Private and not for publication

BR 30018

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

BRITISH RAILWAYS

EASTERN REGION

SECTIONAL APPENDIX TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS AND Instructions Affecting Eastern Region Trainmen Working Over the Lines of the Tyne and Wear Metro

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NORTHERN AREA

YORK

5 February 1983

BY ORDER OF THE

GENERAL MANAGER

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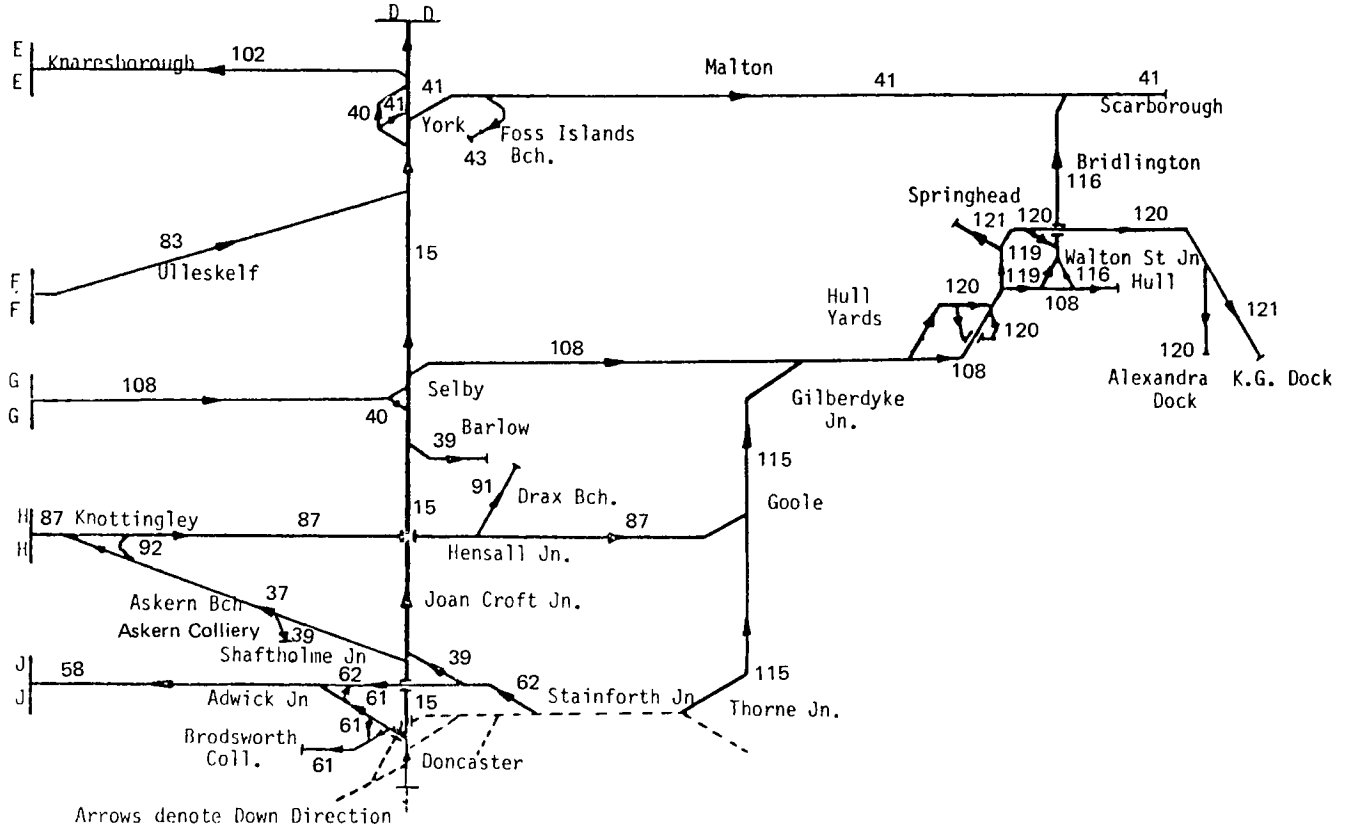
D D
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43 Bch.
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Scarborough
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Springhead
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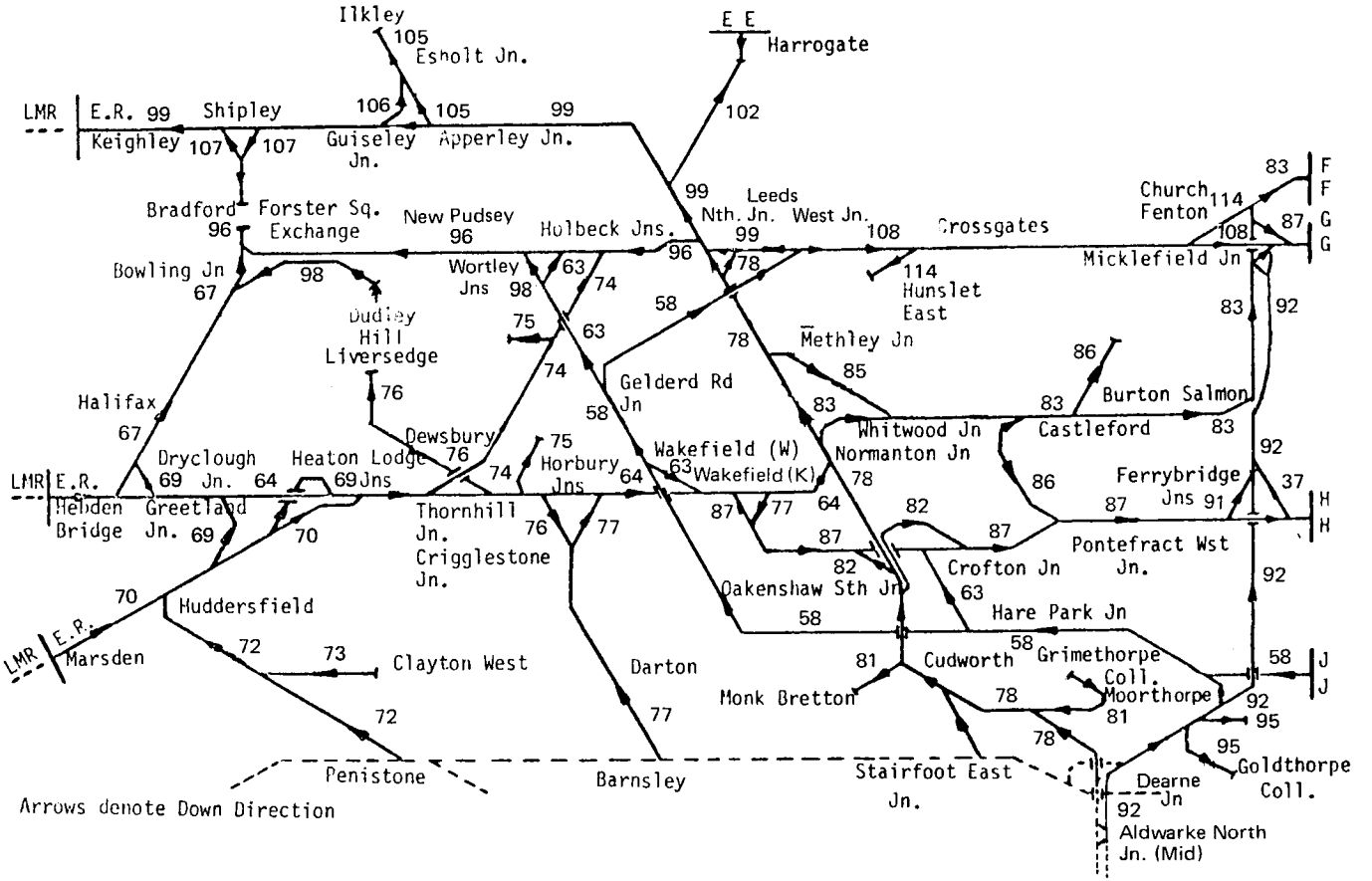
Doncaster
Arrows denote Down Direction


Ilkley
105
Esholt Jn.
E E
Harrogate
LMR
E.R. 99
Shipley
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102
Keighley
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107
Guiseley Jn.
Apperley Jn.
Bradford
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Forster Sq. Exchange
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Holbeck Jns.
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Leeds Nth. Jn.
West Jn.
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Micklefield Jn
Bowling Jn
67
98
Wortley Jns
98
63
74
96
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114
Hunslet East
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92
Dudley Hill Liversedge
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63
78
Methley Jn
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58
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Whitwood Jn
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Burton Salmon
Castleford
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Dewsbury
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Normanton Jn
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Dryclough
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Jns
74
Horbury Jns
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Ferrybridge Jns
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H
H
LMR
E.R.
Hebden Bridge
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Thornhill Jn.
Crigglestone Jn.
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Pontefract Wst Jn.
Crofton Jn
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Huddersfield
82
Oakenshaw Sth Jn
Hare Park Jn
58
58
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E.R.
Marsden
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Clayton West
Darton
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Cudworth
58
Grimethorpe Coll.
58
J
J
Monk Bretton
78
Moorthorpe
92
72
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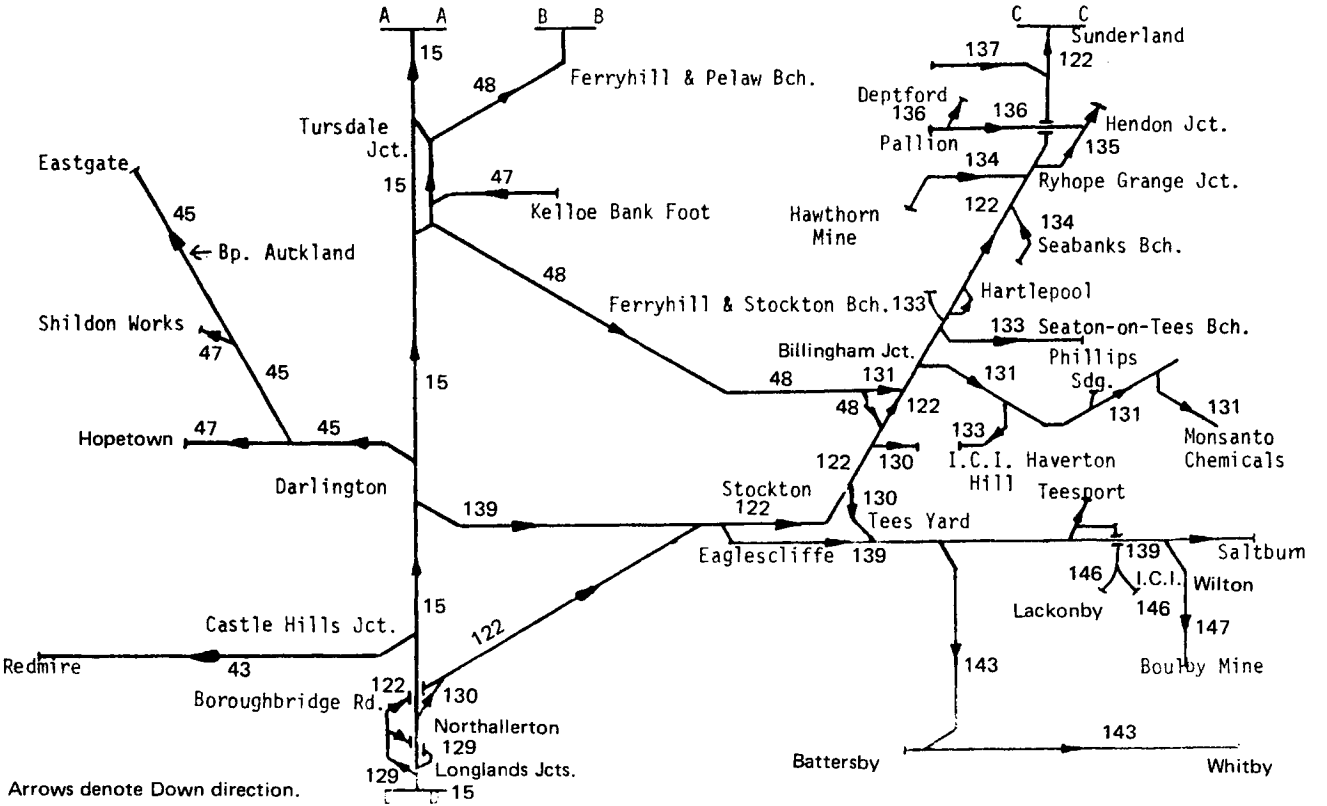
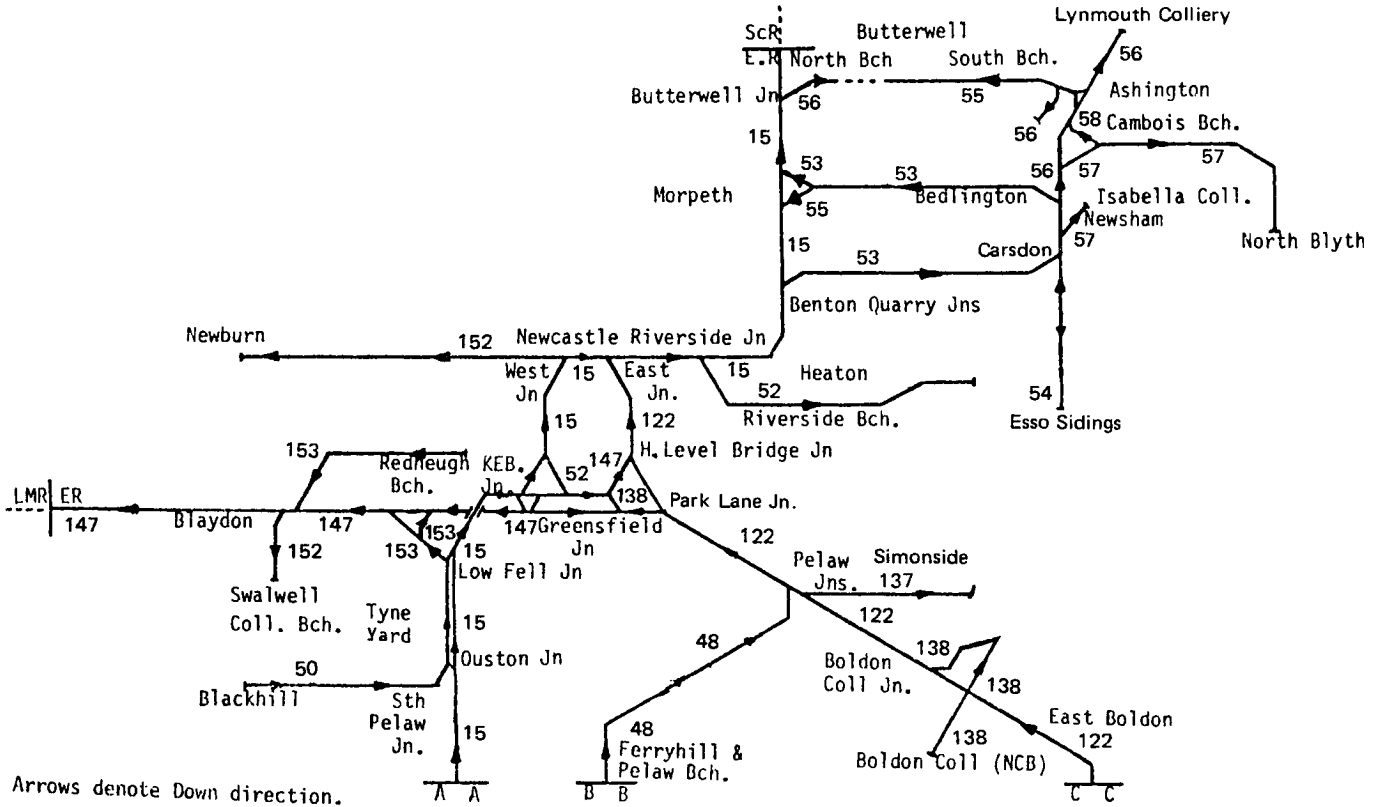
81
95
78
95
Goldthorpe Coll.
Penistone
Barnsley
Stairfoot East Jn.
Dearne Jn
92
Aldwarke North Jn. (Mid)
Arrows denote Down Direction


A A
B B
C C
15
48
Ferryhill & Pelaw Bch.
Tursdale Jct.
15
47
Kelloe Bank Foot
Eastgate
45
← Bp. Auckland
Shildon Works
47
45
Hopetown
47
45
Darlington
15
48
Ferryhill & Stockton Bch.
139
Stockton
122
Eaglescliffe
139
15
Castle Hills Jct.
122
Redmire
43
122
130
Boroughbridge Rd.
Northallerton
129
Longlands Jcts.
129
15
Arrows denote Down direction.
Sunderland
137
122
Deptford
136
136
Hendon Jct.
Pallion
135
134
Ryhope Grange Jct.
Hawthorn Mine
122
134
Seabanks Bch.
Hartlepool
133
133
Seaton-on-Tees Bch.
Billingham Jct.
48
131
131
Phillips Sdg.
131
48
122
131
Monsanto Chemicals
133
122
130
I.C.I. Haverton Hill
Teesport
130
Tees Yard
139
Saltburn
139
146
I.C.I.
Wilton
Lackonby
146
147
143
Boulby Mine
143
Battersby
Whitby


ScR
E.R
Butterwell
North Bch
South Bch.
Lynmouth Colliery
Butterwell Jn
Ashington
Cambois Bch.
Morpeth
Bedlington
Isabella Coll.
Newsham
North Blyth
Carsdon
Benton Quarry Jns
Newburn
Newcastle Riverside Jn
West Jn
East Jn.
Heaton
Riverside Bch.
Esso Sidings
H. Level Bridge Jn
Redheugh Bch.
KEB. Jn.
Park Lane Jn.
LMR
ER
Blaydon
Greensfield Jn
Low Fell Jn
Pelaw Jns.
Simonside
Swalwell Coll. Bch.
Tyne Yard
Ouston Jn
Boldon Coll Jn.
Blackhill
Sth Pelaw Jn.
Ferryhill & Pelaw Bch.
Boldon Coll (NCB)
East Boldon
A A
B B
C C
Arrows denote Down direction.

STANDARD SPEED RESTRICTIONS

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

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

	Speed m.p.h.
1. On double lines when passing through junctions between parallel lines or through crossover roads, or when entering or leaving Slow, Goods, Loop, Platform or Bay lines	15
2. When receiving, delivering or exchanging Train Staff or Electric Token by hand	*10
3. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus	*20
4. When receiving, delivering or exchanging Electric Token by means of automatic exchange apparatus	25
5. 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.

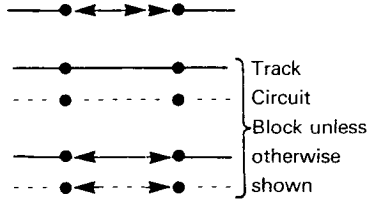
TABLE A—DETAILS OF RUNNING LINES

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.

Reversibly signalled passenger lines

(►►► indicates normal direction of travel)



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
OT —One Train Working
T —Tokenless Block
} on Single lines.

The Loops and Refuge Sidings. The Standage shown is for standard length units (S.L.U.'s) in addition to one locomotive and brakevan. The following abbreviations are used:—

DPL—Down Passenger Loop
DGL—Down Goods Loop
DRS—Down Refuge Siding
UPL—Up Passenger Loop
UGL—Up Goods Loop
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
CCTV—Closed Circuit Television
TMO —Trainmen Operated
RC —Remotely Controlled
R/G —Miniature Red/Green Warning Lights

OPEN —Open crossing without road warning lights
AOCL —Open crossing—road warning lights monitored by train crew
AOCR—Open crossing—road warning lights monitored by signalman

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—

$$\frac{60.10}{0.00} \qquad \frac{74.50}{127.60}$$

The **Permanent Speed Restrictions** column shows all permanent speed restrictions other than the standard restrictions shown on page 12. An 'X' preceding the speed restriction eg 'X30', shows the maximum permitted speed at which wrong direction movements may approach the level crossing concerned—for example 'X30' in the Down line column means that a wrong direction movement on the Down line must not exceed 30 m.p.h. between the speed restriction sign and the level crossing.

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

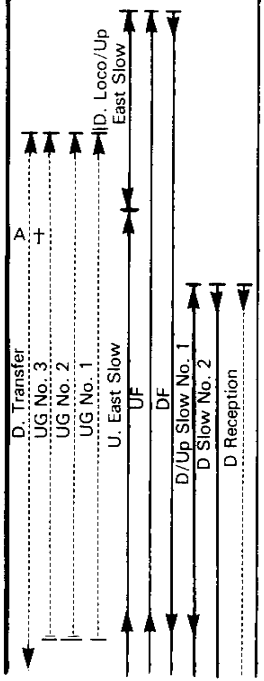
C —Run-back catch points
CW—Run-back catch points controlled from signal box
S —Spring trailing points
U—Unworked trailing points

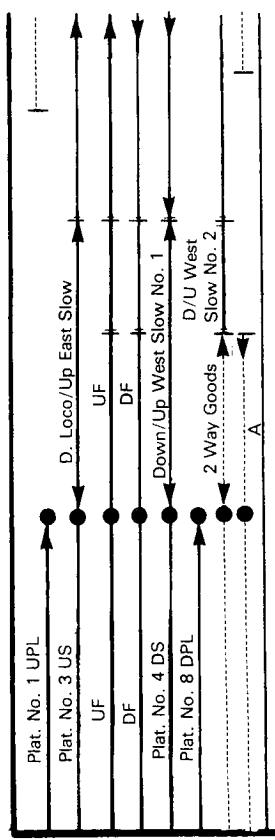
The trailing points which afford trapping protection at the entrance to goods lines, loops, reception sidings, etc., are not shown.

