SIDINGS			20	20	MAXIMUM PERMISSIBLE SPEED	
	Billingham on Tees (See page 171)	0.00			20	0m. 4ch. and 0m. 0ch.	
	Belasis Lane	1.04					
	Belasis Lane Jn. (See page 180)	1.13					
	Port Clarence (Stop Board Adjacent to Arrival line)	<u>3.15</u> 0.00	15	15	0m. 0ch. and 0m. 36ch.	CW. Down Mineral line at 0m. 32ch. 335 yards before reaching Stop Board.	
	Philips Sidings Jn.	0.36					
	North Tees LC OPEN (Type A.I.)	0.52					


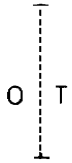
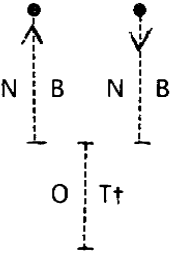
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
BILLINGHAM -ON-TEES TO PHILIPS SIDINGS AND MONSANTO CHEMICAL SIDINGS – cont'd							
		Seal Sands LC OPEN (Type A.1.)	1.13				
		I.C.I. Brinefield LC OPEN (Type A.2.)	1.42				
			<u>1.66</u> 0.00				
		Chemical Sidings	1.47				
HAVERTON SOUTH BRANCH							
		Belasis Lane (See page 179)	0.00	15	15	MAXIMUM PERMISSIBLE SPEED	
			<u>0.75</u>				
			64.42				
		Haverton South	63.34				
SEATON-ON-TEES BRANCH							
		Seaton Snook Jn. (See page 171)	0.00	25	25	MAXIMUM PERMISSIBLE SPEED	
		Seaton-on-Tees	1.51		15	0m. 0ch. and 0m. 2ch.	† See page 399.

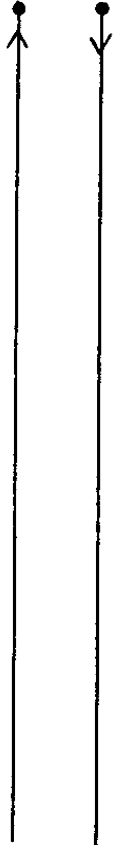
<b>HARTLEPOOL GOODS AND DOCK LINES</b> CLIFFE HOUSE AND 71m. 44ch. 71m. 44ch. AND HARTLEPOOL 	Cliffe House (See page 172) Clarence Road Central Marine GF Hartlepool Docks	70.06 71.70 72.74 73.55	20 15	20 15	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED		
<b>HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT</b> CEMETERY NORTH AND PESSPOOL 13m. 26ch. PESSPOOL 13m. 26ch. AND HAWTHORNE COLLIERY 	Cemetery North (See page 172)	0.00	20 15	20 15	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	C. Down line at 0m. 72ch. 6m. 65yards before reaching Wellfield Home Signal. C. Down line at 2m. 9ch. 4m. 616yards before reaching Wellfield Home Signal. C. Down line at 3m. 28ch. 3m. 130yards before reaching Wellfield Home Signal. S. Up line at 3m. 59ch. 3m. 321yards before reaching Wellfield Home Signal.	



Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT – cont'd</b> 			5.53 0.67				
			0.00 10.26				
		Wellfield	10.35	15		10m. 30ch. and 10m. 32ch.	
		Pesspool Lane L.C.		15	15	To and from Shotton Colliery Branch.	
<b>SEABANKS BRANCH</b> 		Hawthorne Combined Mine and Coke Plant South Jn. (N.C.B. box)	13.30 (End of B.R.)	10	10	Over level crossing.	
		End of Branch	0.02	15	15	MAXIMUM PERMISSIBLE SPEED	
		Seabanks	0.73				
		Bone Mill L.C. Open (Type B2)	1.20	10	10	Over level crossing.	
		Dawdon (See page 173)	1.65				

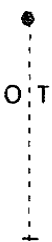
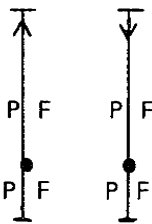
HENDON BRANCH				10	10	MAXIMUM PERMISSIBLE SPEED		
		Ryhope Grange (See pages 173 & 184)	0.00					
		Grangetown LC	0.36					
		Londonderry	1.28					
		Hendon (See pages 184 & 185)	1.52	10	10	To Pallion line 1m. 0ch. and 0m. 66ch.	U. Up Hendon line 53 yards after passing Londonderry Starting Signal.	
HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. TO RYHOPE GRANGE				20	20	MAXIMUM PERMISSIBLE SPEED		
		Hawthorne Combin- ed Mine and Coke Plant (B.R boundary) North Jn.	15.44					
		Murton LC	16.27					
		Seaton Bank Head LC	17.76					
		Seaton LC	18.33				C. Up line at 18m. 26ch. 660 yards before reaching Seaton Bank LC.  C. Up line at 19m. 2ch. 781 yards before reaching Seaton Home Signal.	† See page 401.

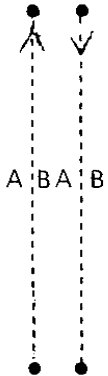

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<p>HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. TO RHYHOPE GRANGE—cont'd.</p> 		Ryhope Grange (See pages 173 & 183)	21.33				<p>C. Up line at 19m. 61ch. 1m. 258 yds. before reaching Seaton Up Home Signal.</p> <p>S. Up line at 21m. 22ch. 453 yards before reaching Starting Signal.</p>	
<p>HENDON TO RIVER WEAR COMMISSIONS EXCHANGE SIDINGS</p> 		<p>Hendon (See pages 183 &amp; 185)</p> <p>R.W.C. Exchange Sidings</p>	<p>1.52</p> <p>2.20</p>	10	10	MAXIMUM PERMISSIBLE SPEED	<p>C. Up line at 1m. 71ch.</p> <p>C. Up line at 1m. 75ch.</p>	

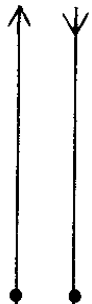
<p><b>PALLION YARD TO HENDON JN.</b></p> 		<p>Pallion Yard (See below)</p> <p>Hendon (See pages 183 &amp; 184)</p>	<p>4.16</p> <hr/> <p>5.50</p> <p>0.00</p> <p>1.00</p>	<p>15</p> <p>10</p>	<p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>0m. 66ch. and 1m. 0ch.</p>	
<p><b>PALLION JN. TO DEPTFORD</b></p> 		<p>Pallion Jn. (See above)</p> <p>Ogdens LC (T.M.O.)</p> <p>Deptford</p>	<p>0.00</p> <p>0.30</p> <p>0.60</p>	<p>15</p>	<p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	
<p><b>MONKWEARMOUTH TO AUSTIN AND PICKERSGILL'S SHIPYARD</b></p> 		<p>Monkwearmouth (See page 174)</p> <p>Wearmouth Colliery</p> <p>Southwick Goods Yard</p> <p>Austin and Pickersgills Shipyard</p>	<p>4.28</p> <p>3.63</p> <p>3.42</p> <p>2.71</p>	<p>15</p>	<p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>† See page 402.</p>

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down	Up	At or Between		
<b>PELAW TO SOUTH SHIELDS</b>  	UGL 70	Pelaw (See pages 74 & 175)	0.00	65	65	MAXIMUM PERMISSIBLE SPEED		
					25	0m. 7ch. and 0m. 0ch.		
				35	35	0m. 7ch. and 0m. 27ch.		
		Hebburn	1.66				C. Up Main at 2m. 11ch. 543 yards in rear of signal 696	
				50	50	2m. 33ch. and 3m. 22ch.	C. Up Main at 2m. 67ch. 420 yards in rear of signal 712.	
		Jarrow	3.02				C. Up Main at 3m. 38ch. 450 yards in rear of signal 718.	
		Tyne Dock Tunnel (185 yards)	4.79 to 5.07	35	35	4m. 65ch. and 5m. 9ch.		Rule Book Section S clause 3.3 and Block Regulation 9 apply.
				25	25	5m. 25ch. and 5m. 35ch.		

		Harton (See below)	5.25	15	To Green Lane line	
			40	40	5m. 35ch. and 6m. 20chs.	
		Tyne Dock	5.38	25	25	6m. 20ch. and 7m. 15ch.
		High Shields	6.47	15	15	7m. 15ch. and 7m. 36ch.
		South Shields	7.36			
BOLDON COLLIERY NCB TO HARTON		Boldon Colliery N.C.B.	3.64	25	25	MAXIMUM PERMISSIBLE SPEED
						CW. Up direction at 2m. 60ch.
		Harton (See above)	1.46	15	1m. 54ch. and 1m. 46ch.	CW. Down direction at 2m. 45ch.

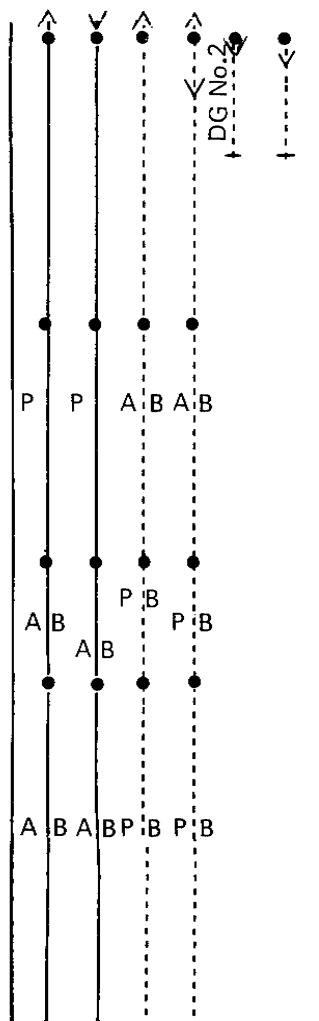
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM</b> 		DOCK BOTTOM Boldon Colliery Station (See page 175)	0.00	30	30	MAXIMUM PERMISSIBLE SPEED		
			0.56 0.00		25	0m. 4ch. and 0m. 0ch.		
		Tyne Dock Bottom	1.21	15	15	0m. 58ch. and 1m. 10ch.		
<b>GATESHEAD HIGH STREET JN. TO GREENSFIELD JN.</b> 		High Street Jn. (See page 177)	0.00	20	20	MAXIMUM PERMISSIBLE SPEED.	CW. 155 yards before reaching Signal 109.	
		Gateshead Greensfield Jn. (See page 208)	0.05 0.21		20	To Blaydon line		

SOUTH PELAW TO WASHINGTON				45	45	MAXIMUM PERMISSIBLE SPEED	
	South Pelaw (See page 78)	11.63		15	15	All connections at 11m. 59ch.	
	Biddick Lane L.C.	8.43		30	30	11m. 23ch. and 10m. 67ch.	
	Washington (See page 74)	7.78		25	25	8m. 30ch. and 7m. 59ch.	
					15	To Ferryhill and Pelaw lines via North West curve 8m. 30ch. and 7m. 59ch.	
					5	To Ferryhill and Pelaw lines via South East curve.	
DARLINGTON SOUTH JN. TO SALT BURN				60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
	Darlington South Jn. (See page 38)	0.29		20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	
					25	0m. 33ch. and 0m. 29ch.	
				30	30	0m. 33ch. and 0m. 42ch.	
				35	35	0m. 42ch. and 0m. 67ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
	DGL 70	DARLINGTON SOUTH JN. TO SALTBURN – cont'd						
		Dinsdale	3.65	30	30	3m. 76ch. and 4m. 28ch.		
		Oak Tree Jn. (See page 197)	4.28		10	To Fighting Cocks Branch 4m. 21ch. and 3m. 40ch.		
		Teesside Airport	5.43	50	50	7m. 22ch. and 7m. 45ch.		
		Urlay Nook L.C.	7.39	45		7m. 45ch. and 8m. 18ch.		
		Allens West Halt	8.09	30		8m. 34ch. and 8m. 50ch.		
		Allens West L.C. (A.H.B.)	8.14	25	45	8m. 39ch. and 8m. 0ch. 8m. 50ch. and 8m. 60ch.		
		Eaglescliffe South Jn. (See page 169)	8.58					
		Eaglescliffe	8.63		30	8m. 73ch. and 8m. 39ch.		


				Eaglescliffe North Jn. (See page 169)	9.02			S. Down Middlesbrough at 9m. 8ch. 1034 yards before reaching Signal B.805.
								CW. Up Stockton at 57m. 21ch. 550 yards before reaching Signal B.818.
								S. Up Stockton at 57m. 76ch. 823 yards before reaching Signal B.809.
								S. Up Middlesbrough at 9m. 58ch. 813 yards before reaching Signal B.808.
								S. Up Middlesbrough at 57m. 22ch. 738 yards before reaching Signal B.820.
			25	25			Stockton to Middlesbrough lines at 9m. 5ch.	
			45	45			10m. 14ch. and 10m. 34ch.	S. Trailing end connection Up Goods to Up Main at 10m. 11ch. 1211 yards before reaching Signal B.803.
								S. Trailing end connection Down Main to Down Goods at 10m. 65ch. 720 yards before reaching Signal B.11.


Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks				
				Down m.p.h.	Up m.p.h.			At or Between			
DARLINGTON SOUTH JN. TO SALTBURN – cont'd.											
<div>UG No.1</div> <div>UG No.2</div> <div>Through Siding</div> <div>DG No.1</div>	UGL 77 DGL 76	Stockton Cut Jn.	10.34	15	15	To and from Goods lines.	C. Up Main at 11m. 55ch. 700 yards before reaching Signal B129.				
		Bowesfield (See page 178)	10.76		45	45			10m. 72ch. and 11m. 4ch.		
					25				To Hartburn line.		
				30		Main line 11m. 24ch. and 11m. 68ch.					
		Thornaby	11.63		10	10			Goods lines 11m. 64ch. and 11m. 73ch.		
					10				Main line 11m. 68ch. and 12m. 2ch.		
					10				Main line over Jn. to Goods at 11m. 70ch.		
		Thornaby East Jn.	11.69		10				Main line over Jn. to Goods at 11m. 70ch.		
					50				12m. 2ch. and 12m. 36ch.		
					30				11m. 77ch. and 11m. 24ch.		
					50				12m. 36ch. and 11m. 77ch.		
					55	55			Main lines 13m. 29ch. and 13m. 53ch.		
	45			45	Main lines 13m. 55ch. and 13m. 70ch.						

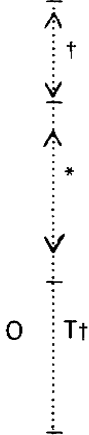
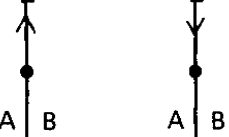


Tees	13.59	20	20	To and from Goods lines at 13m. 71ch.
Newport East Jn.	13.74	45	45	Main lines 14m. 17ch. and 14m. 59ch.
		25	25	Main lines 14m. 64ch. and 15m. 20ch.
Middlesbrough L.C. (Sussex Street)	14.71			
<b>Middlesbrough</b>	15.00	35	35	Main lines 15m. 25ch. and 15m. 48ch.
Guisborough Jn. (See page 197)	15.23	20		To Nunthorpe line.
Guisborough Jn.	15.30	15	15	To and from Goods lines at 15m. 30ch.
		35		15m. 74ch. and 16m. 4ch.
Whitehouse L.C.	15.76			
<b>Cargo Fleet</b>	16.06		35	16m. 18ch. and 15m. 74ch.
		40	40	16m. 29ch. and 16m. 53ch.
Cargo Fleet Old Station L.C. (See page 200)	16.34	40		17m. 0ch. and 17m. 16ch.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<p>DARLINGTON SOUTH JN. TO SALT BURN — cont'd.</p>		South Bank	17.06				S. Up Main at 18m. 5ch.	
		South Bank	17.15	15	15	To and from Clay Lane line at 17m. 17ch.		
				20	20	To and from Goods lines at 17m. 74ch.		
		Beam Mill Jn.	18.04	20	20	To and from Beam Mill lines.		
				45		18m. 29ch. and 18m. 58ch.		
		Grangetown	18.41		55	18m. 58ch. and 18m. 34ch.		
		Grangetown	18.65	20	20	To and from Goods lines.		
		Grangetown Jn. (See pages 200 and 201)	18.71	15		Down Goods to Wilton Works Branch and Shell Refinery at 19m. 42ch.		
		Shell Jn.	19.40	35		20m. 9ch. and 20m. 22ch.		

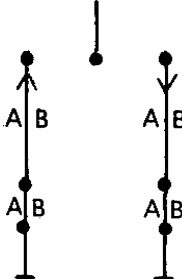
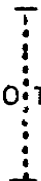
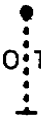
				40		Down Main to Up Main at 20m. 5ch.
				40		To Tod Point Arrival line at 20m. 5ch.
				25		Tod Point Departure line to Down Main at 20m. 14ch.
				20		20m. 20ch. and 20m. 13ch.
	Tod Point Jn.	20.35		25		To Departure line at 20m. 35ch.
				25		To Ore Terminal line at 20m. 36ch.
				25		To Ore Terminal line at 20m. 38ch.
	Steelworks Halt	20.56		20	20	Trailing crossover Down Main to Up Main at 22m. 45ch.
	Redcar Central	22.64		30		22m. 67ch. and 22m. 72ch.
	Redcar L.C.	22.71		30		22m. 77ch. and 22m. 67ch.
				50		22m. 72ch. and 23m. 18ch.

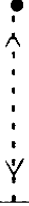
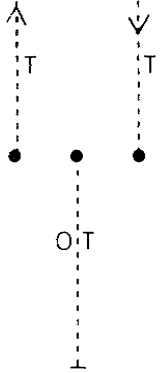
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
	TO SALT BURN – cont'd				50	23m. 18ch. and 22m. 77ch.	
		Church Lane	23.20				
		Redcar East	23.60				
		Longbeck L.C.	25.31				C. Down Main at 24m. 70ch. 800 yards before reaching Signal L.6.
		Marske	25.65	40			C. Down Main at 25m. 60ch. 840 yards before reaching Signal L.216.
		Saltburn West Jn. (See page 201)	27.05	20	40	26m. 59ch. and 27m. 5ch. Double to Single. 27m. 9ch. and 26m. 59ch. To Crag Hall line.	
		Saltburn	27.57	20			

<b>FIGHTING COCKS BRANCH</b>  		Oak Tree Jn. (See page 190)  Notice Board  Fighting Cocks LC. (T.M.O.)  Notice Board  Patons and Baldwins Sidings G.F.	4.21   3.35   1.26	15   15   10	MAXIMUM PERMISSABLE SPEED   3m. 40ch. and 4m. 21ch.		† See page 413.  * Shunting Area  † Staff kept at Dinsdale Rail Welding Depot. The direction of travel is 'Up'.
<b>MIDDLESBROUGH GUISBOROUGH JN TO WHITBY</b> <b>GUISBOROUGH JN AND BATTERSBY</b> <b>BATTERSBY AND GROSMONT 29m. 62ch.</b> <b>GROSMONT 29m. 62ch. AND WHITBY</b>  		Guisborough Jn. (See page 193)  Guisborough Jn.  Cargo Fleet Road LC	0.00  0.07  0.24	50 45 30	50 45 30 20 MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED 0m. 6ch. and 0m. 0ch.		

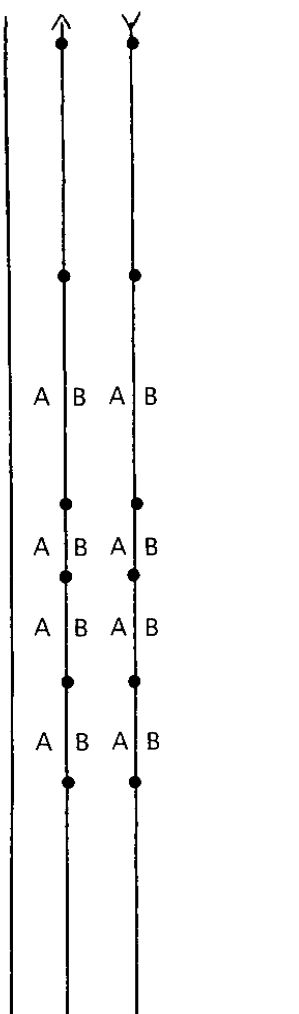
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
	URS 69	TO WHITBY — cont'd						
		North Ormesby LC	0.38				C. Down Main at 2m. 33ch. 1m. 608 yards before reaching Home Signal	
		Ormesby	2.56				C. Down Main at 3m. 5ch. 1m. 33ch. before reaching Home Signal	
		Gypsy Lane	3.69					
		Marton Lane LC	3.70				C. Down Main at 4m. 5ch. 220 yards before reaching Home Signal	
		Nunthorpe LC	4.27					
		Morton Carr LC	4.70	20	20	5m. 30ch. and 5m. 36ch.		
		Great Ayton	8.14	35	35	5m. 36ch. and 5m. 61ch.		
				45	45	8m. 23ch. and 8m. 33ch.		
				20	20	10m. 19ch. and 10m. 62ch.		
		Battersby	10.54					
		Battersby	10.62					
		Battersby	12.03					
		Battersby	12.10					

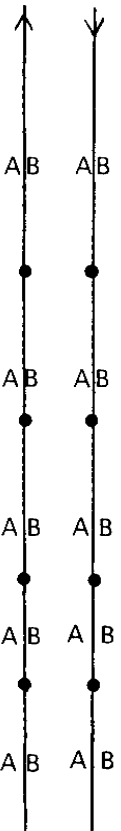
E	T	CL32	Battersby Road LC Open (Type B.1)	12.46	10	10	Over level crossing.	C. Up Main at 26n., 44ch. 195 yards before reaching Signal No.3.
					25	25	13m. 56ch. and 13m. 62ch.	
			Kildale Halt	13.64				
			Guisborough Road LC Open (Type B.1)	14.56	10	10	Over level crossing.	
					35	35	17m. 27ch. and 18m. 28ch.	
			Commondale Halt	17.71				
					35	35	19m. 13ch. and 19m. 28ch.	
					25	20	19m. 28ch. and 19m. 46ch.	
			Castleton Moor	19.36				
			Danby	20.74				
E	T	CL29	Lealholm	24.43				C. Up Main at 26n., 44ch. 195 yards before reaching Signal No.3.
					35	35	24m. 60ch. and 25m. 65ch.	
					20	20	26m. 40ch. and 26m. 57ch.	
			Glaisdale	26.50				
					35	35	26m. 65ch. and 27m. 45ch.	
			Egton	28.17				
					15	15	29m. 50ch. and 29m. 66ch.	
			Grosmont	29.59				
			Grosmont Jn.	29.66				
				24.44	25	25	26m. 27ch. and 26m. 45ch.	

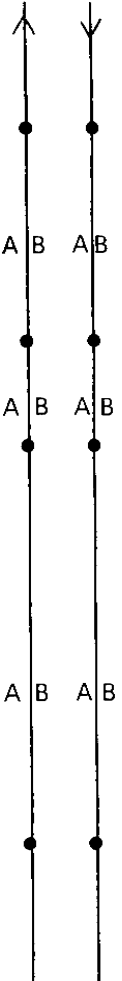
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>MIDDLESBROUGH GUISBOROUGH JN.</b> 		<b>TO WHITBY – cont'd</b>					
		Sleights LC	27.66	15			Single to Double at 27m. 56ch.
		Ruswarp LC	29.31	25	25		
		Bog Hall LC	30.41				
		Whitby	30.54				
		Whitby	30.62				
<b>NORMANBY BRANCH</b> 		Cargo Fleet Old Station LC (See page 193)	0.00	15	15	MAXIMUM PERMISSIBLE SPEED	
		Skippers Lane LC (T.M.O.)	0.58	10	10	Over Level Crossing.	
		End of Branch	0.68				
<b>WILTON WORKS BRANCH</b> 		Grangetown (See pages 194 and 201)	0.00	20	20	MAXIMUM PERMISSIBLE SPEED	
		Wilton Works					

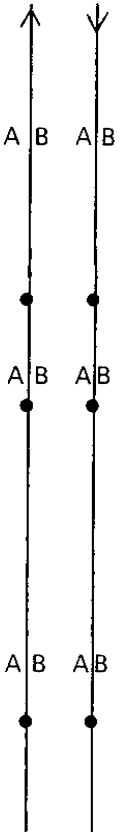
<p><b>GRANGETOWN TO SHELL REFINERY</b></p> 		<p>Grangetown (See pages 194 and 200)</p> <p>Shell Refinery (Notice board at Exchange Sidings)</p>	<p>0.00</p> <p>1.47</p>	<p>15</p>	<p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>		
<p><b>LONGBECK SALT BURN WEST JN. TO BOULBY CLEVELAND POTASH SIDINGS</b> SALT BURN WEST JN. AND 37m. 42ch. 37m. 42ch. AND END OF BRANCH</p> 		<p>Saltburn West Jn. (See page 196)</p> <p>Crag Hall</p> <p>B.R. Boundary</p> <p>Grinkle Tunnel (77 yards)</p> <p>Potash Sidings</p>	<p>27.05</p> <p>33.69</p> <p>34.29</p> <p>36.77 to 37.42</p> <p>38.50</p>	<p>30</p> <p>25</p> <p>20</p> <p>20</p>	<p>30</p> <p>25</p> <p>20</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>MAXIMUM PERMISSIBLE SPEED</p> <p>27m. 8ch. and 27m. 5ch.</p> <p>Double to Single.</p>	<p>CW. Down line at 28m. 24ch. 1400 yards before reaching signal L209</p>	

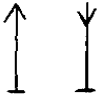
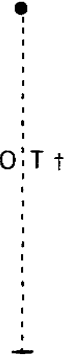


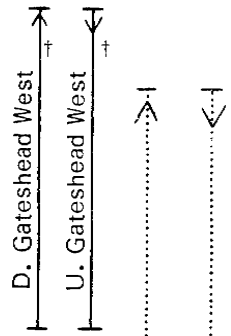
	URS 70 DRS 70	Scotswood (See page 207)	2.68	15		To Newburn line.
				45	45	2m. 75ch. and 3m. 17ch.
		Factory Road L.C. (C.C.T.V.)	3.55	35	35	3m. 64ch. and 4m. 0ch.
		Blaydon	3.73			
		<b>Blaydon</b> (See page 209)	4.03		20	To Norwood line.
		Gas House L.C.	3.77	45	45	4m. 20ch. and 4m. 73ch.
		Cowens Crossing	4.28			
		Addisons L.C.	5.04			
		Peth Lane L.C.	5.58			
		<b>Wylam L.C.</b>	8.35	40	40	8m. 48ch. and 8m. 78ch.
		<b>Prudhoe L.C.</b>	10.49			
		Mickley L.C. (R/G)	11.40	50	50	13m. 0ch. and 13m. 17ch.

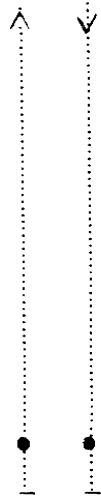
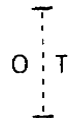
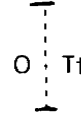
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>NEWCASTLE TO CARLISLE</b> 	<b>PETTERIL</b>	<b>BRIDGE JN. EXC. — cont'd</b>					
		<b>Stocksfield</b>	13.11	40	40	13m. 24ch. and 13m. 42ch.	
		<b>Riding Mill</b>	15.35				
		<b>Corbridge</b>	17.59				
		<b>Dilston Crossing L.C.</b>	18.19	50	50	20m. 48ch. and 20m. 62ch.	3S1L requiring to stop at Naworth to A.W.B.
		<b>Hexham</b>	20.53	30	30	20m. 62ch. and 21m. 0ch.	
		<b>Hexham</b>	20.68				
		<b>Warden L.C.</b>	23.54	50	50	24m. 48ch. and 25m. 7ch.	
	URS 60 DRS 87	<b>Haydon Bridge L.C.</b>	28.34				
		<b>Bardon Mill L.C. (R/G)</b>	32.22				


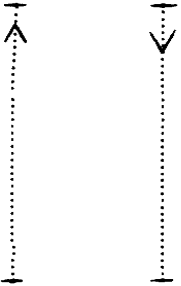
		Bardon Mill	32.32	55	55	40m. 0ch. and 40m. 32ch.	Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
		Bardon Mill	32.41				
		Whitchester Tunnel (202 yards)	35.70 to 35.79				
		Haltwhistle	37.13				
		Blenkinsop L.C.	40.19				
		Long Byre L.C. (R/G)	41.05				
		Denton School L.C.	43.23				
		Denton Village L.C.	43.65				
		Upper Denton L.C. (A.H.B.)	44.01				
		Lane Head L.C.	45.37				
		Low Row L.C.	46.25				
		Denton Hall L.C.	46.60				

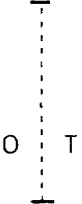
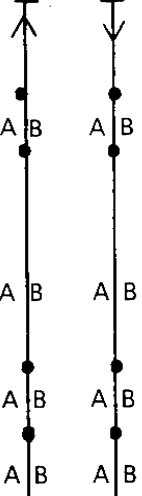
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>NEWCASTLE TO CARLISLE</b>  	<b>PETTERIL</b>	<b>BRIDGE JN. EXC. — cont'd</b>						
		Naworth Station L.C. (A.H.B.)	47.67					
		Milton Village L.C.	48.59	45	45	49m. 3ch. and 49m. 19ch.		
		<b>Brampton</b>	49.21					
		Brampton Fell L.C.	50.10	45	45	51m. 17ch. and 51m. 49ch.		
		How Mill L.C.	52.66				C. Up Main at 53m. 23ch. 565 yards before reaching Home signal.	
		Broad Wath L.C.	54.62				C. Up Main at 55m. 20ch. 2m. 356 yards before reaching Home signal.	
		Corby Gates L.C.	55.54	45 35	45 35	55m. 51ch. and 55m. 69ch. 55m. 69ch. and 56m. 3ch.	C. Up Main at 56m. 49ch. 1020 yards before reaching signal C616.	

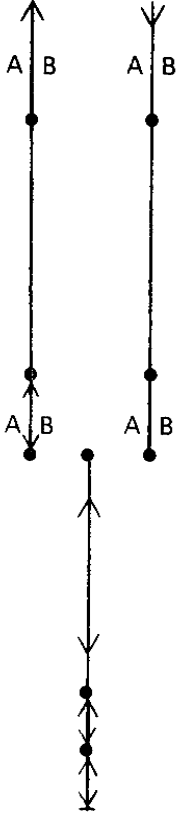
		Petteril Bridge Jn. L.M.R.	$\frac{58.60}{59.26}$					
<b>SCOTSWOOD TO NEWBURN</b>  		Scotswood (See page 203)  Scotswood Tunnel (269 yards)  Newburn L.C.  Newburn	0.00  0.22 to 0.34  1.49  2.58	35       30	35  15     30	MAXIMUM PERMISSIBLE SPEED  0m. 10ch. and 0m. 0ch.  1m. 31ch. and 1m. 63ch.		† No Staff – See page 416.

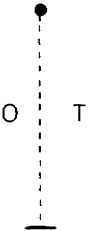
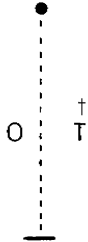
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
	TO BLAYDON	GATESHEAD AND DERWENTHAUGH 4m. 10ch. DERWENTHAUGH AND BLAYDON		20 35	20 35	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED		
		High Level Bridge Jn. (See page 177)	0.00					
		Greensfield Jn. (See page 188)	0.16	20 10		To High Street Jn. line. 0m. 29ch. and 0m. 0ch. Gateshead West lines		
		King Edward Bridge East Jn. (See page 78)	0.30		15	To Down KEB South East Curve line	CW. Down Goods at 0m. 40ch. 130 yards before reaching Signal No.133	
		King Edward Bridge South Jn.	0.48	20 15	15	To KEB North Jn. line To and from Northallerton to Berwick lines at 0m. 50ch.		† The direction of travel between H.L. Bridge Jn. — Greensfield Jn. and Norwood Jn. is UP.
		Askew Road Tunnel (53 yards)	0.62 to 0.64					
		Bensham Tunnel (125 yards)	1.01 to 1.06				C. Down Goods at 1m. 9ch. 738 yards before reaching Signal No.149	
		Bensham Curve Jn. (See page 210)	1.30		20 10	To Low Fell Sidings Jn. line 1m. 60ch. and 2m. 44ch.	C. Down Norwood 379 yards before reaching Signal G155.	

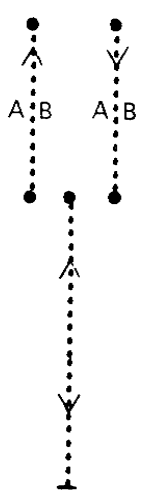

		Norwood Jn. (See below and page 210)  Derwenthaugh Jn. (See below and page 211) Delta LC open (Type B2) Blaydon LC Blaydon Jn. (See page 203)	1.71  3.78 4.05 5.22 5.28	20      	 15  15	To Low Fell Jn. line.  To Dunston Staiths line.   To Redheugh Bank Foot line.	C. Up Blaydon at 2m. 29ch 770 yards before reaching Signal TY90. C. Up Blaydon at 2m. 74ch. 614 yards before reaching Signal TY94.	
<b>DUNSTON STAITHS</b>  		Norwood Jn. (See above)  No.6 Spout	0.00  0.40	15	15	MAXIMUM PERMISSIBLE SPEED		
<b>SWALWELL COLLIERY BRANCH</b>  		Derwenthaugh (See above and page 211)  Swalwell Open Cast Sidings	0.00  0.44 (B.R.)	10	10	MAXIMUM PERMISSIBLE SPEED		† No Staff

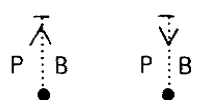
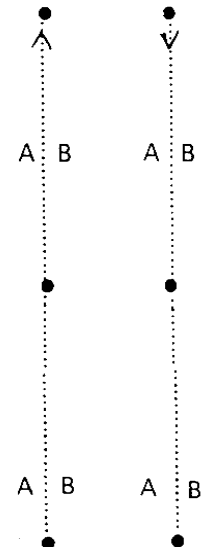
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>LOW FELL SIDINGS JN. TO BENSAM</b>  		<b>CURVE JN.</b>					
		Low Fell Sidings Jn. (See below)	0.25				
		Bensham Curve Jn. (See page 208)	0.00				
<b>LOW FELL JN. TO NORWOOD JN.</b>  		Low Fell Jn. (See page 44)	0.00	35	35	MAXIMUM PERMISSIBLE SPEED	
		Low Fell Sidings Jn. (See above)	0.79	20	20	0m. 60ch. and 1m. 0ch. To Bensham Curve Jn. line.	Controlled by Tyne signal box.
		Norwood Jn. (See page 209)	1.42	20		1m. 40ch. and 1m. 42ch.	

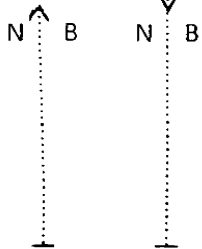
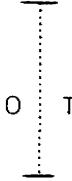
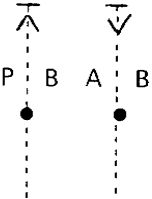
<b>REDHEUGH BRANCH</b>  		Redheugh Bank Foot  Dunston East LC (T.M.O.)   Derwenthaugh Jn. (See page 209)	1.40 0.59 <u>0.00</u> 3.15 3.78	15 15	15	MAXIMUM PERMISSIBLE SPEED  <b>To Teams Crossing.</b>		
<b>PERCY MAIN JN. TO MORPETH</b> PERCY MAIN JN. AND PERCY MAIN NORTH JN. PERCY MAIN NORTH JN. AND EARSDON EARSDON AND MORPETH  		Percy Main Jn. (See page 80)  Percy Main Station  Percy Main North (See page 213)  Bettys Lonnen LC Open (Type B.2)  Blue Bell LC  Earsdon  Holywell LC	0.19  0.16 <u>0.00</u> 3.06 1.57 0.20 <u>0.00</u> 7.08 7.41	15 30 45	15 30 45  15  15  25  20  10 30	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED <b>To Percy Main Station line.</b>  <b>To Northumberland Dock line.</b> 3m. 6ch. and 3m. 2ch.  <b>Over Level Crossing</b>  0m. 5ch. and 0m. 30ch.  8m. 38ch. and 9m. 0ch. 9m. 0ch. and 10m. 10ch.	C. Down line at 2m. 54ch. Near West Chirton GF. C.W. Down line at 0m. 3ch. 383 yards before reaching Section Signal.	

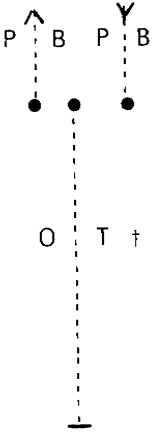
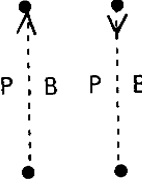
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<div>PERCY MAIN JN. TO MORPETH — cont'd</div> 		Seghill North LC	9.06	30	30	10m. 49ch. and 11m. 53ch.	C. Down main at 16m. 9ch.
	Hartley LC (A.H.B.)	11.12					
	Newsham South LC	12.44					
	Newsham North Jn. (See page 216)	12.74	15		To Isabella Colliery line		
	Plessey Road LC (C.C.T.V.)	13.16					
	Behside LC	14.67					
	Bedlington South LC	15.60	30	30	15m. 46ch. and 15m. 76ch.		
	Bedlington North LC (See page 215)	15.71					
			20	15	To Woodhorn line Double to Single at 16m. 7ch.		
	Choppington LC	17.06	30	30	17m. 10ch. and 17m. 25ch.		
	Hepscott LC	19.21					
	Morpeth LC	20.40					
	Morpeth Jn. (See page 49)	20.47	20	20	20m. 20ch. and Station		

PERCY MAIN NORTH TO NORTHUMBERLAND/ALBERT & EDWARD DOCKS PORT OF TYNE AUTHORITY				15	15	MAXIMUM PERMISSIBLE SPEED		
		Percy Main North (See page 211)	0.00					
		Northumberland/ Albert and Edward Docks	0.58					
PERCY MAIN NORTH TO ESSO SIDINGS GROUND FRAME				15	15	MAXIMUM PERMISSIBLE SPEED		
		Percy Main North (See page 211)	0.00					
		Esso Sidings GF	0.31					† See page 418.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
<b>BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.</b> ASHINGTON STATION AND ASHINGTON NO.1 LOOP S.B. ASHINGTON NO.1 LOOP S.B. AND POTLAND LC. POTLAND LC. AND LINTON LANE LC. 		Ashington Station (See page 215)	0.00	15	15	MAXIMUM PERMISSIBLE SPEED		
		Ashington West Jn. (See page 215)	0.08	20	20	MAXIMUM PERMISSIBLE SPEED		
		Ashington No.1 Loop Signal box	0.26	15	15	MAXIMUM PERMISSIBLE SPEED		
		N.C.B. LC						
		New Moor LC						
		Potland LC						
		Linton Lane LC						
		Signal B.6 (End of Branch)	3.43					
<b>BUTTERWELL COLLIERY NORTH BRANCH N.C.B.</b> 		Butterwell Jn.	0.00	30	30	MAXIMUM PERMISSIBLE SPEED		
		Signal B.1 (End of Branch)	0.48					

ASHINGTON COLLIERY BRANCH			15	15	MAXIMUM PERMISSIBLE SPEED
	Ashington West Jn. (See page 214)	0.00			
	Ashington Colliery N.C.B.	0.49			
BEDLINGTON TO LYNEMOUTH COLLIERY N.C.B.			40	40	MAXIMUM PERMISSIBLE SPEED
	Bedlington North LC (See page 212)	0.00		20	0m. 6ch and 0m. 0ch.
	West Sleekburn Jn. (See page 216)	0.78		20	To North Blyth line 0m. 0ch and 0m. 26ch.
				30	1m. 41ch and 1m. 72ch.
	Marcheys House Jn. (See page 217)	1.35		20	To Winning line
	Marcheys House LC	1.41			
	North Seaton LC	1.76		30	2m. 3ch and 2m. 43ch.
	Green Lane LC (A.H.B.)	2.44		30	2m. 70ch and 1m. 41ch.
				25	2m. 70ch and 3m. 13ch.
	Ashington (See page 214)	3.02		15	Over South Jn. to Ashington Colliery and Butterwell.
				15	3m. 13ch and 3m. 17ch.
				15	Over North Jn. to Ashington Colliery at 3m. 16ch.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<b>BEDLINGTON TO LYNEMOUTH COLLIERY N.C.B. – cont'd</b> 		Hirst Lane LC	3.34	10	10	3m. 17ch. and 3m. 75ch.	
		Woodhorn LC	4.10	15	15	Approaching and over Level Crossing and to and from NCB lines.	
		Lynemouth Colliery NCB	6.12				
<b>NEWSHAM TO ISABELLA COLLIERY</b> 		Newsham North Jn. (See page 212)	0.00	15	15	MAXIMUM PERMISSIBLE SPEED	Controlled by Newsham signal box.
		Isabella L.C. (T.M.O.)	0.20				
		Isabella Colliery B.R. Boundary	0.36				
<b>CAMBOIS BRANCH</b> 		West Sleekburn Jn. (See page 215)	0.00	35	35	MAXIMUM PERMISSIBLE SPEED	
		Winning LC (See page 217)	0.36		15 20	0m. 26ch. and 0m. 0ch. To Marchey's House line.	