A.W.S. is provided unless otherwise shown in the Remarks column of Table A.

The **Remarks** column is used to give additional information, e.g. locomotive horn codes which are shown using the abbreviation L (Long), S (Short), Refuge Sidings, Loops etc; Stations where locomotive water is available etc.

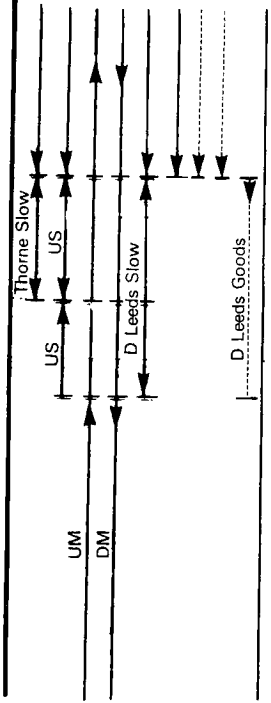
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
DONCASTER BLACK CARR JN. TO BERWICK						
BLACK CARR JN. AND NEWCASTLE			125	125	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
NEWCASTLE AND ALNMOUTH (NORTH OF) 37m. 0ch.			100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
ALNMOUTH (NORTH OF) 37m. 0ch. AND BEAL (SOUTH OF) 56m. 40ch.			125	125	MAXIMUM PERMISSIBLE SPEED	
BEAL (SOUTH OF) 56m. 40ch. AND BERWICK			100	100	MAXIMUM PERMISSIBLE SPEED	
BLACK CARR JN. AND MARSHGATE JN.			40	40	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES EXCEPT (see below)	
				70	UP SLOW/DOWN LOCO/UP EAST SLOW BETWEEN MARSHGATE JN. NORTH OF (156m. 42ch.) AND LOVERSALL CARR JN. (151m. 79ch.)	
			70	70	DOWN/UP WEST SLOW NO. 1 BETWEEN DECOY NORTH JN. (153m. 74ch.) AND SOUTH YORKSHIRE JN. (155m. 61ch.)	
			50		DOWN SLOW NO. 2 BETWEEN POTTERIC CARR JN. (154m. 10ch.) AND SANDBANK JN. (155m. 23ch.)	
YORK AND NORTHALLERTON			70	70	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
NORTHALLERTON AND BERWICK			60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
DONCASTER BLACK CARR JN. TO BERWICK – continued						
	Black Carr Jn. (See pages 37 and 58 of Southern Area Sectional Appendix)	153 18	70		**Down Fast to Down/Up West Slow No. 1 at 153m. 74ch. (Down) Up, West Slow No. 1 line speed.**	All Passenger lines except York Darlington and Newcastle Station areas provided with A.W.S.
	Signals D1420/D1422/ D1424 and D238			60	**Down Loco/Up East Slow to Gainsborough line 116m. 44ch. and 116m. 24ch.**	
	Potteric Carr Jn.	154 02	25	15 25	**Up Decoy Sidings to Low Ellers Curve line To, Over, and from Transfer line 154m. 3ch. and 154m. 50ch.**	
	Decoy North Jn.	154 13	25 50 50 25	25 50	**Down/Up West Slow No. 1 to Down Slow No. 2 at 154m. 13ch.** **Through Down Slow No. 2 to Down/Up West Slow No. 1 at 154m. 20ch.** **Down/Up West Slow No. 1 to Down Fast at 154m. 28ch.** **Down Reception 154m. 39ch. and 155m. 17ch.**	†Permissive working authorised for trains not conveying Passengers between signals D250/D252/ D1446 and D1420 in the Up direction and signals D1405 and D1439 in the Down direction.
			110		**Fast line 154m. 36ch. and 155m. 23ch.**	
			15	15	**Transfer line 154m. 50ch. and 155m. 30ch.**	
				25	**To, over and from Up Goods No. 1 154m. 50ch. and 154m. 3ch.**	
				25	**To, over and from Up Goods Nos. 2 and 3 154m. 46ch. and 154m. 3ch.**	
	Signals D1446/D250 and D252		100		**Fast/Main 155m. 23ch. and 156m. 53ch.**	

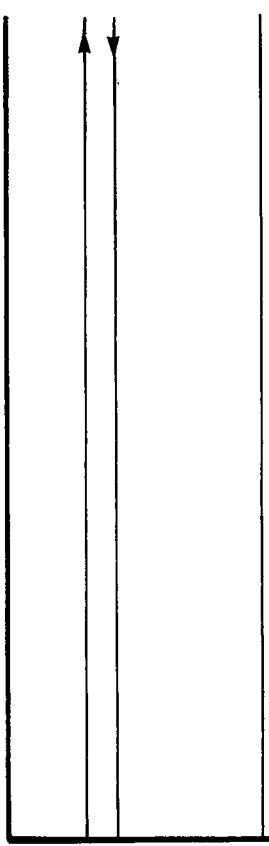


Belmont Down Yard			25	Up Goods 155m. 30ch. and 154m. 50ch.
Sand Bank Jn.	155 34			
Balby Bridge Tunnel (95 yds.)	155 34 to 155 39			
Bridge Jn.	155 37	25	25	Down/Up West Slow No. 2 155½ m.p. and 155m. 59ch.
		10		Down/Up West Slow No. 2 to Hexthorpe Goods line.
			110	Fast line 155m. 55ch. and 154m. 36ch.
South Yorkshire Jn.	155 59	15		Down/Up West Slow No. 2 to Mexborough line 22m. 57ch. and 22m. 36ch.
			25	Down Loco/Up East Slow to Up Fast at 155m. 59ch.
		15	15	Two Way Goods 155m. 58ch. and 156m. 10ch.
Doncaster	155 65		25	Up Fast to Down Loco/Up East Slow at 155m. 65ch.
			15	UPL 156m. 10ch. and 155m. 62ch.
		15	15	Down Slow 155m. 59ch. and 156m. 22ch.
		15	15	DPL 155m. 66ch. and 156m. 11ch.
Doncaster	155 77			

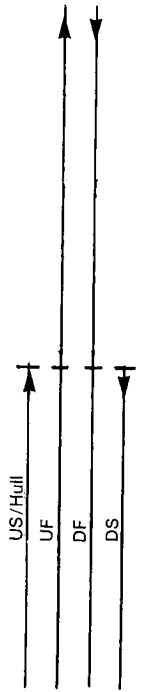
Permissive Working is authorised over the following Platform Lines:— No. 1 (Up direction only), Nos. 3, 4, and 8.

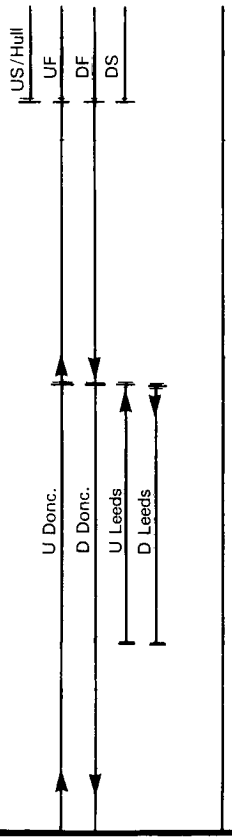


Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
DONCASTER BLACK CARR JN. TO BERWICK—continued						
	Doncaster North Jn.	156 09	25		**2 way Thorne Slow 156m. 5ch. and 0m. 3ch. (Marshgate Jn. to Wrawby Jn. mileage)**	
				15	**Slow line 156m. 8ch. and 155m. 65ch.**	
				50	**Slow line 156¼ m.p. and 156m. 8ch.**	
	Marshgate Jn. (See page 58 and Southern Area Appendix pages 39 and 171)	156 28	70		**To Leeds line 156m. 28ch. and 156m. 72ch.**	
				25	**Up Slow to Thorne line 0m. 3ch. and 0m. 21ch.**	
				100	**Main/Fast 156m. 53ch. and 155m. 55ch.**	
			105	105	**156m. 53ch. and 157 m.p.**	
	Moathills LC (CCTV)	156 66				
	Bentley Lane LC	157 22				
	No. 263 LC (R/G)	157 46				
	Arksey LC (CCTV)	158 02				DPL 85
	Daw Lane LC (CCTV)	159 10				
			100	100	**160 m.p. and 160m. 30ch.**	

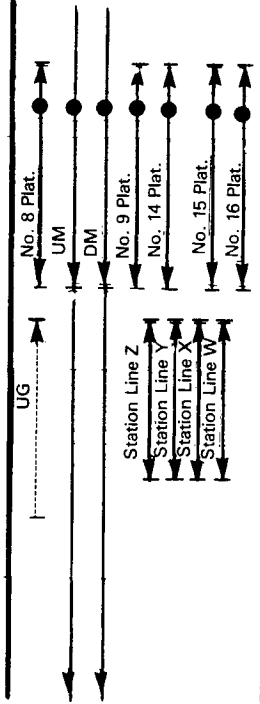


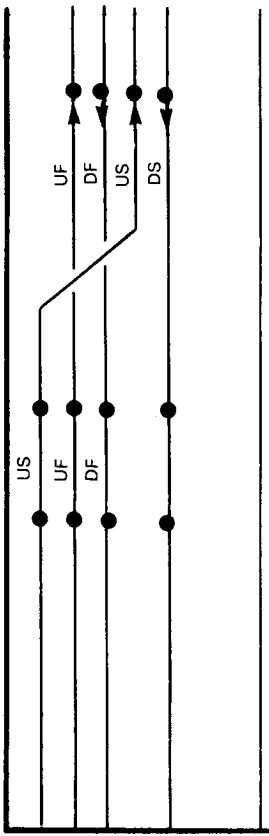
Shaftholme Jn. (See page 37)	160 16	20 30		To Knottingley line. Up to Down at 160m. 45ch.	Controlled by Doncaster box
Joan Croft Jn. LC (See page 39)	160 48	40	25 40	To Applehurst Jn. line. Down to Up at 160m. 53ch.	
Dormer Green LC	161 23				
Noblethorpe LC	161 35				
Barcroft LC	162 14				
Heyworth LC	162 55				
Moss LC	163 02				
Fenwick LC	164 14				
Balne Lowgate LC	165 22				
Balne LC	165 70				
Burn Lane LC	170 70	100	100	172 m.p. and 174m. 16ch.	
Henwick Hall LC	172 20				
Brayton Jn. (See page 39)	172 76		20	To Barlow line.	
Brayton LC	173 02		20	Down to Up at 173m. 51ch.	
Selby Canal Jn. (See page 40)	173 59	20		To Selby West line.	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
DONACSTER BLACK CARR JN. TO BERWICK—continued						
	Selby South Jn. (See page 111)	174 11		25	**To Leeds line.**	Controlled by Selby signal box. CW Down Platform line at 174m. 19ch., 203 yards before reaching Signal S1953. UGL 72 DGL 52 URS 53 URS 53
			60	60	**174m. 16ch. and 174m. 30ch.**	
	Selby	174 24	25		**To DPL**	DPL 25—Permissive working for connecting trains authorised. UPL 35
			25	25	**DPL to Down and Up to UPL at 174m. 30ch. (30m. 72ch. Hull to Selby mileage).**	
			40	40	**174m. 30ch. and 174m. 36ch.**	
			60	60	**174m. 36ch. and 174m. 68ch.**	
	Signals S1956 and S1953/1955		30		**Through connection and Down Slow 174m. 38ch. and 174m. 65ch. (30m. 64ch. and 30m. 38ch. Hull to Selby mileage).**	
				40	**Up Slow/Hull to Up Main at 174m. 42ch. (30m. 60ch. Hull to Selby mileage).**	
				45	**Up Slow/Hull 174m. 65ch. and 174m. 46ch. (30m. 38ch. and 30m. 56ch. Hull to Selby mileage).**	
			25		**Down Slow to Down Main at 174m. 67ch. (30m. 36ch. Hull to Selby mileage).**	
				25	**Up Fast to Up Slow/Hull at 174m. 67ch. (30m. 36ch. Hull to Selby mileage).**	

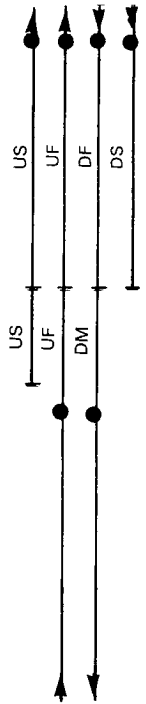


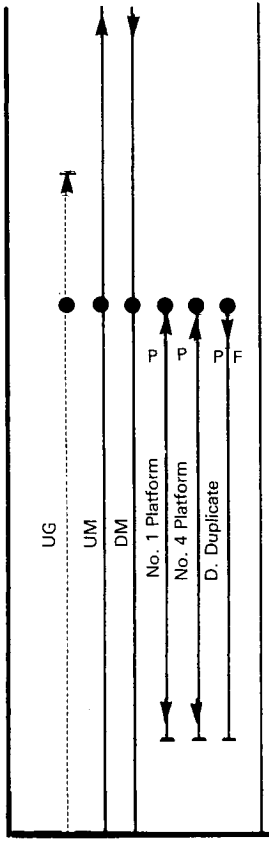
Barlby LC	174 69	80 45	80	174m. 68ch. and 175m. 50ch. Down Fast to Down Hull at 174m. 74ch. (30m. 29ch. Hull to Selby mileage).	
Barlby North Jn. (See page 111)	174 76	100	100	175m. 50ch. and 185m. 45ch.	Controlled by Selby signal box.
Turnhead LC (AHB)	177 25				
Riccall South L.C. (AHB)	178 35				
York Road LC (AHB)	178 74				
		55	55	185m. 45ch. and 185m. 65ch.	
		40	40	185m. 65ch. and 186 m.p.	
		55	55	186 m.p. and 186¼ m.p.	
Chaloners Whin. Jn. (See page 85)	186 16	90	90	All lines 186¼ m.p. and 187m. 50ch.	Controlled by York signal box.
		25	25	Down Doncaster to Up Leeds at 187m. 9ch.	
		25	25	Up Leeds to Down Leeds and Down Leeds to Down Holgate Loop at 0m. 78ch. (York to Altofts Jn. mileage).	
		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 all Reception lines in Dringhouses Up Yard.	
Holgate Jn. (See page 40)	187 61				UGL 113 DGL 104

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
DONCASTER BLACK CARR JN. TO BERWICK—continued						
	**York (Y)**	188 11 0 00				Loco Water
			15	15	**All lines to and from Scarborough direction York Station and 0m. 26ch.**	Platforms 8, 9, 14, 15 and 16. P.
	Clifton (See page 41)					UPL 16
		1 05	45	50	**Main lines 0m. 42ch. and 1m. 9ch.**	
				15	**Through connection and along Up Goods 1m. 5ch. and 0m. 42ch.**	
				50	**Down to Up at 1m. 29ch.**	

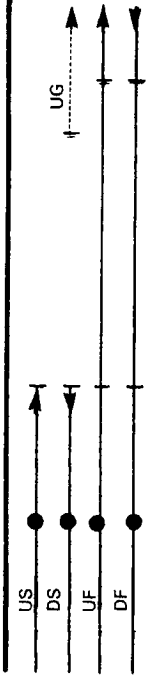


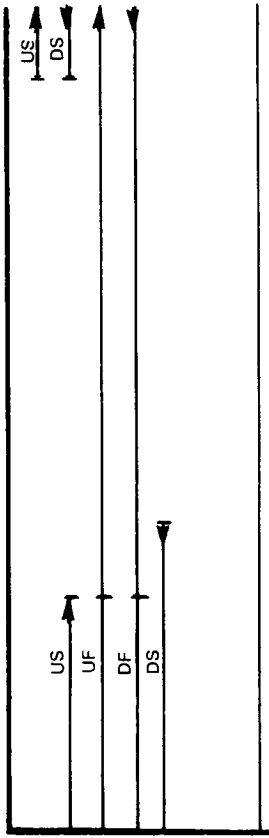
		50	50	Down Main to Up Slow at 1m. 37ch.
		50	50	Up Slow to Down Slow at 1m. 46ch.
Skelton (See page 104)	1 51	50		Slow to Harrogate line 1m. 50ch. and 1m. 65ch.
		50		Slow line 1m. 50ch. and 2¾ m.p.
			20	Slow to York Yard South line.
		30		Slow line 2¾ m.p. and 3m. 23ch.
			30	Slow line 3m. 2ch. and 1m. 43ch.
		30	30	All connections Fast to Slow and Slow to Fast at 3m. 5ch.
Skelton Bridge	3 11			
Beningbrough LC (R/G) (Pedestrian only)	7 01			
		60		Slow 9¼ m.p. and 10¾ m.p.
		30	30	All connections between Fast lines, Fast to Slows and Slow to Fasts at 9m. 49ch.
Tollerton	9 40			
			50	Up Fast to Up Slow at 10m. 14ch.
		30		Down Slow to Down Fast at 10m. 18ch.
		50	50	Fast to Slow and Slow to Fast 15¼ m.p. and 15½ m.p.
Pilmoor	15 28			
		65		Slow line 20½ m.p. and 21m. 3ch.
		60		Slow line 21m. 3ch. and 22m. 30ch.
			50	Slow to Fast at 21m. 39ch.
		40		Fast to Slow at 21m. 52ch.
				C. Down Slow at 21m. 54ch., 1090 yards before reaching Signal TK31.
			65	Slow line 22m. 3ch. and 9¾ m.p.
Thirsk	22 16			
			40	Slow line 22m. 18ch. and 22m. 3ch.
			60	Slow line 22m. 30ch. and 22m. 18ch.
			40	Fast to Slow at 22m. 24ch.
			25	Slow to Fast at 22m. 32ch.
		25		Fast to Slow at 22m. 33ch.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
DONCASTER BLACK CARR JN. TO BERWICK—continued						
	Thirsk (TK)	22 34				
	No. 81 LC (R/G)	22 73				C. Up Slow at 23m. 54ch. 950 yards before reaching Signal TK5.
	No. 82 LC (R/G)	23 33				
				30	**Fast to Slow at 23m. 57ch.**	
			30		**Slow to Fast at 23m. 63ch.**	
	No. 88 LC (R/G)	27 16				
	No. 89 LC (R(G)	27 58	50		**Slow to Boroughbridge Road line.**	
			70		**Slow to Main at 28m. 67ch.**	
	Longlands Jn. (See page 129)	28 71	50		**Main to Boroughbridge Road line.**	
				70	**Main to Slow at 29m. 50ch.**	C. Up Slow from Up Longlands Loop at 29m. 33ch.
	Northallerton	29 76				
	Northallerton (N) (See pages 122 and 130)	30 08				
	High Jn.	30 09	25		**To Northallerton Low Jn. Line**	
			25	25	**All connections between Mains and Loops 30m. 59ch. and 32m. 17ch.**	DPL 339 UPL 314
	Castle Hills Jn. (See page 43)	30 63				C. UPL, at 32m. 13ch., 734 yards before reaching Signal U31S.

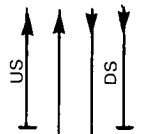
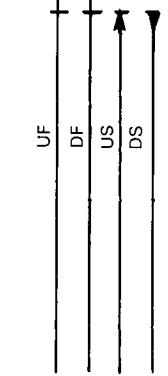


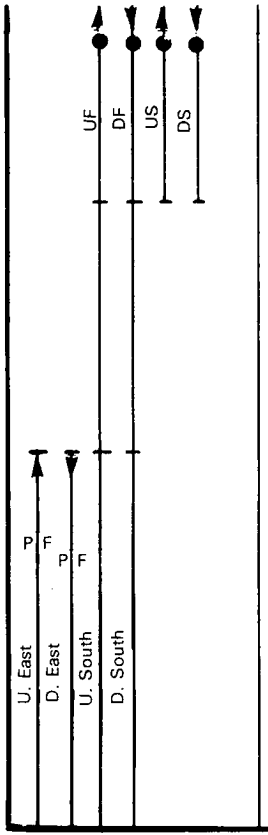
Eryholme Emergency Crossover	38 72	20	20	Down Main to Up Main at 38m. 68ch.	
		40	40	Down Main to Up Main at 38m. 72ch.	
		110	110	40m. 5ch. and 41m. 50ch.	
		90	90	43m. 55ch. and 45 m.p.	
		25	25	Between Down and Up at 43m. 56ch.	
Darlington South Jn. (See page 139)	43 61		20	Goods to Saltburn line.	
			30	Main to Saltburn line.	
		30	30	Between Down and Up Main at 43m. 63ch.	
		35		Towards and over No. 4 Platform line 43m. 67ch. and 44m. 4ch.	
			20	Goods to Up Main at 43m. 68ch.	
Darlington (D)	43 70	25	25	Towards No. 1 Platform line at 43m. 70ch.	DGL 160
		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	20	No. 4 Platform line 44m. 4ch. and 44m. 25ch.	
Darlington	44 10		10	Goods line 44m. 22ch. and 43m. 68ch.	
			25	Main to Goods at 44m. 22ch.	
		10		No. 4 Platform line 44m. 25ch. and 44m. 30ch.	
		20		No. 4 Platform line and to Down Main 44m. 30ch. and 44m. 37ch.	
		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	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
DONCASTER BLACK CARR JN. TO BERWICK—continued						
			30		**Bishop Auckland Single line to Down Main 44m. 33ch. and 44m. 64ch. (0m. 0ch. Darlington to Shildon mileage).**	
	Darlington North Jn. (See page 45)	44 36	20		**Bishop Auckland Single line to Down Main at 44¾ m.p.**	
	Parkgate Jn. (See page 45)	44 58	20		**Goods to Hopetown Jn. line 0m. 0ch. and 0m. 73ch.**	
				25	**Down to Up at 44m. 61ch.**	
			85	85	**48 m.p. and 48m. 50ch.**	
			80	80	**48m. 50ch. and 49m. 30ch.**	
			40	40	**Through all Main to Main connections between 49m. 30ch. and 49m. 41ch.**	
			105	105	**49m. 30ch. and 54m. 35ch.**	
	Aycliffe Emergency Crossover	49 36	95	95	**54m. 35ch. and 56m. 15ch.**	
			110		**56m. 15ch. and 60m. 44ch.**	
			30		**Main to Slow 56m. 13ch. and 56m. 32ch.**	
	Ferryhill South Jn. (See page 48)	56 17				
				30	**Slow to Up Main 56m. 37ch. and 56m. 17ch.**	
				50	**Slow to Bishop Middleham line.**	
				20	**UGL 56m. 65ch. and 56m. 37ch.**	
	Ferryhill (F)	56 70				
			30		**Fast to DPL.**	UGL 70
			25		**DPL to Fast.**	DPL 130
	Kelloe Bank Foot Jn. (See page 47)	57 50				

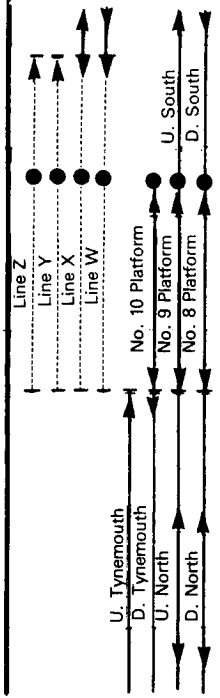


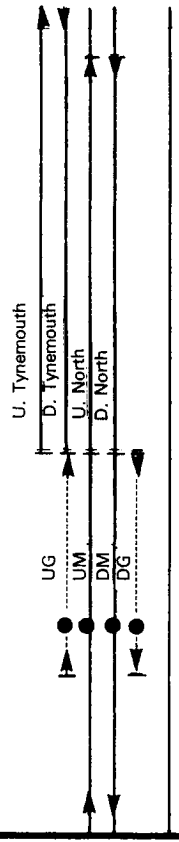
Tursdale Jn. (See page 48)	58 69	60 30	 30	**Slow to Pelaw line.** **Slow to Main at 58m. 76ch.** **Fast to Slow at 58m. 73ch.**	
			110	**59¾ m.p. and 56m. 15ch.**	
Hett Mill LC	60 21		100	**60m. 44ch. and 59¾ m.p.**	C. Up at 61¼ m.p. 800 yards before reaching Signal F408.
		95	95	**60m. 44ch. and 62¼ m.p.**	
		70	70	**62¼ m.p. and 63m. 3ch.**	C. Up at 62m. 33ch. 1100 yards before reaching Signal F406.
		95	95	**63m. 3ch. and 64m. 49ch.**	C. Down at 63m. 10ch., 528 yards before reaching Signal TY403.
		75		**64m. 49ch. and 66m. 14ch.**	C. Down at 63m. 58ch., 911 yards before reaching Signal TY401.
					C. Down at 64m. 47ch., 914 yards before reaching Signal TY399.
Signal TY371		25		**Fast to Slow at 66m. 5ch.**	C. Up at 65¾ m.p. 1180 yards before reaching Signal F398.
Durham	66 13	85		**66m. 14ch. and 68½ m.p.**	
			75	**66m. 21ch. and 64m. 49ch.**	C. Up Slow at 66m. 26ch. 530 yards before reaching Signal TY370.
			25	**Slow to Fast at 66m. 28ch.**	
		25	25	**Down Fast to Up Fast at 66m. 30ch.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
DONACSTER BLACK CARR JN. TO BERWICK—continued						
	Durham Emergency Crossover	66 40	40		**Slow to Fast at 66m. 32ch.**	
			40	40	**Down Fast to Up Fast at 66½ m.p.**	
			25		**Slow to Fast at 66m. 73ch.**	
				40	**Fast to Slow at 66m. 76ch.**	
	Signal TY354			85	**68½ m.p. and 66m. 21ch.**	
			105	105	**68½ m.p. and 71m. 75ch.**	CW. Up at 70m. 51ch., 970 yards before reaching Signal TY286.
	Chester-le-Street	71 72				
			100	100	**71m. 75ch. and 72m. 26ch.**	
			110	110	**72m. 26ch. and 75 m.p.**	
			40	40	**To and from Slows 73m. 24ch. and 73m. 37ch.**	
	Ouston Jn. (See page 51)	73 32		40	**Slow to Consett line.**	Controlled by Tyne box.
			20		**Fast to Down Slow at 74m. 63ch.**	C. Up Slow at 74m. 47ch. 384 yards before reaching Signal U74BS.
			40		**Slow line 74m. 64ch. and 74m. 78ch.**	
			100		**75 m.p. and 78½ m.p.**	
				25	**UGL and Up Slow, Up Slow to Down Fast, Down Fast to Up Fast at 75m. 29ch.**	

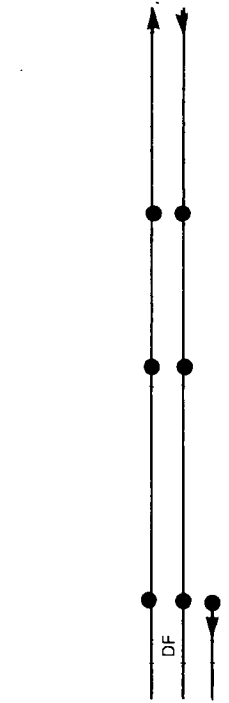


Tyne (TY)	75 62		25	**Up Fast to Down Fast, Down Fast to Up Slow and Up Slow to UGL 75m. 63ch. and 75m. 50ch.**	UGL 35 PF, Down Slow between Signals 187 and 142 and on Up Slow between Signals 129/131 and 204.
		40		**Slow 75m. 66ch. and 76m. 21ch.**	
		40	40	**Slows 76m. 34ch. and 77 m.p.**	
		30	30	**Slows 77 m.p. and 77m. 35ch.**	
		20		**Slow to Norwood line.**	
Low Fell Jn. (See page 153)	77 37	30	30	**To and from Slows at 77½ m.p.**	
		95		**78½ m.p. and 78m. 62ch.**	
			100	**78m. 62ch. and 75 m.p.**	
		70	70	**78m. 62ch. and 79m. 1ch.**	
		60	60	**79m. 1ch. and 79m. 26ch.**	
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.**	
King Edward Bridge South Jn. (See page 138)	79 42	20		**To Greensfield line.**	
King Edward Bridge North Jn. (See page 52)	79 57	15	15	**All lines to and from Station 79m. 70ch. and 0m. 0ch.**	
			15	**Entering and over KEB SE Curve.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
DONCASTER BLACK CARR JN. TO BERWICK—continued						
	Newcastle West Jn.	80 05 / 0 11		15	**To Carlisle line 0m. 11ch. and 0m. 23ch. (Newcastle to Scotswood mileage)**	
	Newcastle (N) (See page 152)	0 00 / 0 00	15	15	**All lines 0m. 0ch. and 0m. 25ch. (N'castle to Berwick mileage)**	Loco Water. Permissive Working authorised on Platforms 8, 9 and 10.
						CW. Z line at 0m. 6ch., 86 yards before reaching Starting Signal.
	Newcastle East Jn. (See page 129)	0 14	15		**To Gateshead line 101m. 59ch. and 100m. 75ch.**	CW. Connection from Tynemouth lines, Goods and A and B Sidings.
			25 30	25 30	**North lines 0m. 25ch. and 0m. 51ch.** **Tynemouth lines 0m. 25ch. and 0m. 51ch.**	
			15	15	**Down and Up Tynemouth lines to Down and Up North lines at 0m. 38ch.**	

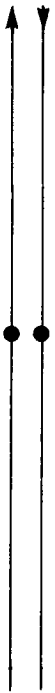


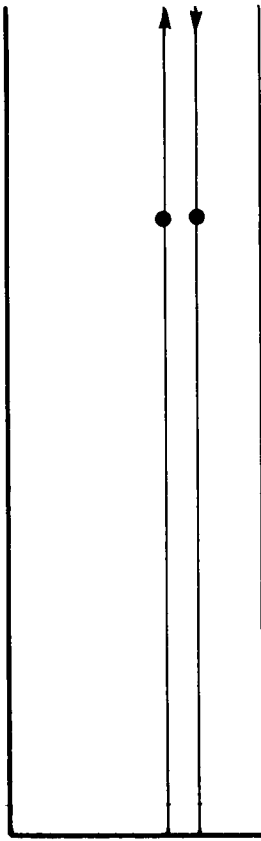
Manors	0 46				
		80		**North line 0m. 51ch. and 1m. 43ch.**	
Red Barns Tunnel (98 yards)	0 65 to 0 70				
		20	20	**Tynemouth lines 1 m.p. and 1¼ m.p.**	
Riverside Jn. (See page 52)	1 25	20		**To Riverside Branch**	
		20	20	**Tynemouth to North lines at 1m. 73ch.**	
		15	15	**North lines to and from Corporation Siding line and DMU Depot at 1m. 73ch.**	
			70	**Up Main/North 1m. 76ch. and 0m. 51ch.**	
		30		**Down Main to Down Goods at 1m. 77ch.**	
Heaton South Jn.	1 74				
			30	**Up Goods to Up Main at 2m. 3ch.**	
			45	**Up Main/North 2m. 7ch. and 1m. 76ch.**	CW. Down Goods at 2m. 2ch., 475 yards before reaching Signal H71.
		80	80	**2m. 7ch. and 3 m.p.**	CW. Up Goods at 2m. 55ch., 370 yards before reaching Signal H68.
Heaton	2 16				
Heaton North Jn.	2 48		15	**Over junction and Depot access lines.**	
			20	**Up Main to Up Goods at 2m. 57ch.**	
		20	20	**Down Main to Up Main at 2m. 64ch.**	
		25		**Down Goods to Down Main at 2m. 66ch.**	S. Down at 3m. 7ch. 730 yards before reaching Signal B31.
					C. Down at 3m. 48ch. 727 yards before reaching Signal B33.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
DONCASTER BLACK CARR JN. TO BERWICK—continued						
			**35**	**35**	**Through crossovers at 4m. 5ch. and 4m. 15ch.**	
			25		**To Callerton ICI Sidings line.**	
	Benton South Jn.	4 20				
	Benton North Jn. (See page 53)	4 24	**25**		**To Earsdon Jn. line 0m. 0ch. and 0m. 68ch.**	
	Benton	4 26				
	Killingworth LC (CCTV)	5 76				
	Dam Dykes LC (CCTV)	8 46				
	Cramlington	9 74				
	Stannington LC	13 74				
	Clifton LC (CCTV)	14 56				
			50	**50**	**16m. 14ch. and 16m. 50ch.**	
	Morpeth (See page 55)	16 50	**70** **25**	 **25**	**16m. 50ch. and 17m. 57ch.** **Down to Up at 16m. 53ch.**	
				15	**Towards Bedlington at 20m. 47ch. (Manors Jn. to Morpeth via Backworth mileage).**	
			25		**Main to Slow at 16m. 62ch.**	
	Morpeth (M)	16 63				UPL 67
			15		**Slow to Main at 16m. 75ch.**	

DF

Morpeth North LC (RC)	16 78			
			25	**UPL to Up Main at 17m. 0ch.**
Signal M141				
Morpeth North Jn. (See page 54)	17 26		70	**17m. 28ch. and 16m. 50ch.**
		30		**Slow to Main at 17m. 29ch.**
			30	**Main to UPL at 17m. 29ch.**
			25	**UPL to Hepscott Jn. 20m. 46ch. and 20m. 29ch. (Benton North Jn. to Morpeth North Jn. mileage).**
		30	30	**Down to Up at 17m. 41ch.**
		90		**17m. 57ch. and 18m. 16ch.**
			80	**17m. 61ch. and 17m. 28ch.** CW Up at 19m. 25ch. 560 yards before reaching signal M144.
Pegswood	18 44			
		20	20	**Down Main to Up Main at 20m. 12ch.** DRS 61
Longhirst LC (CCTV)	20 17			
Ulgham Lane LC	20 52			
Butterwell Jn. (See page 56)	20 63	25		**To Butterwell Colliery North Branch**
Ulgham Grange LC	22 24			
		90	90	**23m. 15ch. and 25¼ m.p.**
Widdrington LC (CCTV)	23 20			
Felton Lane LC	25 16			
		25	25	**Down Main to Up Main at 25m. 46ch.**
Chevington LC	25 48			
		30		**Down Main to DPL at 25m. 55ch.** UPL 131
			30	**UPL to Up Main at 25m. 58ch.** DPL 159
		25		**DPL to Down Main at 26m. 34ch.**
Acklington	28 43	25		**Up Main to UPL at 26m. 37ch.**
			80	**30 m.p. and 29½ m.p.**
		65	65	**30 m.p. and 30½ m.p.**
		80		**30½ m.p. and 31m. 67ch.**
		20	20	**Down Main to Up Main at 30m. 55ch.**

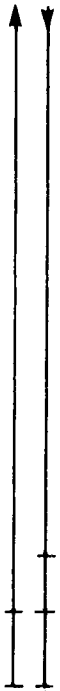
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
DONCASTER BLACK CARR JN. TO BERWICK—continued						
	Warkworth LC (AHB)	31 67		80	31m. 67ch. and 30½ m.p.	
				60	32m. 67ch. and 31m. 67ch.	
				80	33 m.p. and 32m. 67ch.	
	Wooden Gate LC (RC)	33 71	25		Down Main to DPL at 33m. 72ch.	
				25	UPL to Up Main at 33m. 75ch.	
			25	25	Down Main to Up Main at 33m. 77ch.	
	Wooden Gate Emergency Crossover	33 78				
			90		34m. 28ch. and 34m. 62ch.	
				10	Up Main to UPL at 34m. 51ch.	
			10	10	Down Main to Up Main at 34m. 58ch.	
			80		34m. 62ch. and 37 m.p.	
	Alnmouth	34 69		90	34m. 70ch. and 33 m.p.	
	Alnmouth	34 76				
				80	36m. 70ch. and 34m. 70ch.	UPL100 – PF
			110		37 m.p. and 38m. 34ch.	DPL 134
				90	37¼ m.p. and 36m. 70ch.	DRS 67
				100	38m. 34ch. and 37¼ m.p.	C. Down at 35m. 73ch., 600 yards before reaching Signal A.147.
	Little Mill Emergency Crossover	39 29	25	25	Down to Up at 39m. 29ch.	
	Little Mill LC (CCTV)	39 34				
	Stamford LC (CCTV)	40 39				
			115	115	41 m.p. and 42m. 35ch.	
			100		42m. 35ch. and 43m. 45ch.	



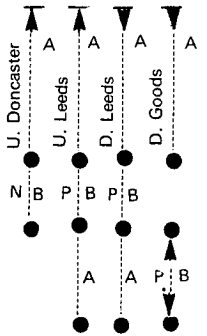
Christon Bank LC (CCTV)	43 00			CW. Up at 43m. 38ch. 560 yards before reaching signal CL6.
Fallodon LC (AHB)	43 45	100	44m. 45ch. and 42m. 35ch.	
		25 25	Through Main to Main connections 45m. 68ch. and 45m. 75ch.	URS 15
Chathill Emergency Crossover	45 72			
Chathill LC	45 78			
Newham LC	47 09	80 80	47½ m.p. and 48¼ m.p.	
Lucker LC (CCTV)	49 17			
No. 174 LC (R/G)	50 37	40 40	Down to Up and Up to Down at 51m. 39ch.	
Belford LC	51 45	25	Down Main to DPL at 51m. 55ch.	CW. DPL at 51m. 59ch. DRS 50 UPL 170 DPL 160
		25 25	DPL to Down at 52½ m.p. Up to UPL at 52m. 41ch.	CW. UPL at 52½ m.p.
Crag Mill LC (CCTV)	52 48			
No. 179 LC (R/G)	54 68			
Smeafield LC (CCTV)	54 79			
Fenham Low Moor LC	55 31	80 80	57m. 1ch. and 58m. 67ch.	

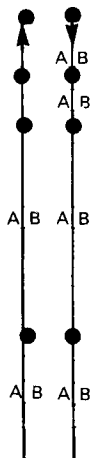
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
DONCASTER BLACK CARR JN. TO BERWICK—continued						
	Beal LC (CCTV)	58 52	20	20	**Down Main to Up Main at 59m. 34ch.**	
	No 193 LC (R/G)	60 07				
	Goswick LC (CCTV)	60 67				CW. Down at 61m. 67ch., 960 yards before reaching Signal T93
			90		**62½ m.p. and 63m. 45ch.**	
	Scremerston LC (CCTV)	63 46				
	Spittal LC	65 01		90	**65m. 14ch. and 62½ m.p.**	
			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.**	
			25	25	**Down Main to Up Main at 66m. 70ch.**	
			25		**Down Main to DGL at 66m. 72ch.**	

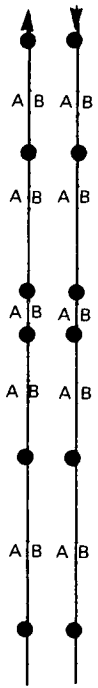
	**Berwick**	67 00		55	**67m. 6ch. and 66m. 70ch.**	The Down line through Berwick Station is worked in both directions. UGL 60, DGL 60 DGL 44 CW. Down at 67m. 12ch., 490 yards before reaching Signal T.12. CW. Connection from DGL at 67m. 33ch. to Down Main.
			10	10	**Down to Up at 67m. 8ch.**	
			10		**DGL No. 1 to Down at 67m. 10ch.**	
			25		**DGL to Down Main at 67m. 33ch.**	
				10	**Up Main to UGL at 67m. 38ch.**	
				75	**67m. 69ch. and 67m. 6ch.**	
			90	90	**67m. 69ch. and 69 m.p.**	
	No. 203 LC (R/G)	68 52				
			80	80	**69 m.p. and 69m. 66ch.**	
	Regional Boundary	69 67				
		54 49				
			80		**51½ m.p. and 50m. 12ch.**	
				80	**51 m.p. and 51½ m.p.**	
			75	75	**50m. 3ch. and 49m. 15ch.**	
	Reston Crossovers (Sc. Region)	47 14	40	40	**Through facing crossover.**	
			25	25	**Through trailing crossover.**	
SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.			60	60	MAXIMUM PERMISSIBLE SPEED	Controll by Doncaster box
	Shaftholme Jn. (See page 19)	68 75		20	**68m. 69ch. and 68m. 75ch.**	
	Thorpe LC (AOCL)	68 43	20 25	25 40	**Approaching level crossing**	
	Haywood LC (CCTV)	67 57				

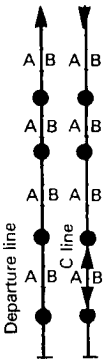
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. — continued						
	Askern LC (CCTV)	66 26				
	Selby Road LC (AHB)	65 73				
	Norton LC (See page 39)	65 12				
	Stubbs Walden South LC (CCTV)	64 28				
	Stubbs Walden North LC (CCTV)	64 11				
	Womersly LC (AHB)	62 49				
	Post Office Lane LC (AHB)	62 14				
	Spring Lodge LC (AHB)	61 21				
	Cridling Stubbs LC (AHB)	60 45				
	Waterfield No. 1 LC	59 06				
	Knottingley South Jn. (See page 92)	58 66	**10** **25**	 **25**	**To Knottingley East Jn. line. 58m. 48ch. and 58½ m.p.**	
	Knottingley West Jns. (See page 89)	58 20 2 71	**20** **40**		**2m. 71ch. and 2m. 43ch.** **2m. 43ch. and 2m. 27ch.**	
	Ferrybridge North Jn. (See page 94)	2 27				

ASKERN COLLIERY BRANCH			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
A	Norton LC (See page 38)	0 00				
	End of Single line signals 1510, 1509/1511	0 32				
APPLEHURST LOOP			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided. Controlled by Doncaster box.
	Applehurst Jn. (See page 62)	0 49				CW. Down at 0m. 44ch. 555 yards before reaching Signal D 851. CW. Up at 0m. 3ch. 584 yards before reaching Signal D732.
	Joan Croft Jn. (See page 19)	0 00				
SELBY BRAYTON JN. TO BARLOW			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	AWS not provided. Controlled by Selby box.
O T†	Brayton Jn. (See page 19)	8 51		20	**8m. 47ch. and 8m. 51ch.**	† No staff. See page 222.
	Barlow LC (TMO)	6 30				
	End of line	6 18				