		Freemans LC   Cambois LC (T.M.O.)  North Blyth GF	1.30  2.10  3.22	20  15  25	20  15  25	Over Jn. and B.E.A. Power Station lines. Over Jn. and West Blyth Staiths. 1m. 79ch. and 2m. 27ch. 2m. 75ch. and 3m. 21ch.		† No Staff.
WINNING TO MARCHEY'S HOUSE  		Winning LC (See page 216)  Marchey's House (See page 215)	0.31  0.00	20  20	20  20	MAXIMUM PERMISSIBLE SPEED		

**TABLE D – SINGLE LINES – DELIVERY AND RECEIPT OF TOKEN  
OR STAFF BY PERSONS OTHER THAN SIGNALMEN**

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
<b>FOSS ISLANDS BRANCH</b>		
Foss Islands Branch	Foss Islands	Person in charge
<b>KELLOE BANK FOOT BRANCH</b>		
Kelloe Bank Foot Staff instrument and Kelloe Bank Foot (Northern End)	Kelloe Bank Foot Staff instrument	Driver (instrument housed in receptacle near Notice Board)
<b>COXHOE GOODS BRANCH</b>		
Coxhoe Goods Branch	Coxhoe G.F.	Supervisor accompanying train
<b>HEADFIELD BRANCH</b>		
Headfield Branch	Notice Board 235 yards north of A.P.C.M. Sidings	Housed in receptacle on short post near notice board
<b>CHARLESWORTH'S TO LOFTHOUSE JN.</b>		
Charlesworth's to Lofthouse Jn.	Charlesworth's	Person in charge
<b>HICKLETON COLLIERY EMPTY WAGON BRANCH</b>		
Hickleton Colliery Empty Wagon Branch	Hickleton Main Colliery	Person in charge
<b>DUDLEY HILL TO BOWLING JN.</b>		
Dudley Hill to Laisterdyke Yard	Laisterdyke Yard	Person in charge of Ground Frame
<b>BILLINGHAM-ON-TEES TO PHILIPS SIDINGS AND MONSANTO CHEMICAL SIDINGS</b>		
Philips Sidings to Monsanto Chemical Sidings	Port Clarence Yard	Person in charge
<b>MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS SHIPYARD</b>		
Hylton Colliery	Monkwearmouth Shunter's Cabin	Shunter

TABLE D – cont'd

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
<b>FIGHTING COCKS BRANCH</b> Dinsdale Rail Welding Depot Sidings	Lingfield	Rail Welding Depot Supervisor.
<b>DUNSTON STAITHS</b> Norwood Yard Supervisor to No.6 Spout	Yard Supervisors Office	Yard Supervisor.
<b>PERCY MAIN TO ESSO SIDINGS G.F.</b> Percy Main North to Esso Sidings	Esso Sidings	Sidings Supervisor

TABLE F – PROPELLING TRAINS OR VEHICLES

See General Appendix for Multiple Units or Officer, etc. Saloons.

**NOTE**

Individual authorities are not required for shunting movements and for the purpose of this section the definition of "shunting" contained in the Rule Book, Section J, Clause 1, is amplified as follows:—

"A Shunting movement is any movement made by or in connection with a train or vehicles, other than the normal passage of trains along running lines, which is under the protection of fixed signals and does not require to proceed beyond more than one main running signal in the course of the movement."

1. When trains or vehicles are being propelled in accordance with the Rule Book, Section H, Clause 8.3, the undermentioned conditions must be complied with.
2. **General**
  - 2.1. The speed of a propelled movement must **not exceed 20 m.p.h.** (15 m.p. down inclines steeper than 1 in 200), except as shown in Clause 5.2 of this instruction.
  - 2.2. In all cases when coaching stock or fitted vehicles are propelled, the automatic brake must be connected and in use.
  - 2.3. In addition to the requirements of the Rule Book, Section H, Clause 3.7, the locomotive horn must always be sounded when approaching stations and level crossings.
  - 2.4. The Guard or Shunter must keep a good lookout, observe signals, warn any person who might be on or near the line, hand signal to the Driver as necessary and be prepared to apply the brake where provided.

Drivers will not be relieved of the responsibility for observing fixed signals and must be prepared to act immediately on any hand signals.

TABLE F – cont'd

**3. Coaching Stock Vehicles**

A Guard or Shunter must ride in the leading vehicle when it is fitted with an automatic brake valve. If not so fitted he must ride in the next vehicle fitted with an automatic brake valve from which he can obtain a satisfactory view of the line ahead. If, however, these conditions cannot be complied with, the Guard or Shunter 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.

**4. Freight Vehicles**

- 4.1 When propelling of freight vehicles is specially authorised, a brakevan, in which a Guard or Shunter must ride, must be the leading vehicle except where otherwise shown.
- 4.2 When propelling without a brakevan leading, a Guard or Shunter must ride on the leading suitable vehicle.
- 4.3 Where the line is on a falling gradient and there is any doubt as to whether the brakevan is capable of holding the train or if a brakevan is not the leading vehicle, sufficient brakes must be applied on the leading vehicles to hold the train should it become divided.

**5. Freight Brakevans**

Where authority is given for freight brakevans to be propelled the following conditions must be applied:—

- 5.1 A Guard must ride in the leading brakevan.
- 5.2 When the automatic brake is connected and in use, freight brakevans may be propelled up to 45 m.p.h., except that through station platforms and over level crossings the speed must not exceed 20 m.p.h.

**6. The sections of line where propelling is specially authorised are shown below:—**

Between		Line	Number of vehicles and special conditions
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>			
Black Carr Jn.	Potteric Carr	Down Locomotive/ Up East Slow	15 SLU. Clear weather only.
Potteric Carr	Bessacarr Jn.	Up Goods, Down/Up Lincoln Single Up Lincoln	15 SLU. Clear weather only.
Decoy No.2	Potteric Carr	Up Departure No.1 and Up Goods No.1	45 SLU. Without brakevan.
Doncaster South	Bridge Jn.	Up Goods No.1	10 SLU.

TABLE F – cont'd

Between		Line	Number of vehicles and special conditions
<b>DONCASTER BLACK CARR JN. TO BERWICK – cont'd</b>			
Doncaster South	Bridge Jn.	Up Main and Up Passenger Independent	Vehicles and ECS.
Doncaster North	Doncaster South	Up Main and Up Passenger Independent Nos. 1 and 2	
Doncaster South	Doncaster North	Down Main and Down Passenger Independent Nos. 1 and 2	ECS. Clear weather only. Speed must not exceed <b>5 m.p.h.</b>
Doncaster 'C'	Doncaster North	Down S.Y. Goods and Down G.N. Goods	Vehicles and ECS.
Doncaster 'C'	Doncaster North	Down Shunt No.1	Vehicles and ECS.
Doncaster North	Marshgate Goods	Down Passenger Independent No.1 Down Main	10 fitted SLU.
Holgate Jn.	Chaloners Whin Jn.	Down Doncaster, Down Leeds, Down Holgate Loop, Up Doncaster, Up Leeds	3 freight brakevans.
Northallerton Station (Set back signals 127, 128 and 129)	Northallerton Down Slow (to rear of signal 22)	Down Main	45 SLU.

TABLE F – cont'd

Between		Line	Number of vehicles and special conditions
<b>DONCASTER BLACK CARR JN. TO BERWICK – cont'd</b>			
Ferryhill, Up Sidings or Up Goods Loop	"LOS" Board on Down Main	Connections from Leamside (Slow) to Main	10 SLU.
Ferryhill Yard	Coxhoe Goods Branch GF	Up Leamside	2 freight brakevans.
Ouston Jn.	Newcastle Station	Down Fast, Down Slow, Up Fast, Up Slow	2 freight brakevans.
Birtley No.2 Ground Frame	Tyne Yard	Down Fast to Down Arrival via 629, 628 points	15 SLU.
Tyne Yard Down Departure B or C or Sidings 1 to 6	Rear of GPL TY 147	Down Departure, Down Slow	Freight vehicles.
Killingworth	Alnmouth	Down/Up	2 freight brakevans.
<b>YORK HOLGATE JN. TO SKELTON</b>			
Holgate Jn.	York Yard South	All Down Goods, all Up Goods	ECS. Freight vehicles without brakevan.
York Yard South	York Yard North	All Down Goods, all Up Goods	ECS. Freight vehicles without brakevan.
York Yard North	Skelton	Down Goods	20 ECS fitted or unfitted.
Skelton	York Yard North	Up Goods	ECS. Freight vehicles without brakevan.

TABLE F – cont'd

Between		Line	Number of vehicles and special conditions
<b>YORK YARD SOUTH TO YORK CLIFTON</b>			
York Yard South	York	Down and Up Goods	ECS. 20 SLU clear weather only.
<b>YORK TO SCARBOROUGH</b>			
Falsgrave	Scarborough Station	C and Departure	ECS. 5 SLU without brakevan.
<b>DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.</b>			
Hopetown Jn.	Rolling Mill Ground Frame	Down Bishop Auckland	50 SLU.
<b>SHILDON WORKS BRANCH</b>			
Mason's Arms Crossing	Shildon	Up	20 SLU without brakevan. Clear weather only.
<b>DARLINGTON HOPETOWN JN. TO NICKSTREAM</b>			
Hopetown	Shelstar Sidings	Single	10 bogie Palvans without brakevan. See page 345.
<b>KELLOE BANK FOOT BRANCH</b>			
Kelloe Bank Foot Ground Frame	Kelloe Bank Foot Northern end	Single	2 freight brakevans.
<b>FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH</b>			
Ferryhill	Bishop Middleham	Down/Up	2 freight brakevans.
<b>COXHOE GOODS BRANCH</b>			
Coxhoe Ground Frame	Coxhoe Goods	Single	2 freight brakevans.
<b>FERRYHILL TURSDALE JN. TO PELAW</b>			
Penshaw North	Pelaw Station	Down/Up	2 freight brakevans.
<b>BLACKHILL STATION TO OUSTON JN.</b>			
Consett North	Ouston Jn.	Down/Up	2 freight brakevans.

TABLE F – cont'd

Between		Line	Number of vehicles and special conditions
<b>CONSETT FELL TO CARR HOUSE</b>			
Carr House	Fell C.I.C.	Down/Up	11 – 20 ton freight vehicles or equivalent without brakevan.
<b>HEATON SOUTH JN. TO WEST MONKSEATON</b>			
Tynemouth North	Tynemouth South	Up Main and Down and Up Platform.	ECS freight vehicles without brakevan.
<b>EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN.</b>			
Elland Power Station	Healey Mills	All Down and Up	2 freight brakevans.
Healey Mills Up Departure lines A and B	Healey Mills Up Reception line	Up Slow	Freight vehicles without brakevan
Healey Mills HM 209 Signal	HM. GPL 244 Signal	Down Fast/Down Slow	Freight vehicles without brakevan
Healey Mills	Wakefield Turners Lane Jn.	All Down and Up	2 freight brakevans.
Horbury Jn.	Healey Mills	Up Slow	25 SLU.
Wakefield West	East	Down Platform	6 ECS. Clear weather only.
Wakefield East	West	Up Platform	ECS.
Wakefield East	West	“Down and Up” Goods	54 fitted SLU without brakevan, Up direction only.
<b>DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.</b>			
Huddersfield GPL Signals 79/85	Huddersfield To rear of GPL signal 164	Platform 1 Up Main Platform 4	ECS.
Huddersfield GPL Signal 164	Huddersfield Signals 641/643	Platform 4 Down Main	ECS
<b>CLAYTON WEST BRANCH</b>			
Clayton West Jn.	Clayton West Station	Single	1 freight brakevan.

TABLE F — cont'd

Between		Line	Number of vehicles and special conditions
<b>FARNLEY BRANCH</b>			
Farnley Branch Jn.	Dunlop and Ranken Sidings	Single	10 SLD
<b>HORBURY STATION JN. TO CRIGGLESTONE JN.</b>			
Horbury Station Jn.	Crigglestone Jn.	Down	2 freight brakevans.
<b>BARNLEY STATION JN. TO HORBURY JN.</b>			
Darton Station	Horbury Jn.	Down/Up	2 freight brakevans.
<b>WAKEFIELD, TURNERS LANE JN. TO CALDER BRIDGE</b>			
Wakefield Turners Lane Jn.	Calder Bridge	Down East Curve	30 SLD, without brakevan or 12 F.O.S. Clear weather only.
Calder Bridge	Wakefield Turners Lane Jn.	Up East Curve	30 SLD, without brakevan. Clear weather only.
<b>WATH ROAD JN. TO LEEDS NORTH JN.</b>			
Hunslet South Jn.	Wakefield Road	Up Goods	16 SLD. Clear weather only.
Leeds P.C.D.	Engine Shed Jn.	Up Normanton	3 fitted SLD without brakevan. Clear weather only.
<b>HUNSLET LANE GOODS BRANCH</b>			
Hunslet Goods Jn.	Hunslet Goods Yard	Arrival	Freight vehicles without brakevan.
<b>GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.</b>			
Grimethorpe Colliery Empty Sidings	Grimethorpe Colliery Loaded Sidings	Single	2 freight brakevans.
<b>CUDWORTH NORTH JN. TO MONK BRETTON</b>			
Cudworth North Jn.	Monk Bretton	Single	25 SLD. Clear weather only.
<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.</b>			
Castleford Station	Fryston	Down and Up	1 freight brakevan.

TABLE F – cont'd

Between		Line	Number of vehicles and special conditions
<b>CASTLEFORD EAST BRANCH</b>			
Castleford East Branch G.F.	Hicksons Sidings	Single	6 SLU.
<b>CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST</b>			
Allerton Main and Castleford East Jn.	Bowers Opencast	Single	1 freight brakevan.
<b>WAKEFIELD KIRKGATE EAST TO GOOLE, POTTERS GRANGE JN.</b>			
Calder Bridge	Wakefield Kirkgate East	Up Main	54 SLU. without brakevan, Up direction only.
Wakefield C.E.G.B.	Wakefield Kirkgate East	Up Main	2 freight brakevans.
Wakefield Kirkgate East	Calder Bridge	Down Main	10 SLU without brakevan.
Crofton East Jn.	Pontefract West Jn.	Down/Up Goole	1 freight brakevan.
Goole (Down Main)	Engine Shed Jn.	Up Wakefield	45 SLU without brakevan. Clear weather only.
Engine Shed Jn.	Goole (Down and Up Loop)	Down Wakefield	57 SLU. Clear weather only.
Oakenshaw Signals 330 and 345	—	Down Goods line (Acton Hall)	2 freight brakevans.
<b>METHLEY NORTH JN. TO PONTEFRACT WEST JN.</b>			
Lofthouse Jn.	Cutsyke Jn.	Down/Up	2 freight brakevans.
<b>CHARLESWORTH'S TO LOFTHOUSE JN.</b>			
Charlesworth's	Lofthouse Jn.	Down/Up Goods / Single	2 freight brakevans.
<b>DUDLEY HILL TO BOWLING JN.</b>			
Laisterdyke Ground Frame	MacIntyres Sidings	Single	12 SLU.

TABLE F — cont'd

Between		Line	Number of vehicles and special conditions
<b>LEEDS TO SKIPTON STATION SOUTH (L,M,R.)</b>			
Leeds Station	Whitehall Jn.	Down and Up Main	3 SLU. fitted without brakevan. Clear weather only. See page 376.
<b>LEEDS WORTLEY JN. TO HARROGATE</b>			
Harrogate South	Harrogate North	Down/Up	E.C.S. without brakevan. Station duties in Harrogate Station only.
<b>SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE</b>			
Manningham Station Jn.	Bradford Forster Square Station	East and West Arrivals	1 freight brakevan.
<b>LEEDS TO HULL PARAGON</b>			
Melton Lane	Ferriby Station	Down/Up Slow	1 freight brakevan.
Ferriby Station	Hessle Haven	Down/Up	1 freight brakevan.
West Parade	Hull Paragon	B and D	11 ECS.
Hull Paragon	West Parade	C, E and G	1 ECS vehicle with brake compartment or 2 ECS including one with brake compartment.
West Parade	Hessle Road	Up Cottingham	ECS.
<b>NEVILLE HILL WEST JN. TO HUNSLET EAST</b>			
Hunslet East	Neville Hill Up Sidings	Up	1x100 or 2x45 tonne empty tank wagons. Clear weather only.
<b>HULL WEST PARADE TO SEAMER WEST</b>			
Beverley Station	Cherry Tree	Down	Freight vehicles without brakevan.
Cherry Tree	Beverley North	Down	40 SLU without brakevan.
Cherry Tree	Beverley Station	Up	10 SLU without brakevan.

TABLE F – cont'd

Between		Line	Number of vehicles and special conditions
<b>HULL WEST PARADE TO SEAMER WEST – cont'd</b>			
Bridlington South	Quay Crossing	Down/Up	ECS. Freight vehicles without brakevan.
<b>HESSLE ROAD JN. TO ALEXANDRA DOCK</b>			
Bridges Jn.	Alexandra Dock	Single	1 freight brakevan.
<b>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>			
Northallerton Station	Low Gates	Down	6 ECS or 20 SLU. Clear weather only.
Low Gates	Northallerton Station	Up	Freight vehicles without brakevan.
Hartburn Jn.	Billingham on Tees	Down/Up	2 freight brakevans.
Cliffe House	Cemetery North	Down/Up	2 freight brakevans.
Dawdon	Seaham Station	Down Main Up Main Up Goods	Freight vehicles without brakevan.
Seaham Station	Hall Dene	Down/Up	2 freight brakevans.
Wearmouth	Monkwearmouth	Up Goods	Freight vehicles or ECS without brakevan.
Pelaw	High Street Jn.	Down Main Down Goods	2 freight brakevans.
<b>HARTBURN CURVE</b>			
Bowesfield	Hartburn Jn.	Down/Up	2 freight brakevans.
<b>BILLINGHAM ON TEES TO PHILIPS SIDINGS AND MONSANTO CHEMICAL SIDINGS</b>			
Billingham on Tees Station	Port Clarence Station	Down/Up	2 freight brakevans.
<b>SEATON ON TEES BRANCH</b>			
Seaton Snook Jn.	Seaton Snook Works	Single	Freight vehicles without brakevan.

TABLE F — cont'd

Between		Line	Number of vehicles and special conditions
<b>HARTLEPOOL GOODS AND DOCK LINES</b>			
Clarence Road	Central Marine	Down/Up	35 SLU without brakevan. Daylight and clear weather only.
<b>SEABANKS BRANCH</b>			
Seabanks	Dawdon	Down and Up Goods	2 freight brakevans.
<b>HENDON BRANCH</b>			
Ryhope Grange	Londonderry	Down	7 SLU fitted without brakevan or 7 SLU with brakevan. Clear weather only.
Londonderry	Ryhope Grange	Up	7 SLU without brakevan, Clear weather only.
Londonderry	Hendon	All Down and Up	Freight vehicles without brakevan.
<b>PALLION YARD TO HENDON JN.</b>			
Pallion Yard	Hendon	Single	2 freight brakevans.
Hendon	MacKenzies Siding Ground Frame	Single	5 SLU without brakevan.
<b>PALLION YARD TO DEPTFORD</b>			
Deptford	Pallion	Up	Freight vehicles without brakevan.
<b>MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS SHIPYARD</b>			
Monkwearmouth Station	Wearmouth Colliery	Down /Up	2 freight brakevans.
<b>PELAW TO SOUTH SHIELDS</b>			
Jarrow	Pelaw Station	Down/Up	2 freight brakevans.
<b>GATESHEAD HIGH STREET JN. TO GREENSFIELD JN.</b>			
High Street Jn.	Greensfield Jn.	Down	2 freight brakevans.

TABLE F – cont'd

Between		Line	Number of vehicles and special conditions
<b>SOUTH PELAW TO WASHINGTON</b>			
South Pelaw	Washington	Down/Up	2 freight brakevans.
<b>DARLINGTON SOUTH JN. TO SALT BURN</b>			
Urlay Nook	Tees	Down /Up	2 freight brakevans.
Guisborough Jn.	Middlesbrough	Down/Up	ECS. Freight vehicles without brakevan.
Tees	Tod Point Jn.	Down/Up	2 freight brakevans.
<b>FIGHTING COCKS BRANCH</b>			
Darlington Signal D.953	Rail Welding Depot Sidings	Single	Freight vehicles.
<b>MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY</b>			
Bog Hall	Whitby Town Station	Down/Up	ECS.
<b>NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXCLUSIVE</b>			
Newcastle	Blaydon, Stella South	Down/Up	2 freight brakevans.
<b>SCOTSWOOD TO NEWBURN</b>			
Scotswood Station	Newburn Station	Single	2 freight brakevans.
<b>GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON</b>			
Greensfield Jn.	Blaydon Station	Down/Up Goods Lines	2 freight brakevans.

TABLE F – cont'd

Between		Line	Number of vehicles and special conditions
<b>SWALWELL COLLIERY BRANCH</b>			
Derwenthaugh	Swalwell Opencast Disposal Point Sidings	Single	Freight vehicles without brakevan.
<b>LOW FELL JN. TO NORWOOD JN.</b>			
Low Fell Jn.	Norwood Jn.	Down/Up Goods	2 freight brakevans.
Signal TY.92	'LOS' Board	Down Goods	—
Low Fell P.W. Store Yard	Low Fell Jn.	Up Goods/Up Slow	40 SLU. Clear weather only.
<b>REDHEUGH BRANCH</b>			
Redheugh Bank Foot	Derwenthaugh	Single	2 freight brakevans.
Redheugh Bank Foot	Dunston Exchange	Single	Freight vehicles without brakevan.
Redheugh Bank Foot	Teams	Down	Freight vehicles without brakevan.
<b>PERCY MAIN JN. TO MORPETH</b>			
Earsdon	Morpeth	Down/Up/Single	2 freight brakevans.
Bedlington South	Bedlington North	Down/Up	10 SLU.
Percy Main North	Earsdon	Down/Up	2 freight brakevans.
<b>PERCY MAIN JN. TO PERCY MAIN NORTH</b>			
Percy Main	Percy Main North	Down/Up	Freight vehicles.

TABLE F — cont'd

Between		Line	Number of vehicles and special conditions
<b>ARROY MAIN TO ESSO SIDINGS GROUND FRAME</b>			
Arroy Main, M.C.V.	Esso Sidings Ground Frame	Single	30 SLU. Clear weather only.
<b>COLLINGTON TO LYNNMOUTH COLLIERY N.C.B.</b>			
Collington North	Lynnmouth Colliery N.C.B.	Down/Up	2 freight brakevans.
<b>NEWSHAM TO ISABELLA COLLIERY</b>			
Newsham	Isabella Colliery	Single	2 freight brakevans.
<b>STAMBOIS BRANCH</b>			
West Steekbun Jn.	North Blyth/ West Blyth	Up/Down	2 freight brakevans.
<b>WINNING TO MARCHEYS HOUSE</b>			
Winning	Marcheys House	Down/Up	2 freight brakevans.

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 brakevan 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 brakevan 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 brakevan, 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 brakevan, 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.

TABLE G – cont'd

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

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

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

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

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

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

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

From	To	Line		Remarks
		Down	Up	
DONCASTER BLACK CARR JN. TO BERWICK				
Potteric Carr	Decoy No.2	—	Departure No.2	Drawn only.
Potteric Carr	Decoy No.2	—	Departure No.1	Vehicles drawn. Not exceeding 40 SLU may set back without brakevan in clear weather only.
Potteric Carr	Decoy No.2	—	Goods No.2	Drawn only.

TABLE G – cont'd

From	To	Line		Remarks
		Down	Up	
DONCASTER BLACK CARR JN. TO BERWICK – cont'd				
Decoy No.2 Up	Carr	—	Engine/PW	60 SLU and light locomotives. Propelling movements with or without brakevan leading in clear weather only.
Bridge Jn.	Belmont Yard North	Reception line	—	Light locomotives.
Bridge Jn.	Doncaster South	—	Slow	Drawn only.
Doncaster South	St. James Jn.	Branch	—	Drawn only.
Doncaster "C"	Doncaster South	SY Goods	—	Vehicles drawn. E.C.S. for Garden Sidings may set back in clear weather only.
Doncaster "C"	Doncaster South	GN Goods	—	
Doncaster North	Doncaster South	Fast	—	Vehicles and E.C.S. without brakevan may set back.
Doncaster North	Doncaster South	Slow No.1	—	
Doncaster North	Doncaster South	Slow No.2	—	
Doncaster South	Doncaster North	—	Fast	Vehicles and E.C.S. without brakevan may set back.
Doncaster South	Doncaster North	—	Slow No.1	
Doncaster South	Doncaster North	—	Slow No.2	
Doncaster North	Doncaster "C"	SY Goods	—	
Doncaster North	Doncaster "C"	GN Goods	—	
Doncaster North	Doncaster "C"	Shunt No.1	—	
Ferryhill 448/449 signals	Points giving access to Kelloe Bank Foot and Coxhoe Goods Branches	—	Goods Loop/Leamside	Drawn only.

TABLE G – cont'd

From	To	Line		Remarks
		Down	Up	
DONCASTER BLACK CARR JN. TO BERWICK – cont'd				
Northallerton Down Slow signal 22	Northallerton Station (to rear of signals 53/54)	Main	—	45 SLU.
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.				
Wakefield West	Wakefield East	—	All	—
Wakefield East	Wakefield West	All	—	—
BARNSELY STATION JN. TO HORBURY JN.				
Horbury Jn.	Flockton Sidings GF	Main	—	45 SLU without brakevan.
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.				
Wakefield, Calder Bridge	Oakenshaw Jn.	—	Goods	—
LEEDS WORTLEY JN. TO HARROGATE				
Harrogate South	Harrogate North	—	Main	Locomotives and E.C.S.
SHIPLEY, BRADFORD JN. TO SHIPLEY BINGLEY JN.				
Shipley, Bingley Jn.	Shipley, Bradford Jn.	Main	—	10 SLU without brakevan. Clear weather only.
LEEDS TO HULL PARAGON				
Anlaby Road Jn.	West Parade	—	Main	E.C.S. without brakevan.
HULL WEST PARADE TO SEAMER WEST				
Bridlington South	Bridlington Quay	—	No.5 Platform	20 SLU clear weather. 10 SLU fog or falling snow. Empty DMU's.

TABLE G – cont'd

From	To	Line		Remarks
		Down	Up	
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
Wearmouth	Monkwearmouth	Goods	—	Without brake-van. Daylight and clear weather only.
DARLINGTON SOUTH JN. TO SALT BURN				
Middlesbrough	Guisborough Jn. Carriage Sidings G.F.	—	Main	Empty DMU's.
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY				
Bog Hall	Whitby Town Station	—	Main	} E.C.S. and light locomotives.
Whitby Town Station	Bog Hall	Main	—	

**TABLE H.1 – WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS  
WITHOUT A BRAKEVAN IN REAR**

**NOTE**

Individual authorities are not required for shunting movements and for the purpose of this section, the definition of 'Shunting' contained in the Rule Book, Section J, Clause 1 is amplified as follows:—

'A shunting movement is any movement made by or in connection with a train or vehicle, other than the normal passage of trains along running lines, which is under the protection of fixed signals and does not require to proceed beyond more than one main running signal in the course of the movement.

1. Referring to the Rule Book, Section H, Clause 6.1 and 14.1 partially fitted and unfitted freight trains may be worked outside station limits without a brakevan in rear as authorised below.
2. The automatic brake must be connected and used on as many vehicles as possible. A tail lamp must be carried on the last vehicle.
3. If a brakevan is marshalled in the train, the Guard must ride in it otherwise he may ride on the locomotive.

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>			
Doncaster North	Marshgate Goods	Down Main, Down Passenger Independent No.1	20
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 Departure No.2	60
Decoy No.2 Up	Potteric Carr	Up Goods No.1	60
Decoy No.2 Up	Potteric Carr	Up Goods No.2	60
Doncaster South	Decoy No.2	Up Goods No.1	60
York	Skelton	Down Main	—
Skelton	York	Up Main, Up Goods	—
Holgate Jn.	Dringhouses Yard	All	50
Dringhouses Yard	Holgate Jn.	All	50

TABLE H.1 – cont'd

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
<b>DONCASTER BLACK CARR JN. TO BERWICK – cont'd</b>			
Tyne Yard	Signal 105	Down Slow/Goods	—
Greensfield Jn.	Newcastle	Down Main Down Slow	—
Newcastle	Greensfield Jn.	Up Main	—
Newcastle	Heaton South	Down Main Down Tynemouth	—
Heaton	Newcastle	Up Main Up Tynemouth	—
Tweedmouth	Berwick	Down	3
Tweedmouth Signals 18 and 19	Fishbank Sidings	Up Goods Up Main	—
Berwick	Tweedmouth	Up	3
<b>YORK HOLGATE JN. TO SKELTON</b>			
York	York Yard South	Down Leeds Goods Down Goods	50
York Yard South	York	Up Doncaster Goods Up Leeds Goods	50
York Yard South	York Yard North	All Down Goods	50
York Yard North	York Yard South	All Up Goods	50
York Yard North	Skelton	All Down Goods	50
Skelton	York Yard North	All Up Goods	50

TABLE H.1 – cont'd

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
<b>YORK YARD SOUTH TO YORK CLIFTON</b>			
York	York Yard South	Up Scarborough Goods	—
York Yard South	York	Down Scarborough Goods	—
<b>DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.</b>			
Darlington North Jn.	Hopetown Jn.	Down Bishop Auckland Down Goods	50
Hopetown Jn.	Darlington North Jn.	Up Bishop Auckland Up Goods	50
Hopetown Jn.	Rolling Mills G.F.	Down Bishop Auckland	50
Rolling Mills G.F.	Hopetown Jn.	Up Bishop Auckland	50
<b>SHILDON WORKS BRANCH</b>			
Shildon	Mason's Arms	Down	38
Mason's Arms	Shildon	Up	—
<b>DARLINGTON HOPETOWN JN. TO NICKSTREAM</b>			
Hopetown Jn.	Nickstream	Single	50
Nickstream	Hopetown Jn.	Single	50
<b>FERRYHILL TURSDALE JN. TO PELAW</b>			
Penshaw North	Washington	Down	—
Washington	Penshaw North	Up	—
<b>CONSETT FELL TO CARR HOUSE</b>			
Carr House	Fell (C.I.C.)	Up	} 11 20-ton Freight vehicles or equivalent.
Fell (C.I.C.)	Carr House	Down	

TABLE H.1 – cont'd

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
HEATON SOUTH JN. TO WEST MONKSEATON			
Tynemouth South	Tynemouth North	Up	—
Tynemouth North	Tynemouth South	Down	—
EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN.			
Healey Mills Up Departure lines A and B	Healey Mills Up Reception lines	Up Slow	Freight vehicles without brakevan.
Healey Mills HM209 Signal	H.M. GPL 244 Signal	Down Fast/ Down Slow	Freight vehicles without brakevan.
Healey Mills	Horbury Jn.	Up and Down Slow and Fast	55
Horbury Jn.	Wakefield Kirkgate East	Down Fast and Slow	40
DIGGLE JN. L.M.R. TO HEALEY MILLS HEATON LODGE JN.			
Huddersfield GPL Signal 164	Huddersfield Signals 641/643	Platform 4 Down Main	—
BARNSLEY STATION JN. TO HORBURY JN.			
Flockton Siding G.F.	Horbury Jn.	Down Main	40
WAKEFIELD TURNERS LANE JN. TO CALDER BRIDGE			
Turners Lane Jn.	Calder Bridge	Down East Curve	3 loaded or 25 empty.
Calder Bridge	Wakefield Turners Lane Jn.	Up East Curve	
WATH ROAD JN. TO LEEDS NORTH JN.			
Wakefield Road	Hunslet South Jn.	Down Goods	38
Hunslet South Jn.	Wakefield Road	Up Goods	35 Clear weather only.
Wakefield Road	Stourton Jn.	Up Goods	35 Clear weather only.

TABLE H.1 – cont'd

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
<b>WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.</b>			
Wakefield Calder Bridge	Wakefield Kirkgate East	Up Main	40 loaded or 50 empty.
Wakefield Kirkgate East	Calder Bridge	Down Main	
Potters Grange Jn.	Engine Shed	Up	—
Engine Shed	Potters Grange	Down	—
<b>SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE</b>			
Bradford Forster Square Station	Manningham Station	East and West Departure	12
<b>SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.</b>			
ShIPLEY Bradford Jn.	ShIPLEY Bingley Jn.	Down	15 Clear weather only.
<b>NEVILLE HILL WEST JN. TO HUNSLET EAST</b>			
Neville Hill West Jn.	Hunslet East	Arrival	6 freight or 20 tanks with or without runners.
<b>HULL WEST PARADE TO SEAMER WEST</b>			
Beverley	Cherry Tree	Down	—
Cherry Tree	Beverley	Up	—
Bridlington South	Quay Crossing	Down, Nos.1 and 2 Platform	—
Quay Crossing	Bridlington South	Up, Nos.4 and 5 Platform	—
<b>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>			
Northallerton Station	Low Gates	Down	—
Cliff House	Seaton Snook or South Works	Up Main	—

TABLE H.1 – cont'd

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
<b>NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN – cont'd</b>			
Seaton Snook or South Works	Cliff House	Down Main/Goods	—
Cliff House	Cliff House No.1 G.F.	Up Goods	—
Cliff House	Clarence Road	Down Main Down Goods	— —
Clarence Road	Cliff House	Up Main Up Goods	— —
Seaham	Dawdon	Up Main Up Goods	—
Monkwearmouth	Wearmouth	Down Goods	—
Wearmouth	Monkwearmouth	Up Goods	—
Gateshead High Street Jn.	Pelaw	Up Pelaw Goods	—
<b>NORTON-ON-TEES WEST TO EAST</b>			
Norton-on-Tees West	Norton-on-Tees East	Down Main	25
<b>BILLINGHAM-ON-TEES TO PHILIPS SIDINGS AND MONSANTO CHEMICAL SIDINGS</b>			
Billingham-on-Tees	Port Clarence Philips Sidings	Down	—
Port Clarence Philips Sidings	Billingham-on-Tees	Up	—
Philips Sidings Jn.	Monsanto Chemical Sidings	Single - both directions	—
<b>HAVERTON SOUTH BRANCH</b>			
Belasis Lane	Haverton South	Single - both directions	—

TABLE H.1 – cont'd

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
<b>SEATON-ON-TEES BRANCH</b>			
Seaton Snook	Seaton-on-Tees Works	Single. Both directions	—
<b>HARTLEPOOL GOODS AND DOCK LINES</b>			
Clarence Road	Central Marine	Down	—
Central Marine	Clarence Road	Up	—
<b>SEABANKS BRANCH</b>			
Dawdon	Seabanks	Up	—
<b>HENDON BRANCH</b>			
South Dock	Ryhope	Up	—
Ryhope	South Dock	Down	—
<b>PALLION YARD TO HENDON JN.</b>			
Pallion	South Dock	Down	—
Millfield G.F.	Pallion	Up	—
South Dock	Bank Top G.F.	Up	—
McKenzies Siding G.F.	Hendon Jn.	Single	5
<b>PELAW TO SOUTH SHIELDS</b>			
Pelaw	South Shields	Down Main	—
<b>DARLINGTON SOUTH JN. TO SALTBURN</b>			
Bowesfield	Grangetown	All Down Goods including Middlesbrough Goods Yard Arrival line, Beam Mill, Wilton I.C.I. and Tees Dock.	—

TABLE H.1 – cont'd

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
<b>DARLINGTON SOUTH JN. TO SALT BURN – cont'd</b>			
Grangetown	Bowesfield	All Up Goods including Middlesbrough Goods Yard Departure Beam Mill Wilton I.C.I. and Tees Dock	—
Grangetown	Teesport Shell Refinery	Shell Siding	See page 410.
Teesport Shell Refinery	Grangetown	Shell Siding	See page 410.
<b>MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY</b>			
Bog Hall	Whitby Town Station	Down Main	—
Whitby Town Station	Bog Hall	Up Main	—
<b>NORMANBY BRANCH</b>			
Cargo Fleet	End of Branch	Single	—
End of Branch	Cargo Fleet	Single	10
<b>NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXCLUSIVE</b>			
Cowens Crossing	Blaydon Station	Up	—
<b>GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON</b>			
Derwenthaugh	Blaydon Station	Down	—
Blaydon Station	Derwenthaugh	Up	—
Norwood	Derwenthaugh	Down	—
Derwenthaugh	Norwood	Up	—

TABLE H.1 – cont'd

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
<b>LOW FELL JN. TO NORWOOD JN.</b>			
Low Fell Sidings	Norwood	Down	—
Norwood	Low Fell Sidings	Up	—
<b>REDHEUGH BRANCH</b>			
Redheugh Bank Foot	Derwenthaugh	Down	—
Derwenthaugh	Redheugh Bank Foot	—	—
<b>PERCY MAIN JN. TO MORPETH</b>			
Bedlington South	Bedlington North	Down	—
Morpeth	Newsham South	Up	—
<b>NEWSHAM TO ISABELLA COLLIERY</b>			
Newsham	Isabella Colliery	Single	25
Isabella Colliery	Newsham	Single	10

TABLE H.2 – WORKING OF PASSENGER VEHICLES WITHOUT A BRAKEVAN

## NOTE

Individual authorities are not required for shunting movements and for the purpose of this section, the definition of 'Shunting' contained in the Rule Book, Section J, Clause 1 is amplified as follows :—

'A shunting movement is any movement made by or in connection with a train or vehicles, other than the normal passage of trains along running lines, which is under the protection of fixed signals and does not require to proceed beyond more than one main running signal in the course of the movement'.

1. Passenger vehicles may be worked outside station limits without a brakevan as authorised below.
2. The automatic brake must be connected and used. A tail lamp must be carried on the last vehicle.
3. The Guard must ride in the rearmost suitable vehicle; when no suitable vehicle is available, he may ride on the locomotive.
4. Vehicles conveying passengers must not be worked without a brakevan except where indicated by the letter "P".

TABLE H.2 – cont'd

From	To	Line	Maximum No. of Vehicles and Special Conditions
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>			
Holgate Jn.	Dringhouses Yard	All	—
Dringhouses Yard	Holgate Jn.	All	—
Skelton	York	Up Main, Up Goods	20 E.C.S. fitted or unfitted.
York	Skelton	Down Main	—
Greensfield Jn.	Newcastle	Down Main	—
		Down Slow	—
Newcastle	Greensfield Jn.	Up	—
Newcastle	Heaton Carriage Sidings	Down Main	} Fitted E.C.S. Guard or Shunter must ride in rear vehicle.
		Down Tynemouth	
Heaton Carriage Sidings	Newcastle	Up Main	
		Up Tynemouth	
<b>YORK HOL GATE JN. AND SKELTON</b>			
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	—
<b>YORK YARD SOUTH TO YORK CLIFTON</b>			
York	York Yard South	Up Scarborough Goods	—
York Yard South	York	Down Scarborough Goods	—
<b>YORK TO SCARBOROUGH</b>			
Falsgrave	Scarborough Station	C and D	—
Scarborough Station	Falsgrave	C and D	—
<b>DONCASTER MARSHGATE JN. TO LEEDS WEST JN.</b>			
Wakefield Westgate Station	Wakefield Kirkgate West	Down Main/ Down West Curve	10
Wakefield Kirkgate West	Wakefield Westgate Station	Up West Curve/ Up Main	4
<b>DIGGLE JN. (LMR) TO HEALEY MILLS HEATON LODGE JN.</b>			
Huddersfield GPL Signal 164	Huddersfield Signals 641/643	Platform 4 Down Main	—

TABLE H.2 – cont'd

From	To	Line	Maximum No. of Vehicles and Special Conditions
<b>DIGGLE JN. (LMR) TO HEALEY MILLS HEATON LODGE JN. – cont'd</b>			
Huddersfield GPL Signals 79/85	Huddersfield to rear of GPL Signal 164	Platform 1 Up Main Platform 4	—
<b>LEEDS TO HULL PARAGON</b>			
Leeds East Jn.	Neville Hill Coaching Stock Depot	Up Main, Up Goods Down Main, Down Goods Loop	—
Neville Hill West Jn.	Leeds East Jn.	Up Main, Up Goods line.	—
West Parade	Hull Paragon	All Down	—
Hull Paragon	West Parade	All Up	—
<b>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>			
Northallerton Station	Low Gates	Down	—
Low Gates	Northallerton Station	Up	—
Sunderland	Ryhope Grange	Up	—
Ryhope Grange	Sunderland	Down	—
<b>HENDON BRANCH</b>			
Ryhope Grange	Brian Mills Depot	Down Goods	—
Brian Mills Depot	Ryhope Grange	Up Goods	—
<b>DARLINGTON SOUTH JN. TO SALTBURN</b>			
Middlesbrough	Guisborough Jn.	Down Main	—
Guisborough Jn.	Middlesbrough	Up Main	—
<b>MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY</b>			
Bog Hall	Whitby Town Station	Down Main	—
Whitby Town Station	Bog Hall	Up Main	—

## TABLE J – LOCOMOTIVES ASSISTING IN REAR OF TRAINS

Referring to the Rule Book, Section H, clause 3.20.1, the following instructions must be observed when assisting train in rear.

1. Any type of locomotive may assist a train in the rear provided the maximum speed of the train does not exceed that specified for the locomotive with the lower maximum speed. Shunting locomotives must not, however, be used to assist a train in rear unless authorised.
2. Unless otherwise authorised, a locomotive assisting in rear of a train must be coupled to the train.
3. Trains must be stopped before the assisting locomotive approaches the rear, except where otherwise authorised.
4. Trains must also be stopped before the assisting locomotive is uncoupled.
5. When it is necessary for an assisting locomotive after leaving the train to continue on the same line, it must not follow the train past the signal which is cleared for the train to proceed until that signal has been placed to Danger and again cleared.
6. Where assisting is authorised, assisting locomotives may, unless otherwise shown, join or leave the train at any intermediate signal box or other designated point.
7. When, during fog or falling snow, a train requiring assistance starts out of a yard and assistance through the advance section is authorised, the assisting locomotive must, when practicable, be placed at the rear of the train before it moves out on to the running line.
8. Wherever an assisting locomotive is attached to a train the person responsible for arranging such working must advise the Signaller that an assisting locomotive is in the rear.
9. When an assisting locomotive is coupled to the rear of a passenger or other fully fitted train, the brake pipe(s) must, except where otherwise authorised, 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.

Explanation of references:—

### Type of Train

ECS = Empty coaching stock

F = Freight

P = Train conveying passengers

### Conditions

D = 350h.p. diesel

shunting locomotive may be used  
provided speed does not exceed  
15m.p.h.

N = Locomotive not coupled to train.

R = The rearmost locomotive not to assist.

TABLE J — cont'd

From	To	Type of Train	Conditions	Remarks
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>				
York Station	Holgate Jn.	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton.
Northallerton Station	Low Gates	P	R	Trains booked to call at Northallerton and diverted via Up Longlands Loop in case of obstruction.
Low Gates	Northallerton Station	P	R	Trains booked to call at Northallerton and diverted via Down Longlands Loop in case of obstruction.
Darlington	Shildon	F	—	—
Low Fell Jn. Up Slow	Ouston Jn. Up Slow	F	—	—
Low Fell Jn.	Greensfield Jn.	F	—	—
Newcastle	Heaton	ECS	R	—
Heaton	Newcastle	ECS	R	Up North and Up Tynemouth
<b>DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.</b>				
Darlington	Shildon	F	—	—
<b>BLACKHILL STATION TO OUSTON JN.</b>				
Consett North	Carr House	F	—	—
Ouston Jn.	Consett North	F	—	—
South Pelaw	Ouston Jn.	F	R	The locomotive in the rear must assist in braking the train.

TABLE J – cont'd

From	To	Type of Train	Conditions	Remarks
CONSETT FELL TO CARR HOUSE				
Carr House	Consett Fell C.I.C.	F	—	—
EASTWOOD L.M.R. TO NORMANTON, GOOSE HILL JN.				
Sowerby Bridge Station	Halifax	F	N	—
SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD MILL LANE JN.				
Greetland	Halifax	P	—	Drivers Assistant to couple locomotive to the train at Greetland
Greetland	Halifax	F	—	
Bradford Exchange Station	Bowling Jn.	P, ECS	N	
CLAYTON WEST BRANCH				
Clayton West	Clayton West Jn.	F	N	—
WATH ROAD JN. TO LEEDS NORTH JN.				
Engine Shed Jn.	Leeds North Jn.	ECS	R	—
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.				
Calder Bridge	Oakenshaw South Jn.	F	N	Trains of more than 42 SLU
LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE				
Bradford Exchange	Hammerton Street	P	N	—
LEEDS TO SKIPTON STATION SOUTH L.M.R.				
Leeds	Whitehall Jn.	ECS	R	—
LEEDS ENGINE SHED JN. TO WHITEHALL JN.				
Whitehall Jn.	Engine Shed Jn.	ECS	R	—
LEEDS TO HULL PARAGON				
Neville Hill West Jn.	Leeds East Jn.	ECS	R	—
Neville Hill East Jn.	Garforth	F	—	—

TABLE J – cont'd

From	To	Type of Train	Conditions	Remarks
<b>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>				
Northallerton Station	Low Gates	P	R	Trains booked to call at Northallerton and diverted via Up Longlands Loop in case of obstruction.
Low Gates	Northallerton Station	P	R	Trains booked to call at Northallerton and diverted via Down Longlands Loop in case of obstruction.
Northallerton East	Northallerton	—	—	—
<b>HARTLEPOOL GOODS AND DOCK LINES</b>				
Central Marine	Clarence Road	F	—	—
<b>HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT</b>				
Hartlepool Cemetery North	Wellfield	F	—	Daylight and clear weather only.
<b>HENDON BRANCH</b>				
Hendon	Bank Top G.F.	F	—	—
Hendon	Ryhope	F	—	—
Londonderry	Hendon	F	R	—
<b>RIVERSIDE BRANCH</b>				
St. Peters	Riverside	F	—	—
<b>PALLION YARD TO HENDON JN.</b>				
Hendon	Pallion	F	N	—
<b>PALLION YARD TO DEPTFORD</b>				
Deptford	Pallion	F	—	—
<b>MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY</b>				
Guisborough Jn.	Nunthorpe	F	—	—
Battersby	Castleton	F	—	—

TABLE J – cont'd

From	To	Type of Train	Conditions	Remarks
<b>NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXCLUSIVE</b>				
Forth Jn.	Newcastle	F	—	—
<b>GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON</b>				
Low Fell Sidings Jn. or Norwood	King Edward Bridge Jn.	ECS, F	—	Trains to be stopped with the assisting locomotive immediately behind 147 ground signal and assisting locomotive uncoupled.
<b>LOW FELL SIDINGS JN. TO BENSAM CURVE JN.</b>				
Low Fell Storeyard Ground Frame	Bensham Curve Jn.	Engineers Special	R	Engineers Special Train conveying "out of gauge" loads, travelling in wrong direction.
<b>LOW FELL JN. TO NORWOOD JN.</b>				
Low Fell Sidings Jn.	Low Fell Jn.	F	N	—
Low Fell Sidings Jn. or Norwood	King Edward Bridge	ECS, F	M	Trains to be stopped with the assisting locomotive immediately behind 147 ground signal and assisting locomotive uncoupled.
Low Fell Storeyard Ground Frame	Norwood Jn.	Engineers Special	R	Engineers Special Trains "out of gauge" loads, travelling in wrong direction.
<b>PERCY MAIN JN. TO MORPETH</b>				
Percy Main North	Earsdon	P, ECS	—	When diversions are authorised in emergency.
Percy Main North	Blue Bell	F	—	—

**TABLE K – WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS**

The following is a list of Goods lines and Goods loops referred to in clause (b) of the first paragraph of the instruction headed as above in the General Appendix.

Between		Line		Remarks
		Down	Up	
DONCASTER BLACK CARR JN. TO BERWICK				
York	—	Holgate Loop	Holgate Loop	—
Berwick	—	—	Goods Loop	Driver to report on telephone immediately train is stopped at No.18 signal.
SELBY WEST JN. TO SELBY CANAL JN.				
Selby West Jn.	Selby Canal Jn.	Single	Single	—
FERRYBRIDGE BRANCH				
Pontefract Monkhill Goods Jn.	Ferrybridge South Jn.	Goods	Goods	—

**TABLE M. – PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS – 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 signal box in the rear except as shown below :—

**1 On gradients not steeper than 1 in 260**

- i Light locomotive.
- ii Trains or vehicles, provided the automatic brake is operative throughout and the locomotive remains attached.
- iii Trains or vehicles on which the automatic brake is NOT operative throughout, provided the locomotive is at the lower end.
- iv Trains or vehicles, whether the automatic brake is operative or not, provided the vehicle at the lower end is a brake van in which a Guard is riding.

**2 On gradients steeper than 1 in 260**

- i Light Locomotives, or locomotive with not more than two brakevans, providing the Guard is riding in the lower brakevan.
- ii Trains or vehicles, provided the automatic brake is operative throughout and the locomotive remains attached.

**TABLE M – cont'd**

- iii Trains or vehicles on which the automatic brake is NOT operative throughout, provided the locomotive is at the lower end.

The following is a list of places authorised in accordance with these instructions. Except where otherwise shown, a brakevan must be provided at the lower end of a movement of freight vehicles on which the automatic brake is NOT operative throughout, and a Guard or Shunter must ride in the brakevan to attend to the brake until the movement stops.

Signal box	Line	Remarks
<b>YORK SKELTON TO HARROGATE</b>		
Knaresborough Station	Down	Fully fitted Coaching Stock

**TABLE N – PROTECTION OF ENGINEERS TRAINS 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 on track machines.

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

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

(A.W.B. — Apply Wagon Brakes)

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
<b>SHAFTHOLME TO FERRYBRIDGE NORTH JN.</b>			
Askern Main Colliery	Norton	Colliery Sidings	Norton signal box
<b>YORK SKELTON TO HARROGATE</b>			
Harrogate Starbeck	Starbeck York	Bridge No.3 Starbeck 3 signal	Starbeck 3 signal 15m.p.
<b>NORTHALLERTON CASTLE HILLS JN. TO REDMIRE</b>			
Leyburn	Bedale	Leyburn signal box	Bedale Home signal
<b>DARLINGTON NORTH JN. TO EASTGATE A.P.C.M. SIDINGS</b>			
Eastgate Cement Co. Sidings	Bishop Auckland	Eastgate Cement Co. 14 mile post	9½m.p.
<b>KELLOE BANK FOOT BRANCH</b>			
Raisby Hill	Ferryhill	Raisby Hill Quarry, re-adjust West Cornforth Crossing	Ferryhill Yard
East Hetton	Ferryhill	East Hetton, re-adjust West Cornforth crossing	Ferryhill Yard
<b>BLACKHILL STATION TO OUSTON JN.</b>			
Consett North Low Yard	Blackhill	At Consett North Low Yard	At Blackhill Yard
Carr House	Consett North Low Yard	Underbridge No.42	Consett North shunting spur
Carr House	Ouston Jn.	9m.p. Greencroft. Readjustment as necessary at Annfield Down Home signal	Signal TY.269 Ouston Jn.
Consett	Stanley Level	9m.p. Greencroft	Annfield Down Home signal
Annfield Sidings	Ouston Jn.	Annfield Sidings	Signal TY.269 Ouston Jn.
Consett High Yard	British Steel Cos. Siding	A.W.B. throughout	—

TABLE O – cont'd

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
<b>DONCASTER MARSHGATE JN. TO LEEDS WEST JN.</b>			
Leeds	Wakefield Kirkgate	L.214 signal (Ardsley)	WE.1255 Signal. WE.1257 Signal or Down Goole Branch Starting Signal
<b>BRODSWORTH COLLIERY BRANCH</b>			
Brodsworth Colliery	Main Line	Overhead footbridge	Skellow 113/118 Signals
<b>LEEDS GELDERD ROAD JN. TO LEEDS HOLBECK WEST JN.</b>			
Leeds Wortley South Jn,	Leeds Whitehall Jn.	L.67 Signal	L.871 Signal, Up Whitehall Curve
<b>SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN.</b>			
Halifax	Sowerby Bridge	Overbridge No.18	Milner Royd Jn. Branch Home Signal
Low Moor	Bradford Exchange	Bowling Jn. No.11 facing points to Through Siding	On arrival at Bradford Exchange
Low Moor	Springmill Street	Bowling Jn. No.11 facing points to Through Siding	On arrival at Springmill Street
<b>GREETLAND TO DRYCLOUGH JN.</b>			
Halifax	Brighouse	Notice board opposite H.707 Signal	Greetland No.17 Up Branch Home Signal
<b>CLAYTON WEST BRANCH</b>			
Clayton West Jn.	Huddersfield	Overbridge No.32, Stocksmoor Station	HU.639, 641 or 643 Signals
Clayton West Jn.	Clayton West	Underbridge No.1	On arrival at Clayton West
<b>THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.</b>			
Farnley Branch Jn.	Leeds	Holbeck East Jn.	L.871 Signal Up Whitehall Curve

TABLE O -- cont'd

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
<b>HEADFIELD BRANCH</b>			
Healey Mills	Dewsbury Railway Street Goods Yard	Dewsbury end of Headfield viaduct	On arrival at Goods Yard
<b>LOW MOOR TO THORNHILL</b>			
Liversedge	Thornhill Jn.	Before departure	Healey Mills HM.32 signal
<b>GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.</b>			
Grimethorpe Colliery	Carlton Sidings	Cudworth Station C.88 signal	Overbridge 178
<b>STAIRFOOT JN. TO CUDWORTH STATION JN.</b>			
Stairfoot Jn.	Cudworth Station	Stairfoot Jn. No.5 Branch Home signal	Cudworth Station No.4/5 Second Home signals
<b>CUDWORTH NORTH JN. TO MONK BRETTON</b>			
Monk Bretton Redfearns	Cudworth North Jn.	No.3 underbridge start of Single line	Carlton South Yard
<b>CASTLEFORD EAST BRANCH</b>			
Castleford East Branch G.F.	Hicksons Sidings	0m.p. Start of single line	Short of and clear of first road crossing to car park
<b>CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST</b>			
Bowers Opencast	Castleford East Jn.	First underbridge, start of single line	Ledston station platform
<b>WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.</b>			
Oakenshaw South Jn.	Wakefield Calder Bridge ex Down Midland Main ex Down Midland Goods	Viaduct No.205  Oakenshaw South Jn. No.39B Branch facing points	Calder Bridge No.1/17 signals  Calder Bridge No.1/17 signals
<b>FERRYBRIDGE BRANCH</b>			
Pontefract Monkhill Goods Jn.	Ferrybridge South Jn.	57m.p.	Ferrybridge F.28 signal

TABLE O – cont'd

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
<b>KNOTTINGLEY SOUTH JN. TO EAST JN.</b>			
Knottingley South Jn.	Knottingley East Jn.	59¼m.p.	K.417 signal
<b>LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE</b>			
Laisterdyke G.F.	Bradford Exchange Station	Overbridge No.39	On arrival at Bradford Exchange Station.
Laisterdyke G.F.	Hunslet	Armley Moor G.F. crossover road	L.71 signal Whitehall Jn.
Laisterdyke G.F.	Neville Hill	Armley Moor G.F. crossover road	L.71 Signal Whitehall Jn.
Laisterdyke G.F.	Wakefield Kirkgate East via Ardsley	Armley G.F. No.4 crossover road	L.198 Signal Gelderd Road Jn.
<b>DUDLEY HILL TO BOWLING JN.</b>			
Dudley Hill	Laisterdyke	Underbridge No.25	Laisterdyke G.F.
<b>LEEDS WORTLEY JN. TO HARROGATE</b>			
Horsforth	Leeds	B board at 5¼m.p.	Opposite No.7 signal on Up line.
Horsforth	Weeton	B board 75 yards in advance of Horsforth H.12 signal	9½m.p.
Harrogate	Weeton	Harrogate Station	Pannal Station
<b>APPERLEY JN. TO ILKLEY STATION</b>			
Guiseley Station	Leeds	205m. 5chs.	Apperley Jn. Up Branch Home signal.
<b>GUISELEY JN. TO ESHOLT JN.</b>			
Guiseley Station	Shipley	205m. 5chs.	Guiseley Jn. Up Branch Second Home signal.

TABLE O – cont'd

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
<b>LEEDS TO HULL PARAGON</b>			
Neville Hill	Hunslet East	Before leaving Neville Hill Up Sidings	Notice board Hunslet East
Garforth	Micklefield	12¼ m.p.	Selby direction 6¼m.p. York direction. Church Fenton 719 signal.
Garforth	Neville Hill	14¾ m.p.	Up Sidings, L.786 or L.785 signals
<b>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>			
Hall Dene	Vane Tempest Colliery	A.W.B. throughout	—
<b>HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT</b>			
Wellfield	Cemetery North	No.14 overbridge, Castle Eden. Further application and readjustment at 3¾m.p. Hesleden Bank Top.	For trains going Main line signal CN.82.
<b>SEABANKS BRANCH</b>			
Dawdon	Seabanks	A.W.B. throughout	—
<b>HENDON BRANCH</b>			
Hendon Jn.	South Dock	A.W.B. throughout	—
<b>BOLDON COLLIERY STATION TO TYNE DOCK BOTTOM</b>			
Green Lane	Tyne Dock Bottom	Site of former Green Lane signal box	Tyne Dock Bottom Reception lines
<b>PALLION YARD TO HENDON JN.</b>			
Pallion	South Dock, Hendon Jn.	Hendon Bank Head	Hendon Jn.
<b>PALLION YARD TO DEPTFORD</b>			
Pallion	Deptford	A.W.B. throughout	—

TABLE O — cont'd

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
<b>DARLINGTON SOUTH JN. TO SALTBURN</b>			
Skippers Lane	Cargo Fleet Old Station level crossing	No.2 Underbridge	No.1 Footbridge
Saltburn	Redcar	Longbeck Up Distant signal	Redcar Nos. R225 and R224 signal
<b>MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY</b>			
Battersby	Guisborough Jn.	Nunthorpe signal box	North Ormesby Home signal
<b>LONGBECK SALTBRN WEST JN. TO BOULBY CLEVELAND POTASH SIDINGS</b>			
Saltburn West	Skinningrove	32½ m.p. Huntcliffe Banktop Wallside	Carlin How Yard
Skinningrove	Saltburn West	Between 29¼ and 29 m.p.	Saltburn West L.214 signal
<b>NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXCLUSIVE</b>			
Haltwhistle	Petteril Bridge Jn.	Naworth — whole train clear of Milton crossing Down Distant signal	56¼ m.p.
<b>GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON</b>			
King Edward Bridge Jn.	Norwood	Via Up East at 145 signal	TY.91 signal
		Via Up West at 143 signal	TY.91 signal
		Via Up Goods at 141 signal	TY.91 signal
<b>LOW FELL JN. TO NORWOOD JN.</b>			
Tyne Yard	Low Fell Sidings	Immediately after passing over or through 517 crossover, Low Fell Station	TY.114 signal

TABLE O – cont'd

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
<b>LOW FELL SIDINGS JN. TO BENSAM CURVE JN.</b>			
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
<b>PERCY MAIN NORTH TO NORTHUMBERLAND/ALBERT AND EDWARD DOCKS – PORT OF TYNE AUTHORITY</b>			
Percy Main North	Northumberland Dock or Albert and Edward Dock	Percy Main North signal box	Whitehall Point or Albert and Edward Docks
<b>CAMBOIS BRANCH</b>			
Winning	Cambois	350 yards in advance of Winning level crossing	Blyth Power Station Reception Lines

TABLE P.1 – LEVEL CROSSINGS – OPENING AND CLOSING OF GATES BY TRAINMEN

The gates at the level crossings endorsed 'TMO' in Table 'A' must, in the absence of a Crossing Keeper, be opened and closed by the Trainmen.

Trains must be stopped well clear of the gates, after which the gates must be unlocked and opened by the Drivers Assistant 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 Drivers Assistant 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 Drivers Assistant in the case of a light locomotive to the Station Supervisor concerned.

**TABLE P.2 – LEVEL CROSSINGS EQUIPPED WITH AUTOMATIC HALF BARRIERS**

Level crossings endorsed 'AHB' in Table 'A' are equipped as under:—

- 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;
- 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 apply:—

- a Drivers must sound a short warning on the horn at the whistle board on the approach to the crossing. The horn must not, however, be sounded between 23.30 and 07.00 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:—
  - i A failure of the apparatus affecting the normal working of the barriers.
  - ii A disabled train or portion of a train is occupying the controlling track circuits or has actuated the controlling treadles, resulting in the barriers being lowered.
  - iii Road works in the vicinity of the crossing which are likely to affect the normal flow of road traffic over the crossing.
  - iv A wrong direction movement is to be authorised to pass over the crossing on any line.
  - v Single line working is to be brought into operation.
  - vi A trolley is to be placed on the line and will occupy any of the controlling track circuits or actuate any of the controlling treadles.
  - vii The Engineer is to take Absolute Possession of one or more lines unless specific arrangements are made to prevent the controlling treadles or track circuits being actuated.

**TABLE P.2 – cont'd**

- viii A train requiring to stop in section on any of the controlling track circuits or within the controlling treadles, is to be allowed to enter the section.

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.
- 

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

Level Crossings endorsed R/G in Table 'A' are not manned by Crossing Keepers. 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.

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 stopped clear of the level crossing. The movement must not proceed over the 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.

Whenever it is necessary for any of the following to pass over such level crossings in either direction, the vehicle concerned must be stopped and not proceed over the crossing until the person in charge is satisfied that it is safe to do so:—

1. Engineer's self-propelled on track machine which cannot be relied upon to actuate track circuits.
2. Engineer's trolley or rail motors.

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

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**TABLE P.4 – OPEN LEVEL CROSSINGS**

Attendance is not provided at these Open crossings referred to in Table 'A' and there are no gates or barriers.

At certain of these crossings (types A.1 and A.2) trains must stop before proceeding over them; at others (types B.1 and B.2) trains must 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 movements. 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.

1. At crossings endorsed "OPEN (Type A.1)" 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.

2. At crossing endorsed "OPEN (Type A.2)" 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.

#### **B CROSSINGS WHERE TRAINS ARE REQUIRED TO REDUCE SPEED BEFORE PROCEEDING OVER THE CROSSING.**

1. At crossings endorsed "OPEN (Type B.1)" an advance warning board, consisting of a black St.George's 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.

TABLE P.4 – cont'd

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. The Driver may then start to accelerate as soon as the front of his train has passed over the crossing.

If the white light is not exhibited by the time the Driver passes the combined speed restriction/whistle board he must stop 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 crossings where two speeds are shown on the combined speed restriction/whistle board, the top figure, lower speed will apply to all trains except passenger and E.C.S. trains and the bottom figure, higher speed will apply only to passenger and E.C.S. trains.

2. At crossings endorsed "OPEN (Type B.2)" an advance warning board, consisting of a black St.Georges cross on a white background, is provided on the approach to the crossing but road traffic signals are NOT provided.

NOTE – At certain crossings the Advance Warning Board in the form of a black cross has not be provided.

Whenever it is necessary for any of the following to pass over the level crossing in either direction, the vehicle concerned must first be stopped and not allowed to proceed over the crossing until the Driver is satisfied it is safe to do so.

1. Engineers self propelled on track machine which cannot be relied upon to activate track circuits.
  2. Engineers Trolley or Rail Motor.
-

**TABLE T – LINESIDE FIRES**

Referring to the instructions contained in the General Appendix, the following table shows 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
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>		
Yorkshire—Moreby Hall and Narburn Wood	West side of line between Signals D181/D182 on the Down line and U182B/U181 on the Up line.	February to June.
<b>CONSETT NORTH TO OUSTON JN.</b>		
Durham—Chopwell (Beamish)	½ mile East of Beamish Station	February to June.
<b>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>		
Yorkshire—Cleveland, Kirklevington	2 miles South of Yarm through pit wood. (In the vicinity of Kirklevington Home Signal.)	February to June.
<b>DARLINGTON SOUTH JN. TO SALT BURN</b>		
Durham—Wynyard (Eaglescliffe)	1 mile of line East of Eaglescliffe Station	February to June.

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

Referring to the instructions contained in the General Appendix the following is a list of places where towing of vehicles is authorised:—

Place	Line	Remarks
<b>WATH ROAD JN. TO LEEDS NORTH JN.</b>		
Stourton B.S.C. Sidings	Loaded Siding to Empty Road	To move shunts of 2 vehicles only : from Loaded to Empty Sidings.
<b>HULL WEST PARADE TO SEAMER WEST</b>		
Beverley Station	“A” and “B” Dock	The moveable stop block on “A” Dock line must be positioned across the rails before any movement takes place.

TABLE U – cont'd

Place	Line	Remarks
<b>DUNSTON STAITHS</b> Dunston Staiths	All Jetties	To move vehicles which fail to gravitate and cannot be moved by a locomotive on the same line

TABLE W – SET BACK MOVEMENTS – EXEMPTION FROM RULE BOOK,  
SECTION J. CLAUSE 4.1

At the following places where fixed signals are provided for setting back movements, Drivers are authorised to commence the movement when the fixed signal is cleared without receiving a hand signal but they must proceed cautiously, keep a sharp look-out and be prepared to act on any handsignal received from the Guard or Shunter.

Signal Box	Movement	See Special instruction on page
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>		
Bridge Jn.	Up Main to Garden Sidings	—
<b>STAINFORTH JN. TO SKELLOW ADWICK JN.</b>		
Skellow Jn.	Down Main to A.M.O.C.O Sidings	351
<b>WATH ROAD JN. TO LEEDS NORTH JN.</b>		
Stourton Jn.	Up Main to Down Goods or Down Main	—
Cudworth Station	Up Goods to Up Sidings	363
<b>WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.</b>		
Sudforth Lane	Arrival/Departure lines to Kellingley Colliery Empty Sidings	368
<b>LEEDS TO SKIPTON STATION SOUTH LMR</b>		
Leeds	Down Shipley line to Parcels Concentration Depot or Station	376
<b>HENDON BRANCH</b>		
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	—

TABLE W – cont'd

Signal Box	Movement	See Special instruction on page
<b>NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN.</b>		
Newcastle Forth Jn.	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

Unless a lighted tail lamp is normally exhibited, Guards of trains must ensure that the tail lamp is illuminated when passing through any of the undermentioned tunnels.

Name of Tunnel	Between Signal Boxes
<b>DARLINGTON NORTH JN. TO EAST GATE A.P.C.M.</b>	
Shildon	Shildon and Bishop Auckland East
<b>EASTWOOD L.M.R. TO NORMANTON, GOOSE HILL JN.</b>	
Sowerby Bridge	Mytholmroyd West and Sowerby Bridge West
<b>SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN.</b>	
Beacon Hill	Halifax and Low Moor
Wyke	Halifax and Low Moor
Bowling	Low Moor and Bowling Jn.
<b>DIGGLE JN. L.M.R. TO HEALEY MILLS HEATON LODGE JN.</b>	
Standedge	Diggle Jn. and Marsden Jn.
Huddersfield	Marsden Jn. and Huddersfield
<b>PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.</b>	
Cumberworth	Penistone, Huddersfield Jn. Clayton West Jn.
Thurstonland	Clayton West Jn. and Huddersfield
<b>THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.</b>	
Morley	Batley and Morley

TABLE X — cont'd

Name of Tunnel	Between Signal Boxes
<b>BARNSELY STATION JN. TO HORBURY JN.</b>	
Woolley Down and Up	Woolley Coal Siding and Crigglestone Jn.
<b>LEEDS TO SKIPTON STATION SOUTH L.M.R.</b>	
Thackley	Apperley Jn. and Thackley Jn.
<b>LEEDS WORTLEY JN. TO HARROGATE</b>	
Bramhope	Horsforth and Ripton

TABLE Z — LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

1. A.W.S. track equipment is provided, and the instructions in the General Appendix apply, on the lines shown in the table below.
2. Any variations to the standard arrangements are shown in the "Remarks" column.
3. Portable magnets are provided in association with Warning Boards for Temporary Speed Restrictions on these lines unless otherwise shown.

From	To	Line	Remarks
<b>DONCASTER BLACK CARR JN. TO BERWICK</b>			
Black Carr Jn.	Berwick	All Passenger lines	Except York, Darlington and Newcastle Station areas.
<b>SELBY WEST JN. TO SELBY CANAL JN.</b>			
Selby West Jn.	Selby Canal Jn.	Single	
<b>DONCASTER MARSHGATE JN. TO LEEDS WEST JN.</b>			
Marshgate Jn.	Leeds West Jn.	Down and Up	
<b>CARCROFT JN. TO SKELLOW JN.</b>			
Carcroft Jn.	Skellow Jn.	Down and Up	
<b>HARE PARK JN. TO CROFTON WEST JN.</b>			
Hare Park Jn.	Crofton West Jn.	Down and Up	
<b>LEEDS GELDERD ROAD JN. TO LEEDS HOLBECK WEST JN.</b>			
Gelderd Road Jn.	Holbeck West Jn.	Down and Up	

TABLE Z — cont'd

From	To	Line	Remarks
<b>EASTWOOD LMR TO NORMANTON GOOSE HILL JN.</b>			
Hebden Bridge	Wakefield Kirkgate East	All Passenger lines	
<b>SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN.</b>			
Milner Royd Jn.	Mill Lane Jn.	Down and Up	
<b>GREETLAND TO DRYCLOUGH JN.</b>			
Greetland	Drycough Jn.	Down and Up	
<b>BRADLEY BRANCH</b>			
Bradley Jn.	Bradley Wood Jn.	Single	
<b>DIGGLE JN. L.M.R. TO HEALEY MILLS HEATON LODGE JN.</b>			
Huddersfield exc.	Heaton Lodge Jn.	All	
<b>THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.</b>			
Thornhill LNW Jn.	Holbeck East Jn.	Down and Up	
<b>LOW MOOR TO THORNHILL JN.</b>			
Low Moor	Thornhill Jn.	Single	
<b>OAKENSHAW SOUTH JN. TO CROFTON EAST JN.</b>			
Oakenshaw South Jn.	Crofton East Jn.	Down and Up	
<b>NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.</b>			
Church Fenton	York Chaloners Whin Jn.	Down and Up Leeds	
Milford	York Chaloners Whin Jn.	Down and Up Normanton	
<b>SHERBURN-IN-ELMET SOUTH TO GASCOIGNE WOOD</b>			
Sherburn-in-Elmet South	Gascoigne Wood	Down and Up	
<b>WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.</b>			
Wakefield Kirkgate East exc.	Goole Engine Shed Jn.	All Passenger lines	

TABLE Z – cont'd

From	To	Line	Remarks
<b>WATH ROAD JN. TO LEEDS NORTH JN.</b>			
Hunslet South Jn.	Leeds North Jn.	Down Normanton Main	
Leeds North Jn.	Hunslet Station Jn.	Up Normanton Main	
<b>LEEDS ENGINE SHED JN. TO WHITEHALL JN.</b>			
Engine Shed Jn.	Whitehall Jn.	Down and Up	
<b>LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE</b>			
Whitehall Jn.	Mill Lane Jn.	Down and Up	
<b>LEEDS WORTLEY JN. TO HARROGATE</b>			
Wortley Jn.	Harrogate South	Down and Up	
<b>LEEDS TO HULL PARAGON</b>			
Leeds East Jn.	Selby South Jn.	Down and Up	
Hemingbrough	Gilberdyke	Down	
Eastrington	Selby	Up	
<b>MICKLEFIELD STATION JN. TO CHURCH FENTON NORTH JN.</b>			
Micklefield Station Jn.	Church Fenton	Down and Up	
<b>THORNE JN. TO GILBERDYKE JN.</b>			
Thorne Jn.	Gilberdyke Jn.	Down and Up	
<b>NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN.</b>			
Boroughbridge Road	Stockton Station	Down and Up	
<b>HARTBURN CURVE</b>			
Hartburn Jn.	Bowesfield	Down and Up	
<b>DARLINGTON SOUTH JN. TO SALTBURN</b>			
Darlington South Jn.	Middlesbrough exc.	Down and Up	

# INSTRUCTIONS RELATING TO THE RULE BOOK

## (dated 1st October, 1972)

### SECTION C – FIXED SIGNALS

#### Clause 3.1.5. Shunting signals.

A shunting 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 shunting 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.

#### Clearing of stop signals – The Rule Book, Section C, Clause 5.9.

The Signaller at the undermentioned signal boxes have special authority to clear the stop signals shown before an approaching train is close to such signal although the next stop signal may be at Danger.

Signal Box	Signal	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 First Home, Up Home	Applies to trains booked to stop at Cottingham.
Wakefield Kirkgate East	Up Home to Up Platform	—
Urlay Nook	Up Main to Up Loop Down Main to Down Loop	Applies to trains not convey- ing passengers when the Loop line is clear to the out- let signal and in clear weather only.
Poppleton Station	Up Main Home	—

## SECTION F – DETONATORS

### Clause 1.5 – Failure to explode, or injury from explosion

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

#### Stations/Depots north of Peterborough

Area Scientist, B.R. Research Department, Scientific Services Division,  
Hexthorpe Road, DONCASTER.

#### Stations/Depots south of and including Peterborough

Area Scientist, B.R. Research Department, Scientific Services Division,  
The Avenue, Muswell Hill,  
LONDON N10 (c/o Kings Cross Station, to be called for)

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

1. By post to Area Scientist concerned
2. Divisional Manager
3. Enclosed with detonators.

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

## SECTION H, CLAUSES 3.6 and 11.2 STATION YARD WORKING

1. Unless specially authorised, a passenger train must not be allowed to enter a platform line already occupied by a freight train and a freight train must not be allowed to enter a platform line occupied by a passenger train.

**NOTE :** Light locomotives and trains composed of coaching stock may be regarded as passenger trains.

2. Before a train is signalled into an occupied platform line, the signaller must be aware, or have ascertained from the Person in charge of the Platform, that there is room for the train to be accommodated.
3. Where authority is given at a through station for a train to enter an occupied through platform line under the provisions of Section H of the Rule Book, a suitable note is shown in the "Remarks" column of Table A.
4. During fog or falling snow at through platform lines the person in Charge must arrange for a competent person to meet the train at the platform end and conduct it to the rear of the train in front.

### STATION LIMITS – T.C.B. LINES

Clause 6.1 – Brakevan in rear

Clause 8.3(b) – Propelling in right direction

Clause 8.4(a) – Propelling in wrong direction

} within station limits

## STATION LIMITS – T.C.B. LINES – cont'd

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.

Signal box	Line	Station limits
<b>Leeds</b>		
		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 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.
<b>York</b>		
		Commencing north of the station at signals Y.221 (Up Main) and Y.245 (Up Scarborough) extending Southwards and terminating at signals Y.35 (Up Leeds) and Y.36 (Up Doncaster).
		Commencing south of the Station at signals Y.31 (Down Holgate Loop), Y.32 (Down Leeds) and Y.34 (Down Doncaster) extending Northwards and terminating at signals Y.200 (Down Main) and Y.243 (Down Scarborough).
<b>Newcastle</b>		
		North end of Manors Station platform to connections at Forth Jn.
		Outer gantry H.L.B. signals 69 – 73. Points 427 to East End Diamonds.
		Outer gantry K.E.B. 246/248/254/256 to West End Diamonds.