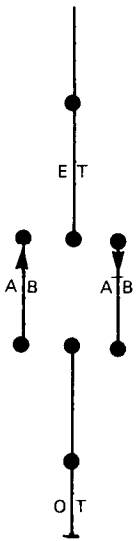
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
SELBY WEST JN. TO SELBY CANAL JN.			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	
A	Selby West Jn. LC (See page 110)	0 00				Controlled by Selby box.
	Canal Jn. (See page 19)	0 32				
YORK HOLGATE JN. TO SKELTON			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	
	Holgate Jn. (See page 21)	0 00		**15**	**0¼ m.p. and 0m. 0ch.**	AWS not provided.
			10	**10**	**0¼ m.p. and 0m. 29ch.**	
	York Yard South (See below)	0 25		**15**	**To Clifton line.**	
	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				AWS not provided.
	Clifton (See page 22)	0 41				
YORK TO SCARBOROUGH						
YORK AND FLAXTON 8m. 60ch.			**70**	**70**	MAXIMUM PERMISSIBLE SPEED	
FLAXTON 8m. 60ch. AND MALTON			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
MALTON AND SEAMER			**70**	**70**	MAXIMUM PERMISSIBLE SPEED	
SEAMER AND SCARBOROUGH			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	Loco water.
	**York** (See page 22)	0 00		**15**	**0m. 26ch. and Station.**	
	Burton Lane (See page 43)	1 09	**20**		**To Foss Islands line.**	
	Bootham LC	1 51				
	Haxby Road LC	3 27				
	Haxby LC	4 18				
	Strensall No.1 1 LC	6 00				
	Strensall No.2 LC (RC)	6 11				
	Strensall LC	6 48				
	Common Road LC	7 52				
	Flaxton Station LC	9 21				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
YORK TO SCARBOROUGH—continued						
	Barton Hill LC	11 48				
	Howsham Gates LC	13 28				
			45	**45**	**13¾ m.p. and 14m. 55ch.**	
			40	**40**	**15 m.p. and 18¾ m.p.**	
	Kirkham Abbey LC	15 01				
			40	**40**	**20m. 76ch. and 21m. 15ch.**	
			15	**15**	**Down to Up at 21m. 3ch.**	
	Malton	21 12				The Down Main through the platform is signalled for working in both directions.
			20	**20**	**Up to Down at 21m. 21ch.**	
	Malton LC	21 32				
	Rillington Station LC	25 42				
	High Scampston LC	26 19				
	Low Scampston LC	26 54				
	Knapton LC	27 41				
	Heslerton Station LC	29 32				
	West Heslerton LC	30 52				
	East Heslerton LC	31 00				
	Weaverthorpe Station LC	32 68				



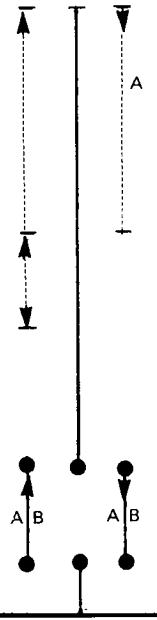
	Ganton LC	34 34				
	Metes Lane LC	38 20				
	Seamer West (See page 119)	38 63		25	**To Hull line.**	URS 63
	Seamer East LC	39 17	45	45	**39½ m.p. and 40 m.p.**	
				35	**41m. 55ch. and 41m. 27ch.**	
	Falsgrave	41 63				Working in both directions is authorised on the Departure line for trains not conveying passengers.
	Scarborough	41 77				
	Scarborough	42 06				
FOSS ISLANDS BRANCH			20	20	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Burton Lane (See page 41)	0 00	5	5	**To and from Rowntrees.**	
†	Rowntrees Halt	0 15				† See page 222.
	Foss Islands	1 53				
NORTHALLERTON CASTLE HILLS JN. TO REDMIRE						
NORTHALLERTON AND LEYBURN			45	45	MAXIMUM PERMISSIBLE SPEED	
LEYBURN AND REDMIRE			25	25	MAXIMUM PERMISSIBLE SPEED	
	Castle Hills Jn. (See page 24)	0 00	15	15	**0m. 0ch. and 0m. 28ch.**	AWS not provided.
		0 28				
		0 48				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
NORTHALLERTON CASTLE HILLS JN. TO REDMIRE—continued						
	Yafforth LC (AOCL)	1 49	**10**	**10**	**Approaching level crossing.**	
	Ainderby Gates LC	2 44				
	Ainderby LC	2 71				
	Scruton LC	4 26				
	Ham Hall LC (AOCL)	4 61	**10**	**10**	**Approaching level crossing.**	
	Leeming Bar LC	5 62				
	Aiskew LC	6 34	**30** **15**	**30** **15**	**7m. 15ch. and 7m. 30ch.** **7m. 30ch. and 7m. 49ch.**	
	Bedale LC	7 43				
	Crakehall LC	9 55				
	Finghall Lane LC	13 17				
	Leyburn	17 28				
	Wensley LC	19 65				CL 57 DRS 34
	Redmire	22 34				

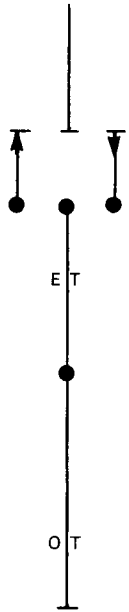
DARLINGTON NORTH JN. TO EASTGATE APCM

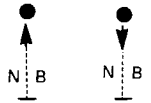
DARLINGTON NORTH JN. AND BISHOP AUCKLAND EAST

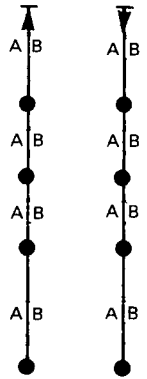
BISHOP AUCKLAND EAST AND EASTGATE APCM

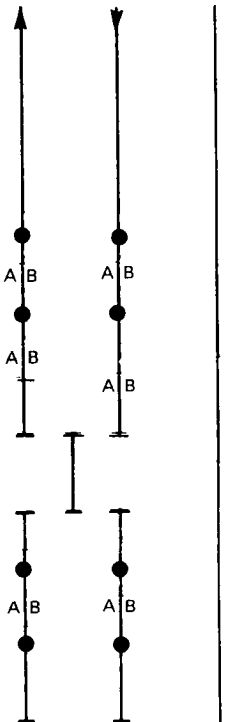


		45	45	MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES EXCEPT (see below)	
		35	35	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING EMPTY CEMENT WAGONS	
		25	25	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED CEMENT WAGONS	
		35	35	MAXIMUM PERMISSIBLE SPEED EXCEPT (see below)	
		25	25	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING LOADED CEMENT WAGONS	
Darlington North Jn. (See page 26)	44 36				AWS not provided.
Parkgate Jn. (See page 26)	44 58		30	**Bishop Auckland Single line 0m. 0ch. and 44m. 33ch. (York to Newcastle mileage)**	
	44 64				
	0 00	20	20	**Bishop Auckland Single line 0m. 0ch. and 1m. 15ch.**	C. Down Goods at 0m. 9ch., 470 yards before reaching Signal D849.
Albert Hill	0 32				
North Road	0 49		20	**Goods line 0m. 73ch. and 0m. 0ch.**	
Hopetown Jn. (See page 47)	0 75	15	15	**Down and Up Goods, Single line to Down and Up Bishop Auckland Single line.**	
		15		**To Nickstream line.**	
Whiley Hill LC (AHB)	3 57				
Heighington LC	5 08		25	**Double to Single.**	
Newton Aycliffe	6 30	30		**8m. 18ch. and 9m. 44ch.**	
Shildon (See page 47)	8 28	15		**To Shildon Works Branch.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
DARLINGTON NORTH JN. TO EASTGATE APCM—continued						
	**Shildon**	8 34				
	Shildon Tunnel (1220 yards)	8 66 to 9 42				
	Shildon North Jn.	9 44	10	30	**9m. 49ch. and 8m. 18ch. Over Bridge No. 9, 11 m.p. and 11m. 2ch.**	
			15	15	**11m. 18ch. and 11m. 35ch.**	
	Bishop Auckland East	11 27				
			25	25	**14m. 44ch. and 0m. 3ch. (Wear Valley Jn. to Eastgate mileage).**	
E T		14 47 / 0 00				
	Witton-le-Wear LC	1 14	20	20	**1m. 15ch. and 1m. 30ch.**	
	Wolsingham	7 43	20	20	**8½ m.p. and 9½ m.p.**	
	Broadwood LC (AOCL)	9 77	10	10	**Approaching level crossing**	CL 94
	Kielder LC (AOCL)	11 54	10	10	**Approaching level crossing**	
O T	Unthank LC (TMO)	13 30				
	Eastgate APCM	15 79				

SHILDON WORKS BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Shildon (See page 45)	0 00				
	Masons Arms LC	0 39				
DARLINGTON HOPETOWN JN. TO NICKSTREAM			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Hopetown Jn. (See page 45)	0 00				Controlled by Darlington box † No staff, see page 222
	Nickstream	1 19				
KELLOE BANK FOOT BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Kelloe Bank Foot Branch Jn. (Ferryhill No. 433 signal) (See page 26)	14 09				
	Kelloe Bank Foot Staff Instrument	13 03				Controlled by Ferryhill Jn. box. The direction of travel is 'Up'.
	West Cornforth LC (TMO)	13 16				
	Kelloe Bank Foot North End	11 06				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions: Down m.p.h.	Permanent Speed Restrictions: Up m.p.h.	Permanent Speed Restrictions: At or Between	Catch, Spring and Unworked trailing points and other remarks
FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH			50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS (LOADED OR EMPTY) NOT CONVEYING FOUR WHEELED VEHICLES	
			40	40	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER TRAINS (LOADED OR EMPTY) NOT CONVEYING FOUR WHEELED VEHICLES.	
	Ferryhill South Jn. (See page 26)	10 72				
			20/40	20/40	**10m. 35ch. and 9¾ m.p.**	AWS not provided
	Bishop Middleham	9 09				
			20		**5¼ m.p. and 4¾ m.p.**	
			40		**4¾ m.p. and 3½ m.p.**	
	Stillington	3 71				
				40	**3½ m.p. and 5¼ m.p.**	
			40	40	**1m. 18ch. and 0m. 30ch.**	
	Norton-on-Tees West LC (See page 131)	0 33	30		**To Billingham line.**	AWS not provided
			25		**0m. 30ch. and 0m. 0ch.**	
	Norton-on-Tees South (See page 124)	0 00				
FERRYHILL TURSDALE JN. TO PELAW			60	60	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Tursdale Jn. (See page 27)	2 46				
			40		**3 m.p. and 3¾ m.p.**	C. Down at 3m. 50ch., 800 yards before reaching signal WL417.



			20		5 m.p. and 5m. 30ch.
				40	5m. 30ch. and 5 m.p.
Whitwell LC	6 29		40		6m. 75ch. and 7m. 15ch.
				40	7m. 5ch. and 6m. 75ch.
Fencehouses LC	12 43				
Signal UH 124	14 26		30	30	14m. 75ch. and 15m. 24ch.
Signal UH 125	14 76			30	Single to Double
			40	40	15m. 24ch. and 16 m.p.
Signals UH 133/136	16 05			40	Double to Single
Usworth LC	17 45				
Follingsby LC (AHB)	19 09				
Wardley	19 76		25		20m. 50ch. and 20m. 75ch.
Pelaw (See pages 127 and 137)	20 75		25		Down Leamside to Up Leamside at 20m. 65ch.

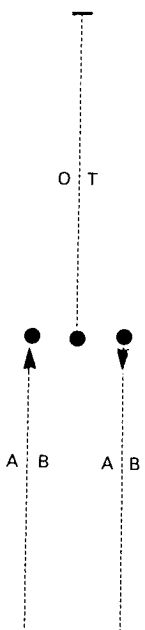
C. Down at 4m. 45ch., 856 yards before reaching signal WL415.

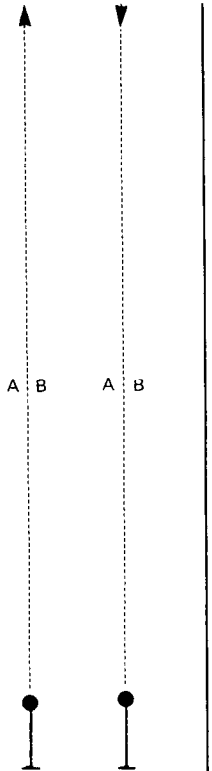
C. Up at 5m. 30ch., 850 yards before reaching signal F412.

C. Up at 6m. 18ch., 850 yards before reaching signal F414.

C. Up Arrival line at 14m. 71ch.

S. Up at 20m. 62ch. (584 yds. before reaching signal W3)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
BLACKHILL TO OUSTON JN.						
BLACKHILL AND CONSETT NORTH JN.			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided
CONSETT NORTH JN. AND OUSTON JN.			40	40	MAXIMUM PERMISSIBLE SPEED	
	Blackhill	12 76				
	Blackhill No. 2 Tunnel (52 yds.)	12 72 to 12 70				
	Blackhill No. 1 Tunnel (135 yds.)	12 45 to 12 39				
	Consett North Jn.	12 00				
		13 57	15	15	**13m. 57ch. and 13m. 32ch.**	
			20	20	**13m. 32ch. and 13¼ m.p.**	C. Down at 12m. 52ch. 381 yds. before reaching Carr House Home signal.
	Carr House	12 33				
			20	20	**12m. 31ch. and 12m. 17ch.**	C. Up at 11m. 59ch. 1147 yds. before reaching Carr House Home signal.
			35		**11m. 53ch. and 11m. 41ch.**	
			20		**11m. 41ch. and 10m. 54ch.**	
				35	**10m. 54ch. and 11m. 53ch.**	
			15	15	**10m. 54ch. and 10m. 36ch.**	
			35	35	**10m. 36ch. and 9m. 24ch.**	C. Up at 8m. 24ch. 3m. 327 yds. before reaching Carr House Distant signal.



Beamish Tunnel (62 yds.)	3 74 to 3 71	35	35	**8m. 2ch. and 7m. 56ch.**
		25	25	**7m. 56ch. and 7m. 25ch.**
		30		**6m. 36ch. and 5m. 53ch.**
			30	**6 m.p. and 6m. 36ch.**
			20	**5m. 50ch. and 6 m.p.**
			20	**4½ m.p. and 4m. 67ch.**
		15		**4m. 18ch. and 3m. 64ch.**
			20	**2m. 50ch. and 2m. 70ch.**
		30	30	**1m. 68ch. and 1m. 46ch.**
		20		**0m. 70ch. and 0m. 58ch.**
			20	**0m. 58ch. and 1m. 27ch.**
South Pelaw	0 62			
Ouston Jn. (See page 28)	0 00			

C. Up at 7m. 63ch. 3m. 1232 yds. before reaching Carr House Distant signal.

C. Up at 7m. 14ch. 4m. 55 yds. before reaching Carr House Distant signal.

C. Up at 5m. 78ch. 5m. 902 yds. before reaching Carr House Distant signal.

C. Up at 4m. 10ch. 7m. 638 yds. before reaching Carr House Distant signal.

C. Up at 3m. 39ch. 8m. 100 yds. before reaching Carr House Distant signal.

C. Up at 2m. 5ch. 9m. 1508 yds. before reaching Carr House Distant signal.

CW. Up at 1 m.p. 397 yds. before reaching South Pelaw Starting signal.

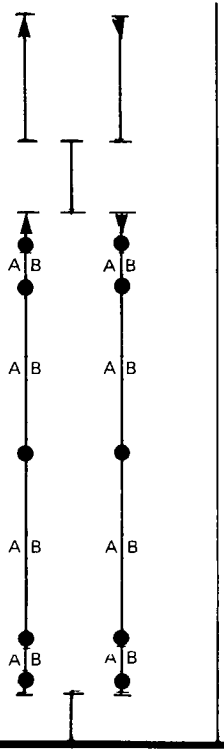
C. Up at 0¼ m.p. 439 yds. before reaching signal S.13.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
KING EDWARD BRIDGE SOUTH EAST CURVE	KEB East Jn. (See page 148)	0 00	**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided Controlled by Newcastle box.
PF PF	KEB North Jn. (See page 29)	0 13				
RIVERSIDE BRANCH	Riverside Jn. (See page 31)	0 00	**20**	**20**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
N B N B	Byker Tunnel (150 yds.)	0 13 to 0 20				C. Up at 0m. 43ch. 456 yds. before reaching signal N1.
	St. Peters GFA	1 08	**10**	**10**	**1m. 70ch. and 2m. 3ch.**	
O T	Walker Tunnel (182 yds.)	2 48 to 2 56				
	Carville LC	4 29				

BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON

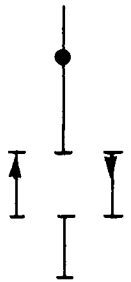
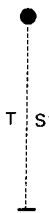
BENTON NORTH JN. AND HEPSCOTT JN.

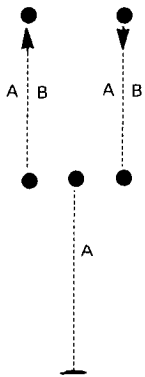
HEPSCOTT JN. AND MORPETH NORTH JN.

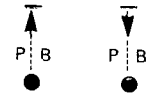
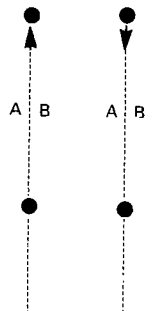


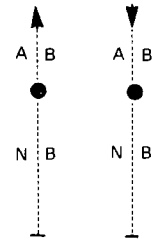
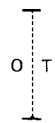
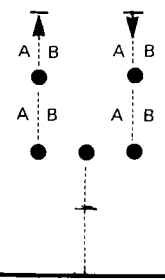
Benton North Jn. (See page 32)	0 00				
	0 68		25	25	0m. 68ch. and 0m. 0ch.
		30			2m. 19ch. and 2m. 43ch.
		20			2m. 43ch. and 2m. 53ch.
	2 34		30	30	2m. 34ch. and 2m. 19ch.
Earsdon (See page 54)	2 53		20	20	2m. 53ch. and 2m. 34ch.
	7 08				
		30			7½ m.p. and 7m. 47ch.
Holywell LC	7 41				
		15			8m. 63ch. and 9m. 30ch.
Seghill North LC (AHB)	9 06		15	15	9m. 30ch. and 9m. 3ch.
			30	30	10m. 10ch. and 9m. 30ch.
		30		30	10m. 49ch. and 11m. 53ch.
Hartley LC (AHB)	11 12				
Newsham South LC	12 45				
Newsham North Jn. (See page 57)	12 74	15			To Isabella Colliery line.
Plessey Road LC (CCTV)	13 16				
Bebside LC	14 67				
		30	30	30	15m. 46ch. and 15m. 76ch.
Bedlington South LC	15 60				
Bedlington North LC (See page 56)	15 71	20			To Woodhorn line.
	16 07	15			Double to Single

MAXIMUM PERMISSIBLE SPEED	
MAXIMUM PERMISSIBLE SPEED	AWS not provided
	CW. Down at 0m. 9ch. 781 yds. before reaching signal B17.
	C. Down at 0m. 62ch. 1320 yds. before reaching signal B7.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON—continued						
	Choppington LC	17 06				
	Hepscott LC	19 21				
	Hepscott Jn. (See page 55)	19 44				
	Signals M135/M132	20 07	**25**		**20m. 7ch and 20m. 46ch.**	
	Signals M133/M134	20 32				
	Morpeth North Jn. (See page 32)	20 46		**25**	**20m. 46ch. and 20m. 29ch.**	
EARSDON TO ESSO SIDING GF			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Earsdon (See page 53)	0 00	**20**	**20**	**0m. 4ch. and 0m. 9ch.**	The direction of the line between Earsdon and 3m. 06ch. (site of former Percy Main North box) is **UP**.
T S*	Blue Bell LC	0 20	**15** **20**	**10** **20**	**Over level crossing** **1m. 25ch. and 1m. 29ch.**	*See local instructions page 240.
	Bettys Lonnon LC (AOCL)	1 57	**15**	**10**	**Approaching level crossing.**	
	Esso Sidings GF	3 37				

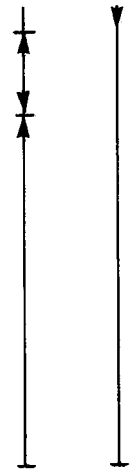
HEPSCOTT JN. TO MORPETH JN.			45	45	MAXIMUM PERMISSIBLE SPEED.	
	Hepscott Jn. (See page 54)	19 44				
			20	20	**20m. 30ch. and 20m. 46ch.**	
	Morpeth LC	20 40	15		**20m. 46ch. and 20m. 47ch.**	
	Morpeth Jn. (See page 32)	20 46				
BUTTERWELL COLLIERY SOUTH BRANCH NCB						
ASHINGTON STATION AND ASHINGTON NO. 1 LOOP SB			15	15	MAXIMUM PERMISSIBLE SPEED	
ASHINGTON NO. 1 LOOP SB AND POTLAND LC			20	20	MAXIMUM PERMISSIBLE SPEED	
POTLAND LC AND SIGNAL B6 (END OF BRANCH)			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Ashington Station (See page 57)	0 00				
	Ashington West Jn. (See page 56)	0 08	15		**To Ashington Colliery Branch.**	
	Ashington No. 1 Loop	0 26				
	NCB LC (AOCL)	0 66	10	10	**Approaching level crossing.**	
	New Moor LC (AOCL)	0 68	10	10	**Approaching level crossing.**	
	Potland LC (AOCL)	1 47	10	10	**Approaching level crossing.**	
	Linton Lane LC (AOCL)	2 47	10	10	**Approaching level crossing.**	
	Signal B6 (End of Branch)	3 43				