## 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.

Beverley.

### Clause 3.17.2.

Loose or gravitation shunting of all passenger stock is prohibited.

**SECTION K – DETENTION OF TRAINS ON RUNNING LINES****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 Drivers Assistant to go to the signal box to remind the Signaller 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.

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## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX (dated 1st October, 1972)

### WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

The instructions contained in clause (g) under the above heading do not apply except at the places listed below:—

MICKLEFIELD JN.

ALTOFTS JN. — FROM DOWN MAIN

### WORKING OF MULTIPLE UNIT — MECHANICAL DIESEL TRAINS

The following additional instructions apply in the Eastern Region:—

#### Clause 4 (Tail Traffic)

Tail traffic in the form of bogie vehicles or four or six wheeled vehicles having a wheel-base not less than 15 feet, may be attached to Diesel Multiple Unit trains working over the routes shown below, subject to the over-riding limitation that the tail load attached to a unit of lightweight construction must not exceed 25 tonnes gross. All units of light-weight construction are clearly identified by the letters "LW" stencilled on their head-stocks. 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.

Route	Train Formation	Minimum Horsepower	Maximum Tail Load Gross—Tonnes
Between:— (In both directions)			
Darlington and Bishop Auckland	2 car	300	25
Darlington, Stockton & Thornaby			
Darlington and Saltburn			
Hull and Leeds			
Hull and Scarborough	4 car	600	40
Hull, Doncaster and Sheffield			
Leeds and Huddersfield via Dewsbury or Wakefield			
Leeds and Doncaster	2 car	400	
Leeds and Harrogate	3 car	600	65
Leeds and Sheffield (all routes)			
Leeds and Skipton	2 car	600	90
Leeds and York	5 car	900	
Newcastle and Berwick via Heaton	4 car	800	65
Newcastle and Carlisle	4 car	900	120
Newcastle and York — via Durham or Stockton	4–6 car	1200	
York and Doncaster			
York and Harrogate			
York and Scarborough			
York and Selby via Church Fenton			
York and Sheffield			

**For Parcels Only Trains When not covered by the Above (All engines must be operative)**

Darlington to Middlesbrough	2 car	600	180 tonnes
(Both directions)	4 car	600	120 tonnes

**Notes** 1. For the purpose of this instruction the following maximum vehicle gross weights apply.

	<b>Loaded</b>	<b>Empty</b>
BZ, BGZ, BY, CCT, PMV & SPV	25 tonnes	17 tonnes
B, Siphon G, BG and GUV	40 tonnes	32 tonnes

2. The addition of a tail load will add to the journey time. This additional time is allowed for in the timings of certain trains only and tail loads should not be attached unless diagrammed or specially authorised by the Regional H.Q.
3. For each inoperative engine in the above train formations the maximum tail load must be reduced by 35 tonnes.

**Clause 4a (Shunting of Tail Vehicles)**

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

**Clause 6 – Buzzer Code**

In the event of a failure of the buzzer communication arrangements must be made to have the unit taken out of traffic as soon as possible for the defect to be remedied.

Whilst the unit remains in traffic, handsignals must be used.

**MAXIMUM PERMITTED SPEEDS OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO COACHING STOCK VEHICLES ONLY**

The instructions under the above heading do not apply to the following trains provided the brake equipment is specially examined and the brakes are fully effective on the locomotives and vehicles:—

- a Special train consisting of locomotive except Class 40 one vehicle No.99500/1/2 or 3 and one vehicle No.99200/1/2/3 or 4. Maximum speed 100 m.p.h.
- b Special train consisting of locomotive except Class 40 and one or two of the under-mentioned Officers Saloons:—  
DE 902660, DE 900580 maximum speed 90 m.p.h.
- c Special train consisting of locomotive except Class 40 and one or two of the under-mentioned Officers Saloons:—  
DM45044/5/6 or 8 maximum speed 80 m.p.h.

**“TRANS-PENNINE” DIESEL MULTIPLE UNIT VEHICLES**

The buckeye couplers have been removed from the non-gangwayed Driving ends of Class 124 M.C. vehicles but the buffers remain unaltered.

When coupling the non-gangwayed Driving ends to any vehicle or locomotive, the screw coupling of the latter must be used. If the vehicle or locomotive to which the attachment is being made is not provided with a screw coupling, then an emergency screw coupling must be used.

The buffers must be in the long position at all times.

### **WORKING OF OFFICERS SPECIALS**

Trains comprising a locomotive and saloon only, run for Railway Officers will not be accompanied by a Guard. Drivers and Drivers assistants 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.

### **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 EMEGENCY**

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 must arrange for replacements to be obtained at the first opportunity at one of the undermentioned stations:—

Bradford Exchange	Ipswich	Parkeston Quay
Cambridge	Kings Cross	Peterborough
Cleethorpes	Kings Lynn	Scarborough
Colchester	Leeds	Sheffield
Darlington	Liverpool Street	Yarmouth
Doncaster	Newcastle	York
Hull	Norwich	

### **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.

## ii Destination of Train Second Character

Letters are allocated as under to indicate destinations:—

Letter		Terminating at or in
<b>a Inter-Regional Trains</b>		
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>b Trains running within the Eastern Region</b>		
A	—	Up Main Line trains to Kings Cross.
B	—	Kings Cross Division.
C	—	Liverpool Street Division.
D	—	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 identified by letters F, G, X or Z will have numbers from 00 to 99 allocated as appropriate. Excursion trains will be identified by 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 be identified by 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 be 5N01. ECS after working train will be similarly identified.

Local Freight Trip Working will be identified by 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 points are identified by the appropriate 2nd, 3rd and 4th characters of the train to be worked prefixed by "0".

Light locomotives proceeding to Depot after working trains will be identified by the figure "0", followed by the appropriate letter of the Division or Area where the Depot is located and 3rd and 4th characters, as shown below:-

0B01	Kings Cross	0D03	Frodingham
0B02	Clarence Yard	0D05	Lincoln
0B05	Hitchin	0D07	Immingham
0B06	Peterborough	0J01	Barrow Hill
0B07	Cambridge	0J03	Tinsley Servicing Depot
0C01	Stratford	0J04	Shirebrook West
0C02	Temple Mills	0J05	Wath
0D01	Doncaster	0J08	Rotherwood
0D02	Worksop	0P01	March
0D08	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	0N32	Tyne Yard Depot
0L61	Hammerton St.		

### CONVEYANCE OF DEAD DIESEL MULTIPLE UNIT STOCK

1. The service for conveyance of "Dead" D.M.U. stock must be pre-arranged.
2. Where a "Dead" lightweight D.M.U. vehicle is at the rear and the trailing end is not fitted with a tail lamp bracket, it may be marshalled inside a vehicle not exceeding 17 tonnes gross weight on which the tail lamp can be correctly displayed. In such circumstances a second "Dead" lightweight D.M.U. vehicle must not be conveyed.

3. 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 red and when viewed by a person facing the end of the vehicle, is on the right-hand side of the draw gear.

### **HAULING OF "DEAD" DIESEL AND ELECTRIC LOCOMOTIVES AND MULTIPLE UNIT STOCK OWNED BY BRITISH RAILWAYS EXCLUDING SMALL DEPARTMENTAL "SERVICES" 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.

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## **HEATING AND LIGHTING OF TRAINS**

### **D.M.U.'s – 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 3½ 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 3½ 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 3½ 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:—

#### **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 Area Manager 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.

## 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.<sub>2</sub> gas type, 2½lb. capacity, in each driving cab.
3. One two-gallon C.O.<sub>2</sub> 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.<sub>2</sub> 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  $\frac{1}{2}$  in. from the screw cap on the end of the junction box, on the neck of the container. This pin is flush under normal conditions. Before fitting a new container, cartridge unit and detector wire, it is necessary to ensure that both the flame switch and the re-setting thermostat are in the "off" position. Failure to do this may result in the firing of the cartridge and release of the extinguishing agent.

## STEAM HEATING OF COACHING STOCK TRAINS

1. Operating 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 Drivers Assistant 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.
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 Operating 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 Operating staff to the contrary.

10. Vehicles not fitted with heating apparatus must be attached in the rear of trains whenever possible.

Loaded vehicles not fitted with heating apparatus or the through heating pipe, should, where it can be done conveniently, have their contents 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.

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. Examiner's 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 Operating staff will advise the person responsible when the steam should be shut off and care should be taken to see that the pipe is disconnected from the train before the signal to start is given.
15. When trains or separate vehicles have finished working and are being set aside for storage, the cocks at both ends must be opened and left open. Care must be taken to shut the cock at the rear of the train before heat is turned on from the locomotive on the next journey.

The 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 Operating 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 Drivers Assistant 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.

### **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.

## 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.

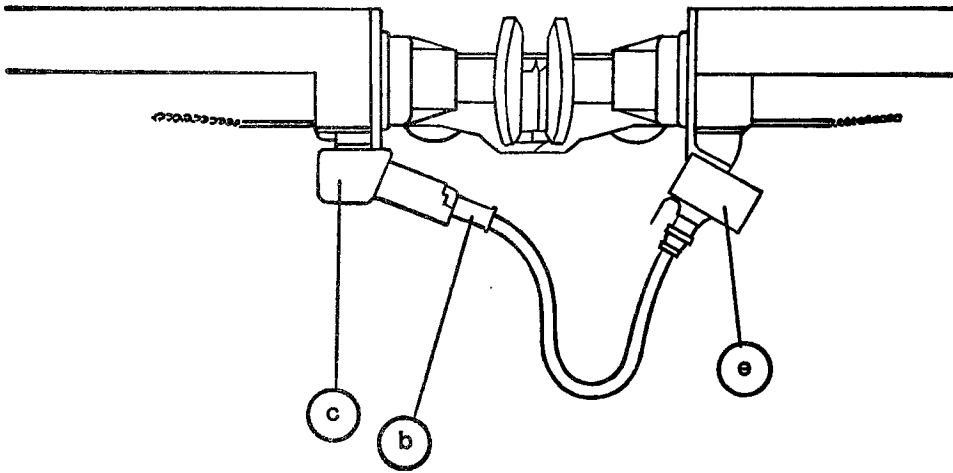
Any adjustment or alteration required on the equipment must only be given by APPROVED Divisional Maintenance Engineer's staff and all other staff are warned that they **MUST NOT** interfere with the equipment other than to couple or uncouple the plugs and receptacles and operate the rotary interlock 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.

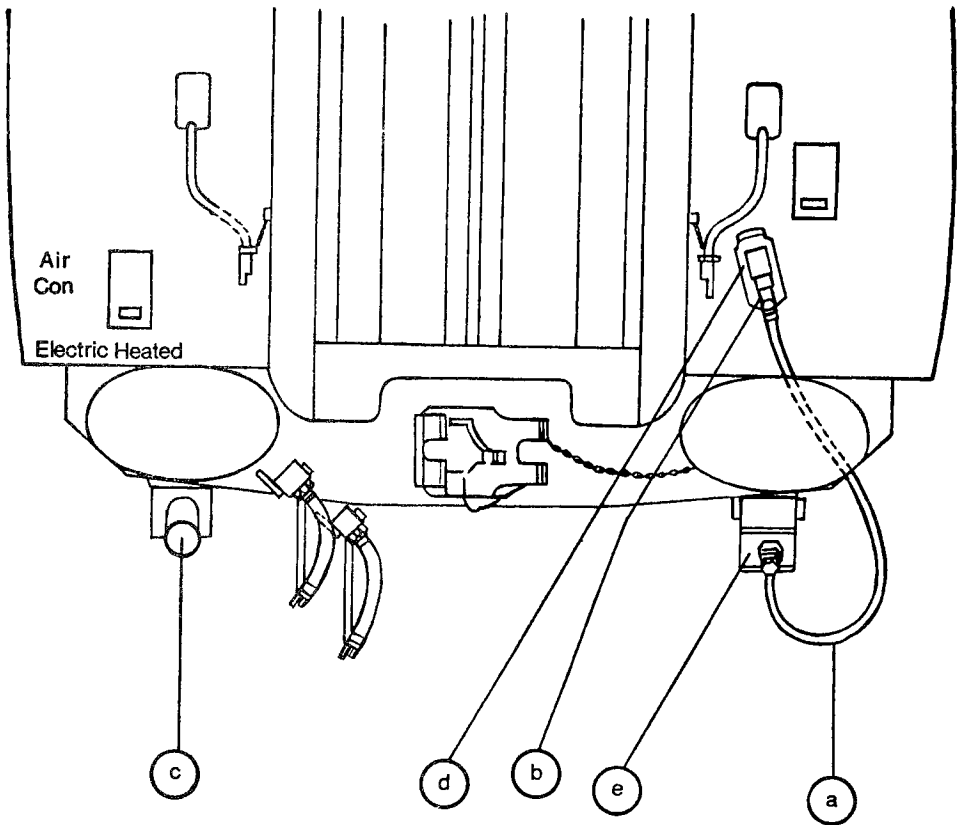
Under **NO** circumstances must jumper cable plugs be allowed to trail on the ground and when not in use **MUST** be placed in the receptacles provided on the vehicles.

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.

**SIDE AND END VIEW OF COACH END COUPLINGS FOR ELECTRIC POWER SUPPLY  
– LOCOMOTIVES ARE SIMILARLY FITTED**



**SIDE VIEW**



**END VIEW**

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

## 2. DESCRIPTION

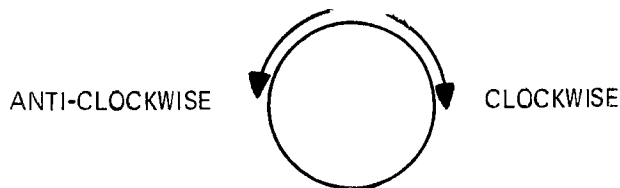
A jumper cable (a) with plug (b) attached is fitted beneath the right-hand buffer at each end of each coach. Similarly fitted under each left-hand buffer is a live receptacle (c).

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 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.**

## 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, Operating 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.

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 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.

(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.

**NOT 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 barriers.

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. STORAGE AND STABLING OF MARK IID COACHES

If for any reason it is necessary to store or stable a vehicle without an electrical train heating supply for a period longer than 2 days, C. & W., staff should be called to isolate the motor alternator control equipment by means of the control circuit breaker.

When such vehicles are required for service, the C. & W. staff should be advised in order that the control circuit breaker can be switched "In".

## 15. 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.

## 16. 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. Supervisors 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.

## 17. 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 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 and IIC	16
Mark IID, IIE and IIF	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.

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## **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 stopped 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 Drivers 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 Guard’s 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:—

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

## **LOCOMOTIVE DRIVERS – USE OF TRAIN CARDS : EXPRESS PASSENGER TRAINS**

Train Cards showing running times, temporary speed restrictions and stations at which attaching or detaching takes place are issued to each Driver working selected East Coast Main line, Liverpool Street – Kings Lynn/Norwich express passenger trains on each day except Sundays.

The issue of train cards is intended to assist Drivers in the discharge of their duties but it will remain the Driver's responsibility to acquaint himself with temporary speed restrictions as shown in the published notices and notice cases at Depots or Signing On Points, also amended point-to-point timings as shown in special train notices, etc.

As train cards must remain on the locomotive/locomotives until arrival at destination (Newcastle in the case of Anglo-Scottish services) the necessary information at the top of the card must be completed so that a relieving Driver will be acquainted with all information relative to the train, viz. Maximum Speed, Number of Vehicles, Tonnage, Type of Brake, Type of Heating, and if the train is air-conditioned.

It will be the Driver's responsibility to complete the card after the Guard of the train has advised the Driver of the details.

The Station/Area Manager at King's Cross, Liverpool Street, Leeds, Bradford, Harrogate, York, Darlington, Newcastle, Cleethorpes, Lincoln, King's Lynn and Norwich will be responsible for issuing the train cards.

When the destination of the train (Newcastle in the case of Anglo-Scottish services) is reached, the Driver then in charge should dispose of the card.

Should the train card not be available at the commencement of the journey Drivers **MUST NOT** delay the departure of the train because of its absence.

## **WORKING OF TRAFFIC ON A RECEPTION LINE/SIDING**

When vehicles are to be placed on a Reception Line/Siding through a connection not operated from a signal box, the person in charge must first obtain permission from the Signaller, giving details of the movement involved. Should the movement be contrary to the direction in which trains normally enter the Reception Line/Siding the Signaller must be advised when the vehicles are stopped, and no further backward movement is to be made. In such circumstances the Signaller must not allow a train to enter the Reception Line/Siding until he has received this advice.

A tail lamp must be placed on the rearmost vehicle facing the direction from which trains normally enter the Reception Line/Siding. Where a Reception Line/Siding is normally worked in both directions a tail lamp must be placed at both ends of the vehicles. The lamp must show a red light after sunset and during fog or falling snow.

## **COUPLING OF TWO AND THREE DIESEL UNITS AS ALLOCATED TO THE EASTERN REGION**

The coupling arrangements for vehicles bearing Blue Square symbols are as follows :—

### **3 x 3 Car Sets**

Not more than 3 x 3 car diesel units may be coupled together to form one train, each of the units to consist of 2 Power Cars and 1 Trailer Car.

### **6 x 2 Car Sets**

Some DMU power car driving panels are fitted to allow not more than 6 x 2 car sets to be coupled together. On all other power cars only 4 x 2 car sets may be coupled together.

Trains of mixed 2 and 3 car units must not exceed 6 power cars except, where any vehicles of Wickham manufacture are included in the formation, the number of Power Cars must not exceed 4.

Not more than 3 x 3 car diesel units of Derby Rolls Royce manufacture (orange star) may be coupled together to form a train.

## **PROTOTYPE MARK 11 VEHICLE FKE. 13252 FITTED WITH CHEMICAL TOILET**

Eastern Region FK13252 working in the 07 58 Newcastle — Liverpool / 15 10 Liverpool — Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel.

The equipment will be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected.

If the blue lamp fails to illuminate, the attention of the Carriage and Wagon Staff must be called. Lamp failure must be reported to the Carriage and Wagon Staff on the trains return to Newcastle.

## **REACH WAGONS – OIL DEPOTS AND CHEMICAL DEPOTS**

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

Reach wagons are provided for this purpose at the following Depots :—

Dewsbury Gas	18431
Hunslet East	17124
Jarrow	13033
Leeds O.R.T.	17123
Skellow Jn.	23109

These reach wagons must be detached before the train departs and must NOT be allowed to leave the allocated depot unless authorised by the Chief Operating Manager.

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

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

In sections worked in accordance with the Track Circuit Block Regulations the Instructions in respect of Trains Conveying Out-of-Gauge and Exceptional Loads in the Regulations for Train Signalling and Signalmen's General Instructions must be carried out as far as they are applicable in the absence of block instruments; the Train out of section signal, 2 – 1, and the special bell signals Blocking back inside rearmost controlled signal, 2 – 4, and Blocking back outside rearmost controlled signal, 3 – 3, must be used in connection with this mode of working. Reminder appliances must be used to remind the Signaller of the requirement to receive the equivalent of Train on line indication.

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 brakevan ..... Vacuum Braked or piped  
 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 Brakevan .. . Vacuum Braked or piped

OR

- (b) 1 Brakevan ..... Vacuum Braked or piped  
 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 Brakevan.. . Vacuum Braked or piped  
 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 Brakevan ..... Vacuum Braked or piped

## 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 must not exceed 40m.p.h. when spraying and 45m.p.h. when running light.

## 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.

## 7. Stabling

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

## 8. Control of Train and Spraying Operations

The Guard will be responsible for the working of the train and must travel in the rear brake van when the train is being hauled and in the leading van when propelling.

The Chief Civil Engineer's Weed-killing Operator will control and be responsible for spraying operations.

Spraying must cease when passing a passenger train on opposite or parallel lines and spraying must **not** be carried out between Station platforms and the nearest running rail.

The train is equipped with headlights. When weed killing operations are being carried out during the hours of darkness, the lights will be brought into use, directed onto the track.

## 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. 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 Supervisors must take all necessary and prompt measures to ensure breakdown trains reach the point of obstruction with minimum delay.

## GENERAL NOTES

### 1. 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:—

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 Divisional Civil Engineer.

Steam cranes must not be taken into sidings underneath which there are iron or timber bridges without the previous consent of the Divisional Civil 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.**

## BREAKDOWN ARRANGEMENTS

Running and Maintenance Depot and Crane Capacity	Covers Lines		Prohibitions	Restrictions
	From	To		
<b>Gateshead</b> 75 ton Diesel Crane No.ADB967160 Route Availability Group 7. Maximum speed 60 m.p.h. Additional R.A. in emergency at 15 m.p.h. Group 6.	Newcastle	Scottish Region Boundary Reston Crossovers Durham Relly Mill Whitwell incl. Easington incl. Haltwhistle incl. and branches within the above boundaries	Prohibited on Blyth Staiths Incl.	Percy Main to Tyne Commission Quay. Permitted to end of B.R. maintenance only.
	<b>Also gives assistance in an emergency, on request from Control – Scottish Region</b>			
	E. Region Boundary Portobello	Edinburgh  Millerhill		

## BREAKDOWN ARRANGEMENTS — cont'd

Running Maintenance Depot and Crane Capacity	Covers Lines		Prohibitions	Restrictions
	From	To		
<b>Carlisle Kingmoor</b> L.M. Region 75 ton crane No. 1074 Route Availability Group 7. Maximum speed 60 m.p.h. Addl. route availability at 15 m.p.h. Group 6.	<b>London Midland Region</b> Haltwhistle Tebay	Carlisle Gretna		
	Carlisle L.M.R.	Haltwhistle excl.		
<b>Thornaby</b> 45 ton steam crane No. ADE331156 Route Availability Group 3. Maximum speed 45 m.p.h. Addl. route availability at 15 m.p.h. Group 2.	Northallerton Incl.	Durham Relly Mill excl. Whitwell excl. Easington excl. and branches within above boundaries		
	<b>Also covers when crane required</b> Northallerton excl. Selby South Jn.			
<b>York</b> Tool Vans	Temple Hirst excl.	Northallerton excl.		
	Selby South Jn. Brayton Jn. York York York Chaloners Whin Jn. Church Fenton North Jn. Sherburn in Elmet South Milford Burton Salmon Castleford East Jn.	Neville Hill excl. Barlow Scarborough Harrogate incl. Deame Jn. incl. Micklefield Station Jn. Gascoigne Wood  Gascoigne Wood Altofts Jn. excl. Allerton Main Bowers Open- cast Stop Board		

## BREAKDOWN ARRANGEMENTS – cont'd

Running and Maintenance Depot and Crane Capacity	Covers Lines		Prohibitions	Restrictions
	From	To		
Holbeck Tool Vans	Castleford East Branch			
	Castleford	Cutsyke Jn.		
	West Jn.			
	Ferrybridge	Knottingley West excl.		
	Ferrybridge	Pontefract Monkhill excl.		
	Moorthorpe Station Jn.	South Kirkby Jn. excl.		
	Goldthorpe Colliery Branch			
	Dearne Valley Colliery Sdgs.	Helwith Bridge L.M. Region incl.		
	Apperley Jn. Shipley	Ilkley Station Bradford Forster Sq. Esholt Jn.		
	Shipley Leeds Jn.			
	Grassington Branch			
	Hunslet Lane Goods Branch			
	Leeds Wortley Jn.	Harrogate excl.		
	Wortley South Jn.	Wortley West Jn.		
	Leeds	Bradford		
	Whitehall Jn.	Exchange		
	Dudley Hill	Bowling Jn.		
	Bowling Jn.	Mill Lane Jn.		
	Thornhill	Neville Hill incl.		
	L.N.W. Jn. excl.			
	Engine Shed Jn.	Leeds North Jn.		
	Farnley Branch			
	Neville Hill West Jn.	Hunslet East		
	Leeds West Jn.	South Kirkby Jn. excl.		
	Methley Jn.	Pontefract Monkhill West Excl.		
	Charlesworths Grimethorpe Colliery	Lofthouse Jn. Dearne Valley No. Jn.		

### BREAKDOWN ARRANGEMENTS — cont'd

Running and Maintenance Depot and Crane Capacity	Covers Lines		Prohibitions	Restrictions
	From	To		
<b>Healey Mills</b> 45 ton steam crane No. ADE330107 Route Availability Group 8. Maximum speed 45 m.p.h. Addl. route availability in emergency at 15 m.p.h. Group 7.	Hebden Bridge incl.	Normanton Goose Hill Jn. excl.		
	Sowerby Bridge	Bowling Jn.		
	Milner Royd Jn.	excl.		
	Greetland Jn.	Dryclough Jn.		
	Diggle Jn.	Heaton Lodge Jn.		
	Heaton Lodge So. Jn.	Heaton Lodge E. Jn.		
	Huddersfield Springwood Jn.	Penistone excl.		
	Clayton West Branch			
	Bradley Branch			
	Thornhill Jn.	Cleckheaton		
	Heckmondwyke Curve			
	Headfield Branch			
				Bridge No. 1 between Dewsbury East Jn. and Headfield Jn. — Adjoining line to be blocked.
	Horbury Jn.	Barnsley Station Jn. excl.		
	Horbury Sta. Jn.	Crigglestone Jn.		
	Wakefield Turners Lane Jn.	Calder Bridge		
	Wakefield Westgate South Jn.	Wakefield Kirkgate West South Jn. excl.		
	Wakefield Kirkgate East	Hensall Jn. excl.		
	Oakenshaw South Jn.	Crofton East Jn.		
	Oakenshaw South Jn. excl.	Oakenshaw Jn.		
	Crofton West Jn.	Hare Park Jn. excl.		

## BREAKDOWN ARRANGEMENTS – cont'd

Running and Maintenance Depot and Crane Capacity	Cover Lines		Prohibitions	Restrictions
	From	To		
	<b>Also covers when crane required</b> Holbeck Tool Van area and the following lines:— York Skelton incl. York York Skelton Selby Brayton Jn. Selby South Jn. excl. Church Fenton North Jn. Sherburn In Elmet South Milford Burton Salmon Castleford East Jn. Castleford West Jn. Ferrybridge Ferrybridge Moorthorpe Station Jn. Goldthorpe Colliery Branch Hensall Drax Branch			
		Dearne Jn. excl. Scarborough Harrogate Barlow Neville Hill excl. Micklefield Station Jn. Gascoigne Wood Gascoigne Wood Altofts Jn. excl. Allerton Main Bowers Open-Cast Stop board Castleford Cutsyke Knottingley West excl. Pontefract Monkhill excl. South Kirkby Jn. Jn. excl. Goole excl.		
	<b>To provide assistance over the following lines in emergency on request from the Control:—</b> Hebden Bridge Knottingley South Jn. Diggle Jn. LMR Helwith Bridge LMR South Kirkby Jn. Knottingley South Jn. Dearne Valley Colliery Sdgs.		Rochdale L.M. Region Doncaster Manchester L.M. Region Carlisle L.M. Region Doncaster Doncaster Sheffield	

## BREAKDOWN ARRANGEMENTS –cont'd

Running and Maintenance Depot and Crane Capacity	Covers Lines		Prohibitions	Restrictions
	From	To		
<b>Hull, Botanic Gardens</b> Tool Vans	Selby, Barlby North Jn. excl Hull Thorne Jn.excl. Goole Drax Branch	Hull Seamer Jn.excl. Gilberdyke Hensall incl.		
<b>Doncaster</b> 75 ton Diesel Crane No. ADB967159 Route Availability Group 7. Maximum speed 45 m.p.h. Addl. route availability in emergency at 15 m.p.h. Group 6.	Temple Hirst incl. Shafthome Jn.  Applehurst Jn. Carcroft  Carcroft Carcroft Adwick Jn. <b>Also covers for serious breakdowns:—</b> Temple Hirst  Selby Thorne Jn. Hull	Shaftholme Jn.  Knottingley South Jn.excl. Joan Croft Jn. South Kirkby Jn. incl. Skellow Jn. Brodsworth Applehurst Jn.  York Chaloners Whin Jn. excl. Hull Gilberdyke Seamer West Jn. excl.		15 m.p.h. over Bridge No.7 near Knottingley Sta.

## CRANES FROM OTHER REGIONS OR DIVISIONS

The following restrictions and prohibitions apply to the use of cranes from other Regions or Divisions when required to give assistance over lines in the Newcastle, Leeds and Hull breakdown areas. Details of the allocation, permitted speeds and route availability of such cranes are shown on page 7 of the Locomotive Route Availability Booklet Eastern Region, Page 7.

## PROHIBITIONS

Shipley Guiseley Jn. and Guiseley	All 75 ton cranes
Esholt Jn.	"
Charlesworths to Lofthouse Jn.	"
Headfield Branch	"
Dudley Hill and Bowling Jn.	
Bridge 66 Goole High Level Mineral line	Crane 330107 Healey Mills

## RESTRICTIONS

Neville Hill West Jn. and Hunslet East  
Bridge No.1 between Dewsbury East Jn.  
and Headfield Jn.

Wortley West Jn. and Laisterdyke G.F.  
Laisterdyke East and Dudley Hill

Methley North Jn. and Pontefract  
West Jn.

Sunderland — Southwick Branch  
Selby and Hull  
Knottingley and Goole  
Thorne North and Gilberdyke

75 ton cranes only permitted in emergency.  
Adjoining line to be blocked for all cranes.

75 ton cranes restricted to 30 m.p.h.

75 ton cranes **Prohibited** over Bridge No.4 at  
Quarry Gap.

75 ton cranes subject to a speed restriction  
of 20 m.p.h. and to travel at 10 m.p.h. only  
over bridge No.3 on the Methley-Pontefract  
Branch — between 57m. 40ch. and 57m. 60ch.  
with adjoining line blocked.

75 ton cranes to be restricted to 20 m.p.h.  
Crane 330107, Healey Mills only permitted to  
work over these lines provided an empty  
wagon is placed between the locomotive and  
the crane and at slow speed with a wagon  
between the locomotive and crane when  
running between Thorne North and  
Gilberdyke.

## RE-RAILING OF LOCOMOTIVES

The Operating 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

Driver's Assistants must couple their locomotives to trains at the starting point, and uncouple them at the terminal point.

When a Driver is acting as a Driver's Assistant 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 Operating Department Staff.

When working over other Regions lines, the practice on those lines must be adopted.

## **CONDUCTORS ON C.C.E. MECHANISED MAINTENANCE MACHINES**

On C.C.E. Mechanised Maintenance Machines not fitted with D.S.D. equipment, notices are being fitted relating to 'Engine Stop' and 'Hand Brake'.

In case of emergency, the Conductor must apply the handbrake and then operate the Engine stop button until the machine comes to rest.

## **SHUNTING LOCOMOTIVES – OPERATION OF TRACK CIRCUITS**

Locomotives with a wheelbase of 9 feet or less must not travel over Main Running lines unless working with at least one vehicle attached.

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

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

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

## **FRESH LOCOMOTIVES REQUIRED**

Drivers of Express trains requiring a fresh locomotive at the next stopping place should give the horn code 3 crows on passing a signal box which is open. If after giving the horn code it is decided the train can work without the emergency locomotive, the cancelling horn code 3 short 2 long must be given at the next open signal box.

## **A.D.A. WELDING TROLLEY AND MATISA CURVE CORRECTOR**

These appliances 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 they 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 compartment, in which he must ride.

## ENGINEERS TRAINS RETURNING TO SIGNAL BOX IN REAR

Engineers trains must not be allowed to return in the wrong direction during fog or falling snow. In all 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

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

## SNOW CLEARANCE ARRANGEMENTS

In addition 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 Division covered by this book.

### B.R. STANDARD INDEPENDENT SNOW PLOUGHS

B.R. Standard Independent Snow Ploughs and Heavy Snow Ploughs are mounted on vacuum braked tenders. Some medium snow ploughs are mounted on vacuum braked tenders and others on Class 08 shunting locomotives. The latter are regarded as vehicles and are fitted with air brakes. Their maximum speed must not exceed 40 m.p.h. and when being hauled a vacuum braked locomotive must be provided. They are allocated to the following depots:

					Miniature Ploughs
Newcastle					
New York	4 Large ploughs built specially for ex N.E.R.	981,982			
	around old J.11 tenders	983,984			
Gloucester	2 " " " " " "	985,986			6 sets.
London	2 " " " " " "	987,988			—
Moreaby	2 " " " " " "	989,990			6 sets.
London					
St. Albans	1 B.R. Standard	DB965206			4 sets.
Colbrook	2 Large ploughs built specially for ex N.E.R.	991,992			6 sets.
	around old J.11 tenders				
Mossley Mills	1 Gorton (Large)	DE330983			10 sets.

### Operating Instructions

Except as shown in the following paragraph, two diesel locomotives, other than locomotives having the L.C.—C.I. wheel arrangement (Code 40, 45 and 46), working in multiple may be used and marshalled:— Plough, Locomotive, Locomotive, Plough. A Guard must, in all cases accompany the snow plough. When snow ploughs are worked from one point to another, the following arrangements must be adopted:—

Two locomotives 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.

When going to or from shops or being transferred from one point to another for distribution purposes, Snow ploughs must be signalled as a Class 9 Freight (1—4).

### 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 Jn., 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.

### BUFFER BEAM SNOW PLOUGHS

#### Allocation

#### Diesel Locomotives

M.P. Depot	No. of Sets *	Type	Class of Locomotive to which attached
Dairyoates	2	3 piece Miniature	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.

#### 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 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.

### 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 insulated 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 Drivers Assistant 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
<b>Motive Power Depots</b>			
Gateshead	1	2	2
Holbeck			2
Neville Hill			
Thornaby			3
Tyne Yard			2
York			2
<b>Station and Signal Boxes</b>			
Berwick			1
Halifax			1
Heaton Yard			2
Horbury Jn.			1
Leeds		1	
Wakefield Kirkgate East			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.

## **INSTRUCTIONS FOR WORKING GROUND FRAMES RELEASED FROM SIGNAL BOXES**

Except where special instructions are issued to the Signaller or ground frame operator the following instructions apply:—

1. When it is necessary to operate the ground frame, the operator must advise the Signaller 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 Signaller must so advise the operator who must reverse the release lever concerned. The Signaller 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.
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. Except in track circuit block areas, a train must not shut inside at an intermediate sidings ground frame for other trains to pass except where authorised in the Signaller's special instructions. 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. 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 Signalman must instruct the Guard to advise the Driver that the line is clear to the next home signal only.
5. In the event of any failure of the apparatus, the operator must act in accordance with the instructions given by the Signalman.
6. The operator must advise the Signalman in the event of a mishap which fouls any of the running lines and take whatever action is necessary to protect the obstruction.
7. If the Signalman 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 Handsignalman is on duty at the points. An assurance must be obtained from the Handsignalman 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 the track circuits controlling the lever/switch operating such points for which no release is provided, the Signalman 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 Signalman must ensure that the man clearly understands the number and location of the points which he is required to operate. The Signalman 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 Signalman 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.

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**

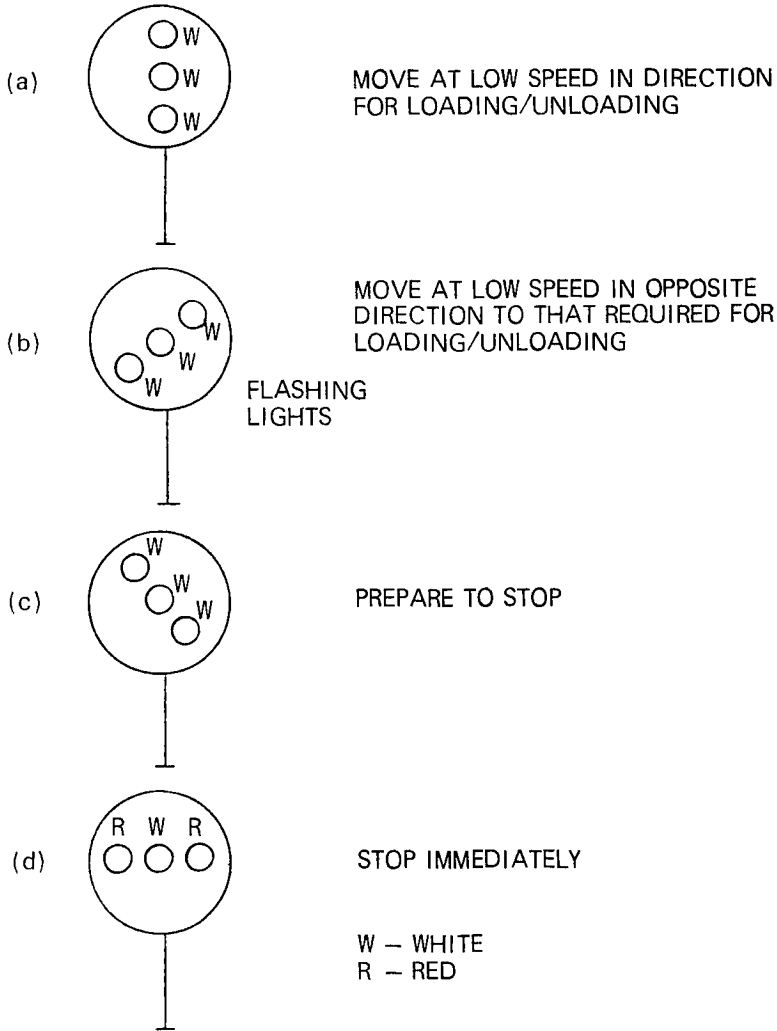
1. The Signaller is the only person who may hand the crank handle or give authority for it to be handed, to the point operator.
2. Before removing the crank handle, or giving authority for it to be removed from the case in which it is kept the Signaller must ensure all signals, reading over the points are at Danger and then made inoperative 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.

### **RAIL POINT CLAMP LOCKS**

The instructions for Electrically operated points working by crank handle in case of failure apply but where reference is made to crank handle this should be read as 'Detachable Handle and key'.

## 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.

## 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.

## LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS

**Running Signals except as shown below.** The lamps of all running signals must be lighted during the hours of darkness and during fog or falling snow whilst the line is open 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.

Signal box	Signals affected
<b>CHARLESWORTHS TO LOFTHOUSE JN.</b>	
Lofthouse Jn.	Down Branch Distant Signal and adjacent Notice Board.

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

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

## FAILURE OF TAIL OR SIDE LAMPS

Guards must 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 Lamps which cannot be repaired at local level are despatched to the appropriate B.R.E.L. Works:—

### Defective Lamps Arising in:—

Former Eastern Region area

### Address Lamps to

#### Oil Tail Lamps

Works Manager,  
B.R.E.L.,  
DONCASTER

#### Oil Side Lamps

Works Manager,  
Supplies Officer,  
B.R.E.L.  
Horwich

Former North Eastern Region

### Oil Tail and Side Lamps

Works Supplies Officer,  
B.R.E.L.  
Shildon.