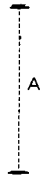
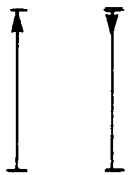
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
BUTTERWELL COLLIERY NORTH BRANCH NCB			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Butterwell Jn. (See page 33)	0 00				Controlled by Morpeth signal box
	Signal B1 (End of Branch)	0 48				
ASHINGTON COLLIERY BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Ashington West Jn. (See page 55)	0 00				
	Ashington Colliery NCB	0 49				
BEDLINGTON TO LYNEMOUTH COLLIERY NCB			**40**	**40**	MAXIMUM PERMISSIBLE SPEED	
	Bedlington North LC (See page 53)	0 00		**20**	**0m. 6ch. and 0m. 0ch.**	AWS not provided
			20		**0¾ m.p and 1 m.p.**	
	West Sleekburn Jn. (See page 57)	0 78	**20**		**To North Blythe line 0m. 0ch. and 0m. 26ch.**	
	Marcheys House Jn. (See page 58)	1 35		**20**	**To Winning line**	
	Marcheys House LC	1 41	**30**		**1m. 41ch. and 1m. 72ch.**	
	North Seaton LC	1 76	**30**		**2m. 3ch. and 2m. 43ch.**	

	Green Lane LC (AHB)	2 43		30	2m. 70ch. and 1m. 41ch.	
			25	25	2m. 70ch. and 3m. 2ch.	
	Ashington (See page 55)	3 02	15	15	3m. 2ch. and 4m. 10ch. including over Woodhorn LC and to and from all NCB lines at Ashington South and North Jns. and Woodhorn.	
	Hirst Lane LC	3 21	10	10	4m. 10ch. and 6m. 12ch.	
	Lynemouth Colliery NCB	6 12				
NEWSHAM TO ISABELLA COLLIERY			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Newsham North Jn. (See page 53)	0 00				Controlled by Newsham box.
	Isabella LC (TMO)	0 25				
	Isabella Colliery	0 36			(BR Boundary)	
CAMBOIS BRANCH			35	35	MAXIMUM PERMISSIBLE SPEED	
	West Sleekburn Jn. (See page 56)	0 00				
				15	0m. 26ch. and 0m. 0ch.	
	Winning LC (See page 58)	0 36		20	To Marchey's House line.	
	Freemans LC	1 30	15	15	Over Jn. and CEGB Power Station lines.	
			15	15	1m. 30ch. and 1½ m.p.	
	Signals F811/F816		15	15	Over junction and West Blyth Staiths	
			25	25	1m. 79ch. and 2m. 27ch.	

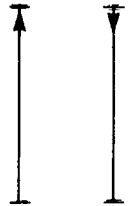
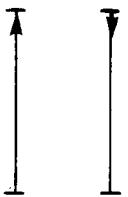
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
CAMBOIS BRANCH—continued						
O T†	Cambois LC (TMO)	2 10	**15**	**15**	**2m. 75ch. and 3m. 21ch.**	†No Staff. (See page 222).
	North Blyth GF	3 22				
WINNING TO MARCHEY'S HOUSE			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	
P B P B	Winning LC (See page 57)	0 31				AWS not provided
	Marchey's House (See page 56)	0 00				
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.						
MARSHGATE NORTH JN. AND WAKEFIELD WESTGATE			**90**	**90**	MAXIMUM PERMISSIBLE SPEED	
WAKEFIELD WESTGATE AND LEEDS WEST JN.			**65**	**65**	MAXIMUM PERMISSIBLE SPEED	
	Marshgate Jn. (See page 18 and Southern Area Appendix pages 39 and 171)	156 28				
	Dock Hills LC (CCTV)	156 63		**70**	**156m. 72ch. and 156m. 28ch.**	
	Bentley LC (CCTV)	157 52				

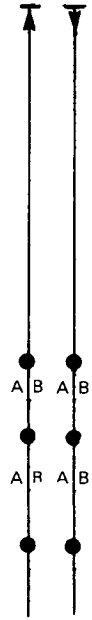
Castle Hills South Jn. (See page 61)	158 40	15		**To Brodsworth Colliery**	
Castle Hills North Jn. (See page 61)	158 67		15	**To Brodsworth Colliery**	
Carcroft Jn. (See page 61)	160 09	10		**To Stainforth line.**	
Adwick Jn. (See page 62)	160 65		15	**To Stainforth line**	C. Down at 163m. 64ch., 990 yds. before reaching signal L659. C. Down at 164m. 42ch., 1060 yds. before reaching signal L657.
South Elmsall	164 48				C. Down at 165m. 22ch., 880 yds. before reaching signal L653.
South Kirkby Jn. (See page 96)	165 74	 25	50 25	**Down main to Moorthorpe Station line.** **DGL 167m. 33ch. and 168m. 1ch.** **UGL 168m. 62ch. and 168m. 13ch.**	DGL 140 UGL 106 'A' C. Down at 168m. 21ch., 860 yds. before reaching signal L629. C. Down at 168m. 79ch. 840 yds. before reaching signal L627.
Fitzwilliam Hare Park GF	169 15				C. Up at 171m. 18ch. 1012 yds. before reaching signal L620. C. Up at 171m. 58ch. 726 yds. before reaching signal L264.
Hare Park Jn. (See page 63)	171 73	20		**To Crofton West Jn. line.**	C. Up at 172m. 38ch., 726 yds. before reaching signal L260.
		50 25	50 25	**174m. 58ch. and 175m. 34ch.** **175m. 34ch. and 175m. 52ch.**	

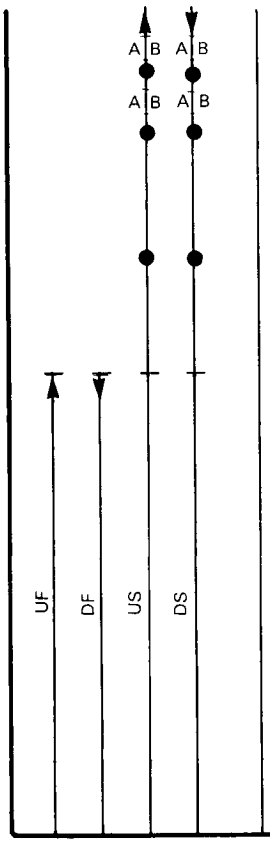
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
DONCASTER MARSHGATE JN. TO LEEDS WEST JN. — continued						
	Wakefield Westgate South Jn. (See page 63)	175 38	20	15 20	**To Wakefield (K) West line** **To, over and from Platform line 175m. 55ch. and 175m. 79ch.**	
	Wakefield Westgate	175 65				C. Down at 176m. 54ch. 1155 yds. before reaching signal L225. UPL 45P worked in both directions. DPL 45P C. Down at 177m. 34ch., 1067 yds. before reaching signal L223.
	Ardsley Tunnel (297 yds.)	180 61 to 180 75				
			25	25	**184m. 16ch. and 184m. 37ch.**	C. Up at 183m. 66ch. 963 yds before reaching signal L200.
	Gelderd Road Jn. (See page 63)	184 22	25 15		**To Holbeck West Jn. line** **185m. 16ch. and 185m. 44ch.**	C. Up at 185m. 30ch., 510 yds. before reaching signal UV42.
	Leeds West Jn. (See page 99)	185 44		15	**185m. 44ch. and 185m. 16ch.**	

BRODSWORTH COLLIERY BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Castle Hills North Jn. (See page 59)	158 67				Controlled by Doncaster box.
		158 62				
		0 00				
	Castle Hills West Jn. (See below)	0 19				
	Brodsworth Colliery	1 44				
CASTLE HILLS SOUTH JN. TO CASTLE HILLS WEST JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Castle Hills South Jn. (See page 59)	0 00				Controlled by Doncaster box.
	Castle Hills West Jn. (See above)	0 16				
CARCROFT JN. TO SKELLOW JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	Carcroft Jn. (See page 59)	160 09		**10**	**160m. 19ch. and 160m. 14ch.**	C. Down at 160m. 19ch., 404 yds. before reaching signal DS742.
						C. Up at 160m. 30ch. 540 yds. before reaching signal DS108
	Skellow Jn. (See page 62)	160 59				Controlled by Doncaster box

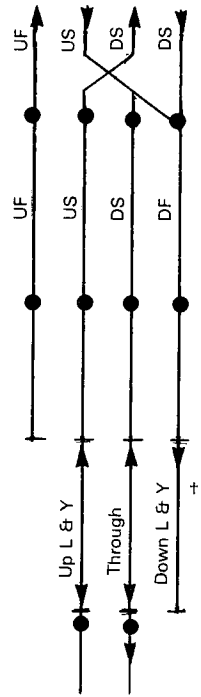
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
STAINFORTH JN. TO SKELLOW ADWICK JN. STAINFORTH JN. AND APPLEHURST JN. (163m. 27ch.)			50	50	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
APPLEHURST JN. (163m. 27ch.) AND ADWICK JN.			30	30	MAXIMUM PERMISSIBLE SPEED	
	Stainforth Jn. (See page 171 Southern Area Appendix)	166 70		25	**166m. 66ch. and 166m. 70ch.**	Controlled by Doncaster box.
	Stainforth Road (AHB)	165 42				
	Bramwith LC (AHB)	164 72				
	Thorpe Road LC (AHB)	164 48	30		**164¼ m.p. and 164m. 8ch.**	
			20	20	**164 m.p. and 163½ m.p.**	
	Thorpe Marsh CEGB	163 46				
			15	15	**163½ m.p. and 163 m.p.**	
			20	20	**163 m.p. and 162½ m.p.**	
	Applehurst Jn. (See page 39)	163 27	25		**To Joan Croft Jn. line**	Controlled by Doncaster box. C. Up at 162m. 30½ch. 1200 yds. before reaching signal D734.
	Skellow Jn. (See page 61)	160 59	15		**To Carcroft Jn. line.**	
		0 61				
		0 00				
		160 57				
	Adwick Jn. (See page 59)	160 65	15		**0m. 4ch. and 0m. 0ch.**	

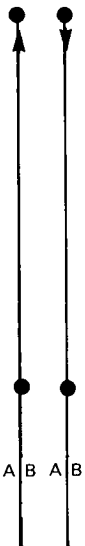
HARE PARK JN. TO CROFTON WEST JN.			**55**	**55**	MAXIMUM PERMISSIBLE SPEED	
	Hare Park Jn. (See page 59)	171 73				CW. Up at 172m. 58ch. 690 yds. before reaching signal O302. C. Up at 173m. 18ch. 1280 yds. before reaching signal L262.
				20	**171m. 76ch. and 171m. 73ch. 173m. 17ch. and 173m. 22ch.**	
			15			
	Crofton West Jn. (See page 87)	173 22				
WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Wakefield Westgate South Jn. (See page 60)	0 00				Controlled by Leeds box. CW. Up at 0m. 3ch. 375 yds. before reaching signal L249.
	Wakefield (K) West Jn. (See pages 66 and 87)	0 20				Controlled by Kirkgate box.
LEEDS GELDERD ROAD JN. TO LEEDS HOLBECK WEST JN.			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	
	Gelderd Road Jn. (See page 60)	184 22		**25**	**184m. 27ch. and 184m. 22ch.**	C. Down at 184m. 26ch. Controlled by Leeds box.
	Wortley South Jn. (See page 98)	184 39	**15**		**To Wortley West Jn.**	C. Up at 184m. 74ch., 695 yds. before reaching signal L64.
	Holbeck West Jn. (See page 96)	185 01				

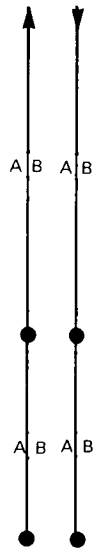
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.						
EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.			75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
HEBDEN BRIDGE 22m. 62ch. AND GOOSE HILL			60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN, FAST AND SLOW LINES.	
	Eastwood (LMR)	22 03				Controlled by Preston box. C. Up at 22m. 9ch. 957 yds. before reaching signal PN309 or 308.
			45	45	**22¼ m.p. and 22½ m.p.**	AWS not provided except on Passenger lines between Hebden Bridge and Normanton Goose Hill Jn. C. Up at 22m. 50ch. 653 yds. before reaching signal PN306.
	Weasel Hall Tunnel (109 yds.)	23 12 to 23 17				C. Up at 23m. 17ch. 902 yds. before reaching signal PN305.
	Hebden Bridge	23 50				
A B A B	Hebden Bridge	23 56				
	Mytholmroyd	24 68				
	Mytholmroyd West	24 73				
A R A B	Sowerby Bridge Tunnel (657 yds.)	27 60 to 28 10				Rule Book, Section S, clause 3.3 and Block Regulation 9 apply.
	Sowerby Bridge West	28 15				



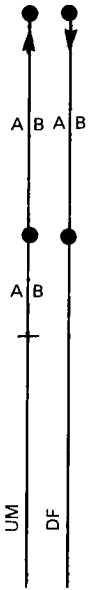
Sowerby Bridge	28 51	40		29¼ m.p. and 29m. 25ch.	
Milner Royd Jn. (See page 67)	29 22	40		To Halifax line 29¼ m.p. and 29m. 34ch.	
Greetland (See page 69)	30 77		20	To Dryclough Jn. 1m. 10ch. and 0m. 62ch. (Dryclough to Greetland mileage).	
Elland Tunnel (420 yds.)	31 25 to 31 44				
Elland	31 61	20		Down to Up at 35m. 56ch.	
Bradley Wood Jn. (See page 69)	35 59	20		To Bradley Jn. line	
Heaton Lodge Jn. (See page 71)	37 29	50	50	Fast to Down and Up L & Y lines at 37m. 24ch.	
Heaton Lodge East Jn. (See page 69)	37 49		50	To South Jn. via Underpass line.	
Mirfield	38 32				
Mirfield Up Siding GF		30	30	Fast to Slow and Slow to Fast at 39m. 71ch.	
		45	45	Slows 39m. 71ch. and 40m. 2ch.	
Thornhill LNW Jn. (See page 74)	39 75	45		Slow to Leeds line.	
Thornhill Jn. (See page 76)	40 50		20	Down Slow to Low Moor line at 2m. 25ch.	
		25	25	Up Slow to Down Slow at 40¾ m.p.	
Dewsbury East Jn. (See page 75)	41 43		15	Slow to Headfield Branch.	

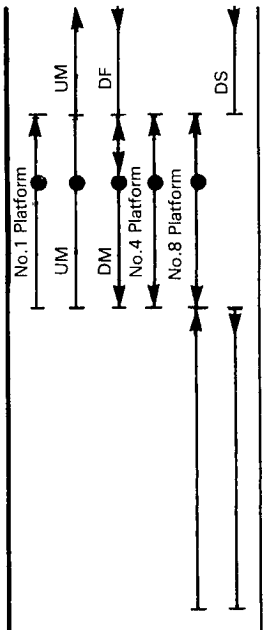
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
EASTWOOD LMR TO NORMANTON GOOSE HILL JN. — continued						
	Midland Jn.	41 62	20	20	**All connections between 42 m.p. and 44m. 10ch.**	
	Healey Mills (HM)	42 64	40		**Slow 43½ m.p. and 43¾ m.p.**	
	Horbury Station Jn. GF					
	Horbury Station Jn. (See page 76)	44 13	20		**Slow line to Crigglestone line.**	UGL 35
	Horbury Jn. (See page 77)	45 38		30	**Fast line to Crigglestone line.**	
				20	**Slow to Fast at 45m. 39ch.**	
			20		**Slow to Fast at 45m. 48ch.**	
			35		**Fast line 47¼ m.p. and 47m. 38ch.**	
	Wakefield Kirkgate West Jn. (See pages 63 and 87)	47 43	40	40	**all lines 47m. 38ch. and 48m. 5ch.**	
			25	25	**All connections between 47m. 35ch. and 48m. 5ch. except as shown below**	†Permissive working for passenger trains authorised.
			25		**Up L & Y Slow to Down Goods line 47m. 52ch. and 48m. 5ch.**	
	Wakefield Kirkgate	47 62				
	Wakefield Kirkgate East	47 68				
	Wakefield Kirkgate (K)	47 76	40		**Down L & Y to Down L & Y Sig No 2525 points (trailing) at 47m. 78ch.**	UGL 70 DGL 70

	Turners Lane Jn. (See page 77)	48 33	20 20 20	15 20	**To Calder Bridge line.** **49m. 30ch. and 49m. 6 ch.** **50m. 26ch. and 50m. 31ch.** **To Slow line at 50m. 28ch.**	
	Goose Hill Jn. (See page 79)	50 31				
SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN.						
MILNER ROYD JN. AND HALIFAX			60	60	MAXIMUM PERMISSIBLE SPEED	
HALIFAX AND MILL LANE JN.			55	55	MAXIMUM PERMISSIBLE SPEED	
	Milner Royd Jn. (See page 65)	29 22				AWS not provided except between Milner Royd Jn. and Mill Lane Jn. C. Down at 29m. 25ch., 396 yds. before reaching signal MR14.
				40	**29m. 34ch. and 29¼ m.p.**	
			40	40	**30m. 44ch and 30m. 76ch.**	
	Bank House Tunnel (214 yds.)	30 57 to 30 67				
	Dryclough Jn. (See page 69)	31 36		25	**To Greeland line, 1m. 11ch. and 0m. 62ch.**	CW. Down at 31½ m.p., 690 yds. before reaching signal H709.
	Dryclough GF		30	30	**31m. 67ch. and 32m. 31ch.**	
	Halifax (H)	32 28	40	45	**32m. 31ch. and 32m. 41ch.**	DRS 48 Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
A B A B	Beacon Hill Tunnel (1105 yds.)	32 40 to 33 10				

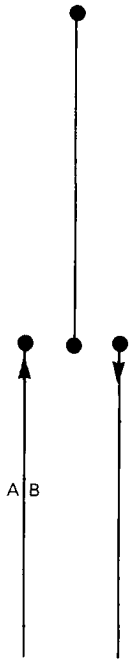
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN.—continued						
	Hipperholme Tunnel (388 yds.)	34 05 to 34 22	**50**		**34¼ m.p. and 34m. 46ch.**	
	Lightcliffe Tunnel (70 yds.)	34 67 to 34 70				
A B A B	Wyke Tunnel (1365 yds.)	36 12 to 36 74				Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
	New Furnace Tunnel (69 yds.)	37 07 to 37 10				
			45	**45**	**37m. 23ch. and 37m. 59ch.**	
	Low Moor	37 37		**10**	**To Thornhill Jn. line.**	
			50	**50**	**37m. 59ch. and 38m. 18ch.**	
A B A B	Bowling Tunnel (1648 yds.)	38 18 to 39 13				Rule Book Section S, clause 3.3 and Block Regulation 9 apply
	Bowling Jn. (See page 98)	39 20				
	Mill Lane Jn. (See page 97)	39 79	**15**		**39m. 79ch. and 40m. 27ch.**	

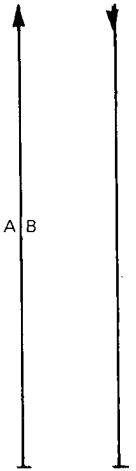
GREETLAND TO DRYCLOUGH JN.			30	30	MAXIMUM PERMISSIBLE SPEED	
	Greetland (See page 65)	1 11		20	**0m. 62ch. and 1m. 11ch.**	C. Down at 0m. 57ch., 1034 yds. before reaching signal H707.
	Salterhebble Down and Up Tunnels (91 yds.)	0 25 to 0 21	25		**0m. 4ch. and 0m. 0ch.**	
	Dryclough Jn. (See page 67)	0 00				
BRADLEY BRANCH			35	35	MAXIMUM PERMISSIBLE SPEED	
	Bradley Jn. (See page 71)	0 00		15	**0m. 4ch. and 0m. 0ch.**	Controlled by Healey Mills box.
	Bradley Tunnel (132 yds.)	0 24 to 0 30	20		**1m. 14ch. and 1m. 17ch.**	
	Bradley Wood Jn. (See page 65)	1 17				
HEATON LODGE SOUTH JN. TO HEATON LODGE EAST JN. VIA UNDERPASS						
			50	50	MAXIMUM PERMISSIBLE SPEED	
	Heaton Lodge South Jn. (See page 71)	0 00				AWS not provided Controlled by Healey Mills box.
	Heaton Lodge East Jn. (See page 65)	0 76				

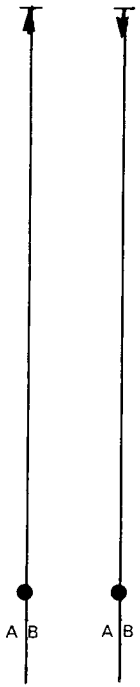
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
DIGGLE JN. LMR TO HEATON LODGE JN.						
DIGGLE JN. LMR AND HUDDERSFIELD (26m. 6ch.)			65	65	MAXIMUM PERMISSIBLE SPEED	
HUDDERSFIELD (26m. 6ch.) AND HEATON LODGE JN.			70	70	MAXIMUM PERMISSIBLE SPEED	
	Diggle Jn. (LMR)	14 59				
			45	45	**15 m.p. and 15m. 16ch.**	Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
	Standedge Tunnel (3m. 66 yds.)	15 11 to 18 14	40	40	**18m. 7ch. and 18m. 37ch.**	
			55	55	**18m. 37ch. and 19 m.p.**	
				10	**UGL to Up Main at 18m. 18ch.**	UGL 120 AWS not provided except between Huddersfield exc and Heaton Lodge Jn.
	Marsden	18 59				C. Up at 19m. 14ch. 482 yds. before reaching Home signal.
			55		**21m. 11ch. and 21m. 30ch.**	
	Signal HU195					C. Up at 24¼ m.p. 480 yds. before reaching signal HU193.
			50		**Slow 24m. 62ch. and 25m. 49ch.**	
	Gledholt Jn.	24 63	30		**Over Jn. Down Main to Down Fast at 24m. 63ch.**	
			50		**Fast line 24m. 65ch. and 25m. 49ch.**	
	Gledholt North and South Tunnels (243 yds.)	25 04 to 25 15				C. Up at 25m. 14ch. 428 yds. before reaching signal HU189.