A green repair 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 requisiting arrangements agreed between Divisional Managers and the Stores Controller.

## ELECTRIC (BARDIC) HAND LAMPS

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:—

Area Maintenance Engineer, Outdoor Machinery Depot, Leeman Road York.

Area Maintenance Engineer, Outdoor Machinery Depot, Kidacre Street Leeds.

Depot Engineer, Greenfield Outdoor Machinery Workshops Hudson Street Gateshead.

A white Advise 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 in the former Eastern Region must despatch the lamps to the:—

Divisional Civil Engineer  
Woodburn Workshops,  
Sheffield.

and Area/Station Managers in the former North Eastern Region must be depatch the lamps to the:—

Divisional Civil Engineer  
Park Lane Shops,  
Darlington.

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 Workshop,  
Sheffield.

(b) former North Eastern Region area must depatch 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 by 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:—

- (a) defective lamps are properly consigned to the repairing B.R.E.L. Works, or regional depots responsible for repair.
- (b) 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.**

Guard's 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 Division 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.

## **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.

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**TAIL LAMPS** The Rule Book, Section H, Clause 7.3.3. When the Guard of a through 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 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 apply 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 Supervisor 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 cleared for the train to proceed.

**Propelling Movements : Doncaster North to Marshgate Goods.** A propelling movement must not be made until the Signaller at Doncaster North has been advised that a propelling movement is **intended**.

## DONCASTER DIESEL DEPOT

1. All incoming locomotives must enter the depot at the north end (Bridge Jn.) and Drivers must report to the Running Foreman's Office.
2. Outgoing locomotives will depart via the north end (Bridge Jn.) or via the south end (Carr box).
3. At the north end outgoing locomotives must proceed over the north departure line to the notice board worded 'Stop, telephone signal box when leaving Depot' situated on the down engine line at Bridge Jn.
4. At the south end a starting indicator and a telephone giving communication with Carr Box is provided adjacent to each departure line.

## GAPS IN TRACK CIRCUITS

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 Jn., St. James Jn., 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.

## SHAFTHOLME TO SELBY BRAYTON

Engineers self-propelled "on track" machines are prohibited from running between Shaftholme and Brayton with the following exceptions:—

Tamping/Lining Machines Types 07-16 and 07-275 (S & C)\*

Plasser 07-16 Special \*

Ballast Regulator — Plasser V.S.P. 5000C \*

Ballast Cleaner – Matisa 3B5, 8C B5, Plasser RM.62(3), RM.62(4), RM.62, RM.62A.

Matisa C.311.

**\* NOTE:– UNTIL FURTHER NOTICE** Tamping/Lining Machines Types 07–16, 07–275 (S & C), Plasser 07–16.

Special and Ballast Regulator – Plasser V.S.P. 5000C are prohibited from running between Shaftholme and Brayton.

## **BENTLEY COLLIERY**

**DOWN MAIN SECTION SIGNAL 827.** In every case when a Driver is authorised to pass Signal 827 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 passing over the Daw Lane level crossing he must satisfy himself that the barriers are in the fully lowered position.

## **SELBY**

When a train is stopped at Nos.1956 or 1958 signals the Driver must communicate with the signalman at Selby by means of the signal post telephone immediately. The Rule book, Section K, Clause 3.2.1 is modified accordingly.

### **PROPELLING**

No propelling movement must be made until the signalmans permission has been obtained.

### **SELBY SWING BRIDGE – PASSING SIGNALS AT DANGER**

A Driver must not pass at danger any of the signals which protect the Swing Bridge (signals 1953, 1955, 1956 and 1958) unless authorised to do so by the bridge handsignalman who must be in possession of and show to the Driver the Swing Bridge token.

During Single Line Working in accordance with the Rule Book, Section N, the above mentioned signals must be obeyed by Drivers of trains approaching the bridge in the wrong direction.

## **YORK**

### **DRINGHOUSES YARD : YARD SAFETY**

#### **1. Train Preparation and Examination**

- (a) Before a Guard, Shunter, or any other member of the staff enters a siding to prepare or examine a train he must advise the Person-in-Charge at the end at which he enters the siding, and must not commence work on the train until advised by the Person-in-Charge that it is safe to do so.

- (b) If the member of the staff is entering the sidings from the South End the Person-in-Charge must advise the Person-in-Charge at the North End and the Panel Operator in the Control Tower. If the member of the staff is entering the sidings from the North End the Person-in-Charge must advise the Person-in-Charge at the South End and the Panel Operator. The Panel Operator must turn the appropriate point switch away from the siding in which staff are working and take measures to ensure that the switch is not again turned towards the siding until he is advised by the Person-in-Charge at the North or South End as appropriate that the work has been completed or the train has departed or the following precautions have been taken. Should it be necessary for any vehicles to be shunted from the North End into sidings where staff are working the Person-in-Charge must arrange for a man to accompany and control any such vehicles into the siding and make them secure before reaching the vehicles already in the siding. After these arrangements have been made the Person-in-Charge must advise the Panel Operator, who will in turn operate the appropriate point switch.

Before vehicles are shunted from the South end into a siding in which staff are working, the Person-in-Charge must arrange for them to be accompanied and controlled into the siding and secured before reaching the vehicles already in the siding. If they are to be attached to vehicles already standing in the siding, movement towards such vehicles must be made at such a speed as will ensure the movement coming to a stand without causing any movement of the standing vehicles.

- (c) When a Guard arrives at his Brakevan, after carrying out Clause (a) and receiving permission to proceed, he must ensure that the brake is fully screwed on before starting his preparation or examination. Should there be any vehicles to the rear of his Brakevan he must satisfy himself that these are secured by having at least two vehicle brakes firmly applied.
- (d) Immediately work of preparation or examination is completed the staff concerned must advise the Person-in-Charge at whichever end he returns to.

## 2. General Remarks

Where Staff find it necessary to go underneath vehicles for any purpose they must advise the Person-in-Charge concerned before doing so.

**YORK SIGNAL BOX.** The Rule book, Section K. When a train is stopped 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 Supervisor 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 Supervisor or Shunter must arrange to instruct the Driver verbally to proceed at caution.

**YORK STATION.** A propelling movement must not be made until the signalman at York has been advised that a propelling movement is intended.

**Train arrivals, Platform 8N.** Drivers of locomotive hauled trains must stop their train with the locomotive as close as possible to the relevant signal, Drivers of D.M. Units are required to stop at the appropriate 'Car Stop' notice board in a position most convenient for passengers.

**Train arrivals, Platform 8S.** Drivers of locomotive hauled trains must stop their train with the locomotive as close as possible to the relevant signal.

### **STEAM HEATING APPARATUS: FILLING OF LOCOMOTIVE BOILER WATER TANKS**

Facilities for replenishing the boiler water tanks on locomotives are available at York Station, at the south end of 8 and 9 platforms and the north end of 9 and 14 platforms.

The flexible hose bags are fitted with snap couplings for attaching to solebar filling connections and can also be used for top filler inlet of all types of locomotives.

Drivers requiring to take water must stop their locomotives with the side window of the driving cab opposite a yellow marker line on the platform.

After use the hosepipe must be placed on the rest provided.

### **TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK**

Trainmen from other depots who work trains into York Station or Yards except York Yard South and are relieved on arrival, or who travel as passenger to York for return working, must report as quickly as possible direct by telephone to the Traction or Trainmen's Relief Controller at York District Control: Extension 2719 or 2700.

Trainmen arriving at York Yard South should report to the yard supervisor at that point. Guards arriving at York station to work Passenger, Parcels or Empty stock trains should report to Time Office on Platform 2.

All locomotive men and freight guards from other depots who take their locomotive to York M.P.D. after working incoming trains should report to the Trainmen's Supervisor immediately after disposal of the locomotive.

## MOTIVE POWER DEPOT

Signal Y173 is the primary outlet for the Depot and locomotives must be advised of this signal out to the Signaller by the person-in-charge in the Supervisor's office. Miniature signal type indicators are provided at the fouling points of the Departure Ends of the Through Standage lines 1A, 2A, 3A and the Through line, showing indications 1, 2, 3 or 4 respectively. Only one indication can be given at a time and the illumination of any 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. This 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 advise the Supervisor by telephone located at the stop board of 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 sidings, the Driver must set-back off the Inlet line to the Through line and then proceed.

On arrival at the Depot the Driver of a DMU will receive instructions from the telegraph at the Stop Board. DMU's leaving the Depot must proceed via the head shunt and Y2 signal where the Driver must contact the Signaller and identify the next working.

Locomotives must not be left on the DMU lines. All points and sidings are identified by numbered discs.

**TELEPHONES AT SIGNAL BOXES AND LEVEL CROSSINGS FOR USE OF TRAINMEN WHERE CONTINUOUS ATTENDANCE IS NOT PROVIDED.** Telephones are provided at signal and Gate 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.

When a telephone at a Crossing has to be used, the Crossing Keeper must be called first.

Signalmen receiving calls from boxes which are closed or from signals or Crossing Keeper's boxes must satisfy themselves that such calls are genuine and take all steps possible to ensure that the message is one which should be acted upon.

## NORTHALLERTON

**NORTHALLERTON STATION. Trains not completely within fixed signals.** Referring to the instructions contained in the General Appendix, the following modified instructions will apply:—

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

**Propelling Movements.** A propelling movement must not be made until the Signaller at Northallerton 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 Supervisor 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 OF DIESEL MULTIPLE-UNIT TRAINS

A propelling movement must not be made until the Signaller at Darlington has been advised that a propelling movement is intended.

Empty diesel multiple units must not be propelled except:—

- (i) When it is impracticable, because of the formation of the train set, for the Driver to walk through the train from one end to the other;

or

- (ii) When, in the event of the driving apparatus in the leading compartment becoming defective, the train cannot be driven from the leading end.

## **DARLINGTON SOUTH AND NORTH**

When a unit is ready to leave the multiple unit sidings it must be drawn up to the appropriate notice board, after which the Driver must at once advise the Signaller at Darlington, by telephone, 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 Signaller has indicated it. Drivers must understand that they are in sidings 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 signaller.

In the event of the failure of the illuminated indicator, Drivers must act in accordance with the Signaller's instructions. Should the illuminated indicator and also the telephone fail, movements must be made in accordance with the Rule Book, Section E as far as they are applicable.

Once the Signaller 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.

## **DURHAM**

**DURHAM STATION.** 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 vehicles.

Boards marked 2 to 8, not illuminated, are 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.

### **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 Signaller at Tyne Box immediately the movement stops. The telephone at No.369 signal may be used for this purpose.

## **TYNE YARD**

**Battery Electric Tail Lamps.** Tail lamps and chargers are located in the Motive Power storeroom in the Area Manager's Office. The storekeeper is responsible for the safe keeping and charging of the lamps and for the maintenance of a book record of the lamps.

The Guard of an incoming train is responsible for handing the lamp to the storekeeper.

The Guard of an outward train must obtain a lamp from the storekeeper.

### **Propelling Movements**

When a train on Down Departure line B or C or on Down Sidings 1 to 6 is to be propelled on to the Down Slow line and is ready to proceed, the Guard must advise the Departure Yard Supervisor.

When the G.P.L. signal concerned has been cleared, the Departure Yard Supervisor will verbally advise the Driver and this will be the Drivers authority for the propelling movement to commence.

### **Tyne Yard – Lines ‘U’ and ‘T’ – “Stop, Telephone for Permission to Pass” Notice Boards**

If, between 14 00 Saturday and 06 00 Monday, no reply is received at either of these Boards when telephoning for permission to pass, the Driver’s Assistant or Guard must walk to the Down Supervisor’s Office to ascertain the position. If no one is in attendance, he must then signal his Driver, who may proceed cautiously, prepared to stop short of any obstruction or conflicting movement.

At any other time when no reply is received, the Driver must wait until permission can be obtained, such permission being sought by the train crew as best fits the circumstances.

## **NEWCASTLE**

### **STEAM HEATING APPARATUS : FILLING OF LOCOMOTIVE BOILER WATER TANKS**

Drivers of all trains requiring steam heating must ensure the boiler water tank of their locomotive is full before departing.

Hydrants 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 stop their locomotive with the side window of the driving cab opposite a yellow marker line on the platform.

After use the pipe must be replaced as follows :—

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 stopped at any signal operated from Newcastle signal box and equipped with a telephone, the Trainmen 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 Supervisor 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.

**Propelling movements.** A propelling movement must not be made until the Signaller at Newcastle 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.

**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 must not be coupled to the train nor must two "crow" horn codes be exchanged. The instruction in Table J are modified accordingly.

The following arrangements must be observed:—

1. The Driver of the train locomotive must be advised verbally by the Station Supervisor 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 with 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, 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" is 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 cleared, 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 cleared.
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 Supervisor in charge.

## **HEATON**

### **LIGHT LOCOMOTIVES AND E.C.S. TRAINS FROM HEATON SHEDS, ETC., FOR NEWCASTLE CENTRAL STATION OR BEYOND**

Drivers of E.C.S. trains and locomotives must advise the Control Tower of their destination. This information must then be passed to the Signaller at Heaton.

#### **Trains arriving from Newcastle**

1. A locomotive after being detached from an arriving empty stock train in the Reception sidings must draw forward to the "Stop Telephone" board where the Driver must obtain his instructions from the Shunter.
2. A train routed to other than one of the Reception sidings must be accompanied by the Shunter from Signal CT.19 or Signal CT.21, as appropriate, into the depot.

#### **Trains arriving from Benton**

3. An arriving train must be accompanied by the Shunter from the points leading from the Up Main line into the depot.

#### **Trains departing from Heaton**

4. The locomotive for a departing train must, on entering the appropriate departure siding, be accompanied by the Shunter to the empty stock.
5. When the train is ready to depart the Guard must advise the Control Tower. When the "Train Ready" indicator becomes illuminated the train may proceed to the next signal.
6. Should a train require to leave from the Servicing Shed the light locomotive on entering the Depot must be accompanied by the Shunter who must remain with the movement until it arrives at the appropriate "Train Ready" indicator.

## MORPETH

**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.

**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. This is an "Open" crossing between the 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 stop their trains 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 A.109.** When a Driver is authorised to pass A.109 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 NORTH JN.

## KNOTTINGLEY

A propelling movement must not be made until the Signalman at Knottingley has been advised that a propelling movement is intended.

### ASKERN COLLIERY BRANCH

1. All movements must enter the Branch via the Colliery Running Line and unless specially authorised by the Signaller at Norton, depart via the Slip Road Sidings.
2. Trains for the N.C.B. Empty/Coalite group of sidings must be propelled from the Arrival line to the Colliery Running Line.
3. When the signal controlling entrance to the N.C.B. Empty/Coalite group of sidings is at Danger, the Driver must stop with the locomotive opposite the repeating signal.
4. A movement must not proceed through the Coalite Loaded Sidings ground frame connection either entering or leaving those sidings until authorised by the Shunter.
5. The person in charge of a movement entering the Slip Road Siding from the Colliery Running Line must inform the Signaller by telephone when the movement is clear of the Colliery Running Line. Similarly, when a movement is made into the Colliery Loaded Sidings from the Slip Road direction, the Signaller must be informed when the movement is clear of the Slip Road Siding.

### SELBY BRAYTON JN. TO BARLOW

**BARLOW TIP GROUND FRAME** is released by an Annetts Key. This key is normally kept in Brayton Gate box and must be collected from there by Guards working trains to Barlow before their train enters the branch and returned on completion of the work.

Drivers must stop their train in a suitable position to enable this to be done.

### YORK HOLGATE JN. TO SKELTON

#### YORK YARD NORTH. Loudspeakers.

Two-way loudspeaker apparatus is provided at the following points:—

1. On a pole 80 yards North of 94 Signal adjacent to the shunting line.
2. On a telegraph pole adjacent to 87/88 signal.

#### Method of Communication: Trainmen or Ground Staff to Signaller.

The apparatus is always tuned in for use by trainmen and ground staff, there are no switches to operate; you speak towards the loudspeaker.

- (a) Be within 20 yards of loudspeaker,
- (b) Give identity and position — Trainmen to give locomotive number.
- (c) Signaller 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 to the absolute minimum.

### YORK TO SCARBOROUGH SCARBOROUGH

#### APPLETON OIL SIDINGS

Working Manual for Rail Staff (B.R.20054), pink pages, Clause E2/17 (a):—  
Paragraph 3 does not apply.

**FALSgrave TO GALLOWS CLOSE SIDINGS.** Propelling on the single line is prohibited.

**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 standing ahead of the Starting signal of Platforms 3 to 9 the "Proceed" aspect of the relative subsidiary signal will be given and the Station Supervisor or person in charge must instruct the Driver verbally to start, and to proceed at CAUTION to the next running signal, whatever its aspect. This instruction must not be given until the Guard has given his "right away" signal.

#### **PROPELLING OF EMPTY COACHING STOCK TRAINS FROM STATION**

1. In the case of trains not exceeding 7 vehicles, the Guard or Shunter must ride in the brakevan or brake compartment except when there are more than 3 vehicles ahead of the brakevan in which case he must ride in one of the compartments of the leading coach and keep in touch with the Driver.
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 brakevan 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 brakevan 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 Driver.

#### **TRAINMEN WORKING INTO SCARBOROUGH**

Trainmen travelling passenger to Scarborough to work an outward train must report to the Station Supervisor immediately on arrival.

#### **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 Islands Goods Station, with the following modification:—

Between 16 30 and 07 30, no staff are on duty at Foss Islands and during this period one train only is allowed on the Branch at one time.

The Driver of such train must be in possession of the Train Staff.

When two or more Freight trains are required to follow each other on the Branch before 07 30, arrangements must be made by the York Area Manager for the staff to be in attendance at Foss Islands.

When staff are not on duty at Foss Islands to receive the Train Staff, the Driver must retain it 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 Person in Charge 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 the train which has preceded it has carried a Ticket.

On arrival of a train at Burton Lane Up Second Home signal the Guard must, if the rear vehicle is within the fouling point, so advise the Driver who must instruct the Drivers Assistant 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.

**ROWNTREE'S HALT.** Workpeople's trains, loaded or empty, will depart from the Halt line in the wrong direction over the Down Branch line on to the Down Main and thence be diverted to Up Main.

The locomotive of loaded or empty workpeople's trains must, after the train has arrived at the Halt, be uncoupled and proceed on the single line via Crossover No.2 and run round the train over the Down Branch line in the wrong direction.

Before moving in the wrong direction over the Down Branch line, permission of the Signaller at Burton Lane must be obtained.

### **ROWNTREE'S SIDING**

The ground frame points for working traffic into Rowntree's Siding must not be operated until the Guard has ascertained that the perimeter gate is open. Not more than the equivalent of 20 S.L.U's 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 Rowntree's locomotive will be attached and draw the vehicle into the Works.

When Rowntree's locomotive has drawn the vehicles within the gate, the locomotive and Guard may return to prepare the next batch of vehicles to be placed into the siding, and the same procedure must be adopted.

During the propelling movement towards the gate, Rowntrees' locomotive will be standing North of the Weighbridge office and will not proceed towards the gate until the propelling movement has stopped.

**YORK SKELTON TO HARROGATE****HESSAY W.D. G.F.**

When servicing this siding and part of the train is left on the single line, the Trainmen thus retaining the token, the Guard must advise the signalman at Poppleton when the train is ready to depart and obtain his permission before doing so.

**NORTHALLERTON CASTLE HILLS JN. TO REDMIRE****WORKING OF REDMIRE QUARRY**

Post Office telephones are provided at Redmire Ground Frame and Wensley Station office. The telephone at Redmire is located in a box on a concrete post, near the Ground Frame. The box is fitted with a lock which can be operated by a small key which is attached to Annett's key. The number of the telephone is Leyburn 3351.

The number of the telephone at Wensley Station is Leyburn 3339.

Before a loaded train leaves Redmire the Guard must telephone the Railman at Wensley and obtain an assurance that the gates there are closed to road traffic and will be kept in that position until the train has cleared the crossing.

The box, in which the telephone at Redmire is located, must be locked after being used. Should a Guard be unable to lock the box, he must immediately advise the Signalman at Leyburn.

**DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.****DARLINGTON****Section Obstructed**

If a train becomes disabled necessitating a second train entering the single line to render assistance the Guard must arrange for the Drivers Assistant 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. The Guard must remain at that point protecting the train as laid down in the final paragraph of this instruction.

The Drivers Assistant 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 Drivers Assistant 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 Drivers Assistant.

The assisting locomotive may be allowed to enter the single line from either end provided the Drivers Assistant has assured the Signalman that the disabled train has been protected in both directions in accordance with the first paragraph of this instruction.

The Drivers Assistant, 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.

#### **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 place 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 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.

## **DARLINGTON HOPETOWN JN. TO NICKSTREAM**

### **HOPETOWN JN. TO NICKSTREAM**

**DISABLED TRAIN.** Should a failure occur on the Branch, the Drivers Assistant, 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 and advise the Signaller at Darlington of the circumstances from the signal post telephone.

The Drivers Assistant 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 Branch, working by Pilotman will be introduced.

**SHELSTAR AND CHEMICAL SIDINGS GROUND FRAMES.** These ground frames are released by an Annett's key kept in an instrument adjacent to the Nickstream Branch Notice Board and is electrically released from Darlington Box. After use the Annett's key must be returned to the instrument. Telephone communication is provided between the instrument and Darlington box.

### **WORKING OF SHELSTAR LTD., DEPOT SIDING, STOOPERDALE**

The connection from the Single line to Messrs. Shelstar Ltd.. Depot Siding is controlled by a single lever ground frame. The Annett's key is attached to the Staff which is kept in the custody of the Signaller at Hopetown.

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 are attached to the Annett's key.

### **HONEYPOT LANE OPEN CROSSING**

Before a propelling movement is made over the crossing towards Shelstar Depot Siding, the train must be stopped short of the crossing, and not proceed until the Guard or Person in charge has satisfied himself the crossing is clear.

## **COXHOE BRIDGE**

**RAISBY HILL LOW QUARRY SIDINGS.** Before a movement is made into the sidings the Guard must ensure that the line is clear.

## FERRYHILL TURSDALE JN. TO PELAW

### PENSHAW STATION

**LEVEL CROSSING OVER N.C.B. LINES**—Road access to the loading dock at Penshaw Station is via a level crossing over the N.C.B. lines the crossing gates being operated by the road users. B.R. Trainmen should keep a sharp lookout in the vicinity of this crossing and must not proceed over the crossing until satisfied that it is safe to do so.

### NEWCASTLE FOLLINGSBY FREIGHTLINER TERMINAL

1. The Terminal Overseer is responsible for all rail movements within the terminal. He will maintain liaison with Divisional Control, Newcastle, and with the Signaller at Wardley.
2. Entry to and exit from the terminal are by means of ground frame points on the Down line on the Leamside Line. Release of the ground frame is controlled by the Signaller at Wardley and the points lock both ways. Direct telephone communication is provided between the ground frame and the Signal box. Points inside the terminal are hand operated.
3. **Train Arrival**
  - 3.1 **Preparation**  
The Terminal Overseer, or his nominated representative, will proceed to the ground frame, setting hand points for the appropriate road on the way and arriving in time to accept the train without delay.
  - 3.2 **Arrival via Pelaw**
    - 3.2.1 The Terminal Overseer will operate the ground frame and the Signaller may then allow the train to cross the Down line and enter the terminal.
    - 3.2.2 The Terminal Overseer will hand signal the train over the ground frame points, and the Driver must proceed into the terminal, or run-round loop, and stop the train upon receipt of a hand signal from the person nominated for this duty.
    - 3.2.3 If the train is routed into the run-round loop, the Terminal Overseer will supervise the run-round movement, and the hauling of the train out of the loop to enable the points to be re-set for the terminal. The propelling movement into the terminal will then be authorised.
    - 3.2.4 The Terminal Overseer will then set the ground frame to normal.
  - 3.3 **Arrival via Usworth**
    - 3.3.1 When the train has passed over the ground frame points on the down line, the Terminal Overseer will advise the Signaller accordingly.
    - 3.3.2 The Terminal Overseer will then operate the ground frame and start the propelling movement into the terminal by depressing the "Shunt Back" plunger and operating the switch which will cause the "Shunt Back" board to be illuminated.

NOTE: Two boards are provided on the down line north of the terminal, marked 10 and 15 respectively. These indicate to the Driver when the rear of the train of 10 to 15 vehicles is clear of the ground frame points.

- 3.3.3 The Terminal Overseer will set the ground frame to normal when the train has passed over it completely.
- 3.3.4 The Driver must stop for instructions in the terminal at the illuminated notice board situated at the entrance to the crane area. The person nominated by the Terminal Overseer will direct the Driver where to berth the train.

#### 3.4 Handbrakes

The Guard must apply the hand brakes on at least three vehicles at the locomotive end of the train and report to the Terminal Overseer that he has done so. The locomotive may then be detached.

#### 3.5 Disposal of Locomotive

The Terminal Overseer will arrange the departure of the locomotive with the Signaller. The train crew are responsible for the operation of the ground frame when the locomotive leaves the terminal.

### 4. Train Departure

#### 4.1 Arrival of Locomotive

- 4.1.1 The Signaller must inform the Terminal Overseer, by telephone, of the approach of the locomotive.
- 4.1.2 The Terminal Overseer will ensure that the hand points within the terminal are correctly set for the appropriate road and then advise the Signaller that he may allow the locomotive to proceed as far as the marker board at the entrance to the crane area.
- 4.1.3 The train crew are responsible for the operation of the ground frame in accordance with the Signaller's instructions.
- 4.1.4 Immediately on arrival the Guard must report to the Terminal Overseer.
- 4.1.5 After the locomotive has been attached to the train, the Guard must release the hand brakes on the vehicles and then co-operate with the Driver in carrying out the brake continuity test. The Guard must advise the Terminal Overseer when this has been satisfactorily completed.

#### 4.2 Train Preparation

The Terminal Overseer will ensure that the loading of the train is completed, with all containers secure and the tail lamp in place, lit if necessary. He will prepare the train preparation certificate and the consist, but the handing over of these documents does not constitute authority to move the train. Such authority will be given separately by the Terminal Overseer.

#### 4.3 Departure via Pelaw

- 4.3.1 The Terminal Overseer, or his nominated representative, will obtain release of the ground frame from the Signaller.

- 4.3.2 The Terminal Overseer, will operate the ground frame and advise the Guard when he may start the train.
- 4.3.3 When the train has cleared the ground frame points the Terminal Overseer will return them to normal.

#### **4.4 Departure via Usworth**

- 4.4.1 The train must be propelled out of the terminal and across the Up line. The Signaller must set the whole route for this propelling movement before the train is allowed to start. The Terminal Overseer must then obtain release of the ground frame from the Signaller.
- 4.4.2 The Terminal Overseer will operate the ground frame and advise the Guard when he may start the train.
- 4.4.3 If the locomotive cannot run to the south end of the train, for it to be propelled to the up main the train must be hauled out of the terminal.
- 4.4.4 The Terminal Overseer after operating the ground frame will advise the Guard when the train may depart from the terminal.
- 4.4.5 When the train has cleared the points leading to the run-round loop, authority for the propelling movement into the run-round loop will be given by illumination of the Shunt-back notice board provided.
- 4.4.6 After the run-round movement has been completed, the movements will then be as detailed in 4.4.1, 4.4.2.
- 4.4.7 The Terminal Overseer will return the ground frame to normal when the train has cleared the points.

### **BLACKHILL STATION TO OUSTON JN.**

#### **CONSETT BRANCH**

During Single Line Working over the Consett Branch (Ouston to Consett) all unfitted and partly fitted trains towards Consett travelling over the Single line, must be assisted by a locomotive in rear.

#### **CONSETT**

**CONSETT HIGH YARD.** Skids are provided for use in connection with the propelling of trains in the Consett Iron Company's High Yard reception sidings, to protect the public level crossing during such movements. The skids must be placed by the B.R. staff on the appropriate reception siding before a train or vehicle is 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 vehicles 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 must be stopped short of the skids.

Sufficient brakes must be applied 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, such power being kept in reserve for emergency use only.

The Guard must remain on the ground to apply more vehicle brakes if necessary.

If there are any vehicles standing in the siding into which vehicles 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 vehicles are properly applied before allowing the propelling movement. When the vehicles are against the standing vehicles the whole of the vehicles 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 applied on all vehicles 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 vehicles may be lowered into the sidings at one time.

The vehicles must be stopped and the brakes tested before the vehicles are uncoupled from the locomotive or train.

There must not be less than two men in attendance on the vehicles until they are stopped on completion of the shunt.

**CONSETT NORTH SIGNAL BOX. British Steel Corporation Plate Mill Sidings.** A train requiring to enter the sidings must be propelled from Consett North Signal box and the Shunter in charge of the train must 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 Supervisor 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**

"Talkback" loudspeakers are installed between No.2 Departure and No.1 Reception on either side of the road bridge.

#### **Inward Train**

The Signaller at Consett North must 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 Signaller 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 vehicles standing in the Reception.

### **Battery Electric Tail Lamps**

Tail lamps off inward trains are retained by the Chargeman until the departure of the return working. He must maintain a book record of the receipt and issue of lamps. On the arrival of a train, the Guard is responsible for delivering the tail lamp to the Chargeman and for collecting it from him before departing.

### **Outward Train**

The Driver must obtain permission from the Signaller by means of the talk back loudspeaker before a train departs from the Reception Sidings.

## **CONSETT ORE TERMINAL**

All movements in the area are under the direction of Consett Fell signaller.

On arrival on the inlet line at the "Stop for Orders" board the Guard must contact the B.S.C. Wagon Positioner Operator and on receiving his instructions must instruct the Driver to draw the train forward to a position where the mechanical wagon moving equipment can be engaged. The locomotives must then be uncoupled. When this has been done the Guard must advise the B.S.C. Wagon Positioner Operator that the locomotives have been released from the train and on receiving confirmation that the Wagon Mover has been engaged he must then instruct the Driver to proceed through the Tippler building to the rear wagon of the empty train standing ahead. After coupling the rear wagon to the locomotives the Guard must release the hand brakes on the empty train which will have been applied by the B.S.C. Wagon Positioner Operator and then advise the Consett Fell signaller on the telephone provided that the train is ready to be propelled into the Shunt Spur. On receiving the signal the train must then be propelled into the shunt spur where the locomotive brake pipes must be connected to the train and a brake continuity test carried out. The Guard must then advise the Consett Fell signaller on the telephone provided, that the train is ready to depart and on receipt of the signal, proceed via the Outlet line.

Trainmen are warned that whilst passing through the Tippler building limited clearances exist and that they must not put their heads out of, or attempt to alight from a locomotive.

C. & W. Examiners are stationed at Consett Low Yard and will attend at Consett Fell in event of emergency. Defective vehicles which become necessary to detach at Consett will be detached into the emergency sidings mentioned in the first paragraph by the train locomotive drawing the empty train clear of the Outlet Line connection to the Up and Down Fell Single Line and then propelling the train to the emergency sidings as directed by the Consett Fell signaller.

**CONSETT NORTH, Low Yard**

Movements on the Engine Line must only be made in the direction from Consett North Signal box towards the South Ground Frame.

**DONCASTER MARSHGATE JN. TO LEEDS WEST JN.  
SOUTH ELMSALL STATION**

Drivers of down locomotive hauled trains must stop their train with the first vehicle at the appropriate "coach length" notice board.

**NOSTELL COLLIERY**

1. Before entering the Colliery Running Line, the Guard must, provided the line is clear operate the switch provided and (after 60 seconds) obtain a white light.
2. The Guard may then allow the movement to be made.
3. The Guard must normalise the switch when the movement towards the colliery has been completed.

**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.

**STAINFORTH JN. TO SKELLOW ADWICK JN.  
THORPE MARSH POWER STATION**

**Working of Oil Trains into the Power Station**

Oil trains must use the ground frame connection in the down main between Bramwith and Applehurst Jn. signal boxes.

Telephone communication is provided between the ground frame and Bramwith signal box. A marker board is provided to enable Trainmen to correctly position the tank wagons for unloading. The Guard must ensure that the unloading does not commence until the locomotive has been uncoupled and drawn clear of the unloading equipment. When the unloading operation has been completed the locomotive must be re-coupled to the empty tanks. After the brake continuity test has been completed the Guard must request the Signaller to release the ground frame for the departure of the train.

**Cripple Siding**

A siding is provided adjacent to the oil off-loading siding for defective vehicles.

**SKELLOW A.M.O.C.O. OIL DEPOT****Skellow Junction****A.M.O.C.O. Oil Sidings****Siding Allocation**

No.1 Siding (Black oil) 370 yards long, adjacent to down main.

No.2 Siding (White oil) 360 yards long.

No.3 Siding (Depot Reach Wagon B.904586, Type Lomac and Cripples) (60 yards long).

**1. Procedure : Trains for Discharge**

- (a) The Guard must obtain the permission of the Person in charge of the Depot for the train to enter the sidings. Having obtained permission and set the points for the allocated siding, the Guard must advise the Signaller at Skellow Jn. accordingly.

- (b) Before giving the handsignal for the propelling movement to commence the **Guard** must remove the tail lamp. The movement must not exceed 5m.p.h.
- (c) The **Guard** must signal the **Driver** to stop when the train is clear of the connection to the Cripple Siding.
- (d) The trains must be secured before the locomotive is uncoupled to proceed into the Cripple Siding to attach the Depot reach wagon in order to complete the positioning of the train for unloading. When the train is correctly placed for unloading the locomotive and reach wagon must be detached and drawn clear of the Depot gates to await completion of the unloading when locomotive detention applies. When locomotive release applies the Depot Reach wagon must be detached in the Cripple Siding.

2. **Procedure: Removal of Discharged Train via Up Branch Line**

- (i) **Loco remains on Depot.** Guard must ask permission from the person in charge of the Depot and then carry out the following movements:—
  - (a) Set back with loco and Reach wagon onto train.
  - (b) Attach to train, release hand brakes and draw forward with train until leading tank wagon is at a point opposite the loco stop board.
  - (c) Secure train by hand brakes, detach Depot Reach wagon and place in No.3 Siding.
  - (d) Re-attach loco to train, carry out Brake Continuity Test.
  - (e) Instruct **Driver** to draw train forward to No.33 Shunting signal, advise Signaller train ready to depart.
  - (f) When No.33 Shunting signal is cleared to proceed aspect, instruct **Driver** to draw forward and stop at the signal box.
  - (g) Guard must now replace the tail lamp on rear vehicle and rejoin loco.
- (ii) **Loco arriving via Down Branch, Up/Down Main lines**
  - (h) Loco may proceed onto the Depot as far as the Depot gates. Guard must ask permission from person in charge of the Depot and then carry out the following movements:—  
Attach Depot Reach wagon from No.3 Siding, and carry out procedure as set out in (a) to (g) above.

- 3. Smoking, use of matches or any naked flame, is not allowed in any part of these sidings.
- 4. When entering the discharge area, staff must not have in their possession unprotected lights, B.R. Bardic hand lamps, matches or any other appliance likely to cause ignition, and must not wear steel tipped footwear.

5. For the use of Guards wearing such footwear, rubber overshoes are provided, and when it is necessary for a hand lamp to be used, "safe" Bardic hand lamps are provided. This equipment is located in a cupboard inside the Depot gates.
6. Speed of all movements within the Depot must not exceed 5m.p.h.
7. Guards must ensure that the provisions of the Rule Book, Section J, clause 3.13, are fully adhered to.
8. Signalmen must ensure that prior advice is given to the person in charge of the Depot of the approach of loaded oil trains and locos for the Oil Sidings.
9. The Depot Reach wagon No. B904586 must always remain on the Depot.
10. The Instructions in the event of fire or accident are as shown in the Working Manual for Rail Staff, pink pages F1/1, F1/2, F1/3, F4/1, F4/2, F4/3, F4/4, F4/5, F4/6.
11. The electric tail lamp must be placed by the Guard in the cupboard provided.

**Working Manual for Rail Staff (BR.30054), pink pages, clauses E2/17 – Certificate of Readiness..**

The Guard must place the original completed Certificate in the box provided for the storage of tail lamps.

## **EASTWOOD L.M.R. TO NORMANTON, GOOSE HILL JN.**

### **GREETLAND O.R.T.**

**Working Manual for Rail Staff BR.30054, pink pages, clause E2/17 is amended as follows :—**  
**Paragraph 3** does not apply.  
**Paragraphs 4, 5, 7, 11 and 13.**

When the depot is manned, the opening of the gates is authority to enter the depot.

When the depot is unmanned, a key for the gates is left with the Signalman. Possession of this key is authority to enter the depot but before withdrawing vehicles a Certificate of Readiness must be obtained from the box on the gates.

#### **Certificate of Readiness**

The Guard must hand the original completed Certificate to the Signalman.

**Battery Electric Tail Lamps** – The Guard of an inward train must remove the tail lamp before entering the depot and take it to the Signalman for safe keeping.

The Guard of an outward train must collect the tail lamp from the Signaller and place it on the rear of the train after the train has been drawn clear of the depot.

The Greetland Signaller must keep a book record of the lamps.

### **ELLAND C.E.G.B.**

**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 Signaller on the telephone positioned mid-way between the hand points giving access to the Reception lines and those giving access to the Exchange Sidings.

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 Signaller 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 No.7 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.

**Battery Electric Tail Lamps** – The Guard of an incoming train must remove the tail lamp before the train enters the discharge sidings.

When the same crew work both the inward and outward trains the Guard is responsible for the safety of the lamp. In other cases, the incoming Guard is responsible for conveying the lamp to the Timekeeper's Office at Healey Mills for safe keeping and the Guard working the outward train is responsible for collecting the lamp from Healey Mills and taking it to Elland.

The Guard of an outward train must place the lamp on the train after it has been drawn onto the shunt neck prior to departure.

The Timekeeper at Healey Mills must keep a book record of the receipt and issue of lamps and is responsible for their safe keeping.

**Working Manual for Rail Staff B.R.30054, pink pages, clause E.2/17(a)** is amended as follows:—

**Paragraph 3** does not apply.

### **Certificate of Readiness**

The Guard must place the original completed certificate in the post box marked "B.R.", which is fixed to the light tower at the end of the oil discharge apparatus.

## MIRFIELD UP SIDINGS

In the event of a failure of the telephone at the Stop Telephone board, an outgoing train may proceed, but before doing so the Guard must ensure that no conflicting movement is taking place. The Signaller at Healey Mills must be advised of the failure as quickly as possible.

## 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, stop the train as close as possible to the shunting 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 shunting 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 shunting 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.

**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 brakevan, by applying brakes at the leading end. When the movement is completed the Driver must ease the vehicles up to the brakevan or leading vehicle and when this has been done the Guard must release the van or vehicle brakes, leaving them in the "off" position.

### **Propelling trains to unoccupied Reception Sidings from 1, 2 or 3 Shunt Necks.**

The Driver must stop the train as close as possible to the shunting signal at the hump end of the siding. The Guard must assist the Driver by hand signals.

### **Propelling trains to occupied Reception Sidings**

#### **(i) Down trains from 142 or 143 shunting 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 stop the train immediately the locomotive has passed the shunting 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 stop the train immediately the locomotive has passed the shunting signal at the West end of the siding concerned.

**GENERAL.** When a train has been stopped 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.

## **YARD SAFETY**

### **Down Departure Sidings**

1. When preparation is complete and a train is ready to start, the Guard must instruct the Driver that the train may proceed when the appropriate signal clears.
2. The Guard must then advise the Yard Supervisor by means of the appropriate "Train ready to start" plunger or by the telephone when such is nearer.

In order to safeguard staff performing duties in the Reception or Primary Sorting Sidings, the following additional instructions, must be complied with :

### **1. Reception Sidings**

- 1.1 When it is necessary for any train or raft of vehicles 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 acknowledgement of the warning.**
- 1.2 The staff concerned must acknowledge the warning and keep clear of the Reception line until the movement is complete and the locomotive has been released.

### **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 Supervisor 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 Supervisor of his intention. The Supervisor must then ensure that all movements from the East end of the siding concerned are accompanied and stopped 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 vehicles 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 vehicles or a brakevan 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 the 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 Supervisor immediately preparation has been either suspended or completed. Should a Guard or train preparer report back to the Departure Supervisor without such advice having been received from the Regulator, the Supervisor 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 Supervisor 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.

**PROPELLING.** A propelling movement must not be made until the Signalman at Healey Mills has been advised.

## **WAKEFIELD**

**KIRKGATE STATION.** Drivers of Down Stopping Passenger trains in excess of 8 vehicles must be prepared to stop beyond the platform end. The extent to which this is necessary will be indicated to Drivers by the Station Supervisor or other appointed person; it must NOT be taken as authority to pass a stop signal at danger.

## **LOCKES SIDINGS**

1. Before entering the Colliery Running line the Guard must, provided the line is clear, operate the switch provided and (after 60 seconds) obtain a white light.
2. The Guard may then allow the movement to be made.
3. The Guard must normalise the switch when the movement has been completed.

## **SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN. HALIFAX**

The Guard of a Down Freight train or Parcels Train calling at Halifax which has been stopped at signal No.715 must immediately advise the Signalman at Halifax by means of the telephone at signal No.713 that the train has arrived complete.

## **DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN. DIGGLE AND MARSDEN**

When the block bells have failed and no telephone communication is available between Marsden Jn. and Diggle Jn. the Area Manager, Healey Mills must appoint a Pilotman who must accompany every train, working Up trains on the Up line and Down trains on the Down line.

### **EXAMINATION OF LINES IN STANDEGE 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. The Signaller at the box in advance must be so advised before the trolley enters the section.

**PERMANENT WAY WORK IN STANDEGE TUNNEL.** When a hand 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.

## **MARSDEN AND HUDDERSFIELD**

Lineside telephones are provided between Marsden and Huddersfield numbered 1 to 9. When communicating with the Signaller the location number must be quoted.

### **HUDDERSFIELD STATION**

A propelling movement must not be made until the Signaller at Huddersfield 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.

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.

## **CLAYTON WEST BRANCH**

### **EMLEY MOOR COLLIERY**

The gravitation of Vehicles into the Colliery Sidings is prohibited.

Outside the hours of 07 30 and 14 30 or if advised by the signaller at Clayton West Jn. that the Colliery Pilot is not available, a train must proceed to Clayton West Station and after the locomotive has run-round, must return to Skelmanthorpe and place the Vehicles into the Colliery Sidings.

## **THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN. BATLEY AND MORLEY**

**FAILURES OF INSTRUMENTS, BELLS AND TELEPHONES.** When the block bells have failed and no telephone communication is available between Morley Station and Batley boxes the Operating Supervisor on call must act as Pilotman and must accompany every train.

**PERMANENT WAY WORK IN MORLEY TUNNEL.** When a hand 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 Engineer's 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 Guard must inform the signalman 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 Drivers Assistant 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 Drivers Assistant must conduct the assisting train to the disabled train.

#### **DUNLOP AND RANKEN SIDINGS.**

Annetts keys for the lock securing the ground frame at the Farnley Branch Jn. 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.

#### **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 vehicles 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.

Vehicles must not under any circumstances be loose-shunted or gravitated into the Decoiling Shed.

### **HECKMONDWYKE CURVE**

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**

Should a 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 Jn. side or at the trap points protecting the Main line if within that distance, and advise the Healey Mills Signalman of the circumstances from the nearest signal post telephone.

The Guard must exhibit a hand Danger signal at the detonators and conduct the assisting locomotive to the disabled train.

**FAILURE OF TRACK CIRCUITS AND SIGNALS.** In the event of a failure of the signalling equipment or of a train on the single line a competent man will take charge of the connection to the Heckmondwyke Curve under the instructions of the Signalman at Healey Mills box. No movements from or to the curve must be made until the Driver has been instructed to do so by the man in charge on site. When these arrangements are in operation Drivers will be so informed by the Healey Mills Signalman by means of the telephone at Signals HM.27 and 25, Drivers must arrange for the Guard and Driver of any assisting locomotive to be informed and the Guard of each train or Drivers Assistant in the case of a light locomotive returning from the curve must advise the Signalman at Healey Mills, by telephone, when the train complete with tail lamp has passed signal HM.32.

## **HEADFIELD BRANCH**

### **LIVERSEDGE O.R.T.**

**BATTERY ELECTRIC TAIL LAMPS** — The Guard of an arriving train must remove the lamp before the train enters the depot.

When the same train crew work both the inward and outward trains the Guard is responsible for the safe custody of the lamp.

In other cases the Guard of the arriving train is responsible for conveying the lamp to the Timekeeper's office at Healey Mills for safe keeping and the Guard working the outward train is responsible for collecting the lamp from Healey Mills and taking it to Liversedge.

The Guard of an outward train must place the lamp on the train after it has been drawn out of the depot.

The Timekeeper at Healey Mills must maintain a book record of the lamps.

**Working Manual for Rail Staff (B.R.30054)**, pink pages clause E2/17 (a) is amended as follows:—

**Paragraph 3** does not apply.

**“Paragraphs 4, 5, 7, 11 and 13.** When the terminal is unmanned, written authority to comply with these paragraphs will be found in the box on the depot gates. Authority to enter the terminal to withdraw vehicles will be on the Certificate of Readiness in the same box. Before leaving Healey Mills, Guards booked to work trains into and out of the terminal when it is unmanned **MUST** obtain a key to this box from the Timekeeper at Healey Mills, to whom it must be returned.”

### **Certificate of Readiness**

The Guard must place the original completed certificate in the box marked ‘B.R.’ which is fixed to the light tower at the end of the oil discharge apparatus.

**Trains for Gas Works Sidings.**

When a train is to enter or leave the Gas Works Sidings the Guard must give details of the required movements, by telephone, to the Signalman at Healey Mills and obtain the Signalman's permission for such movements to be made.

The Signalman must be informed when an inward train has been shunted into the Gas Works Sidings clear of the Arrival and Departure lines and movements from the Sidings must not subsequently occupy or foul these lines without the Signalman's permission.

When an outward train is on the Down Slow line ready to depart the Guard must so advise the Signalman at Healey Mills box.

**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.

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 Signalman at Healey Mills and obtain his permission for such movement to be made. The Signalman must be informed when the train standing on the Arrival line is ready for departure.

**DEWSBURY GAS****Working Manual for Rail Staff (B.R.30054), pink pages, clause E2/17 (a) – Certificate of Readiness.**

The Guard must place the original completed Certificate in the box provided on the depot gates.

**BATTERY ELECTRIC TAIL LAMPS** – The Guard of an incoming train must remove the tail lamp before the train enters the discharge sidings.

When the same train crew work both the inward and outward trains the Guard is responsible for the safe custody of the lamp.

When the inward train locomotive is immobilised in the sidings and separate sets of train crews are programmed for the inward and outward workings, the Guard of the inward train is responsible for ensuring that the lamp is locked in the cab of the locomotive.

In all other cases the incoming Guard is responsible for taking the lamp to the Timekeeper's office at Healey Mills for safe keeping and the Guard working the outward train must collect the tail lamp from Healey Mills before proceeding to Dewsbury.

The Guard of an outward train must place the lamp on the rear of the train after it has been drawn clear of the discharge sidings.

The Timekeeper at Healey Mills must maintain a book record of the lamps.

## HORBURY STATION JN TO CRIGGLESTONE JN

### FLOCKTON SIDINGS

1. When the train arrives at the Ground Frame the Guard must before requesting release, advise the signalman that the wrong direction movement has been completed.
2. **N.C.B. Level Crossing**  
The N.C.B. will normally provide an attendant who will prevent any use of the level crossing whilst B.R. trains are within the sidings. The Guard must satisfy himself it is safe before giving permission for his train to proceed over the crossing.
3. **Propelled Trains**  
On arrival of the train at the ground frame the Guard must proceed to the level crossing, satisfy himself the N.C.B. Attendant is present, then authorise the train to enter the sidings by operation of the bell plunger.
4. **Hauled Trains**  
The Guard must accompany the train through the ground frame connection to the sidings and satisfy himself the N.C.B. Attendant is present at the level crossing before authorising the train to proceed over it.
5. **When the N.C.B. Attendant is not present**  
The Guard must ensure the crossing is safe before authorising the train to proceed over the level crossing and, in the case of a propelled train, after operating the bell plunger, remain at the crossing until arrival of the train.

## WATH ROAD JN TO LEEDS NORTH JN

### CUDWORTH STATION

Guards of Merry-Go-Round trains requiring to set back from Up Goods to Up Sidings must ascertain from the Signalman, the siding into which the train is to be placed and advise him the necessary points have been set and the set back movement may commence.

### MONCKTON COKING SIDINGS

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.

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.

Vehicles must not be gravitated towards the hand points leading to the Drift Mine line, unless the Shunter is present, is in possession of the Key for the hand points and the points are set for the shunt spur.

## **STOURTON TRADING ESTATE**

During clear weather only trains must be propelled between Hunslet South Jn. and Wakefield Road signal boxes over the Up Goods line and then crossed to the Down Main line. In fog or falling snow trains must work to the instructions of the Supervisor at Hunslet Down Sidings.

The hand points leading to the Trading Estate must be set by the Guard, who must advise the Signaller at Wakefield Road when this has been done.

Trains entering the Trading Estate must not exceed 16 SLU and must be propelled.

When a train has departed the Trading Estate the handpoints leading from the Trading Estate to Freightliner Terminal must be set for the Freightliner Terminal.

### **STOURTON TRADING ESTATE LEVEL CROSSING**

1. This is an "Open" crossing without attendance. Road traffic is controlled by flashing road signals. The signals must be operated by the Guard by means of plungers located in locked cabinets adjacent to the "STOP/WHISTLE" boards.
2. The key to these cabinets is kept in Wakefield Road signal box and must be collected by the Guard from the Signaller and returned to him after use. A lamp unit is provided at the crossing, focussed to shine along the railway in each direction, and when lit will indicate that the road lights are operating.
3. The Guard, when ready to allow the train to proceed from the propelled trains locomotive stop board must, after obtaining a white light indication, give an audible signal to the Driver by means of the bell push provided at the "STOP/WHISTLE" boards.
4. When the audible signal is received, to pass the stop board, the Driver must sound the locomotive horn and commence propelling at a speed not exceeding 5m.p.h.
5. After a shunting movement has been completed and the level crossing is clear, the Guard must extinguish the road traffic lights by means of the STOP button located adjacent to the "STOP/WHISTLE" boards.
6. If, after operating the plunger, to activate the road traffic lights, there is no light in the lamp unit, the Guard must not authorise the Driver to proceed over the crossing until he is satisfied that it is safe to do so. The Guard must obtain the assistance of two B.S.C. employees to control road traffic. The circumstances must be reported by the Guard immediately, to the Signaller at Wakefield Road signal box.

### **D AND F STEELS LEVEL CROSSING**

1. The normal position of the barrier is across the railway. It must be placed across the roadway by the Leading Railman before any movement is authorised to proceed over the crossing.
2. The Guard must obtain permission from Steel's staff for the movement to enter Steel's sidings and ascertain into which siding the loaded wagons are to be placed.

3. The barrier must be replaced to the normal position by the Leading Railman when a movement is complete and the level crossing is again clear.

### **STOURTON FREIGHTLINER TERMINAL**

1. The Terminal Overseer 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. **Train Arrival**  
30 minutes before a train is due to arrive the Terminal Overseer will ascertain its whereabouts from Divisional Control and estimate its arrival time. 10 minutes before that time he will again consult Divisional Control about the train's approach and confirm his estimate.

Authority to pass the stop board will be given by the Terminal Overseer, who will remain at the handpoints at the Stourton Jn. end until the train has entered the transfer area. A member of the terminal staff, acting under the instructions of the Terminal Overseer, will stop the train by hand signal and tell the Driver where the locomotive should stand after being detached.

4. **Locomotives from Wakefield Road**
  - 4.1 Drivers must, after clearance of No.18 signal stop the locomotive at the handpoints leading to the Trading Estate F.L.T. Sidings and check that these points are properly set for the F.L.T. Sidings.

Permission to pass the stop board will be given by the Terminal Overseer.

- 4.2 **Handbrakes**  
After the train has been berthed the Guard must report to the Terminal Overseer, who will instruct him as to the movements to be carried out, including which handbrakes to apply as appropriate.

- 5 **Train Departure**

- 5.1. **Preparation**

- 5.1.1 Train crews for starting trains must report to the Terminal Overseer immediately on arrival at the terminal
    - 5.1.2 The Terminal Overseer will ensure that the loading of the train is completed, all containers secure and the tail lamp in place (and lit if necessary). He will then complete the Train preparation Certificate, which he will hand to the Guard along with the train consist as soon as practicable before the departure of the train. The handing over of these documents does not constitute an authority to move the train.
    - 5.1.3 After the locomotive has been coupled to the train, the Driver and Guard must carry out the brake continuity test. The Guard must release and check the hand brakes on the train, advising the Terminal Overseer when this has been done. Authority to move the train will be given to the Guard by the Terminal Overseer.

**HOLBECK M.P.D.**

Brakevans must not be left in the back siding.

Locomotives requiring to leave the Depot under authority of No.880 Signal must, when awaiting clearance of that signal, be stopped at the associated signal telephone situated 25 yards in rear of the signal.

**GRIMETHORPE COLLIERY TO CUDWORTH DEARNE  
VALLEY NORTH JN.****GRIMETHORPE COALITE PLANT****WORKING INSIDE COALITE SIDINGS**

1. The four Coalite Loaded Sidings are fitted with hydraulic retarding equipment for a distance of 215 feet from the traverser. At the south end of this equipment there is a hydraulic wheel stop on each siding; normally raised. Loaded vehicles will, however, stand south of the wheel stops but they will, in this event, be coupled to the vehicles north of the wheel stops and so be controlled by it.
2. B.R. locomotives must not under any circumstances, pass the wheel stops.
3. When attaching loaded vehicles, Drivers must take great care not to set the vehicle back.
4. Before moving out of the loaded sidings, the B.R. Guard or Shunter must request Coalite Company's staff to lower the relevant wheel stops and obtain an assurance that this has been done. The Driver must be so informed.
5. When moving out of the loaded sidings a speed of 4m. p.h. must not be exceeded until the last vehicle has passed clear of the retarding equipment. Higher speeds will damage the equipment and may cause derailment.

**DEPARTING FROM COALITE SIDINGS/COALITE LOADED WAGON PLANT 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.

**CUDWORTH NORTH JN. TO MONK BRETTON**

**DISABLED TRAIN.** Should a failure occur on the "Up and Down" Through Siding, the Drivers Assistant must place three detonators on the line 20 yards apart, not less than 100 yards from the train on the Cudworth North Jn. side or at the trap points protecting the Main line if within that distance and then proceed to Cudworth North Jn. signal box and advise the Signaller of the circumstances. The Drivers Assistant must conduct the assisting train to the disabled train.

## NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. CASTLEFORD

### HICKSON AND WELCH LIMITED SIDING

**Working Manual for Rail Staff (BR.30054), pink pages, clause E.2/17 (c)** is amended as follows :—

**Paragraph 2** does not apply. A brakevan may enter the sidings. The fire in the brakevan must be damped down before proceeding to the siding and will be inspected by the firm's representative before the brakevan is allowed into the Depot.

**Paragraph 6** does not apply. The reach wagons are unfitted.

### 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. On arrival the Guard must report to the gate office of Messrs. Hicksons Ltd. who will detail a man to supervise the car park and road crossings. The Guard must then hand signal the Driver and precede the train, see that the points are correctly set and the line is clear to the yard.

Trains must be propelled in the Down direction and only the diesel shunting locomotive from Castleford must be used for movements over this branch. The speed must not exceed 4m.p.h.

**Tail Lamp Advice**— Trainmen of all Up trains from the Fryston direction for the Ledston branch or associated lines and sidings, must, when their train complete with tail lamp attached has been set back clear of the Up Main line, advise the signalman at Castleford Station accordingly by means of the signal post telephone at CS14 signal.

## CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST WHELDALE COLLIERY

### **Working of trains to the Colliery**

When requesting the release for the Wheldale Ground Frame the Guard must ascertain from the Signalmen into which siding the train must be positioned and receive an assurance that no NCB conflicting movement is being made.

### **Working of trains from the Colliery**

Before any train is propelled in the sidings towards the siding outlet, the Guard must obtain the permission of the Signalman at Castleford Station on the ground frame telephone.

## LEDSTON

**BOWERS OPENCAST—OUTGOING TRAINS.** Drivers when contacting the Signalman at Ledston, at the Stop-Telephone board, must give the description and destination of the train and not proceed until authorised by the Signalman.

**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, brakes must be applied as necessary before the locomotive is detached. The vehicles may then be allowed to gravitate into the Colliery Sidings.

## WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. WAKEFIELD C.E.G.B. SIDINGS

1. Movements must not exceed 5m.p.h.
2. Vehicles must not be stabled in No.7 siding.
3. B.R. locomotives must not proceed from the sidings at the C.E.G.B. end until it has been ascertained that the C.E.G.B. pilot is stopped and is standing clear.

## PONTEFRACT

**PRINCE OF WALES.** No propelling movement must be made until the Signalman at Prince of Wales has been advised that a propelling movement is intended.

## KNOTTINGLEY DEPOT

A Scotch block which can be locked in position across the rails is provided at the exit from Depot Sidings on the East side of England Lane level crossing.

Guards or other persons in charge of rail movements into and out of the Sidings must remove the Scotch block before the movement commences and, immediately the movement has been completed, replace and relock it across the rails.

## KELLINGLEY COLLIERY

Trains for the empty sidings must be propelled.

Where a brakevan is leading it must be detached before the train enters the sidings.

The Leading Railman when on duty or in his absence the Guard, must ascertain from the Signaller into which siding the empties are to be placed and if it is empty or not.

He must inform the Signaller when the appropriate points have been set and it is safe for the movement to be made.

### EGGBOROUGH POWER STATION

Trains conveying 45 tonne or 100 tonne G.L.W. oil tanks must, provided subsidiary signal No.P2 is clear, proceed to the "STOP FOR ORDERS" board. The Guard must obtain from the C.E.G.B. representative an assurance that the facing hand points in the By-pass line and the Cripples Loop are correctly set and secured for the train and then obtain authority for the train to draw forward for discharging.

When P.2 sub-signal is cleared, the train will draw forward into position at the Oil Discharge Point.

When discharge is completed and the Guard has received authority from the C.E.G.B. staff for the train to depart he must instruct the Driver to draw forward to P 3 signal. The Guard must then telephone the C.E.G.B. Controller and inform him that the train is ready to proceed.

The facing hand points in the By-pass Line leading to the Cripples Loop will normally be set along the By-pass Line, and the hand points in the Cripples Loop leading to the Contractors Sidings will normally be set towards that Siding. The C.E.G.B. Staff will be responsible for ensuring that these points are set correctly and secured by clips before any train is allowed to pass P.2 signal onto the By-pass Line.

**BATTERY ELECTRIC TAIL LAMPS.** The Guard is responsible for removing the lamp before the inward train enters the oil discharge sidings and for placing the lamp on the rear after the outward train has been drawn clear of the discharge sidings. He is also responsible for the safe keeping of the lamp whilst the train is in the discharge area.

**Certificate of Readiness** — The Guard must place the original completed certificate in the red box provided at the C & W examiner's cabin.

### HENSALL

In the case when a Driver is authorised 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 fully lowered.

## DRAX POWER STATION BRANCH

### **Working over By-Pass line and oil delivery siding**

After trains are stopped at the "STOP FOR ORDERS" board, the Guard must obtain from the C.E.G.B. representative an assurance that the facing hand points for the By-Pass line/Oil Delivery Sidings are correctly set and secured for the train. He must then obtain authority for the train to draw forward on to the By-Pass line, or Oil Delivery Sidings. The speed over the hand points must not exceed 5m.p.h.

When a train on the Oil Delivery Siding is ready to depart, the Guard must first obtain the permission of the C.E.G.B. Controller, by telephone, for the train to proceed. When this permission has been received, the Guard must give the necessary hand signals to the Driver to draw forward to signal D.12

### **Drax Power Station Level Crossing**

This is an unmanned "open" crossing. Drivers must sound the horn when approaching the crossing and must not exceed 5 m.p.h. when passing over it.

### **Battery Electric Tail Lamps**

The Guard is responsible for removing the lamp before the inward train enters the oil discharge sidings, for placing the lamp on the rear after the outward train has been drawn clear of the discharge sidings, and for the safe custody of the lamp in the meantime.

**Working Manual for Rail Staff (B.R.30054), pink pages, clause E2/17 (a)** is amended as follows :—

**Paragraph 3** does not apply.

**Certificate of Readiness** — The Guard must place the original completed Certificate in the red box provided at the C. & W. Examiners cabin.

## 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.

**50-TON CRANE AND LOW END ROAD CROSSINGS :** Drivers requiring to work trips over these crossings must not foul them, although the fixed signals may have been cleared, until signalled forward by the ground staff.

### **GOOLE—ENGINE SHED JN.—TILCON LIMITED—DEPOT**

The connection is ground frame controlled, electrically released from Engine Shed Jn. Signal box. Telephone communication exists between the ground frame and Signal box.

An elevated unloading hopper for Wagon bottom discharge is situated along the Siding. The gradients of the Siding are rising towards the Hopper, level on the Hopper and falling from the Hopper to the Buffer stops. The portion of the Siding beyond the Hopper is capable of holding one train of up to 30 Hopper Wagons.

A train for the Depot will be stopped at No.37 Signal. The Guard must alight and the train must draw forward clear of the Siding connection. The train must be propelled into the Depot under the authority of Signal No.22 and must be stopped in the Depot clear of the ground frame connection to enable the Guard to normalise the ground frame before the train is propelled forward up to the marker board midway to the Hopper.

On arrival at the marker board the Guard must then proceed forward and obtain an assurance from the person in charge of the Hopper that the train may enter the Hopper for unloading.

The Guard must handsignal the train up to the Hopper and the propelling movement must come to a stand with the Locomotive Cab nearest to the first wagon, opposite the stop-board situated at the unloading Hopper.

A batch of 3 wagons at one time will be discharged. During the unloading operations the Guard must position himself in a suitable position adjacent to the unloading hopper and instruct the Driver forward after being advised by Tilcon Staff that each batch of 3 wagons is discharged.

When the unloading is completed the Guard must instruct the Driver to draw forward clear of the unloading Hopper before preparing the train for departure.

The Guard must contact the Signaller by telephone at the Ground frame to give advice that the train is ready to leave the Siding. After leaving the Depot the train will proceed to Goole Yard Marshalling Sidings for the Locomotive to run round and the C. & W. Examination to be carried out.

## **WATH ROAD JN. TO BURTON SALMON PONTEFRACT BAGHILL**

**BATTERY ELECTRIC TAIL LAMPS** — The Guard of an incoming train must remove the tail lamp before the train enters the depot and take it to the Signaller for safe keeping.

The Guard of an outward train is responsible for collecting the tail lamp from the Signaller and for placing it on the train after the train has drawn out of the depot.

The Signaller must maintain a book record of the lamps.

## **FERRYBRIDGE C.E.G.B.**

**BATTERY ELECTRIC TAIL LAMPS** — The Guard is responsible for removing the lamp before the inward train enters the oil discharge sidings and for placing the lamp on the rear after the outward train has been drawn clear of the discharge sidings. He is responsible for the safe custody of the lamp whilst the train is in the discharge area.

**Working Manual for Rail Staff (BR.30054), pink pages, clause E2/17 (a)** is amended as follows :—

Paragraph 3 does not apply.

**Certificate of Readiness** — The Guard must place the original completed certificate in the red box provided on signal post No.4 controlling entry to the hopper house.

## **FERRYBRIDGE 'C' POWER STATION**

### **WORKING OF OIL TRAINS**

When No.1 signal is cleared, an oil train must be drawn forward and stopped with the locomotive adjacent to the notice board worded "OIL TRAINS".

When shunting signals Nos.28 and 28R are cleared, the train must be propelled and stopped with the locomotive adjacent to the "STOP" board, after passing through the points leading to the oil sidings.

The Guard must then ascertain the line is clear and authorise the train to be propelled into the sidings by operating the bell.

Upon completion of discharge the trains must be drawn forward to No.2 signal.

Provided there are no loaded 100 tonne G.L.W. tanks in the train, the route to the outgoing line will be via one of the hopper lines.

In the event of a loaded 100 tonne G.L.W. tank in the train, the Guard will be so advised by the C.E.G.B. staff before the train leaves the sidings. In these circumstances and upon arrival of the train at No.3 signal, the Guard must obtain an assurance from the C.E.G.B. Controller that the points in the East hopper line leading to the by-pass line have been set and secured towards that line. When No.3 signal is cleared with route indication "E" displayed, the train must proceed at not more than 5m.p.h. and the Driver must stop at the ground frame giving access to the outgoing line.

Upon arrival of the train at the ground frame the Guard must ask the Signaller for its release and obtain permission for the train to proceed.

## **HICKLETON COLLIERY EMPTY WAGON BRANCH**

### **HICKLETON MAIN COLLIERY SIDINGS. Empty Wagon Sidings.**

1. 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.
2. The Empty Wagon Branch is a single line and is worked in accordance with the regulations for One Train Working on Single lines. A train staff, normally kept in the signal box, is provided, lettered "Hickleton Colliery Empty Wagon Sidings" and no locomotive or other vehicle must be on the Branch unless the Driver, with regard to a locomotive, or authorised person in the case of other vehicle, is in possession of the train staff.

## **GOLDTHORPE COLLIERY BRANCH**

1. When a train is worked by more than one locomotive, the additional locomotive must remain with the train until it leaves the Branch.

### DISABLED TRAIN

2. Should a train stop on the Branch owing to failure and assistance is required, the Guard, or in the case of a light locomotive, the Drivers Assistant must place three detonators 20 yards apart, not less than 300 yards from the train on the Colliery Branch Junction side, or at the catch points protecting the main line if within that distance and advise the Hickleton Main Colliery Sidings Signalman of the circumstances from the nearest signal post telephone.
3. The Guard must exhibit a hand Danger signal at the detonators and conduct the existing locomotive to the train.

### GOLDTHORPE COLLIERY – EMPTY WAGON SIDINGS

4. 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 5m.p.h. when passing over the Bunker Weighbridge line. The speed of all trains over the remainder of the Empties Siding and Run-Round line must not exceed 15m.p.h.
5. Upon arrival of an empty wagon train at the STOP board, the B.R. Shunter (or trainman) must so advise the person in charge of the Colliery weigh office on the telephone provided, stating number of wagons being conveyed. When permission is given for the train to enter the Colliery, the train must be drawn forward and after the brakevan has been detached proceed forward, clear of the connection to the sidings.
6. Propelling of the train to the empty wagon sidings must not begin until a proceed (yellow) aspect is displayed at the colour light signal located at the entrance to the colliery sidings and in addition, a 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 route 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

7. Three colour light signals controlled by N.C.B. staff are provided. The aspects displayed at signal No.3 located to the left of the overbridge, are **repeated** at the other two signals Nos.1 and 2.
8. Locations of the signals are:—  
 No.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 movements to the loaded wagon sidings.  
  
 No.2 Left hand side of line, 260 yards in advance of Signal No.1 and 185 yards in rear of Signal No.3.  
  
 No.3 Left hand side of overbridge at empty wagon sidings, 185 yards in advance of Signal No.2 and immediately over N.C.B. operating signalling panel.
9. These trains must be propelled over the Run-Round line on to the Departure line in rear of No.2 shunt signal.

10. When No.2 shunt signal is cleared, the train must proceed through the Bunker for tare weighing at a maximum speed of 3m.p.h. and must be stopped on the Empties Siding when the whole of the train has passed one locomotive length beyond No.1 shunt signal.
11. The locomotive must then be detached and run-round.
12. When No.1 shunt signal is cleared and the Bunker loading signals indicate the "Move Forward at Slow Speed in Direction for loading" aspect, the train must proceed under the control of the Bunker loading signals and be stopped when the first four wagons are in position to be loaded. Loading will proceed, four wagons at a time under the control of the Bunker loading signals until the whole of the train has been loaded.
13. When loading has been completed, the train must be propelled back through the Bunker until clear of the weighbridge and then drawn forward for gross weighing at a maximum speed of 3m.p.h. These movements will be controlled by the Bunker loading signal.
14. During loading and gross weighing, the Guard must stay at the Bunker, ready to stop the loading/weighing operation by means of the emergency STOP switch, should this be necessary at any time during the movement and not allow loading or gross weighing to recommence until he is satisfied that it is safe to do so.
15. When the weighing movement is completed, the train must be stopped at the furthest Bunker loading signal and the wagons labelled.
16. The Guard must then inform the Bunker Operator that the train is ready to depart.

## LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE

### ARMLEY MOOR GROUND FRAME

**Regulation of Freight Trains** – Drivers of class 8 and 9 trains travelling on the Up Main must stop at signal L1608. Should the destination be beyond Whitehall Jn., they must again stop at signal L71 and, in addition, inform the Signalman when the train is ready to depart.

### 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 stopped and not proceed over the crossing until the person in charge is satisfied that it is safe to do so:—

- (i) Engineers' self propelled on track machine which cannot be relied upon to actuate track circuits.
- (ii) Engineers' trolley or rail motor.

Arrangements must be made for the crossing to be manned before Single Line Working by Pilotman is introduced.

Whenever it is necessary for a movement to pass over the level crossing in the “wrong” direction such movement must first be stopped clear of the level crossing and must not proceed 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.

#### **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 the Depot at a time when another locomotive or Empty Diesel Unit is standing on the Up Arrival line, it must before leaving the shed or yard be stopped and the Driver informed that there is a locomotive or Empty Diesel Unit on the Up Goods line and instructed to proceed slowly.

### **BRADFORD EXCHANGE STATION**

Drivers of D.M.U. trains conveying passengers, entering No.1 Platform, must stop short of the Parcels loading Bay.

#### **Maximum Number of Vehicles on Trains**

Passenger or E.C.S. trains booked to call at Bradford Exchange must not exceed **10** bogie vehicles except on the authority of the Divisional Manager, Leeds or Chief Operating Manager, York.

### **DUDLEY HILL TO BOWLING JN.**

#### **HALL LANE**

##### **Disabled Train**

Should a failure occur on the branch, the Drivers Assistant 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 signalman at Hall Lane of the circumstances. The Drivers Assistant must conduct the assisting train to the disabled train.

When the services of the Drivers Assistant are not available the Guard must perform the duties laid down for the Drivers Assistant 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.

## LEEDS TO SKIPTON STATION SOUTH LMR

### LEEDS

Proceeding of empty multiple unit diesel trains from Leeds Parcels Area towards Leeds North Jn. is prohibited.

The third 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 Parcels Area. When propelling, the provisions of the second paragraph of Clause 8 must be observed.

**TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS.** When a train stops 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.

**PROPELLING MOVEMENTS** 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 has been advised that a propelling movement is intended.

#### 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 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 Station and leave with vehicles behind the rear brakevan:—

**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 stopped at signals 91, 92, 93, 95 or 179 and a subsidiary signal with route indicator is exhibited, the Driver must proceed cautiously to the end of the platform at the entrance to the station, stop and await information from the Handsignalman as to the state of the line ahead.

**EMPTY COACHING STOCK TRAINS.** On arrival of trains at Leeds Station, the Guards in charge must not leave until they have first ascertained from the Station Supervisor where the empty carriages have to be shunted, and whether they will be required to work away.

## **LEEDS MOTIVE POWER AREA**

Drivers in charge of locomotives on the Motive Power area must communicate with the Signaller at Leeds 15 minutes before the booked departure time of the train they are to work, to obtain instructions.

In the absence of specific instructions, Drivers must contact the Signaller at 15 minute intervals.

Drivers should be alert at all times to any "tannoy" announcements.

## **KIRKSTALL**

### **SERVICING OF C.E.G.B. SIDINGS**

During fog or falling snow trains must be hauled into the Discharge Sidings.

#### **Arriving Trains**

- a When setting back from the Down Main line, Drivers must stop their train with the locomotive opposite the marker board worded "Propelled Trains Compulsory Locomotive Stop".
- b The Guard, having ascertained that it is safe to position the train in accordance with the Instructions contained in Section E2/17 pink pages of the Working Manual for Rail Staff, must then operate the plunger to actuate the Klaxon horn and flashing lights to warn C.E.G.B. staff, then signal the train into the appropriate siding. When the movement is completed the Guard must operate the plunger to cancel the Klaxon horn and flashing lights.

#### **Departing Trains**

- c When a train is ready to depart from the discharge sidings, the Guard must advise the Signaller at Kirkstall by the telephone located on the outside wall of the pump house, of the required movement and obtain permission to proceed towards the signal controlling movements from the sidings.
- d Before authorising the train to start, the Guard must operate the plunger to warn C.E.G.B. staff and cancel when the train is clear of the discharge sidings.
- e Drivers must stop their train with the locomotive opposite the illuminated marker board worded – "Propelled Trains Compulsory Locomotive Stop". The Guard must ascertain that the signal has been cleared before authorising the Driver to proceed.

**Working Manual for Rail Staff B.R. 30054, pink pages, clause E.2/17 is amended as follows:—**

**Paragraph 3 does not apply.**

**Paragraphs 4, 5, 7, 11 and 13** — When oil depot is unmanned, written authority to comply with these paragraphs will be found in a box on the lamp standard to which the Klaxon horn plunger is affixed. The Authority to withdraw vehicles will be on the Certificate of Readiness in the same box.

**Certificate of Readiness** — the Guard must hand in the original completed Certificate at his home depot.

**BATTERY ELECTRIC TAIL LAMPS** — The Guard of an arriving train must remove the tail lamp before the train enters the depot and is responsible for the safe custody of the lamp. If the lamp is not immediately required for return working it must be taken by the Guard to the Signaller for safe keeping.

The Guard of an outward train is responsible for returning the lamp to the train after it has been drawn clear of the discharge sidings. When rostered to work a stabled empty train he must first collect a lamp from the signal box.

The Signaller is responsible for keeping a book record of the receipt and issue of lamps given to him for safe keeping.

## **SHIPLEY**

1. Up locomotive-hauled trains which require to reverse at Shipley and diesel multiple unit trains with a defect in the rear cab may be set back from No.2 platform to the Up Main line at Bingley Junction. Authority to set back will be given by the Signaller exhibiting a green hand signal from the signal box to the Guard who must relay the signal to the Driver by hand signal or buzzer, as appropriate.
2. Down locomotive-hauled trains and diesel multiple units with tail traffic may be propelled at Bingley Junction from the Down Main line to Platform 1. In the case of diesel multiple units with tail traffic, the Guard must ride in the leading driving compartment.
3. Down and Up diesel multiple units booked to reverse direction at Shipley may be propelled from No.2 or No.4 platform to the Down Main line at Bradford Junction signal box. The tail lamp of such a train must not be transferred to the opposite end until the crossing movement has been made and the train has stopped at either No.1 or No.3 platform as the case may be.

## **LEEDS WORTLEY JN. TO HARROGATE HORSFORTH AND RIGTON**

### **BRAMHOPE TUNNEL. General Instructions.**

When the block bells have failed and no telephone communication is available between Rigton and Horsforth signal boxes, the Area Manager, Leeds must appoint a Pilotman who must accompany every 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. Standard telephones are also provided at each end of the tunnel on the Down side providing communications with Horsforth box.

Gas proof type telephones differ from the standard 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.

The Driver of an assisting locomotive must in no circumstances enter the tunnel unless the Driver's Assistant or Guard, as the case may be, of the train or locomotive requiring assistance accompanies him.

### **SHIPLEY LEEDS JN. 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 Jn. box. 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 stopped 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 Jn. 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.

### **GOODS YARD**

The Guard or person in charge must not authorise a train to pass the "STOP FOR ORDERS" board on the Through Siding line until an assurance has been received from Crossley's Shunter that the private locomotive has ceased work and is clear of the movement about to be made. Before leaving the Yard, the Guard or person in charge must advise Crossley's Shunter that B.R. Shunting operations in the Yard have terminated.

Trains being propelled from the Up Main along the through siding at Shipley Goods Yard must not exceed 15 S.L.U.

### **BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE**

**Carrying of Side Lamps.** Freight trains not fitted throughout travelling over the East lines between Manningham Station Jn. 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**

Before a propelling movement is made, the signalman must be advised that a propelling movement is intended.

## **SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.**

**Acceptance of trains for Bradford direction under the Warning Arrangements.** When the Up Main Home Signal at Bingley Jn. remains at danger until a train has been quite or nearly stopped, this is an indication to the Driver that his train has been accepted by Bradford Jn. under the Warning Arrangement. The Rule Book, Section C.5.12 is hereby modified accordingly.

## **LEEDS TO HULL PARAGON LEEDS STATION**

For Working Instructions see page 376.

## **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 means of the talk-back equipment situated at the Stop board on the Depot Arrival line, a Driver must stop his train on the Reception Sidings with the leading locomotive cab immediately in rear of the "STOP – TELEPHONE" boards situated at the East end of those sidings.

## **UP SIDINGS**

1. Trains arriving on the Up Sidings Arrival Line from the West must proceed to the notice board at the East end, worded "STOP, PROCEED IF LINE CLEAR".
2. Movements along the Up Sidings Arrival Line from East to West, are prohibited unless permission of the person in charge of the Sidings or the Signaller has been obtained.

## **WORKING OF TRAINS BETWEEN NEVILLE HILL UP SIDINGS AND MARSH LANE YARD**

Trains running between Neville Hill Up Sidings and Marsh Lane Yard must not be propelled.