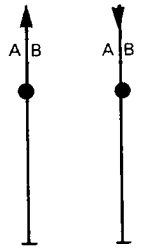
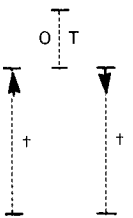


Springwood Jn. (See page 73)	25 20		20	**To Lockwood line.**	
Huddersfield North and South Tunnels (695 yds.)	25 20 to 25 51				
			50	**25m. 49ch. and 24m. 62ch.**	
		15	15	**All lines 25m. 49ch. and 25m. 74ch.**	DGL 20 Permissive working is authorised on Platforms 1, 4 and 8.
Huddersfield (HU)	25 60				
		40	40	**25m. 74ch. and 26m. 3ch. including Main line connections**	
					C. Up at 26m. 41ch. 873 yds. before reaching signal HU77.
					C. Up at 27m. 10ch., 862 yds. before reaching signal HU644.
Deighton	27 60				C. Up at 28m. 23ch., 673 yds. before reaching signal HU648.
Bradley Jn. (See page 69)	28 39	15 50 50	 50	**To Bradley Wood Jn. line.** **28m. 72ch. and 29m. 3ch.** **To Underpass line.**	
Heaton Lodge South Jn. (See page 69)	28 78	55	55	**29m. 19ch. and 29½ m.p.**	
Heaton Lodge Jn. (See page 65)	29 54				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	
	Huddersfield Jn. (See Southern Appendix pages 167 and 181)	13 42				AWS not provided
	Penistone	13 36		**15**	**13m. 32ch. and 13m. 42ch.**	
	Wellhouse Tunnel (415 yds.)	12 48 to 12 29	**30**	**30**	**9m. 72ch. and 9m. 25ch.**	
	Denby Dale	9 31				
	Cumberworth Tunnel (906 yds.)	9 05 to 8 44				
	Clayton West Jn. (CW) (See page 73)	7 67	**25**	**10**	**To Clayton West line Single to Double.**	
	Shepley	7 14				
	Stocksmoor	6 26				
A B	Thurstonland Tunnel (1631 yds.)	5 58 to 4 63				Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
	Brockholes	4 25				C. Up at 3m. 68ch., 3m. 107 yds. before reaching signal CW13.

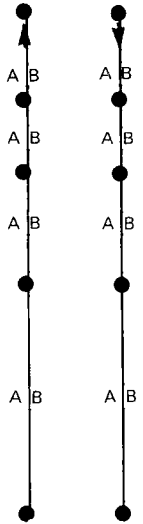
	**Honley**	3 28				Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
	Robin Hood Tunnel (228 yds.)	2 70 to 2 60				C. Up at 2m. 56ch., 4m. 1434 yds. before reaching signal CW13.
				20	**2¼ m.p. and 2¾ m.p.**	
				20	**1½ m.p. and 1m. 70ch.**	
	Lockwood	1 18				
	Lockwood Tunnel (205 yds.)	1 16 to 1 07				C. Up at 0m. 76ch. 5m. 1608 yds. before reaching signal CW13.
						C. Up at 0m. 49ch. 524 yds. before reaching signal HU177.
			20		**To Fast line 0m. 48ch. and 0½ m.p.**	
	Springwood Jn. (See page 71)	0 40				
CLAYTON WEST BRANCH			50	50	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	**Clayton West**	11 25				
	Clayton West	11 13				
	Skelmanthorpe	9 38				
	Shelley Woodhouse Tunnel (511 yds.)	8 72 to 8 48				Rule Book, Section S, clause 3.3 and Block Regulation 9 apply.
			10		**7m. 70ch. and 7m. 67ch.**	
	Clayton West Jn. (See page 72)	7 67				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	
	Thornhill LNW Jn. (See page 65)	32 19				Controlled by Healey Mills box.
				45	**32m. 23ch. and 32m. 18ch.**	CW. Down at 32m. 22ch.
			55	**55**	**32m. 23ch. and 32m. 44ch.**	
	Ravensthorpe	32 28				C. Down at 32m. 76ch. 700 yds. before reaching Batley signal no. 15.
			50		**33m. 48ch. and 33m. 74ch.**	
	Dewsbury	33 62				
	Dewsbury Wellington Road GF					C. Down at 33m. 39ch. 630 yds. before reaching Batley signal no. 14.
						C. Down at 34m. 10ch. 530 yds. before reaching Batley signal no. 13.
						C. Down at 34m. 45ch., 720 yds. before reaching Batley signal no. 12.
	Batley	35 09				C. Down at 3m. 17ch. 595 yds. before reaching Batley signal no. 11.
	Batley LC	35 57				C. Down at 35¾ m.p., 840 yds. before reaching Batley signal no. 10

	Morley Tunnel (1m. 1609 yds.) **Morley** Farnley Branch Jn. (See below) Holbeck East Jn. (See page 96)	36 25 to 38 19 38 27 40 65 42 05	**50** **35**	**50**	**38m. 16ch. and 39m. 41ch.** **42m. 1ch. and 42m. 5ch.**	Rule Book Section S, clause 3.3 and Block Regulation 9 apply. C. Up at 40m. 19ch. 655 yds. before reaching signal U40. C. Up at 41m. 28ch. 880 yds. before reaching signal L36.
FARNLEY BRANCH 	Dunlop and Rankin Farnley Branch Jn. (See above)	1 04 0 13	**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided †No. staff. See page 222.
HEADFIELD BRANCH 	Dewsbury Railway Street Goods Yard Notice Board 235 yds. North of APCM Sidings Dewsbury East Jn. (See page 65)	0 49 0 00 0 27 0 00	**20** **15**	**20**	MAXIMUM PERMISSIBLE SPEED **0m. 6ch. and 0m. 0ch.**	Train staff in receptacle on post near Notice board. AWS not provided †See page 222

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
HORBURY STATION JN. TO CRIGGLESTONE JN.			**40**	**40**	MAXIMUM PERMISSIBLE SPEED	
	Horbury Station Jn. (See page 66)	44 13		**20**	**44m. 11ch. and 44m. 16ch.**	AWS not provided CW at 44m. 19ch.
			25		**45m. 53ch. and 45m. 56ch.**	
	Crigglestone Jn. (See page 77)	45 56				
LIVERSEDGE BRANCH						
THORNHILL JN. AND LIVERSEDGE JN.			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	The direction from Thornhill Jn. to Liversedge Jn. is Up
LIVERSEDGE JN. AND LIVERSEDGE			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	Thornhill Jn. (See page 65)	2 26	**20**		**2m. 73ch. and 2m. 23ch.**	
	Liversedge Jn.	0 33 0 00				Controlled by Healey Mills box.
	Liversedge	5 30				†No. staff. See page 222.

BARNSLEY STATION JN. TO HORBURY JN.

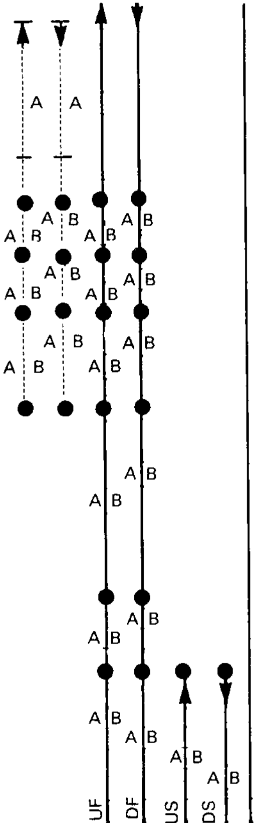


		60	60	MAXIMUM PERMISSIBLE SPEED	
Barnsley Station Jn. (See Southern Area Appendix page 181)	52 58	35	35	**52m. 58ch. and 52m. 53ch.**	URS 51 AWS not provided
		40	40	**51¾ m.p. and 50m. 49ch.**	
Darton	49 29	30		**49⅛ m.p. and 48m. 52ch.**	C. Down at 49m. 71ch., 704 yds. before reaching First Home Signal.
Woolley Coal Siding	48 55		30	**48m. 55ch. and 49⅛ m.p.**	
Woolley New Tunnel Down and Old Tunnel Up (1745 yds.)	47 33 to 46 34				Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
Crigglestone Jn.	45 61				C. Up at 45m. 57ch. 1170 yds. before reaching starting signal.
Crigglestone Jn. (See page 76)	45 56 1 53				
		25		**To Horbury Station Jn. line.**	
		30	30	**1m. 53ch. and 1m. 46ch.**	C. Up at 1m. 2ch., 890 yds. before reaching Home signal.
		20		**0m. 8ch. and 0m. 0ch.**	DRS 100
Horbury Jn. (See page 66)	0 00				

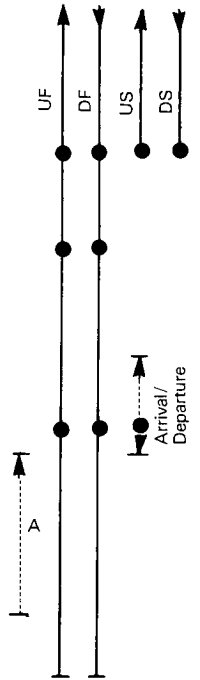
WAKEFIELD TURNERS LANE JN. TO CALDER BRIDGE JN.

		15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided
Turners Lane Jn. (See page 67)	0 50				
Calder Bridge Jn. (See page 87)	0 00				

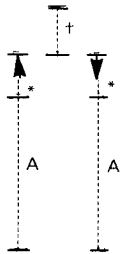
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.		
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.						
ALDWARKE NORTH JN. (MID) AND 171¼ m.p.			90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
171¼ m.p. AND 174¼ m.p.			80		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
174¼ m.p. AND ROYSTON JN. (178m. 30ch.)			70		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
175 m.p. AND 171¼ m.p.				80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
ROYSTON JN. (178m. 30ch.) AND 175 m.p.				70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
ROYSTON JN. (178m. 30ch.) AND OAKENSHAW SOUTH JN.			60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
OAKENSHAW SOUTH JN. AND GOOSEHILL JN. (184¾ m.p.)			70	70	MAXIMUM PERMISSIBLE SPEED	
GOOSEHILL JN. (184¾ m.p.) AND LEEDS NORTH JN.			75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
ALDWARKE NORTH JN. (MID) AND SWINTON JN.			75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
GOOSEHILL JN. (184¾ m.p.) AND ALTOFTS JN.			60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
US DS UF DF	Aldwarke North Jn. (Mid) (See page 93 and Southern Area Appendix pages 177 and 190)		25	25 25	**Slow line to Aldwarke South Jn. (GC line)** **All connections between Fasts and Slows.**	AWS provided on all passeger lines between Cudworth Station and Leeds North Jn. and between Hunslet South Jn. and Leeds (North Jn. on the Down Normanton Main line.
	Swinton Jn.	166 59	40	40	**All connections between Slows and Fasts 166m. 54ch. and 166m. 71ch.**	
			20		**Goods line 172m. 65ch. and 173¾ m.p.**	



Dearne Valley North Jn. (See page 81)	172 68		15	Goods line to Grimethorpe line 0m. 0ch. and 0m. 30ch.	S. Down Goods connection from Dearne Valley North Branch at 172m. 67ch. 1487 yds. before reaching signal DG 173.
			20	Goods line 173m. 10ch. and 172m. 64ch.	
		50	50	Main lines 174m. 70ch. and 175m. 45ch.	
		20	20	Goods lines 174m. 71ch. and 175m. 5ch.	
Cudworth Station Jn. (See page 81)	174 76		15	To Stairfoot Jn. line.	
		10	10	To and from Goods lines at 175m. 0ch.	
Cudworth Station	175 03				
Cudworth South Jn.	175 38	20	20	Goods lines 175m. 38ch. and 176m. 2ch.	2L1S for Grimethorpe
Cudworth North Jn. (See page 81)	175 75	20		Goods line 176m. 60ch. and 177m. 60ch.	
		20		Goods line 178m. 15ch. and 178m. 36ch.	
Royston Jn.	178 28	25	25	Main to Main 178m. 30ch. and 178m. 36ch.	1L1S Wakefield (K)
		20	20	179m. 25ch. and 179½ m.p.	1L1S Crofton
		40	40		
		20	20	Main to Main 181m. 70ch. and 181m. 76ch.	
		30		To Crofton East at 181m. 70ch.	
Oakenshaw South Jn. (See page 82)	181 77	15		Main to Oakenshaw Jn.	
Oakenshaw	182 35	60		183m. 40ch. and 184m. 50ch.	
		50	50	184m. 50ch. and 184m. 61ch.	
Goose Hill Jn. (See page 67)	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	185 m.p. and 184m. 61ch.	

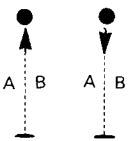
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.		
ALDEWARKE NORTH JN. (MID) TO LEEDS NORTH JN.—continued						
	**Normanton**	185 11		30	185m. 30ch. and 185 m.p.	
			25	25	Between Fast and Slow line 185m. 64ch. and 186m. 2ch.	
	Altofts Jn.	185 73	60		To Castleford line	
	Altofts Jn. (See page 83)	186 00				
	Altofts	186 34		70	187m. 35ch. and 185m. 30ch.	
	Methley Jn. (See page 85)	187 37		10	To Whitwood line.	
				60	187½ m.p. and 187m. 35ch.	
	Woodlesford	190 02				
			25		Down to Up at 192½ m.p.	
	Stourton Jn.	192 42	60	60	192½ m.p. and 194m. 37ch.	
			20	20	Arrival/Departure line 192m. 42ch. and 193m. 17ch.	
	Stourton	193 17				
	Hunslet South Jn.	193 40				
	Hunslet Station Jn.	194 01				
	Hunslet Goods Jn.	194 37	40	40	Main lines 194m. 37ch. and 195m. 18ch.	
			30	30	195m. 18ch. and 195m. 47ch.	
	Engine Shed Jn. (See page 105)	195 20		20	Goods line 195¼ m.p. and 193½ m.p.	
			20		To Whitehall Jn.	
			15		195m. 47ch. and 195m. 52ch.	
	Leeds North Jn. (See page 99)	195 53				

GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.



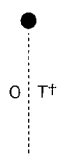
				MAXIMUM PERMISSIBLE SPEED	
Grimethorpe Colliery	55 77	20	20		AWS not provided
Signals G4/3 and G2					†No staff (See page 222)
Grimethorpe Shunters Cabin					*Shunting Area
			10	**58 m.p. and 57m. 43ch.**	
	58 31				
	0 30	15		**0m. 30ch. and 0m. 0ch.**	
					AWS not provided
Dearne Valley North Jn. (See page 79)	0 00				

STAIRFOOT JN. TO CUDWORTH STATION JN.

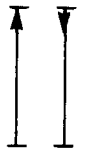
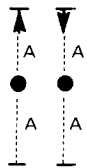


		25	25	MAXIMUM PERMISSIBLE SPEED	AWS not provided
Stairfoot Jn. (See Southern Area Appendix page 180)	0 00		10	**0m. 5ch. and 0m. 0ch.**	CW. Down at 0m. 4ch. 530 yds. before reaching Starting signal.
		15		**1m. 22ch. and 2m. 8ch.**	
Cudworth Station Jn. (See page 79)	2 08				

CUDWORTH NORTH JN. TO MONK BRETTON

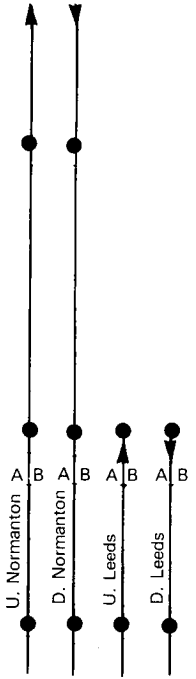


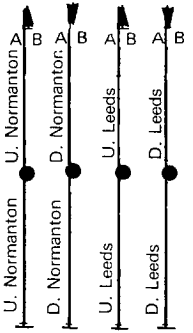
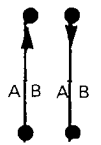
		20	20	MAXIMUM PERMISSIBLE SPEED	AWS not provided
Cudworth North Jn. (See page 79)	0 34				†No staff (See page 222)
	0 00				CW. at 176m. 1ch. 77 yds. ahead of junction with Main lines.
	175 72				
Monk Bretton	176 42				

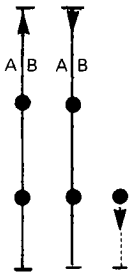
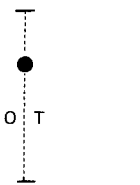
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
OAKENSHAW SOUTH JN. TO OAKENSHAW JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Oakenshaw South Jn. (See page 79)	49 41				C. Up at 49m. 3ch., 740 yds. before reaching Oakenshaw signal O12.
	Oakenshaw Jn. (See page 87)	48 76				Controlled by Oakenshaw box.
OAKENSHAW SOUTH JN. TO CROFTON EAST JN.			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	
	Oakenshaw South Jn. (See page 79)	181 70				
			20		**182m. 33ch. and 183m. 4ch.**	
	Oakenshaw (O)	182 35		**15**	**182m. 36ch. and 182m. 33ch.**	
	Crofton East Jn. (See page 88)	183 04				

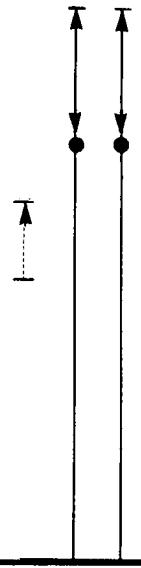
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.