## **MARSH LANE**

### **TILCON LTD. DEPOT**

1. When propelling into the Depot, Drivers must stop their train with the locomotive opposite the marker board worded "Propelled Trains – Compulsory Locomotive Stop". The Driver must not proceed until authorised to do so by the Guard or other person in charge.
2. After the points have been examined the Guard must signal the train to set back towards the Coal Drop Line (rising gradient). A maximum of 15 vehicles must be set back clear, detached and secured. The remaining vehicles not exceeding 15, must be drawn forward and set back to the Depot after the Guard has obtained authority from the Tilcon representative to propel to the Depot unloading line.
3. A batch of 3 vehicles at one time will be discharged. When positioning vehicles on the discharge sidings the first three vehicles next to the locomotive must be discharged first. The Guard must act in accordance with the instructions given by the Firm's representative during the unloading procedure. On completion of discharge of the first portion, this must be drawn off the unloading line and set back towards an adjacent siding.
4. On completion of discharge the second portion must be placed towards the Coal Drop line. The first portion must then be drawn from the adjacent siding and coupled to the second portion, and the complete train drawn forward to signal 771 where the Guard must advise the signaller at Leeds that the train is ready to depart.

**GOODS YARD**

When a train requires to enter Marsh Lane Goods Yard the trainman must communicate with the Signalman at Leeds and act in accordance with any instructions given by him.

When propelling trains or vehicles into the Goods Yard, Drivers must stop their train with the Locomotive opposite the marker board worded "Propelled trains – Compulsory Locomotive Stop" and must not proceed until authorised to do so by the Guard or other Person in charge.

**A.P.C.M. SIDINGS**

When the firm's staff are engaged on discharging vehicles, a scotch block will be set across the sidings, and a red flag or a red lamp during the hours of darkness, exhibited. When the discharging operations are complete, the firm's representatives will remove the red flag/red lamp, and place the scotch block clear of the track.

**MANSTON MINIATURE RED/GREEN LIGHTS LEVEL CROSSING**

**Down Leeds Signal No.799.** When a Driver is authorised by the Signalman to pass L.799 signal at danger, he must, before passing the signal, operate the special plunger in the telephone box or if a Handsignalman is in attendance ensure that this has been done, and wait for the white light to show before continuing on his journey.

In these circumstances before proceeding over Manston Level Crossing, the Driver must sound the locomotive horn, and ensure that the level crossing is clear before proceeding.

If the white light fails, the Driver must advise the Signalman of the failure.

**MICKLEFIELD**

**PECKFIELD COLLIERY SIDINGS.** When an Up train has to work in the sidings, no portion of the train must be left on the Main line.

**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.

Guards of trains requiring to enter or leave Gascoigne Wood Yards must inform the Signalman at Gascoigne Wood of intended movements before these are made.

**SELBY**

**SELBY SIGNAL BOX.** When a train is stopped at Nos.1956 or 1958 signals, the Driver must communicate with the signalman at Selby by means of the signal post telephone immediately. The Rule Book, Section K is modified accordingly.

No propelling movement must be made until the Signaller's permission has been obtained.

#### **SELBY SWING BRIDGE – PASSING SIGNALS AT DANGER**

A Driver must not pass at danger any signal immediately controlling the entrance of trains on to the Swing Bridge (Signals 1953, 1955, 1956 and 1958) unless authorised to do so by the Bridge Handsignaller who must be in possession of and show to the Driver the Bridge Token.

During Single line working in accordance with the Rule Book, Section N, the above mentioned signals must be obeyed by Drivers of trains approaching the Bridge in the wrong direction.

### **HULL**

**WEST PARADE SIGNAL BOX.** Light locomotives and trains other than passenger trains will not be stopped nor will the Driver be cautioned, verbally or by hand signal, when proceeding to Paragon, from the Down Main Line on B or D lines when the line concerned is clear to the Home signal only at Paragon box.

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.

Trains 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.

**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 Signaller advising him the destination of the train.

**PARAGON SIGNAL BOX. Method of Cautioning.** The Rule Book, Section C, Clause 5.1.3. 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 5.1.3.

**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.

**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 Supervisor 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 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 signalman must inform the Supervisor or Shunter by means of the loud speaker. The Supervisor 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.

**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 Supervisor or other person-in-charge.

**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 Supervisor or other person-in-charge.

## **CARRIAGE WASHING PLANT**

The following instructions apply to all trains and light locomotives travelling over the Inward line from 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 cutout 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 a train is stopped for any reason during the washing operation, the Guard or Shunter must operate the master cutout switch to stop the equipment.

**FREIGHTLINER TERMINAL**

- 1. The Terminal Overseer is responsible for all train and locomotive movements within the Terminal.

2. Freightliner trains will normally arrive at and leave from the Western end of the Terminal, where the main line connection is controlled by the Signaller at Hesse Road. The main line connection at the Eastern end of the Terminal is controlled by the Signaller at Dairycoates West and is used during an emergency or other exceptional cause when access is not possible at the Western end of the Terminal.
3. **Arrivals**
  - 3.1 Trains or light locomotive movements arriving from the **West** will proceed onto No.2 Reception Siding. Trains or light locomotive movements arriving from the **East** will be signalled forward from Dairycoates West to the stopboard on the approach to the Terminal. On arrival at the stopboard the Driver must use the telephone provided to obtain instructions from the Terminal Overseer.
  - 3.2 The Terminal Overseer will hand-signal the Guard when the movement may proceed forward, and the Terminal Overseer or Crane Operator nearest to the locomotive acting on his instructions will handsignal the Driver to stop in the crane area. The brakes on the first three vehicles must be applied before the locomotive is uncoupled.
  - 3.3 A train consisting of more than fifteen vehicles, must be split into two roads in the crane area and handbrakes must be applied to the first three vehicles of each portion.
4. **Departures**
  - 4.1 Before departure, the Terminal Overseer will ensure all containers on the train are secure and the tail lamp is in place and alight when necessary. After the Guard has released the hand brakes he must carry out brake continuity test in co-operation with the Driver.
  - 4.2 The Terminal Overseer must prepare and hand to the Guard the relevant train documents. The handing over of these documents does not constitute an authority to move the train.
  - 4.3 The Terminal Overseer will give the Guard the authority for the train to depart.

## **DAIRYCOATES WEST**

### **TILCON LIMITED DEPOT**

An elevated unloading Hopper for wagon bottom door discharge is situated mid-way along the Siding. The gradients of the siding are rising towards the Hopper, level on the Hopper and falling from the Hopper to the buffer stops. The portion of the siding on both sides of the Hopper is capable of holding one train.

Trains to the Depot will comprise of up to 30 Hopper wagons.

The train will be signalling forward clear of the trailing crossover leading to the Depot and propelled into the siding under the authority of G.P.L. signal No.13.

The propelling movement must stop with the foremost cab of the locomotive in the direction of travel (locomotive cab nearest to the first wagon), opposite the Stop Board.

Radio equipment is available for use within the Depot and after stopping the train in the Depot, the Guard must obtain two portable radio units from the Compressor Building located inside the Depot gate, and hand one unit to the Driver and test the radio equipment. The Guard must give instructions over the radio to the Driver in the following manner:—

Driver draw forward.

Driver set back.

Driver prepare to stop.

Driver stop.

Driver emergency stop.

The Driver must immediately acknowledge each instruction given by the Guard over the radio except in the case of an emergency stop when the acknowledgement must be given after the appropriate action has been taken.

A batch of three wagons at one time will be discharged and during unloading operations the Guard must position himself adjacent to the unloading Hopper, to instruct the Driver forward, after he has been advised by Tilcon staff that each batch of three wagons is discharged.

When the unloading is completed the Guard must instruct the Driver to draw forward clear of the unloading Hopper before preparing his train for departure. The Guard must then return the radio units to the Compressor Building.

The Guard must contact the Signaller by the telephone situated at the siding connection to the Up Main to give advice that the train is ready to leave the siding.

## **NEVILLE HILL WEST JN TO HUNSLET EAST**

### **HUNSLET**

#### **SHELL MARKETING LTD. PRIVATE SIDINGS**

##### **1. Train Arrivals**

- 1.1 The Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Supervisor or Shift Manager.
- 1.2 The Shunter will authorise Drivers to pass the Stop Board on the arrival line when it is safe to do so.
- 1.3 B.R. handlamps must not be taken beyond the Depot boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. Stop Boards and can be obtained from the Shunter.
- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. He must remove the tail lamp and leave it outside the Depot boundary gates. If a brakevan is on the train, it must be detached to the reach wagon siding. When he is satisfied that all is in order he must walk to the gates and inform the firm's representative.

- 1.5 Tank wagons convey differing products. Those containing petrol and kerosene are handled in the two shorter sidings to the North of the complex (the spirit sidings). Oil products are dealt with in the two longer sidings to the South of the complex (the black oil sidings).

The firm's representative will advise the Shunter upon which siding or sidings the vehicles are to be positioned and, will open the gates and barriers.

- 1.6 When a reach wagon has to be used, the Shunter must attach this vehicle, using the train locomotive. The continuous air or vacuum brake must be operative until the locomotive is uncoupled from the train after positioning.
- 1.7 Before placing a train in the sidings, the Shunter must ensure that the gates/barriers, are open, that the points are set correctly and then adopt a position, where he can control the train movements. The train must be moved into the Siding at a slow speed to enable it to be stopped immediately on receipt of a Stop signal.
- 1.8 When propelling into these sidings the Driver must be handsignalled to stop the train with the locomotive at the compulsory Stop Board, When handsignalled forward, Drivers must propel the wagons to the required position for discharge at extreme caution.
- 1.9 All persons involved must watch the train during this movement and any B.R. employee must give the recognised "STOP" signal if necessary. Under no circumstances must the locomotive pass the appropriate locomotive Stop Board.
- 1.10 The Shunter must check with the firm's representative that the train, or portions, are set to his satisfaction and that all buffers are decompressed. He must then apply handbrakes on the first three tank wagons at the barrier end of the train or portion thereof. The Guard must then uncouple, so that the locomotive can depart from the siding.
- 1.11 When the locomotive has been removed, the firm's representative will close and and lock the barriers or gate and place a red flag across the buffers on the end tank wagon.
- 1.12 Any cripple tank wagons must be sorted by using either the cripple siding or the reach wagon siding. The discharge siding must not be used for this purpose.

## 2. Train Departures

- 2.1 Before arrangements are made for the train to be drawn from the siding, the firm's representative will check that:—

2.1.1 All hoses have been disconnected and manlids closed.

2.1.2 All foot valves have been closed, including any faulty which have been opened by Shell Marketing Ltd. staff.

2.1.3 No person is working on the train.

- 2.2 When all is in order, the firm's representative will remove the red Flag, lift the barriers or open the gate, complete the Certificate of Readiness, in duplicate, and hand it to the Shunter for his signature. Each man will retain a copy.

- 2.3 The locomotive (with barrier or reach wagon if applicable) must be brought to the train at a slow speed. The Guard must then couple up to the tank wagons, release all handbrakes and carry out the brake continuity test. No vehicle must be moved without the permission of the firm's representative.
  - 2.4 When the firm's representative has given his permission the Guard will signal the Driver to draw the train clear of the barriers or gate.
  - 2.5 B.R. employees and Shell Marketing Ltd. staff must watch the train being drawn out of the sidings and give the recognised "STOP" signal if necessary.
  - 2.6 As soon as the train has cleared the sidings, the barriers or gate will be closed and locked by Shell Marketing Ltd. staff.
3. When positioning wagons in these sidings, the Driver must ensure that he can see the Ground Staff responsible for handsignalling the train into the siding concerned, if necessary, changing to the driving cab at the opposite end of the locomotive.

### **LEEDS OIL RAIL TERMINAL**

#### **1. Train Arrivals.**

- 1.1 The B.R. shunter must obtain information about the punctuality of train in advance of their arrival and pass this information to the O.R.T. foreman.
- 1.2 The B.R. shunter will give permission to Drivers of trains to pass the stop board on the arrival line when it is safe to do so.
- 1.3 When the train arrives the B.R. Shunter must watch for any heat or ignition source on the rail cars. He will remove the tail lamp and leave it outside the terminal fence. If a brakevan is formed on the train it must also be detached. When he is satisfied that all is in order he must walk to the barrier and inform the O.R.T. staff.
- 1.4 The O.R.T. FOREMAN will inform the B.R. Shunter on which lettered siding the train is to be positioned and, when satisfied that all is in order, the O.R.T. foreman will unlock and open the barrier.
- 1.5 When a reach wagon has to be used the B.R. Shunter will attach this vehicle using the train locomotive. The continuous air or vacuum brake must be operative.
- 1.6 When bitumen tanks are included in the train these will be placed in the Total Oil Siding, after setting the O.R.T. train. The B.R./Total Oil Ltd. Joint Standing Instructions must be observed.
- 1.7 Before setting a train in the O.R.T. siding the B.R. Shunter must ensure that the gate and barriers are open and the points are set correctly. He must adopt a position where he can control the train movement. The train must be moved into the siding at a slow speed to enable it to be stopped immediately on receipt of a stop signal.
- 1.8 When it is necessary to shunt bitumen tanks or cripple tanks the vehicles must be sorted by using the O.R.T. cripple siding or the arrival/departure lines. The O.R.T. siding lines must not be used.

- 1.9 B.R. handlamps must not be taken beyond the locomotive stop board. An approved safety lamp is available for the Guard's use beyond the O.R.T. and Total Oil stop boards and can be obtained from the Shunter.
- 1.10 All persons involved must watch the train during this movement and give the recognised "STOP" signal if necessary. Under no circumstances must the locomotive pass the locomotive stop board.
- 1.11 The B.R. Shunter must check that all buffers are decompressed and apply handbrakes on the first three cars at the barriers end of the train. The Guard must then uncouple, so that the locomotive can be removed from the siding.
- 1.12 When the locomotive has thus been removed the O.R.T. foreman will close and lock the barrier, and place the red flag across the buffers on the end rail car.

## 2. Train Departures

- 2.1 Before arrangements are made for the train to be drawn from the siding the O.R.T. foreman will check that :—
  - 2.1.1 All hoses have been disconnected and manlids closed.
  - 2.1.2 All foot valves have been closed, including those faulty which have been opened by Total and O.R.T. Staff.
  - 2.1.3 No person is working on the train.
- 2.2 When all is in order the foreman will complete the Certificate of Readiness, in duplicate, and hand this to the B.R. shunter for his signature of acceptance. Each man will retain a copy of this certificate. The O.R.T. foreman will then lift the barrier and remove the red flag.
- 2.3 The B.R. Shunter will bring the locomotive (and barrier wagon if applicable) up to the train at a slow speed and the Guard will couple up to the rail car, release all hand brakes and carry out the brake continuity test. No vehicle must be removed without the permission of the O.R.T. Foreman.
- 2.4 When the O.R.T. Foreman has given his permission the Guard will signal the Driver to draw the train clear of the barrier.
- 2.5 The B.R. employees and O.R.T. staff will watch the train being drawn out of the sidings and will give the recognised "STOP" signal if necessary.
- 2.6 As soon as the train has cleared the sidings, the barrier must be closed and locked by the O.R.T. foreman.

3. When positioning vehicles in these sidings, the Driver must ensure 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.

## HUNSLET EAST SIDINGS COMPLEX

No train must be allowed to leave Neville Hill West Jn. until the arrival line is clear to the illuminated Stop and Await Instructions board near to the Traffic Chargeman's Cabin.

## THORNE JN. TO GILBERDYKE JN.

### THORNE JUNCTION SIDINGS

A propelled movement may be made from the Down Hull into Thorne Junction Sidings after No.108 signal has been cleared and the loud sounding bell operated. A telephone is provided at signal 108 connected to the B.R. Shunters Cabin in the sidings. The Guard of a train arriving on the Down Hull Line for Thorne Junction Sidings must immediately contact the B.R. Shunter by telephone.

A loud sounding bell is situated adjacent to the Down Hull Line 35 SLU's east of signal 108 and is operated by the B.R. Shunter in accordance with the Rule Book Section J.3.2 for propelled movements into the sidings.

Train movements out of the sidings must not pass the notice boards worded "Stop for Orders" situated at the East end of the sidings without the authority of the B.R. Shunter. No movement must be made into the sidings when the B.R. Shunter is not on duty.

**GOOLE.** The provisions of the Rule Book, Section H, Clause 3.6 may be applied on the Down Platform line.

## HULL WEST PARADE TO SEAMER WEST

### BRIDLINGTON

**BRIDLINGTON QUAY.** Rule Book, Section C, Clause 5.12.1

When a train is allowed to proceed into Nos.4 and 5 platform lines under the Warning arrangement, the train will be stopped at the Up Home signal before it is cleared and as the train is approaching the box a green hand signal held steadily will be exhibited to the Driver.

### 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. An Operating Supervisor 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.

### NEW YARD

#### Reporting

The Yard Supervisor must advise the Control Office of all trains or locomotives arriving or departing from the east or west end of the New Yard.

### **Working of Passenger Trains through New Yard between Hessle Haven and Dairycoates West**

In an emergency, caused by a mishap or permanent way operations, passenger trains may be run through the New Yard in accordance with the Special Instructions issued to the Signalmen at Dairycoates West and Hessle Haven boxes.

Prior to the introduction of the working as indicated in the preceding paragraph, the Yard Supervisor at the West End of the New Yard must arrange to clear No.1 Siding.

#### **Routes**

Down Passenger Trains to travel from Hessle Haven to Dairycoates West via:—

Down North Goods Line, No.1 Siding New Yard and Down South Departure to Dairycoates West box.

Up Passenger Trains to travel from Dairycoates West to Hessle Haven via:—

Up Reception Line to west end of New Yard, and Up South Goods Line to Hessle Haven box.

All hand points which become facing must be clipped and padlocked over the whole route on each occasion that a passenger train requires to pass through the New Yard. The Signalmen at Hessle Haven and Dairycoates West must be so advised when this has been done.

When passenger trains are being worked over the routes shown above, the Yard Supervisor must not authorise an internal yard movement to travel over or across either of the routes to be taken by a passenger train until an assurance has been received that the passenger train has cleared the route concerned.

The Yard Supervisor must first obtain the permission of the Signalmen at Hessle Haven or Dairycoates West box, as the case may be, before authorising a Freight Train or locomotive to leave the New Yard.

### **DAIRYCOATES WEST AND NEPTUNE STREET**

Except in emergency, the Arrival line must only be used for trains travelling to Neptune Street and the Departure line for trains travelling from Neptune Street.

When in emergency either line is to be used as a Single line, Drivers will be advised and must act in accordance with the instructions given to them by the Signalman at Dairycoates West.

**C. & W. SIDINGS.** Drivers of trains destined for the C. & W. sidings must, before departing from Dairycoates West obtain the Train Staff from the Signalman.

## HULL DOCKS

**WORKING OF TRAINS.** On lines which may be crossed, or which run alongside a Pedestrian or Vehicular roadway, the maximum permissible speed is 5 m.p.h. unless otherwise shown. 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 road must always be preceded by the Drivers Assistant, Guard or Shunter, as the case may be.

**LEVEL CROSSINGS.** The Leading Railman in charge of a locomotive must, when approaching any point at which road vehicles cross the line, send the Railman well in advance of the locomotive to stand at the crossing place and warn approaching persons or vehicles.

## HESSLE ROAD BRIDGES JN. TO ALEXANDRA DOCK AND KING GEORGE DOCK

### Disabled Train

Should a failure occur on either of the single lines, the Drivers Assistant 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 300 yards from the train and advise the Signaller at Hessel Road by means of the nearest signal post telephone.

The Drivers Assistant or Guard must conduct the assisting train to the disabled train.

## NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

### PICTON

**Up Signal U50B.** In every case when a Driver is authorised to pass U50B signal at danger he must, before passing this signal, operate the special plunger in the telephone box, or if a hand signaller 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.

## BILLINGHAM

**BILLINGHAM STATION. Marker Boards.** Drivers of all trains calling at Billingham must be prepared to stop with the locomotive and leading vehicles beyond the platform end when the length of the train exceeds eight vehicles.

Boards marked 9, 10 and 11 respectively, are erected beyond the platforms.

Drivers should ensure that trains are stopped with the leading end of the first vehicle opposite the marker board corresponding to the number of passenger vehicles on the train.

Drivers of D.M.U. trains should similarly ensure that trains are stopped 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

**Tail Lamp Advice.** When a train arrives in the South Bay platform clear of the Down Main line complete with Tail lamp attached, the Guard must so advise the Signalman at Clarence Road.

### CLARENCE ROAD DOWN GOODS FIRST HOME SIGNAL

In all cases when a train stops at the Down Goods First home signal due to the signal being at danger, the telephone at the signal must be used immediately to communicate with the signalman at Clarence Road.

**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 **15 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 tower.

**VANE TEMPEST COLLIERY SIDINGS.** Facing trap points are situated on the single line leading into Vane Tempest Colliery Loaded Sidings, Seaham, at a point near the N.C.B. 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.

## RYHOPE GRANGE

**RUNNING ROUND ON MAIN LINES.** After sunset and during fog or falling snow, when a train for South Dock from the Sunderland direction is being run round on the Up Main Line, a lighted tail lamp must be placed on the leading vehicle immediately the locomotive has been detached in order to run forward to Hall Dene.

## SUNDERLAND

**COUPLING OF D.M.U.'s.** An empty D.M.U. train may be attached to a loaded train standing in a platform line, provided the instructions in regard to the coupling of loaded D.M.U. 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 the Rule Book, Section C, Clause 6.1 (v).

## SUNDERLAND SOUTH DOCK

### WORKING OF TRAINS FROM EMPTY SIDINGS

The Guard must, on arrival at the Empty Sidings, advise the Teemer of the Port Authority's staff of the siding from which he is to remove wagons and obtain an assurance from him that gravitating of wagons towards those sidings will be stopped until the train has departed.

## STOCKTON FREIGHTLINER TERMINAL BRANCH

Trains without a brakevan in rear must not be allowed to set back onto the branch.

### STOCKTON FREIGHTLINER TERMINAL

1. The Terminal Overseer is responsible for all rail movements within the terminal. He will maintain liaison with Divisional Control, Newcastle, also with the signaller at North Shore.
2. Entry to and exit from, the terminal is via a ground frame secured by padlock. The key to the padlock is attached to the Train Staff. Direct telephone communication is provided between the Terminal Overseer and North Shore signal box.
3. **Train arrival**
  - 3.1 **Preparation**  
The Terminal Overseer, or his nominated representative, will set the hand points for the appropriate road on the way, arriving in time to accept the train without delay.
  - 3.2 **Arrival**
    - 3.2.1. The Terminal Overseer will hand-signal the train over the points leading into the Freightliner Depot.
    - 3.2.2. The Driver must then proceed into the terminal and stop on receipt of a hand signal from the appropriate Crane Operator or other nominated person.
  - 3.3. **Handbrakes**  
After the train has been berthed, the Guard must apply the handbrakes on at least three vehicles at the locomotive end of the train and report that he has done so to the Terminal Overseer; the locomotive may then be detached.
4. **Train departure**
  - 4.1. **Preparation**
    - 4.1.1. The Guard for a starting train must report to the Terminal Overseer immediately on arrival at the terminal.
    - 4.1.2. The Terminal Overseer will ensure that the loading of the train is completed, with all containers secure and the tail lamp in place (and lit as necessary). He will prepare the train preparation certificate and the consist, but the handing over of these documents to the Guard does not constitute authority to move the train.
  - 4.2. **Arrival of Locomotive**
    - 4.2.1. The Driver must inform the Terminal Overseer of his arrival.
    - 4.2.2. The Terminal Overseer or his nominee will then proceed to the locomotive, setting the appropriate hand points on the way, admit the locomotive and instruct the Driver as to his route within the terminal.
    - 4.2.3. After the locomotive has been attached, the Driver and Guard must carry out the brake continuity test.

#### **4.3. Procedure**

- 4.3.1. The Terminal Overseer will, on receiving acknowledgement from the terminal staff that work in the crane area has stopped, signal the Guard to move the train. The crane operators will assist by passing on the overseer's signal to the Guard to start the train.
- 4.3.2. The trains must not exceed 10m.p.h. until clear of the crane area (5m.p.h. during fog, falling snow or hours of darkness).

### **HAVERTON HILL I.C.I. EAST GRID**

The B.R. Chargeman must not authorise Drivers of trains to proceed until shunting instructions have been given and must himself accompany each train into and from, the East Grid. Before authorising any movement to pass over the level crossing in either direction, the B.R. Chargeman must make arrangements for the crossing to be protected.

After the B.R. Chargeman has conducted a train into the East Grid and it is necessary for him to return to the Belasis Lane end, or other point, before shunting is completed, he must instruct the Driver and Guard not to move until further instructed by him.

**Note:—** B.R. Locomotives must not use No.28 Siding.

A stop board is provided on the approach side of the level crossing across the Belasis Lane end of the East Grid Sidings.

Drivers must not foul the crossing until it has been protected under the special instructions issued to the B.R. Supervisor and I.C.I. Controller and the B.R. Foreman authorises the Driver.

### **I.C.I. BILLINGHAM WORKS**

The Guard, Shunter or person in charge of movements with B.R. Locomotives in the East Grid Sidings must, when placing or leaving vehicles in any sidings apply the handbrakes of at least six vehicles at the South end of the siding or if there are less than six vehicles, the brakes must be applied on all vehicles.

### **BELASIS LANE TO PORT CLARENCE**

Drivers working over these lines must proceed at caution and prepare to stop short of any obstruction.

## **SHIPYARD GROUND FRAME**

The ground frame is secured by padlock. The padlock keys are normally kept at Belasis Lane signal box and Port Clarence Chargeman's Office.

## **PORT CLARENCE**

A Notice Board lettered "Stop Proceed if Line is Clear" and applicable to trains from the Belasis Lane direction is erected at the approach to Port Clarence Sidings at a point 1 mile 1032 yards after passing Belasis Lane signal box.

If on arrival at the "Stop" board and the line is clear, Drivers may proceed as far as the "Stop Await Instructions" notice board which is situated to the right of the Departure line facing trains from the Belasis Lane direction.

## **BATTERY ELECTRIC TAIL LAMPS**

Tail lamps and chargers are provided in the Port Clarence Chargeman's Office and he is responsible for the safe keeping and charging of the lamps. The Chargeman's Office is manned whenever Port Clarence is open.

The Guard of an incoming train must remove the tail lamp before the train enters the depot and hand it to the Chargeman.

The Guard of an outgoing train must collect a tail lamp from the Chargeman and place it on the rear of the train after it has drawn out of the depot.

The Chargeman is responsible for maintaining a book record of the lamps.

## **PHILLIPS IMPERIAL PETROLEUM SIDINGS LTD.**

All movements within the oil sidings will be made under the authority of the Terminal Supervisor who will operate the ground frame and signals.

## **PORT CLARENCE TO PHILLIPS SIDINGS JN.**

Trains from Port Clarence proceeding towards Phillips Sidings Jn. must travel over the Arrival line and return over the Departure line.

Trains may only proceed towards or from Phillips Sidings Jn. with the permission of the person in charge at Port Clarence.

## **BILLINGHAM-ON-TEES TO PHILLIPS SIDINGS AND MONSANTO CHEMICAL SIDINGS**

### **CONVEYANCE OF TOXIC GASES**

Fully fitted trains conveying toxic gas tanks full or empty are authorised to travel between Port Clarence and the Monsanto Sidings in both directions without a brakevan in rear.

After detaching the brakevan from a train conveying toxic gas tanks from the Haverton Hill direction, the Person-in-Charge of Port Clarence must not authorise the train to proceed towards Phillips Sidings Jn. until it has been ascertained that any preceding train has arrived complete beyond the junction and any train proceeding towards Port Clarence has arrived complete at Port Clarence.

Until the train conveying toxic gas tanks from the Haverton Hill direction has arrived beyond Phillips Sidings Jn. no other train must be allowed to follow from Haverton Hill towards Phillips Sidings Jn. nor must a train be allowed to leave Phillips Sidings Jn. towards Haverton Hill.

A train conveying toxic gas tanks returning from the Monsanto Branch to Port Clarence must not be authorised to pass the Stop Board at Phillips Sidings Jn. until it has been ascertained that any preceding train has arrived complete at Port Clarence and any train proceeding towards Phillips Sidings Jn. has arrived complete beyond the junction points.

Until the train conveying toxic gas tanks from the Monsanto Branch has arrived at Port Clarence and a brakevan has been attached, no other train must be allowed to follow from Phillips Sidings Jn. towards Port Clarence nor must a train be allowed to leave Port Clarence to proceed towards Phillips Sidings Jn.

Should a train conveying toxic gas tanks without a brakevan in rear be stopped by accident or other exceptional cause between Port Clarence and Phillips Sidings Jn. the Guard must proceed forward and report the circumstances, carrying out protection of the adjoining line as he goes.

Should such a train be stopped in the "One Train Working" section between Phillips Sidings Jn. and Monsanto Sidings other than as a result of locomotive failure the Guard must report the circumstances by the most expeditious means available but in the event of accident, he must not pass the tanks unless it is obvious that they cannot have sustained damage of any sort.

## **PHILLIPS SIDINGS GROUND FRAME AND MONSANTO SIDINGS**

### **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.

## **SEATON-ON-TEES BRANCH**

When a train requires to travel beyond the stop board or to the Up Siding, the One Train Working Staff must be obtained as follows:—

1. Telephone the Signaller at Cliff House.
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 Signaller advised accordingly.

Before leaving, the person replacing the One Train Working 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 Signaller.

## **SEATON CAREW NEW POWER STATION**

Level Crossings are in use at 1m. 38chs. and 1m. 50chs. named West and East level Crossing respectively. They are 'open' crossings, without attendance.

Advance warning boards consisting of black cross on white background are provided on the approach sides of each crossing. In addition a "Stop, Whistle Before Proceeding" board is provided 5 yards from each crossing on each approach side.

The Guard or Shunter in charge of a train or shunting movement to pass over each level crossing must position himself at the crossing and ensure the crossing is clear before hand signalling the Driver to proceed.

Standage of vehicles on the Loop line between the West end connection to the Loop and West Level Crossing is prohibited.

## **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 Signaller at Central Marine by telephone, and must advise the Signaller when the movement is completed.

## HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT

### PESSPOOL LANE LEVEL CROSSING

- (1) Pesspool Lane Level Crossing is an "open" crossing and is between Wellfield signalbox and Hawthorne Mine and Coke Plant, no attendance being given.
- (2) Road traffic is controlled by twin red flashing road lights positioned on each side of the railway, 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 stop their trains short of and not proceed over the crossing until satisfied that it 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.

### 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 vehicles must be applied 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 Jn. must advise the Signaller 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 cleared.

**HENDON SIGNAL BOX.** The signals at Hendon must not be cleared 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 advice 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 Signaller.

When the fixed signals are cleared, the Driver may proceed without waiting for a hand signal from the Shunter or Guard.

**LONDONDERRY SIGNAL BOX.** When propelling loads on to Nos. 21, 22 and 23 Jetties, Drivers must keep a sharp look-out for, and be prepared to act immediately upon, hand signals given by Shunters or Guards.

Exemption from the strict application of the Rule Book Section J. Clause 4.1 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 cleared.

## **HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE**

### **WORKING OF TRAINS BETWEEN MURTON AND HAWTHORN COMBINED MINE AND COKE PLANT NORTH JN.**

The lines between Murton box and Hawthorn Colliery NCB single Line are worked in accordance with the "One Train Working" Regulations. Trains proceeding to the Colliery must normally travel over the Arrival line and return from the Colliery over the Departure line. Trains leaving the Colliery via N.C.B. Single line must proceed cautiously as far as the illuminated Notice Board lettered "STOP-EXAMINE POINTS", which is situated at a point 50 yards before reaching the spring points leading to the Departure line. In the event of either the Arrival or Departure line not being available, trains will be worked to and from the Colliery in accordance with the Instructions of the Signalman at Murton.

Movements over the Single line leading from the Arrival line from Murton box are controlled by two aspect colour light signals operated from the ground frame at the North Entrance to the N.C.B. Exchange Sidings. Telephone communication is provided between Murton 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 Murton box and requiring to enter the N.C.B. Sidings will be instructed by the Signalman to proceed to the N.C.B. Traffic Manager's Office to obtain the necessary permission.

## **PALLION YARD TO HENDON JN.**

**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 :—

Guards in charge of Freight trains must advise the Signalman at Pallion on passing, the number of vehicles 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 being made and ensuring the signals are left in the clear position before departure.

## **MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS SHIPYARD**

### **MONKWEARMOUTH, SOUTHWICK AND HYLTON COLLIERY BRANCH**

Drivers of trains entering the branch from Monkwearmouth direction must on arrival at the Stop Board provided to protect the hand operated crossover at the entrance to the N.C.B. Loaded Sidings, 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 stop opposite the N.C.B. loading plant. The locomotive will then be detached and proceed to attach empties for placing into the Loading Sidings, care 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 SLU 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 cleared. In the event of a failure of the bell the Railman in charge at Wearmouth Colliery must assist as necessary in the transmission of handsignals between Guard and Driver.

## **PELAW TO SOUTH SHIELDS**

### **JARROW**

#### **JARROW EAST END LIGHT RAILWAY AND MERCANTILE DRY DOCK COMPANY**

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 enter the oil compounds. Vehicles will normally be positioned by the Oil Company's staff by means of capstans, but in an emergency vehicles may be placed between the locomotive and the tank cars to enable a locomotive to attach without passing beyond the gates.**

### **JARROW OIL TERMINAL**

1. Trains arriving in the depot must be stopped at the East end of the approach bridge, when the Guard must ensure that the hand points are correctly set for No.2 siding.
2. The "Stop/Go" board in No.2 siding operated by the oil terminal staff must not be passed unless the indicator displays "Go".
3. No movement must be made to or from No.3 or No.4 siding when the two red lights are illuminated and the barriers lowered. When only one red light is exhibited or one barrier down, applicable to one siding only, shunting must not take place in the other siding without the permission of the depot supervisor.
4. The reach wagon must be attached to the locomotive before any tank wagons are removed from, or placed into, the discharge area.
5. **Battery electric tail lamps**
  - 5.1. The Guard of an inward train must remove the tail lamp after the train has arrived in No2 siding and before the train moves into the discharge sidings.
  - 5.2. When the same train crew work both the inward and outward trains the Guard is responsible for returning the lamp to his home depot.
6. **Placing of loaded tank wagons.**
  - 6.1. For the purpose of carrying out these instructions 2x45 tonne G.L.W. tank wagons should be taken as the equivalent of 1x100 tonne G.L.W. tank wagon.
  - 6.2. Not more than 5x100 tonne or 10x45 tonne tank wagons must be shunted at any one time.
  - 6.3. When placing train loads of 10x100 tonne or 20x45 tonne G.L.W. tank wagons, the first shunt of 5x100 tonne tanks or equivalent 45 tonne tanks, must be stopped in the discharge area with the rear wheel of the rear bogie of the tank wagon next to the reach wagon, in the direction of travel, exactly opposite the yellow marker line. The locomotive must then return with the reach wagon and place the second shunt of 5x100 tonne tanks, or equivalent 45 tonne tanks, in a similar manner in the adjacent discharge siding.
  - 6.4. If it is necessary for 8x100 tonne tanks to be placed in the same discharge siding, the depot supervisor's permission must be obtained and this must then be done in two separate shunts. The first shunt must be stopped with the leading buffers of the locomotive opposite the stop board situated between Nos.3 and 4 sidings. The second shunt, which must not exceed 4x100 tonne tanks, must then be coupled to the first shunt before the train is propelled into the final discharge position.

7. All movements must be restricted to a speed of 5 m.p.h.
8. In the event of brakevans with lighted stoves being attached to any train, they must only be allowed on to 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 lamps, when lit, must only be used on No.1 or No.2 siding.
9. Smoking, use of matches or any naked flame is not allowed in any part of the sidings.
10. When entering the discharge area on No.3 or No.4 sidings, staff must not be in possession of unprotected lights, ordinary Bardic hand lamps, matches or any appliance likely to cause ignition and must not wear steel tipped footwear.

For the use of Guards wearing such footwear, rubber over-shoes are provided; sealed "safe" Bardic hand lamps are provided for Guards entering the terminal at times when it will be necessary to take a hand lamp into the discharge area.

Two pairs of over-shoes and two sealed Bardic hand lamps are located in a locked cupboard secured to the concrete fence post on the left hand side of the track, adjacent to the hand points, at the entrance to the depot sidings. Keys for the cupboard are retained at Tees Yard, Tyne Yard and Jarrow Yard, local instructions are issued at each of these depots to ensure that no train leaves for Jarrow Oil Terminal without the Guard being in possession of the key to the safety equipment cupboard.

## 11. Fire Instructions

- 11.1 If there are no Shell Mex/B.P. personnel in the sidings, use the telephone in the mess room to contact the telephonist (extn. 69) between 08 45 and 17 00 and the depot supervisor between 17 00 and 08 45 (extn. 25), giving location and details or report to the supervisors office in the main building across the main road. Remove the train beyond the cripple siding points or a line level with this **unless** the train is on fire or positioned in the discharge siding. If the train being shunted is on fire, isolate the burning vehicles if possible and act as above. If the train is positioned on the approach side of the "Stop/Go" Board, do not pass it on any account. After reporting the fire, establish a roll call of B.R. personnel and report any missing person to the duty supervisor or fire brigade and await further instructions.
- 11.2 If Shell Mex/B.P. personnel are in the sidings, or if the fire alarm is being sounded (a high pitched constant siren note), remove the train being shunted, unless it is on fire or in the discharge sidings, to a line level with the cripple siding points, establish a roll call of B.R. personnel, report missing persons to the supervisor or fire brigade and await further instructions.

## 12. Personal Accident Instructions

- 12.1 In the case of a minor accident (small cuts, foreign matter in eyes etc.) report to the supervisors office in the main building, where First Aid attention will be given.

- 12.2 If the accident is of a major nature, do not move the injured person but contact the telephonist for ambulance or First Aid attention between 08 45 and 17 00 by dialling "0" on the mess room telephone, Between 17 00 and 08 45 use the mess room telephone to contact the duty supervisor (extn. 25) or go to the supervisors office in the main building.

### **13. Derailment or Incident Instructions**

Make safe all B.R. equipment and report immediately to the duty supervisor (extn. 25) using the mess room telephone or by going to the supervisors office in the main building, also report to B.R. Control (Newcastle 22334).

## **SOUTH SHIELDS**

### **TYNE DOCK BOTTOM**

Between 08 00 and 16 00 each weekday, authority to pass The 'Stop for Orders' board will be given by the C & W Shunting Staff. At all other times, authority to pass the board must be given by the Guard after satisfying himself the points are properly set.

## **DARLINGTON SOUTH JN. TO SALTBURN**

### **ALLENS WEST**

Down passenger trains stopping at Allens West Halt must not sound the locomotive horn at the 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 cleared 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 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 handsignalman is in attendance ensure that this has been done. Before proceeding over Allens West level crossing he must satisfy himself that the barriers are fully lowered.

## **BOWESFIELD EAGLESCLIFFE**

Drivers of up trains booked to stop at Eaglescliffe Station which are stopped 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 Signalman at Bowsfield by means of the signal post telephone immediately.

## THORNABY

**BETWEEN THORNABY, BOWSFIELD AND TEES THORNABY EAST JN. 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 Drivers Assistant must, if the Guard is not present at the ground frame communicate with the Signaller at Bowsfield 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 Drivers Assistant must operate the ground frame and restore it to normal after use.

## TEES YARD : YARD SAFETY

In order to safeguard staff performing duties in the Reception or Primary Sorting Sidings, in addition to the provisions of the Rule Book, Section J, Clauses 3.9 and 3.20 the following instructions must be complied with.

### 1. Reception Sidings

When it is necessary for any train or rake of wagons to set back on to any occupied Reception Siding from the east or west end, the Panel Operator must, before permitting the movement, warn the staff working in the area either by Loud Speaker or telephone and obtain an acknowledgement of the warning.

On receipt of this warning the staff concerned must acknowledge same, and must keep clear of the Reception Line until the movement is complete and the locomotive has been released.

### 2. Primary Sorting Sidings (Train Crews)

When a Guard required to enter the Primary Sidings at the east end of the down yard, or at the West End of the Up Yard, in connection with train preparations, he must report to the Supervisor in charge who must then request the Panel Operator to stop any further movement into the siding concerned. The Panel Operator must then set the point switches away from this siding and place and maintain a reminder appliance over the switch until advised by the Supervisor that the Guard has completed his work and that movements into the siding can be resumed.

The Supervisor must advise the Guard when movement into the siding has been suspended. The Guard must then commence train preparation and must advise the Supervisor when this has been completed.

### 3. Train Preparers

When Train Preparers require to enter the Primary Sidings to prepare a train they must first report to the Supervisor, who must then arrange for the siding to be stopped to all traffic movements in the same manner as described for train crews.

Train preparers must only couple up in the Primary Sidings, and must draw the train into the Up Staging and Departure sidings for final preparation. This includes piping up, shortening couplings, placing van on train, etc.

#### 4. Departure from Yards

When a train is ready to leave the Yard, the Guard or Train Preparer concerned must first obtain permission to depart from the Supervisor at the east end of the down yard or the West end of the up yard and for this purpose they must use the speakers at the outlet end of the yards.

#### TEES YARD : DETACHING OF LOCOMOTIVES ON RECEPTIONS

Trains arriving on the Down and Up Reception lines at Tees Yard must be stopped clear of the fouling point at the Hump Top End of Siding.

The Guard must apply the van brake where provided and apply at the rear of the train sufficient brakes in accordance with the Rule Book, Section H, Clause 6.9.1 to prevent the train moving back. The Guard must then proceed to the front of the train and advise the Driver that the train is secure and ask him to ease back on the load to avoid tight couplings before the locomotive is detached. The Guard must then advise the appropriate Control Tower that the train has been secured and the locomotive is ready to depart.

**Battery Electric Tail Lamps** – Tail lamps and chargers are located in the battery room in the former Yardmaster's office building. The Railman (west end) is responsible for the safe keeping and charging of the lamps and for maintaining a book record of the receipts and issue of lamps.

The Guard of an incoming train must hand the lamp to the Railman (west end).

The Guard of an outgoing train must obtain a lamp from the Railman (west end).

Propelling of trains from the Up Goods line at Tees Thornaby East Jn. to any of the Reception lines at Tees down yard is prohibited.

Trains on the Up Goods line at Tees Thornaby East Jn. requiring to enter the Reception lines at Tees down yard must be left on the Up Goods line in rear of Subsidiary Signal No.207. The locomotive must then run round the train over the Up Goods line to Bowesfield, return via the down goods or down main line and on clearing of the necessary signals, back on to the train and draw forward into the Reception lines.

### INSTRUCTIONS FOR THE USE OF SHORT-WAVE RADIO EQUIPMENT, HUMP PILOTS – TEES YARD

The existing cab radio and signalling equipment has been withdrawn and two separate short-wave radio systems introduced, one for each hump.

The Driver's equipment consists of a transmitter and receiver with loudspeaker mounted on a small board and must be collected by the Driver when signing on duty at the Hump Top Cabin. The transmitter and receiver will have been fitted with freshly charged batteries and spare batteries are carried in clips on the portable board.

Should the batteries become discharged during a turn of duty, the Driver must replace the discharged battery with the appropriate spare "RED" for transmitting and "YELLOW" for receiver. The equipment must be returned to the Hump top cabin at the end of each turn of duty. The hump top Shunter must remove both batteries and give the appropriate charging as per separate instructions.

The Locomotive Drivers are known as "Up Hump Alpha" and "Down Hump Beta", and the two base stations located in the hump control towers are known as Up Hump Base and Down Hump Base. To speak to a Locomotive Driver, the Tower must call the appropriate identification, i.e. "Up Hump Alpha" "Down Hump Beta", Drivers calling the Tower must call either "Up Hump Base" or "Down Hump Base" according to location.

If the Driver is unable to see either the Hump Top signal or the repeater signal, the verbal message over the radio will be the authority to commence movement.

If the Driver is instructed over the radio to **stop**, he must stop immediately irrespective of the position of the fixed signals.

If the fixed signals are visible and shown "**Stop**", the Driver must stop, whether or not he receives a verbal message to stop from the hump control tower.

All hump pilot movements must be confirmed by a verbal instruction from the control tower Panel Operator. In the event of failure of the radio equipment, it must be replaced immediately by the spare set. If for any reason the radio equipment is not available, ground assistance will be provided to relay signals by hand as necessary.

**MOVEMENTS FROM UP DEPARTURE LINES.** Telephones to Tees Box are provided between Nos.3 and 4, 9 and 10 sidings and no movement must be made from the Departure lines until permission of the Tees Signaller has been obtained.

## MIDDLESBROUGH

**MIDDLESBROUGH GOODS YARD** – An 'open' level crossing is situated on the Marsh Branch side of Forty Foot Road open level crossing on the Cast Steel Bank line between the goods yard and the marsh branch.

The Shunter or other person in charge must ensure that it is safe to do so before signalling a movement which must not exceed 5m.p.h. over the crossing.

### PROPELLING OF DIESEL MULTIPLE-UNIT TRAINS

A propelling movement must not be made until the Signaller at Middlesbrough has been advised that a propelling movement is intended.

## CARGO FLEET

**WHITEHOUSE SIGNAL BOX. Working of Trains on Whitehouse Branch.** Trains or pilots delivering vehicles to Whitehouse Branch must on all occasions be accompanied by two men – the Guard or Shunter and the Yard Supervisor or other competent member of the Staff.

The Signaller at Whitehouse must not authorise a movement on to the Branch until he has been assured the Yard Supervisor 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 vehicles 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 Supervisor, or other competent member of the staff, must proceed ahead of the movement to set the route and advise all concerned that vehicles are about to be propelled into the work's sidings.

When a locomotive with or without vehicles 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.

## **GRANGETOWN**

### **WORKING OF TRAINS IN TEES DOCK EXCHANGE SIDINGS**

The Grangetown box Signaller will advise the Sidings Foreman of the passage of each B.R. train to the Tees Dock branch and whether it is being drawn or propelled. On receipt, the Foreman must arrange for the route for the train into the sidings to be set up. Propelling is authorised for fully fitted freight trains only.

Drivers of all locomotives requiring to proceed into the exchange sidings must stop at the notice board at the junction with the lines from Tees Dock 400 yards from the junction with 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 Supervisor stating whether the movement is drawn or propelled. Propelling is authorised for fully fitted freight trains only. Trains 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.

Trains of potash will normally run to the down goods line (facing direction) and stop with the locomotive opposite the notice board lettered '10'.

Loud sounding bells are located at various points along the Tees Dock Branch for the purpose of warning staff of the approach of trains.

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. Only one train is 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 is allowed in the section on the Up Beam line between Lackenby No.3 Grid colour light Up Starting signal and Grangetown signal box.
2. Between Lackenby No.3 Grid Ground Frame and No.4 Grid, there are two running lines, No.1 ingoing and No.2 outgoing.
3. Trains from 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.
4. 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.) Signalman and the latter, after warning any of Dorman Long (Steel) Ltd., men over his loud-hailing system to get clear, will advise the B.R. Foreman. This Foreman will instruct the Guard into which siding in No.4 Grid the train locomotive or locomotive van is to proceed and the Guard must ensure the points are properly set for the required siding.

## **GRANGETOWN TO TEESPORT SHELL REFINERY EXCHANGE SIDINGS**

### **WORKING OF UNFITTED OR PARTIALLY FITTED TRAINS**

When it is necessary for unfitted or partially fitted freight trains without a brakevan in rear to be run to Teesport Shell Refinery Exchange Sidings, the Driver must stop his train at Grangetown No.48 Signal (Grangetown Station) and the Guard must advise the Signalman accordingly.

**TAIL LAMP ADVICE.** Guards of freight trains, (or the Driver or Drivers Assistant in the case of light locomotives), which have been crossed from the down main line to the down Goods Line at Grangetown and have been stopped at No.48 signal, must advise the Signalman at Grangetown by means of the telephone, 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.

**SHELL MEX REFINERY, TEESPORT.** Drivers of trains or locomotives leaving the exchange sidings must use the telephone at No.81 position light signal and advise the signalman at Grangetown that the train is ready to depart.

## TEESPORT (SHELL U.K.)

**Battery Electric Tail Lamps** – Tail lamps and chargers are located in the Chargeman's Office which is always manned when the depot is open. The Chargeman is responsible for the safe keeping and charging of lamps.

The Guard of an incoming train must remove the tail lamp before the train enters the depot and hand it to the Chargeman.

The Guard of an outward train must collect a tail lamp from the Chargeman and place it on the rear of the train after the train has drawn out of the depot.

The Chargeman must keep a book record of the receipt and issue of the lamps for which he is responsible.

## REDCAR ORE TERMINAL

### GENERAL

All movements in the area will be under the direction of the B.S.C. Signalman.

B.R. trains approaching the Exchange Sidings will be signalled by B.S.C. from the B.R. Arrival line onto one of the 3 Arrival Sidings and after the locomotive has been detached from the train, the train Guard must telephone the B.S.C. Signalman and advise him that the locomotive is ready to proceed to the Departure Sidings. The B.S.C. Signalman will signal the light locomotive movement out of the Arrival Sidings to the 'Limit of Shunt', reversing through the Engine Line onto the B.R. Departure Line and again reversing onto the outlet end of one of the 3 Departure Sidings.

C. & W. Examiners will be in attendance at the Ore Terminal. Defective wagons will in normal circumstances be detached from trains by the B.S.C. pilot locomotive, but should it be necessary for a wagon to be detached by a B.R. locomotive and train crew, this will be done, under the direction of the B.S.C. Signalman by drawing out of the Departure Sidings onto the B.R. Departure Line and setting back and detaching the wagon on one of the adjacent Departure Sidings.

### CONSETT TRAINS

B.R. locomotives and crews off incoming empty trains must wait in the Exchange Sidings whilst the train set is being loaded and will normally work the same train set away from the Ore Terminal to Consett after loading has been completed. Movement of train sets between the Exchange Sidings and the Ore Loading Station will be performed by B.S.C. locomotives and crews. Whilst the train set is being loaded B.R. locomotives must park at the outlet end of one of the Departure Sidings as directed by the B.S.C. Signalman.

When loaded trains are ready to depart, the Guard must advise the B.S.C. Signalman by telephone.

## **OTHER TRAINS**

B.R. locomotives and crews off incoming empty trains will normally work away from the Ore Terminal with the loaded train set off the previous incoming empty train. Train sets working between Redcar and Hartlepool will run with a brake van in rear. The brake van will remain with the train set and will be transferred from one end of the train to the other by the B.S.C. pilot locomotive, during the loading operation.

The Guard must advise the B.S.C. Signaller when the train is ready to depart.

## **TRANSIT INSTRUCTIONS**

In case of wagons detached en route Guards must note the wagon numbers and advise Train Control accordingly. The Train Control at Newcastle will monitor the movements of these trains and the nominated wagons. All concerned in the movement and terminal operations must advise the Control Office (by circuit phone or by G.P.O. Phone Newcastle 22334) of any abnormal or unusual situations affecting the ore services.

## **LONGBECK SALTBURN WEST JN. TO SALTBURN STATION**

### **FAILURE OF TRACK CIRCUITS AND SIGNALS**

In the event of a failure of a track circuit or signal applicable to the single line, and No.2 siding is clear, down trains will travel via No.2 siding between Saltburn West Jn. and No 2 Siding ground frame. Up trains will travel via the Single line. A Pilotman will not be appointed in these circumstances. Drivers of down trains will be advised by the Signaller at Longbeck of the circumstances, and after permission to proceed has been obtained must then travel cautiously over No.2 siding, to No.2 Siding ground frame and act upon the instructions of the Handsignalman Agent at that point.

## **FIGHTING COCKS BRANCH**

The Single line between the down and up main and the double sided notice board is controlled by the Signalman at Darlington. The Driver of a train propelling onto the single Line from the down main must stop on the Single line when the locomotive is clear of the catch points until instructed by the Guard to propel the train into the Long Welding Rail Sidings. The Guard must satisfy himself, before signalling the propelling movement into the sidings, that it is safe to complete the movement. A propelling movement must not be made in either direction on the Down/Up Branch Single Line beyond the double sided notice board.

When the Driver or Guard of a train requiring to proceed from the Long Welding Rail Sidings telephones from the "Stop Telephone" board for permission to proceed along the Single Line towards the up or down main line, he must advise the Signalman whether the movement will be drawn or propelled.

The Single Line between the notice board and the Lingfield end of the Dindsale Rail Welding Depot and Lingfield is worked in accordance with the One Train Working Regulations and the Annett's Key, which acts as the Train Staff, is kept in the Rail Welding Depot Supervisor's Office.

## **MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY**

**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.

## **BATTERSBY**

When a freight train is required to stand in the siding at Battersby, the Trainmen 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 about to use the crossing.

## **GROSMONT**

Movements to and from the North Yorkshire Moors Railway are controlled by a ground frame, released by the Token. Before obtaining the token from the Driver to operate the Ground Frame the Guard must, first obtain the assurance of the North Yorkshire Moors Railway Officer at Grosmont that No.7 points have been set for the run-round and that no movement will take place in the down platform line until all B.R. movements have been completed.

## **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 has been advised that a propelling movement is intended.

**WHITBY STATION BOX.** The Rule Book, Section C, Clause 4.2. The subsidiary signal for a train entering No.1 platform line may be cleared before a train is stopped at it.

## **LONGBECK SALTBURN WEST JN. TO BOULBY CLEVELAND POTASH SIDINGS**

**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 TO BOULBY (CLEVELAND POTASH SIDINGS)**

Drivers of down trains will obtain a Token either from the Signalman at Crag Hall or will be stopped at the down third home signal at the exit from the Down Loop line and will then obtain a Token from the intermediate instrument when released by the Signalman.

## **WORKING OF TRAINS IN BOULBY (CLEVELAND POTASH) EXCHANGE SIDINGS**

All clearance of inward loads and placing of outgoing loads will be undertaken by the Cleveland Potash Locomotive. All movements by B.R. locomotives will be made under the authority of the Cleveland Potash Shunter.

The "Stop for Orders" boards must only be passed upon the authority of the Cleveland Potash Shunter.

## **ARRIVING TRAINS**

Upon arrival at the "Stop for Orders" board situated on the approach side of the security gates, the Cleveland Potash Shunter will open the gates for the train to proceed and advise the Driver into which siding the train is to run.

After detaching from the train the locomotive must then draw forward to the sign worded "B.R. locos. must not pass this sign" and then proceed via the through line to the siding indicated by the Cleveland Potash Shunter.

The Through Line must be kept clear at all times for these movements.

After coupling to the loaded train and carrying out the brake continuity test the Token must be placed in the "No Signalman" Token instrument.

The Token instrument, telephone to Crag Hall Box, and Physical Needs Break facilities are situated on the first floor of the Potash Rail Loading building.

## **DEPARTING TRAINS**

Upon being advised by the Cleveland Potash Rail Supervisor that the outward train is ready to depart, the Driver must advise the Signalman at Crag Hall by telephone and request him to release a Token. When a Token has been obtained the train may depart as directed by the Cleveland Potash Shunter, who is responsible for setting the points and opening the security gates.

## **NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN.**

### **NEWCASTLE**

**CENTRAL STATION. Locomotive following trains out of Platforms 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.

### **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) Engineers self-propelled on-track machine which cannot be relied upon to actuate track circuits.
- (ii) Engineers trolley or 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 stopped clear of the level crossing and must not proceed over the level 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.

## 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 apply two double brakes for trains up to 25 vehicles and additional brakes in proportion when trains are composed of more than 25 vehicles.

## SCOTSWOOD TO NEWBURN

### NEWBURN BRANCH

**Disabled Train.** Should a failure occur on the branch, the Driver's Assistant, 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 Signaller at Scotswood of the circumstances by the most expeditious means available.

The Driver's Assistant 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 HIGH LEVEL BRIDGE JN. TO BLAYDON

### GATESHEAD

**BRIDGE BETWEEN BENSAM CURVE AND KING EDWARD BRIDGE JN.** 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.

### NORWOOD COKE WORKS N.C.B. SIDINGS

A hailer unit is provided at the north (or main line) end of the Exchange Sidings, connected with the Coke Works Weigh Cabin.

All trains must be propelled into the sidings.

**Two** 2-aspect colour light signals are provided, one at each side of the track at the entrance to the sidings.

Trains must be stopped at the signals which will display a red aspect. The Guard must communicate with the N.C.B. Weighbridge Attendant by means of the hailer unit and be instructed as to the movements to be made in the sidings. The Weighbridge Attendant will then activate the audible alarms and the colour light signals will change to green.

In the event of any failure of the hailer unit or the 2-aspect colour light signals, no movement may be made into the sidings unless authority is given by the N.C.B. Weighbridge Attendant.

**In no case may vehicles 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**

Working in the Dunston Power Station Exchange Sidings is controlled by the C.E.G.B. When C.E.G.B. staff are not on duty, Trainmen must place traffic at the East end of an empty ingoing siding.

**DUNSTON STAITHS.** Single line between No.6 Spout, river side of Staith, and Yard Supervisors Office at Norwood Jn. The single line terminates at the Norwood Jn. 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 Supervisor or Shunter in charge at Norwood Jn.

No locomotive must foul the single line at the Staiths end of the sidings unless in possession of the 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 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 Jn. 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 Supervisor at Norwood Jn.

## **DERWENTHAUGH**

**GARESFIELD SIDINGS.** Vehicles 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.

## **SWALWELL COLLIERY BRANCH**

When a train propelling into Swalwell disposal point has been stopped at the notice board worded "Stop and Await Instructions" the Guard must report to the Person-in-Charge of the N.C.B. Sidings.

No further movement must take place until the Person-in-Charge has nominated the siding into which the train must be propelled, and has assured the Guard that no other movement of staff or locomotives will take place until the train has been finally shunted.

Upon receipt of this assurance the Guard must set the road for the nominated siding, and authorise the Driver to complete the propelling movement into the siding. A speed of 5m.p.h. must not be exceeded during this movement.

**DISABLED TRAIN.** Should a failure occur on the branch, the Driver's Assistant 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 and advise the Signaller at Tyne of the circumstances from the signal post telephone.

The Driver's Assistant or Guard must conduct the assisting train to the disabled train.

## **PERCY MAIN JN. TO MORPETH**

### **PERCY MAIN**

**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 Commissioner's 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 then 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.

## **WORKING BETWEEN PERCY MAIN NORTH AND ESSO OIL INSTALLATION**

### **Working of the Single line between Percy Main North and Esso Sidings.**

The Esso Sidings Supervisor is responsible for operating the ground frame and controlling all movements into and out of the sidings.

If it is necessary for a second train to proceed to the sidings, the Driver of the first train must, upon the instruction of the Sidings Supervisor, give him the Train Staff for this to be returned to the Signaller at Percy Main North to enable the second train to occupy the single line. The Train Staff must similarly be handed to the Sidings Supervisor when it is necessary for the other train to be the first to depart.

### **Esso Oil Installation Loading and Discharge Sidings**

Trains must stop at the entrance to the installation 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.

**Battery Electric Tail Lamps** – The Guard of an incoming train must remove the tail lamp before the train enters the depot and deliver it to the Sidings Supervisor.

The Guard of an outward train must obtain a tail lamp from the Sidings Supervisor and place it on the train after the train has been drawn out of the depot.

The Sidings Supervisor is responsible for the safe keeping of lamps whilst in his possession until required for outward working or for return to Tyne Yard. He must maintain a book record of the lamps.

## **BEDLINGTON TO LYNEMOUTH 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 LEVEL CROSSING**

The normal position of the barriers is raised. The barriers are operated by means of push buttons contained in cabinets situated on each side of the crossing. On a train reaching the stop board, the Guard must insert the key which is attached to the train staff in switch, turn switch to 'PUSH-BUTTON', lower barriers by pressing the 'LOWER' button (The releasing of the button will immediately arrest the lowering of the barriers), turn switch to 'NORMAL', withdraw key and re-lock cabinet. When the barriers are in the fully lowered position a flashing white light will be exhibited to indicate that all the road signals are working correctly, but before passing over the crossing the Driver must satisfy himself that the crossing is clear.

When the train has drawn clear of the crossing the barriers must be raised by operating the controls as described above on the opposite side of the crossing.

In the event of the electrical apparatus failing to operate the barriers and/or lights during the hours of daylight and in clear weather only, the Driver may pass the stop board but must not proceed over the crossing until he is satisfied it is safe to do so and must advise the Signaller at Newsham South of the circumstances.

## CAMBOIS BRANCH

### FREEMANS CROSSING – BLYTH POWER STATION

Trains will be diverted 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 vehicles on the Reception lines or as otherwise directed by the C.E.G.B. Hopper Controller and will depart with a train of empty vehicles. The C.E.G.B. pilot locomotive will move all vehicles 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 vehicles throughout the discharging process and depart with the same train of empty vehicles.

Ingoing trains will enter along the Arrival line to No.1 colour light signal, proceed to No.4 signal where the train will be stopped. 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. When the locomotive passes the Notice Board worded "Train Clear of Weighbridge" the train may proceed normally to No.8 ground position light signal on the Reception line.

To obtain accurate weighs over this 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.

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. 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 By Pass 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 vehicles 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.

The train must be stopped 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 vehicles passing over the hoppers and, if there are crippled vehicles 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 vehicles require to be detached and must inform the Driver accordingly. If there are no crippled vehicles to be detached the Carriage and Wagon Examiner must operate the "Clear Away" plunger.

A Tare Weighbridge is situated on the departure line 35 yards in advance of No.2 signal. Trains must be drawn forward over the weighbridge at a speed not exceeding 6 m.p.h. in one uninterrupted movement. The Guard need not apply the rear brakevan handbrake at this location except in an emergency.

Crippled vehicles must be detached into the siding 275 yards in advance of the weighbridge.

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 stopped 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.

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# INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

## APPLICATION OF BRITISH RAILWAYS RULES AND REGULATIONS

Except as provided for herein, Eastern Region staff working over the lines of the Tyne and Wear Metro must act in accordance with the Rules, Regulations and Instructions contained in the British Railways Rule Book, General Appendix, Eastern Region Sectional Appendix and Working Instructions for A.C. Electrified Lines.

## THE RULE BOOK

**General.** For Signaller read System Controller throughout.

**Section D, clauses 2(a) and (d) ; 4(a) and (b)**  
Will not apply.

**Section D, clauses 3(a) and (b)**  
A yellow light may be used instead of a white light.

**Section H, clause 7.3**  
Metro trains will display two electric tail lamps.

**Section K, clause 3.2.1**  
If a B.R. train is stopped by a signal at Danger the Driver must inform the System Controller immediately and act on his instructions.

**Section M**  
Metro Trainmen are not provided with detonators. When passing a signal at Danger in accordance with Section K, clause 3.3.1, Drivers must understand that any obstruction may not be protected by detonators. B.R. Trainmen must apply detonators in the circumstances provided for in the Rules.

**Section T, Part I, II, III and IV**  
Will not apply. In the event of engineering, etc. operations taking place which are likely to affect B.R. Trainmen any necessary advice and/or instructions will be given to the Trainmen concerned by a responsible Metro Official or the System Controller.

**Section T, Part V, clause 21.1.1**  
Warning Boards, Speed and Termination indicators of B.R. type will not be used and the following will apply :—

1. At a point 173 yards (160 metres) before the commencement of the restriction a reflectorised road type hazard sign (See Fig. 3 on page 430) will be erected.
2. Approximately 11 yards (10 metres) beyond the hazard sign a reflectorised speed indicator will be erected showing the value of the restriction in kilometres per hour.

3. At the commencement of the restriction a reflectorised road type speed restriction sign will be erected showing the value of the restriction in kilometres per hour.
4. At the termination of the restriction a further reflectorised road type speed restriction sign will be erected showing the resumption of line speed (or such other speed as may be necessary) in kilometres per hour.

**N.B.** Entries in Section A of the weekly printed notice of engineering works will show restrictions affecting B.R. Trainmen in miles per hour.

**Section T, Part V, clause 21.1.2**

If a temporary speed restriction has to be imposed without prior notice, a yellow flag by day or a yellow light by night will be exhibited at the hazard sign.

**Section T, Part V, clause 22.2**

If it is necessary to stop and advise a B.R. Driver of a restriction imposed without prior notice, he will be informed of the value of the restriction in miles per hour.

## **GENERAL APPENDIX**

**Page 2 WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION**

No movement may be made in the wrong direction on a running line without the authority of the System Controller, or a Metro Official acting on his instructions.

**Page 27 B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)**

This system does not operate on the Metro lines.

**Pages 45–46 REGULATIONS FOR ONE TRAIN WORKING ON SINGLE LINES**

These Regulations apply between Bank Foot Station Junction and Callerton but no train staff is provided.

**Clause 12(a), alter to read:—**

Should a train become disabled and assistance be required, the Driver, after ensuring that his train cannot be moved, must advise the System Controller by the quickest means and inform him of the location of the disabled train, its weight and what braking power is available. The System Controller, on receipt of this information, may allow an assisting train to enter upon the single line. The Driver must conduct the assisting train to the disabled train from Bank Foot home signal No.532.

**Page 72 PERMANENT SPEED RESTRICTION — INDICATOR SIGNS**

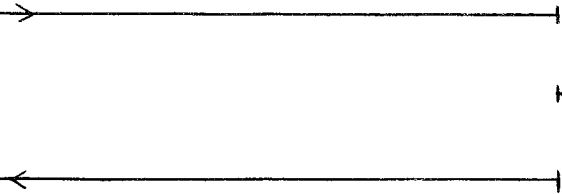
Permanent speed restrictions affecting Metro Trainmen will be indicated by road type signs indicating kilometres per hour. These may be ignored by B.R. Trainmen. Any permanent speed restrictions affecting B.R. Trainmen will be signed with standard B.R. signs indicating miles per hour.

**Page 125 WHISTLE BOARDS**

Whistle boards will take the form of a letter "W" in white on a blue circular background.

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
	BENTON QUARRY JN. TO CALLERTON I.C.I. SIDINGS			25	25	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	Benton Station Jn. to Bank Foot Jn. controlled by South Gosforth Control area signalling.	
	BENTON QUARRY JN. AND BENTON STATION JN.			20	20	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
	BENTON STATION JN. AND GOSFORTH EAST JN.			10	10	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE		
	GOSFORTH EAST JN. AND REGENT CENTRE EAST JN.			20	20	MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES		
	REGENT CENTRE EAST JN. AND BANK FOOT L.C. (4m. 70ch.)			30	30	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.		
	BANK FOOT LC (4m. 70ch.) AND CALLERTON I.C.I. SIDINGS							
		Benton Quarry Jn.	0.00					
		Benton	0.06					
		Benton Station Jn.	0.27					
		Benton	0.34					
	Four Lane Ends	0.71						
	Long Benton	1.37						
	Gosforth East Jn.	1.65						
	Regent Centre East Jn.	2.47						
	Regent Centre	2.54						
	Wansbeck Road	3.21						

	GL.23	Fawdon (Out Platform)	3.43	10	Over Level Crossing	† No Staff.
		Fawden Station L.C. Open (Type B.I.)	3.47	10	Over Level Crossing	
		Fawdon (In Platform)	3.52			
		Rowentrees East Jn.	4.09			
		Rowentrees West Jn.	4.28			
		Brunton Lane L.C. Open (Type B.I.)	4.38	10	Over Level Crossing	
		Brunton Lane Jn.	4.49			
		Bank Foot Jn.	4.69			
		Bank Foot L.C. T.M.O.	5.00			
		Callerton L.C. T.M.O.	6.34			
		Callerton I.C.I. Sidings	7.00			

## **EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA**

### **Pages 219 – 220 TABLE P4 – OPEN LEVEL CROSSINGS**

The white St. George's Cross is replaced by a standard "Cross Roads" sign – see Fig. 1 on page 429.

The white flashing light is surmounted by a red and white St. Andrew's Cross – see Fig. 5 on page 430.

No speed restriction signs will be provided at the approaches to Fawdon Station and Brunton Lane open level crossings.

## **EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES, BR.29988**

### **GENERAL**

For Electrical Control Operator read Metro Power Controller throughout.

### **DESCRIPTION OF THE SYSTEM**

The Metro system employs overhead conductors at 1500 volts, D.C. The electrical supply system is remotely supervised by the Metro Power Controller who is located at the South Gosforth Control Centre.

The minimum contact wire height above rail level on sections over which B.R. Trainmen work is 13 feet 7 inches (4.15 metres) and the minimum height at public road level crossings is 17 feet 11 inches (5.48 metres).

### **GENERAL INSTRUCTIONS**

5. Electrification telephones are provided at selected locations and communicate with the Metro Power Controller. In emergency only, these telephones may be used if a signal post telephone is not readily available.

10(6) In addition, the person contacting the Metro Power Controller must ensure that the number of the telephone being used is made known to the Power Controller.  
Add : Unauthorised access to any electrical installation is prohibited.

## **GENERAL INSTRUCTIONS**

### **METRO SIGNALLING SYSTEM**

The Metro signalling system is based on a simplified form of Track Circuit Block, employing one, two and three aspect colour light running signals and associated junction indicators, subsidiary and shunt signals similar to those employed on B.R. On the lines of the Tyne and Wear Metro the terms IN and OUT are used. IN corresponds to UP and OUT corresponds to DOWN. Department of Transport road type signs are also used for miscellaneous indications as described. Examples are shown on pages 429 & 430.

### **PASSENGER ALARM SIGNALS**

Passenger alarm signals are situated in rear of and in advance of certain stations. The signals consist of a light mounted on a post as shown in Fig. 2 on page 429. The lights are normally out but when a passenger emergency button on the platform is pressed, the signal will display a flashing red indication.

Should a Driver observe a passenger alarm signal flashing in rear of a station he must proceed into the station at extreme caution, prepared to stop short of any obstruction and inform the System Controller of the circumstances before continuing his journey.

If a passenger alarm signal is flashing in advance of a station, the train must be stopped immediately. The Guard, Driver's Assistant or Driver must proceed to the rear of the train and continue to the station platform to ascertain the reason for the emergency signal. He must inform the System Controller of the circumstances before the train is allowed to continue its journey.

### **COMMUNICATIONS**

The main method of communication between B.R. staff and the System Controller at South Gosforth is the signal post telephones provided at all running signals capable of displaying a red aspect.

### **STATION TO STATION WORKING**

Metro Rules provide for introduction of a special type of working known as Station-to-Station working in the event of a protracted failure of the normal signalling system. Should the introduction of such working affect B.R. Trainmen, Metro Supervisors will instruct them as to what is required.

### **WORKING OF TRAINS**

B.R. trains must not work

- (a) From Benton Station Junction towards the former Benton N.W. Curve or towards Shiremoor.
- (b) From Gosforth East Junction towards South Gosforth Station.
- (c) From Regent Centre towards South Gosforth Station.

B.R. locomotives and stock are not to be brought into contact with Metro passenger vehicles. If it is necessary, in emergency, a Metro diesel locomotive may be coupled to a B.R. locomotive or vehicle. If a Metro diesel locomotive is used to haul a B.R. train or vehicles it must travel at reduced speed bearing in mind that the only brake power available may be that of the locomotive.

If it is necessary for a B.R. train to work into Benton or South Gosforth depots, a competent member of the Metro staff will be provided to instruct the B.R. staff on what is required of them.

## SPEED RESTRICTIONS

The kilometre values shown on road type signs and the approximate equivalent value in miles per hour is given below for the information of B.R. Trainmen:—

Kilometres per hour as shown on sign	Approximate equivalent in miles per hour
30	18
25	15
20	12
15	9
10	6
5	3

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## LOCAL INSTRUCTIONS

### ROWNTREES SIDINGS

Movements to, from and within the sidings must not exceed 10 miles per hour.  
By use of the shunt spur, 31 SLU can be accommodated.

Operations within the siding are under the control of the B.R. Branch Supervisor who will operate the ground frame as necessary.

The Guard must advise the System Controller when the train, complete with tail lamps, is clear of the main line.

Incoming vehicles are to be placed near the factory gates so that the firm's locomotive can reach them. Outgoing vehicles will be left in a position convenient for the B.R. locomotive to attach.

### WORKING OF TRAINS BETWEEN BANK FOOT JUNCTION AND CALLERTON I.C.I. SIDINGS

The line between Bank Foot level crossing and Callerton remains in B.R. ownership and the standard Rules apply.

All trains on the Branch will be accompanied by the B.R. Branch Supervisor.

The train must be worked to the stop board at the east side of Bank Foot level crossing and the Guard must use the telephone at signal No. 537 to advise the System Controller that the train has arrived on the single line complete with tail lamp.

Upon the arrival of a train in the up direction at Bank Foot signal No. 537, the gates of Bank Foot level crossing must be correctly secured behind the train and the Guard must then advise the System Controller that the train has arrived complete at signal No. 537 and is ready to proceed over the Metro lines.

When a train is worked by more than one locomotive, the additional locomotive must remain with the train until it leaves the single line.

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

'LEVEL CROSSING AHEAD' SIGN.

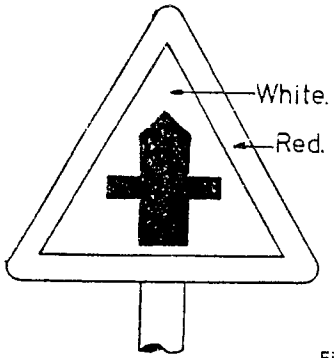


Figure 1

PASSENGER ALARM SIGNAL

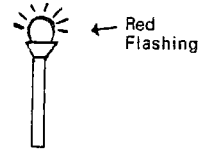


Figure 2

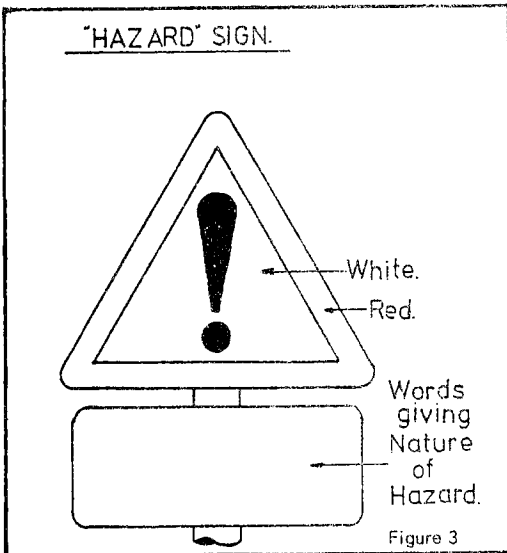


Figure 3

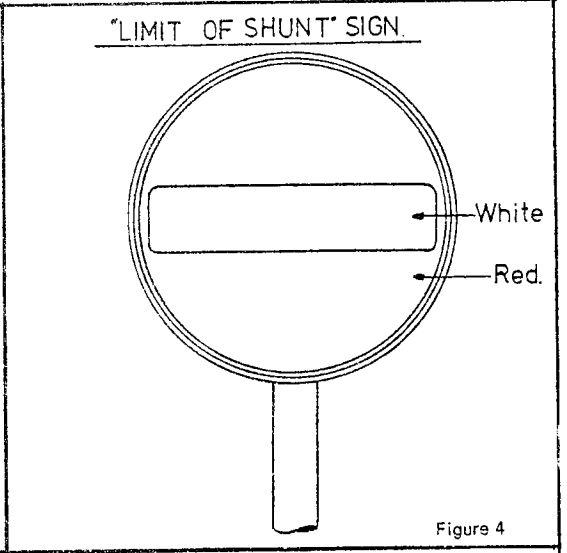


Figure 4

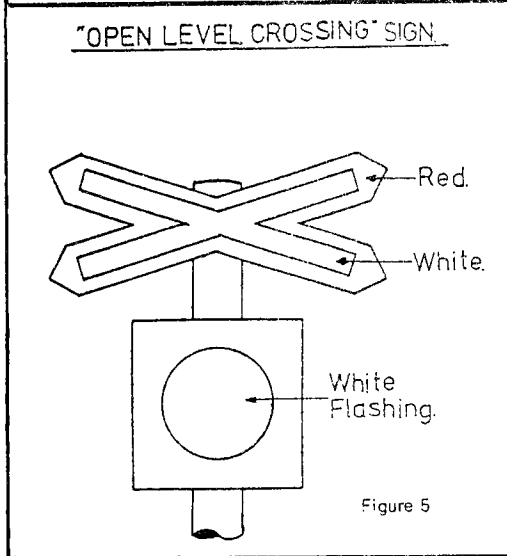


Figure 5

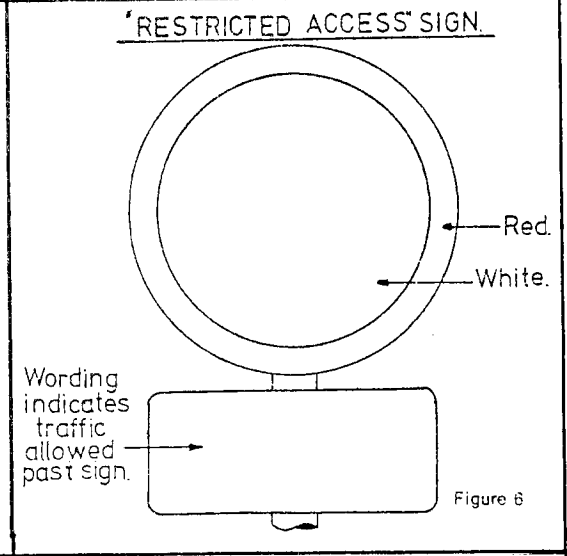


Figure 6

Varitype Unit No.512