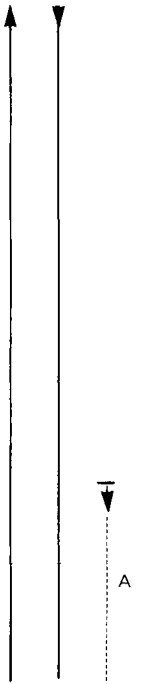
ALTOFTS JN. AND SHERBURN 12m. 60ch.			60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
BURTON SALMON AND MILFORD			40	40	MAXIMUM PERMISSIBLE SPEED ON PONTEFRACT LINES	
SHERBURN 12m. 60ch. AND CHURCH FENTON			80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
CHURCH FENTON AND CHALONERS WHIN			90	90	MAXIMUM PERMISSIBLE SPEED ON LEEDS LINE	
CHURCH FENTON AND CHALONERS WHIN			80	80	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES	
	Altofts Jn. (See page 80)	23 57				AWS provided on all passenger lines between Castleford Gates and Chaloners Whin Jn.
A B A B	Whitwood (See page 85)	22 04		20	**To Methley North Jn.**	
A B A B	Castleford Gates LC	21 22				
A B A B	Castleford West Jn. (See page 86)	21 01		20	**To Cutsyke line.**	
			35	35	**21m. 1ch. and 20m. 66ch.**	
	Castleford	20 79				AB between Castleford Galls and Fryston when Castleford box is closed.
	Castleford East Jn. (See page 86)	20 39	20		**To Ledston line.**	
	Fryston	19 04				DGL 70 1L1s Cutsyke Branch 3S1L Methley Jn. direction at Whitwood.
	Fairburn Tunnel (65 yds.)	17 52 to 17 49				
	Hillam Gates LC (CCTV)	15 57	25		**Down Normanton to Up Normanton at 15m. 10ch.**	

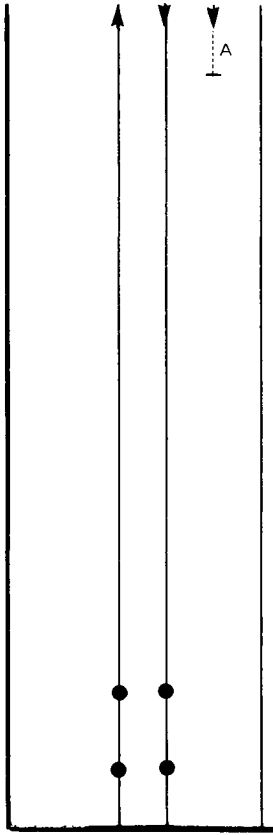
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. —continued						
	Milford Jn. (See page 95)	15 07	25		**Up Normanton to Down Pontefract/ Milford at 15m. 6ch.**	
				40	**Up Normanton to Down Pontefract/ Milford at 15 m.p.**	
				40	**Up Normanton to Down Normanton at 14m. 74ch.**	
	Milford	14 71				DPL 120. UPL 72
	Sherburn Jn. (See page 87)	13 21		30	**To Gascoigne Wood line**	
	Sherburn-in-Elmet LC (CCTV)	12 69	25	25	**Down to Up Normanton at 10m. 75ch.**	
			25		**All connections Down Normanton to No. 3 Platform line at 10m. 70ch.**	
	Church Fenton	10 58		15	**Leeds to Up Platform loop at 10m. 50ch.**	UPL 45, also available for Down trains (24 SLU)
	Church Fenton	10 43	25	25	**All running connections 10m. 39ch. and 10m. 27ch.**	
	Church Fenton North Jn. (See page 114)	10 31				
	Ulleskelf	8 70				
	Bolton Percy	7 44				
			85		**Leeds line 4m. 20ch. and 2 m.p.**	

	Copmanthorpe	4 14				
			25	25	**All connections 2m. 9ch. and 1m. 72ch.**	
				70	**Both lines 2 m.p. and 3 m.p.**	Controlled by York box.
	Chaloners Whin Jn. (See page 21)	1 77				
METHLEY JN. TO CASTLEFORD WHITWOOD			30	30	MAXIMUM PERMISSIBLE SPEED	
	Methley Jn. (See page 80)	1 12		10	**1m. 8ch. and 1m. 12ch.**	AWS not provided
			20		**0m. 4ch. and 0m. 0ch.**	
	Whitwood (See page 83)	0 01				

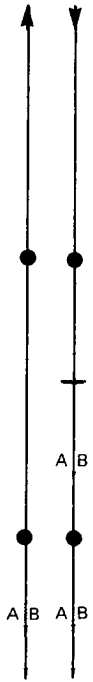
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
CASTLEFORD WEST JN. TO PONTEFRACT WEST JN.						
CASTLEFORD WEST JN. AND CUTSYKE JN.			25	25	MAXIMUM PERMISSIBLE SPEED	
CUTSYKE JN. AND PONTEFRACT WEST JN.			30	30	MAXIMUM PERMISSIBLE SPEED	
	Castleford West Jn. (See page 83)	0 00	20		**0m. 0ch. and 0m. 5ch.**	**Note** the direction is UP between Castleford West Jn. and Cutsyke Jn.
	Cutsyke Jn. LC	0 61 59 02				C. Up at 0m. 11ch. 36 yards after passing Castleford Station Up Branch Starting Signal
						AWS not provided
	Prince of Wales LC	56 65	30		**56m. 66ch. and 56m. 42ch.**	C. Down at 57m. 34ch. 756 yards before reaching signal 35
	Pontefract West Jn. (See page 88)	56 42				
CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST			20	20	MAXIMUM PERMISSIBLE SPEED	
	Castleford East Jn. (See page 83)	6 17				AWS not provided
	Ledston Station	4 43				DRS 27. Also available for Up trains.
	Leeds Road (Wood End) LC (NCB)					
	Allerton Main (Bowers Opencast Stop Board)	3 22	15	15	**Between GF and Leeds Road LC Stop Board**	

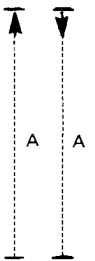
SHERBURN-IN-ELMET SOUTH TO GASCOIGNE WOOD			30	30	MAXIMUM PERMISSIBLE SPEED	
	Sherburn Jn. (See page 84)	13 22				
	Gascoigne Wood (See pages 95 and 110)	14 30				
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.						
WAKEFIELD KIRKGATE WEST AND ENGINE SHED JN.			50	50	MAXIMUM PERMISSIBLE SPEED	
ENGINE SHED JN. AND POTTERS GRANGE JN.			30	30	MAXIMUM PERMISSIBLE SPEED	
	Wakefield Kirkgate West Jn. (See pages 63 and 66)	47 43				AWS provided on all passenger lines between Wakefield Kirkgate West Jn. and Goole Engine Shed Jn.
	Wakefield Kirkgate	47 62				
	Wakefield Kirkgate (K)	47 76		25	**48m. 5ch. and 47m. 43ch.**	
	Calder Bridge Jn. (See page 77)	48 28		15	**To Turners Lane Curve line**	
			20	20	**48m. 56ch. and 49 m.p.**	
	Oakenshaw Jn. (See page 82)	48 76	15 15	15	**To Oakenshaw South line.** **49m. 35ch. and 49m. 50ch.**	C. Down at 49m. 50ch., 720 yards before reaching signal O313.
	Crofton West Jn. (See page 63)	49 40	15		**To Hare Park line.**	C. Down at 49m. 52ch., 720 yards before reaching signal O313. C. Down at 50m. 19ch., 900 yards before reaching signal O319.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. — continued						
	Crofton East Jn. (See page 82)	50 23		**20**	**To Oakenshaw South line.**	
	Crofton Old Station LC	50 25				C. Down at 50m. 73ch., 915 yards before reaching signal O321.
						C. Up at 52m. 6ch., 561 yards before reaching signal O323.
	Streethouse West LC	52 11				
	Red Lane LC	52 27				C. Up at 52m. 45ch. 652 yards before reaching signal O328.
						DGL 80
						C. Down at 53m. 79ch., 594 yards before reaching signal POW349.
	Featherstone LC	53 71				
	Signal POW355					
	Pontefract West Jn. (See page 86)	56 36		**30**	**To Castleford West line. 56m. 36ch. and 56m. 66ch.**	
A						

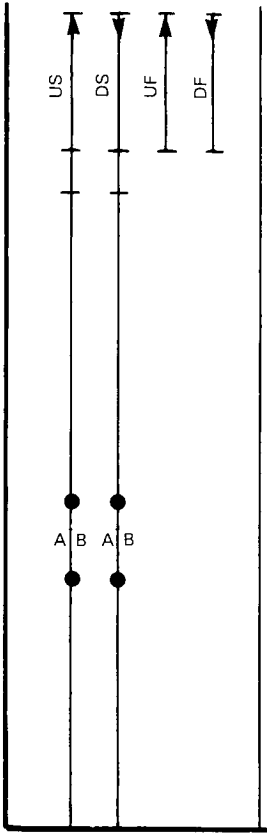


Pontefract Monkhill Signal POW368	56 48				CW. Up at 56m. 30ch., 890 yards before reaching signal O354. URS 57 C. Up at 57m. 3ch. 1056 yards before reaching signal POW360.
		20		**57m. 42ch. and 57¾ m.p.**	
Pontefract Monkhill Goods Jn. (See page 91)	57 43	15		**To Ferrybridge line.**	
		30	20	**58m. 16ch. and 58m. 27ch.**	CW. Up at 58m. 17ch., 755 yards before reaching signal K376.
Knottingley West Jn. (See page 38)	58 20		20	**To Ferrybridge line 2m. 71ch. and 2m. 31ch.**	
		25		**To Up Shaftholme line. 58¼ m.p. and 58m. 48ch.**	
		40	40	**58m. 27ch. and 59m. 4ch.**	UGL
Knottingley	58 37				
Knottingley East Jn. (See page 92)	58 70		10	**UGL to Knottingley South Jn.**	
England Lane LC	59 05				
Knottingley (K) LC	59 26				C. Up at 59m. 46ch. 560 yards before reaching signal K422.
Sudforth Lane LC	61 08				URS 340 DRS 227

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.—continued						
	**Whitley Bridge** LC	62 55				
	Whitley Bridge Jn.	63 02	**15**	**15**	**To and from Eggborough Power Station.**	C. Down at 63m. 6ch., 196 yards after passing signal 468.
	High Eggborough LC	63.33				
	Eggborough Ings LC	64 05				
	Snaith and Pontefract Highway LC (AHB)	64 14				
	Hensall (H) LC	64 39				
	Heck Lane LC	64 74				
	Heck Ings LC	65 40				
	Signal H487					
	Drax Branch Jn. (CEGB) (See page 91)	65 66	**30**		**To Power Station line.**	
A B	Gowdall Lane LC	66 51				
	Field Lane LC	66 66				
	Snaith LC	68 10				
	West Cowick LC (R/G)	68 61	**10**		**69 m.p. and 70m. 17ch.**	
A B A B	East Cowick LC (R/G)	69 48				

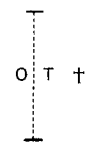
	Snaith Road LC	70 17				
	Rawcliffe LC	70 67				
	Rawcliffe	70 75		15	**Single to Double at 73m. 49ch.**	
	Goole Engine Shed Jn.	73 52 0 64				
	Potters Grange Jn. (See page 115)	0 00				Controlled by Goole box
DRAX POWER STATION BRANCH			35	55	MAXIMUM PERMISSIBLE SPEED	
	Drax Branch Jn. (CEGB) (See page 90)	0 00		30 35	**0m. 7ch. and 0m. 0ch.** **0m. 27ch. and 0m. 7ch.**	AWS not provided
	West Bank Hall LC (AHB)	1 49				Controlled by Hensall Box.
	Jacky Duffin Wood LC (R/G)	2 18				
	Linwith Lane LC (AHB)	2 46	15		**4m. 7ch. and Power Station.**	
	Drax Power Station	4 16		15	**Power Station and 4 m.p.**	
FERRYBRIDGE BRANCH			15	15	MAXIMUM PERMISSIBLE SPEED	
	Pontefract Monkhill Goods Jn. (See page 89)	3 06				AWS not provided
	Ferrybridge South Jn. (See page 94)	2 38				

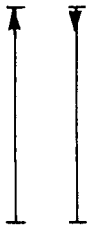
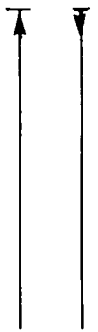
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
KNOTTINGLEY SOUTH JN. TO EAST JN.			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	
	Knottingley South Jn. (See page 38)	0 00				Controlled by Knottingley box.
	Knottingley East Jn. (See page 89)	0 20				
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD JN.						
ALDWARKE NORTH JN. (MID) AND PONTEFRACT (NORTH OF) 3 m.p.			**75**	**75**	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
			60	**60**	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY	
PONTEFRACT (NORTH OF) 3 m.p. AND BURTON SALMON $\frac{0m.\ 0ch.}{16m.\ 69ch.}$			**70**	**70**	MAXIMUM PERMISSIBLE SPEED	
BURTON SALMON $\frac{0m.\ 0ch.}{16m.\ 69ch.}$ AND MILFORD $\frac{15m.\ 7ch.}{7m.\ 65ch.}$			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	
MILFORD $\frac{15m.\ 7ch.}{7m.\ 65ch.}$ AND GASCOIGNE WOOD JN.			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	



Aldwarke North Jn. (Mid) (See page 78 and Southern Area Sectional Appendix pages 177 and 190)	164 48		25	**Slow to Aldwarke South Jn. (GC line).**	AWS not provided except on the Down and Up between Moorthorpe Station and 0m. 0ch. and between Leeds North Jn. and Hunslet Station Jn. on the Up Normanton Main line.
		25	25	**All connections between Fasts and Slows.**	
Swinton Jn.	166 59	40		**Slow to Fast 166m. 54ch. and 166m. 71ch.**	
Dearne Jn. (See Southern Area Sectional Appendix page 182)	168 53		15	**To Dearne Curve line.**	
	168 64				
	17 15				
Bolton-on-Dearne	16 56				
		60		**16m. 31ch. and 15m. 10ch.**	C. Down at 16m. 39ch. 1408 yards before reaching Hickleton signal H19.
Goldthorpe Colliery Branch Jn (See page 95)	15 17		20	**To Goldthorpe Colliery line.**	
		70		**15m. 10ch. and 12m. 8ch.**	
Hickleton (See page 95)	15 05		60	**14¼ m.p. and 14½ m.p.**	
		20		**12m. 8ch. and 11¼ m.p.**	
Moorthorpe South	11 63		20	**11½ m.p. and 12m. 8ch.**	
Moorthorpe	11 29				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
ALDEWARKE NORTH JN. (MID) TO GASCOIGNE WOOD JN.—continued						
	Moorthorpe Station Jn. (See page 96)	11 25	**50**		**To South Kirkby line**	UGL 65 DGL 70 C. Down at 11m. 16ch., 907 yards before reaching signal F587
				60	**11¼ m.p. and 11½ m.p.**	
			60		**10¾ m.p. and 6m. 71ch.**	
				60	**7m. 6ch. and 8m. 4ch.**	
				60	**4m. 50ch. and 5m. 50ch.**	C. Down at 7m. 11ch. 1090 yards before reaching signal F601.
	Pontefract Baghill	4 31				
			45	**45**	**2m. 5ch. and 1m. 18ch.**	C. Up at 2m. 65ch. 694 yards before reaching signal F608.
	Ferrybridge South Jn. (See page 91)	2 38		**15**	**To Pontefract Goods Jn. line.**	
	Ferrybridge North Jn. (See page 38)	2 27		**40**	**To Knottingley line. 2m. 27ch. and 2m. 43ch.**	
			40		**Down to Up at 2m. 26ch.**	
				40	**Up to Down at 2m. 21ch.**	
	Ferrybridge	2 10				
	Ferrybridge Power Station Jn.	2 09	**25**	**25**	**To and from Ferrybridge Power Station**	
	Brotherton Tunnel (104 yards)	1 24 to 1 19				
			40	**40**	**0m. 15ch. and 0m. 0ch.**	
			20	**20**	**0m. 5ch. and 0m. 0ch.**	

	Burton Salmon	0 00				
		16 69				
	Hillam Gates LC (CCTV)	15 67				
	Milford Jn. (See page 84)	15 07		40	**Down Pontefract to Up Pontefract at 15m. 8ch.**	
		7 65		25	**Down Pontefract/Milford to Up Normanton at 7m. 64ch.**	
			40		**Down Pontefract/Milford to Up Normanton at 7m. 38ch.**	
	Milford	7 49				
			25		**6m. 37ch. and 6m. 27ch.**	
				25	**Single to Double at 6m. 37ch.**	
	Gascoigne Wood (See pages 87 and 110)	6 27				
GOLDTHORPE COLLIERY BRANCH			20	20	MAXIMUM PERMISSIBLE SPEED	
	Goldthorpe Colliery Branch Jn. (See page 93)	15 17				AWS not provided †No Staff. (See page 222) CW. 50 yards from junction with Main line.
	Goldthorpe Colliery	16 79				
HICKLETON COLLIERY EMPTY WAGON BRANCH			15	15	MAXIMUM PERMISSIBLE SPEED	
	Hickleton (See page 93)	0 00				AWS not provided
	Hickleton Colliery Empty Wagon Sidings	0 56				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Moorthorpe Station Jn. (See page 94)	0 57				C. Down 1374 yards before reaching Signal L645. Controlled by Leeds Box C. Up 0m. 15ch. 800 yards before reaching Moorthorpe South Signal No. 9.
	South Kirkby Jn. (See page 59)	0 05				
LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	
	Whitehall Jn. (See pages 99 and 105)	42 23		**25**	**42m. 23ch. and 42¼ m.p.**	AWS provided except between Whitehall Jn. and Mill Lane Jn.
			15	**15**	**To and from Whitehall Road Goods Sidings**	
			30	**30**	**42¼ m.p. and 42m. 10ch.**	
	Holbeck East Jn. (See page 75)	42 05 185 04	**35**		**To Huddersfield line.**	
	Holbeck West Jn. (See page 63)	185 01 0 02	**30** **50**	**55**	**To Gelderd Road Jn.** **0m. 2ch. and 0m. 55ch.**	C. Down at 0m. 13ch. 375 yards before reaching Signal L1609. C. Down at 0m. 46ch. 1150 yards before reaching Signal L1607.

Wortley West Jn. (See page 98)	0 51		15	**To Wortley South Jn. line.**	
Armley Tunnel (80 yards)	1 02 to 1 06				
Armley Moor G.F.			10	**Freight trains not requiring to stop to AWB passing Armley Moor GF.**	
		45	45	**1m. 26ch. and 1m. 48ch.**	C. Down at 1m. 27ch. 1270 yards before reaching Signal L1601.
New Pudsey	4 77	50	50	**5m. 17ch. and 5m. 30ch.**	
Stanningley Tunnel (455 yards)	5 22 to 5 43				
	6 49				
	190 24				
Hammerton Street	191 18	30	30	**191m. 19ch. and 191m. 35ch.**	
Wakefield Road Tunnel (132 yards)	191 36 to 191 42				
		15	15	**191m. 52ch. and 40m. 27ch.**	C. Up at 191m. 48ch. 360 yards before reaching Signal M1584.
Mill Lane Jn. (See page 68)	191 78 40 03		15	**To Halifax line.**	
Bradford Exchange	40 27				

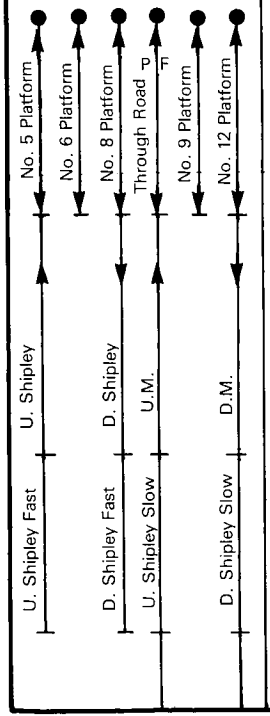
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
WORTLEY SOUTH JN. TO WORTLEY WEST JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	Wortley South Jn. (See page 63)	184 39				AWS not provided C. Down at 184m. 43ch. 308 yards before reaching Signal L1610. Controlled by Leeds Box. C. Down at 184m. 64ch. 1150 yards before reaching Signal L1607.
	Wortley West Jn. (See page 97)	184 76				
LAISTERDYKE YARD TO BOWLING JN.			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	AWS not provided †No Staff—see page 222
	Laisterdyke Yard	190 24				
	Hall Lane LC (TMO)	191 57	**15**		**191m. 57ch. and 191m. 59ch.**	
	Bowling Jn. (See page 68)	192 95				

LEEDS TO SKIPTON STATION SOUTH LMR

LEEDS TO KEIGHLEY

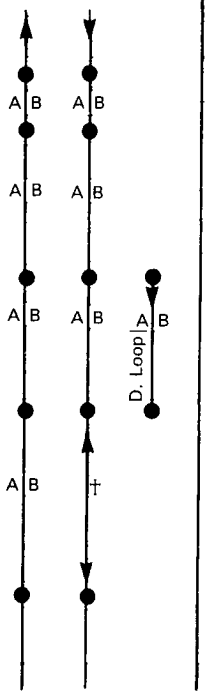
KEIGHLEY AND REGIONAL BOUNDARY, 219m. 5ch.

REGIONAL BOUNDARY AND SKIPTON STATION SOUTH

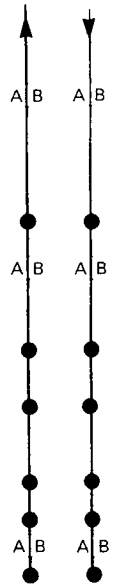


Leeds (See page 108)	20 47	65	65	MAXIMUM PERMISSIBLE SPEED ON MAIN, FAST AND SLOW LINES	AWS provided on all passenger lines between Leeds North Jn. and Apperley Jn. inc. Permissive Working is authorised on Platforms 5, 6, 8, 9 and 12. DGL UGL
		75	75	MAXIMUM PERMISSIBLE SPEED	
		60	60	MAXIMUM PERMISSIBLE SPEED	
		10	10	**All lines Station to 20m. 64ch.**	
		15	15	**Shipley lines to and from Platforms 1, 2 and 3. 20m. 64ch. and 0m. 7ch.**	
		10	10	**Main lines 20m. 64ch. and 0m. 7ch.**	
Leeds West Jn. (See page 60)	20 70 0 00	15		**To Gelderd Road Jn. line 185m. 44ch. and 185m. 16ch.**	
Leeds North Jn. (See page 80)	0 05				
		25	25	**Shipley lines 0m. 7ch. and 0m. 25ch.**	
		20	20	**Main lines 0m. 7ch. and 0m. 25ch.**	
		15		**To Engine Shed Jn. line.**	
Whitehall Jn. (See pages 96 and 105)	00 25 195 54		20	**To Engine Shed Jn. line.**	
		25		**Slow to Holbeck East Jn. line.**	
Wortley Jn. (See page 102)	196 19	20	20	**Through all connections Slow to Fast and Fast to Main.**	
		60		**Fast to Harrogate line.**	DGL 135 UGL 135

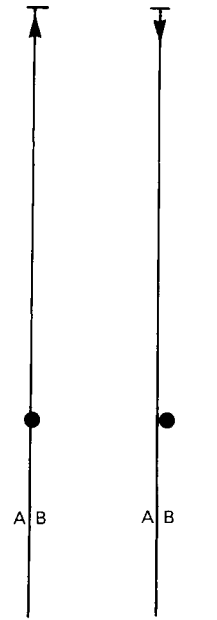
LEEDS TO SKIPTON STATION SOUTH LMR—continued

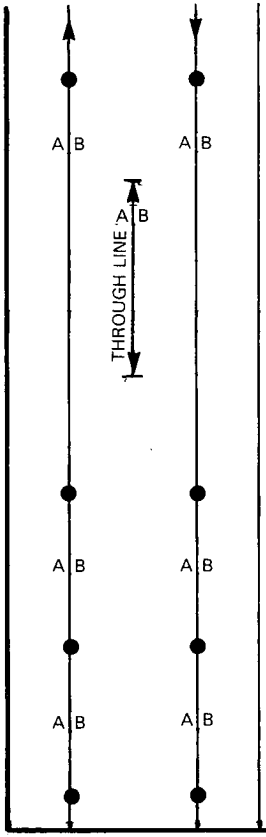


Location	Mileage M. Ch.	Permanent Speed Restrictions: Down m.p.h.	Permanent Speed Restrictions: Up m.p.h.	Permanent Speed Restrictions: At or Between	Catch, Spring and Unworked trailing points and other remarks
Kirkstall Jn.	197 78				
Apperley Jn. (See page 105)	201 79	50		**To Guiseley line.**	
Thackley Tunnel (1518 yards)	203 43 to 204 32				
Thackley Jn.	204 66	25		**To Down Loop**	†When Guiseley Jn. box is closed trains will only be routed over this line in the Down direction, under AB working. The Rule Book, Section M, Clause 3.2.1 does not apply on this Two way line between Guiseley Jn. and Shipley Bingley Jn. Trainmen must regard this line as worked by Absolute Block at all times for the purposes of the Rule Book, Section M.
Guiseley Jn. (See page 106)	205 45	25		**Down Loop to Down**	
			25	**To Guiseley line 3m. 41ch. and 3m. 34ch.**	
		40	40	**Down to Up at 205m. 48ch.**	
Leeds Jn. (See page 107)	205 58	40		**To Bradford line 205m. 58ch. and 205m. 71ch.**	
		20	20	**205m. 61ch. and 206m. 1ch.**	
Shipley	205 71				
Shipley Bingley Jn. (See page 107)	205 76		20	**To Bradford Jn. line.**	

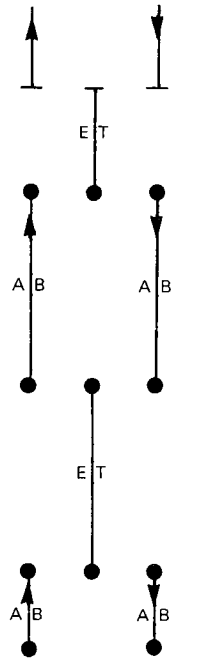


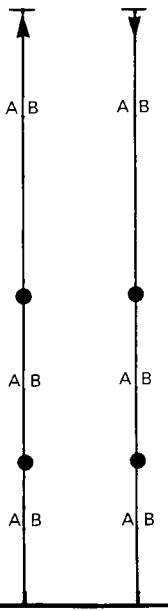
Shipley Tunnel (55 yards)	206 06 to 206 09		50	206m. 27ch. and 206m. 1ch.	
			40	Up to Down at 206m. 24ch.	
Bingley Tunnel (151 yards)	208 56 to 208 63				
Bingley	208 68				
Bingley Station	209 07				
Crossflatts		50	50	211m. 57ch. and 212m. 46ch.	
Keighley	212 06				
Keighley Station Jn.	212 18	60	60	212m. 46ch. and 212m. 67ch.	
Steeton Station LC	215 03				
Steeton GF					
Kildwick Station LC	216 52				
Cononley LC	218 22	40		220m. 66ch. and 222m. 18ch.	
Skipton Station South (LMR)	221 13				

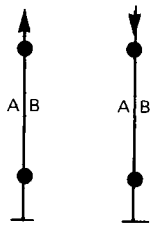
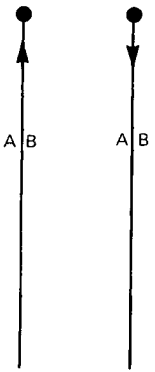
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE						
LEEDS WORTLEY JN. AND KNARESBOROUGH			**60**	**60**	MAXIMUM PERMITTED SPEED	
KNARESBOROUGH AND YORK SKELTON			**65**	**65**	MAXIMUM PERMITTED SPEED	
	Wortley Jn. (See page 99)	0 14	**45**		**0¼ m.p. and 0m. 44ch.**	
				45	**0½ m.p. and 0¼ m.p.**	C. Down at 0m. 41ch. 630 yards before reaching signal No. 7
						C. Down at 1m. 65ch. 211 yards before reaching signal D2
	Headingly Tunnel (70 yards)	1 72 to 1 75				
	Headingly	2 11		**40**	**2¾ m.p. and 2½ m.p.**	C. Down at 3m. 53ch. 1450 yards before reaching Horsforth Home signal
	Horsforth	4 61		**45**	**4m. 65ch. and 4m. 70ch.**	
	Horsforth	4 70				
	Bramhope Tunnel (2m. 241 yards)	5 65 to 7 76				Rule Book Section 5, clause 3.3 and Block Regulation 9 apply.
A B A B	Wescoehill Tunnel (100 yards)	10 14 to 10 18				

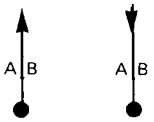
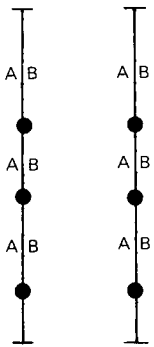


Weeton	10 62				
Rigton LC	12 15				
Pannal	14 03				
		20	**20**	**15m. 9ch. and 15m. 28ch.**	
		45	**45**	**16m. 29ch. and 16m. 41ch.**	
	17 16	**20**	**20**	**17m. 16ch. and 17m. 24ch.**	Permissive working is authorised on the Up Main and in the Down direction on the Through line and the Down Main line
Harrogate*	17 24 20 38				* The direction of the line between Harrogate station and York Skelton is UP.
Harrogate	20 30				C. Down at 19m. 72ch. 575 yards before reaching Harrogate first Home signal.
					C. Down at 19m. 72ch. 575 yards before reaching Harrogate first Home signal C. Down at 19m. 13ch. 1m. 123 yards before reaching Harrogate first Home signal
Starbeck LC	18 27				
		30	**30**	**18m. 23ch. and 18m. 13ch.**	
		50	**50**	**18m. 13ch. and 17m. 50ch.**	C. Down at 17m. 76ch. 700 yards before reaching Starbeck Home signal
Belmont LC	17 69				
Knaresborough LC	16 54				

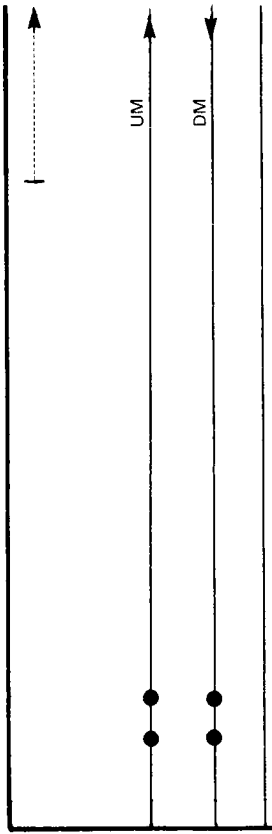
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE—continued						
	Knaresborough Tunnel (178 yards)	16 48				
		to	**45**		**16m. 42ch. and 16m. 36ch.**	
		16 40		**40**	**16m. 27ch. and 16m. 42ch.**	
		16 24		**25**	**Double to Single**	
	Oakley Farm LC (R/G)	14 46				
	Whixley LC	11 08				
	Cattal LC	10 20		**20**	**Single to Double**	C. Down at 9m. 48ch. 700 yards before reaching Cattal Home signal
	Hammerton Road LC	9 17				C. Down at 8m. 68ch. 600 yards before reaching Hammerton Starting signal
	Hammerton LC	8 61		**20**	**Double to Single**	
	Wilstrop LC	7 44				
	Marston Moor LC	6 05				
	Hessay WDGF					DRS 35
	Hessay LC	5 10				
	Poppleton LC	2 74		**20**	**Single to Double**	
	Nether Poppleton LC	2 04				
	Skelton (See page 23)	1 51		**50**	**1m. 50ch. and 1m. 65ch.**	

LEEDS ENGINE SHED JN. TO WHITEHALL JN.			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	
	Engine Shed Jn. (See page 80)	195 20				Controlled by Leeds box.
	Whitehall Jn. (See pages 96 and 99)	195 52				
APPERLEY JN. TO ILKLEY STATION			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	
	Apperley Jn. (See page 100)	202 03				AWS not provided
A B A B	Apperley Lane Tunnel (75 yards)	202 61 to 202 64				C. Down at 203¾ m.p. 600 yards before reaching Esholt Jn. first Home signal.
	Springs Tunnel (77 yards)	204 07 to 204 11				
			30	**30**	**204m. 29ch. and 204m. 32ch.**	
	Esholt Jn. (See page 107)	204 32		**30**	**To Shipley line.**	C. Down at 204m. 39ch. 1162 yards before reaching Guisley Station Home signal.
A B A B	Greenbottom Tunnel (134 yards)	204 61 to 204 67				
	Guiseley	205 22		**30**	**206½ m.p. and 205m. 22ch. (Does not apply to Passenger trains (loaded or empty) not conveying four wheeled vehicles)**	
A B A B						
	Menston	206 53				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
APPERLEY JN. TO ILKLEY STATION—continued						
	Burley Jn.	207 68				
	Burley in Wharfedale	208 02				
	Ben Rhydding	210 21	**20**	**20**	**211m. 5ch. and 211m. 23ch.**	
	Ilkley Jn.	211 07				
	Ilkley	211 23				
GUISELEY JN. TO ESHOLT JN.			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	
	Guiseley Jn. (See page 100)	3 41		**25**	**3m. 34ch. and 3m. 41ch.**	AWS not provided C. Down at 2m. 63ch. 2m. 1231 yards before reaching Home signal.
	Baildon	2 29				
	Baildon No. 1 Tunnel (156 yards)	2 14 to 2 07				
	Baildon No. 2 Tunnel (274 yards)	2 03 to 1 71				

	Esholt Tunnel (548 yards)	0 52 to 0 27	30	30	0m. 22ch. and 1m. 69ch. 0m. 4ch. and 0m. 0ch.	
	Esholt Jn. (See page 105)	0 00				
SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE			50	50	MAXIMUM PERMISSIBLE SPEED	
	Shipley Leeds Jn. (See page 100)	205 58		40 25	205m. 67ch. and 205m. 58ch. Double to single 205m. 71ch. and 205m. 67ch.	AWS not provided Controlled by Guiseley Jn. box.
	Shipley	205 73	20	20	205m. 71ch. and 206m. 30ch.	
	Shipley Bradford Jn. (See below)	206 01	20	20	To Bingley Jn. line. Up to Down at 206m. 7ch.	
	Manningham Station Jn.	207 67	35	20 35	207m. 55ch. and 207m. 45ch. 207¾ m.p. and 207m. 72ch.	C. Down at 207½ m.p. 580 yards before reaching Home signal.
			40 10	40 10	208¼ m.p. and 208m. 34ch. 208m. 34ch. and Station.	
	Bradford Forster Square	208 40				
	Bradford Forster Square	205 58				
SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.			20	20	MAXIMUM PERMISSIBLE SPEED	
	Shipley Bradford Jn. (See above)	0 00				AWS not provided
	Shipley	0 08				
	Shipley Bingley Jn. (See page 100)	0 17				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
LEEDS TO HULL PARAGON						
LEEDS AND MICKLEFIELD (10m. 66ch.)			**90**	**90**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
MICKLEFIELD (10m. 66ch.) AND HULL PARAGON			**70**	**70**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
LEEDS AND HULL PARAGON			**60**	**60**	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
UG, DG, No. 12 Platform, No. 9 Platform, Through Road, P, F, No. 8 Platform, No. 6 Platform, No. 5 Platform	**Leeds (L)** (See page 99)	20 47	**10**	**10**	**All lines Station and 20m. 25ch.**	Permissive working is authorised on Platforms 5, 6, 8, 9 and 12.
UM, DM	Leeds East Jn.	20 26				AWS provided on all passenger lines between Leeds East Jn. and Hull Paragon
			35	**35**	**20m. 25ch. and 19m. 51ch.**	
			50		**19m. 51ch. and 18¾ m.p.**	
	Marsh Lane Jn.	19 48				DGL
	Marsh Lane GF					
UG	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 114)	18 74		15	**Goods to Hunslet line.**
		60		**18¾ m.p. and 18¼ m.p.**
Stop Board Neville Hill East Jn.	18 25		50	**18¼ m.p. and 19m. 51ch.**
		70	70	**18¼ m.p. and 17m. 66ch.**
		80		**17m. 66ch. and 16 m.p.**
Cross Gates	16 11			
Manston LC (R/G)	14 77			
Garforth	13 23			
Garforth (G)	12 72			
Peckfield (P)	11 17			
Micklefield	10 69			

C. Down at 18m. 45ch., 920 yards before reaching signal L789.

C. Down at 17m. 52ch., 655 yards before reaching signal L791.

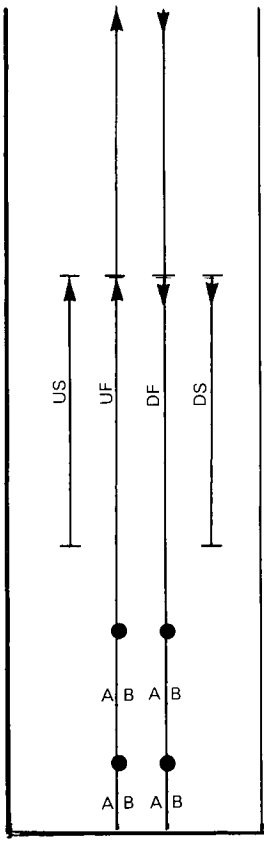
C. Down at 17¼ m.p., 830 yards before reaching signal L793.

C. Down at 16m. 42ch., 1020 yards before reaching signal L795.

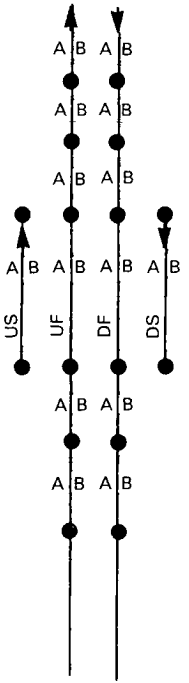
C. Down at 15m. 74ch., 510 yards before reaching signal L797.

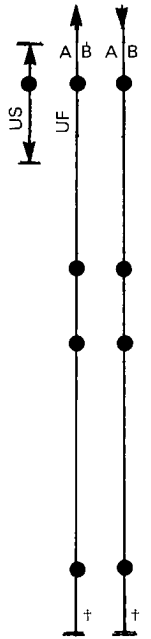
C. Down at 15m. 26ch., 600 yards before reaching signal L799.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
LEEDS TO HULL PARAGON—continued						
	Micklefield Station Jn. (See page 114)	10 63	70		**To Church Fenton line 15m. 62ch. and 15m. 43ch. York to Micklefield mileage.**	C. Up at 10m. 8ch. 594 yards before reaching signal P1.
	South Milford	7 57				C. Up at 6m. 36ch. 630 yards before reaching signal GW58.
	Gascoigne Wood (See pages 87 and 95)	6 27		25	**To Milford line 6m. 27ch. and 6m. 37ch.**	DGL 54
				30	**To Sherburn-in-Elmet line**	
				30	**Down to Up at 6m. 24ch.**	
			25		**Up to Down at 6m. 17ch.**	
			25		**To DGL at 6m. 15ch.**	
			25		**DGL to Down at 5m. 22ch.**	
	Hagg Lane LC (R/G)	5 36				
	Philip Lane LC (R/G)	4 48				
	Harrymore Lane LC (R/G)	2 78				
	Thorpe Hall LC (RC)	2 41				
	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 40)	0 36	20		**To Canal Jn. line.**	
			25	25	**0m. 5ch. and 0m. 0ch.**	

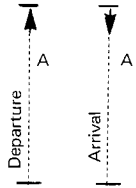
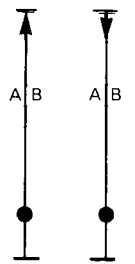


Selby South Jn. (See page 20)	0 00 174 11				
		25		To DPL at 174m. 16ch.	DPL 25 Permissive working for connecting trains authorised. UPL 35
		60	60	174m. 16ch. and 174m. 30ch.	
Selby	174 24				CW. Down Platform line 203 yards before reaching signal S1953.
		25	25	DPL to Down and Up to UPL at 174m. 30ch.	
		40	40	174m. 30ch. and 174m. 36ch.	
		60	60	174m. 36ch. and 174m. 68ch.	
		30		Over connection and over Down Slow 174m. 38ch. and 174m. 65ch.	
			40	Up Hull to Up Main at 174m. 42ch.	
			45	Up Slow 174m. 65ch. and 174m. 46ch.	
	174 65 30 38				
		25		Down Slow to Down Main at 174m. 67ch.	
			25	Fast to Up Slow/Hull at 174m. 67ch.	
Barlby LC	174 69				
		45		Fast to Down Hull at 174m. 74ch.	
Barlby North Jn. (Up Fast/Down Hull) (See page 21)	174 76 30 27				
			45	Down Hull to Up Fast at 30m. 25ch.	
			45	Up Hull to Down Hull at 30m. 15ch.	
Hemingbrough LC	28 02				
			60	27¼ m.p. and 28 m.p.	
Hagg Lane LC	26 77				
Wood Lane LC	25 07				
Wressle LC	25 03				
Cross Common LC	24 52				

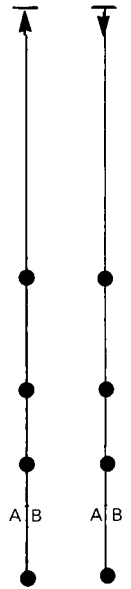
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
LEEDS TO HULL PARAGON—continued						
	Rowland Hall LC	24 06				
	Howden LC	22 27				
	Eastrington LC	19 23				
	Bennetland LC	17 39				
	Gilberdyke Jn. (See page 115)	17 07	20	20 35 60	**All connections 17¼ m.p. and 10 m.p. To Thorne North line. 17m. 6ch. and 17m. 14ch.**	
	Gilberdyke	16 76				
	Oxmardyke LC	16 22				
	Broomfleet LC	14 33				
	Cave Crossing LC	13 60				
	Crabley Creek LC	12 57				
	Brough	10 38		25	**To Up Bay Platform at 10m. 27ch.**	
	Brough East LC	10 24	25	25	**Down Main to Up Main at 10m. 22ch.**	
	Welton LC	9 35		40	**Slow to Main at 8m. 58ch.**	



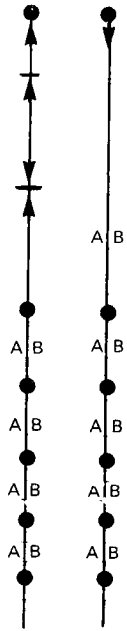
Melton Halt	8 46				
Melton Lane LC	8 41				
Ferriby	7 42				
		30	30	**Main to Slow at 7m. 35ch.**	
		30		**Up to Down at 7m. 32ch.**	
Hessle	4 64				
Hessle Haven	4 24				
		50	50	**2¼ m.p. and 1m. 54ch.**	
			20	**To Dairycoates West (South Branch) line.**	
Hessle Road (See page 120)	1 74	20		**To Springbank South line.**	
		45	45	**1m. 54ch. and 1m. 45ch.**	
Chalk Lane LC (CCTV)	1 49				
St. Georges Road LC (CCTV)	1 24	40	40	**1 m.p. and 0½ m.p.**	
Anlaby Road Jn. (See page 119)	0 73	20		**To Cottingham Branch**	
Hull Paragon (See page 116)	0 18	15	15	**All lines 0m. 18ch. and 0m. 0ch.**	†Up Main = E line and Down Main = D line in Station area. Locomotive Water
Hull Paragon	0 00				

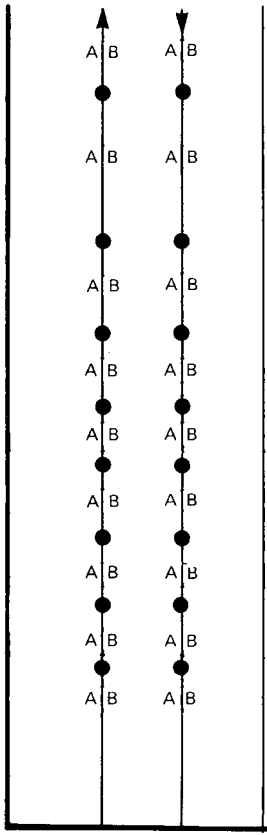
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
NEVILLE HILL WEST JN. TO HUNSLET EAST			20	20	MAXIMUM PERMISSIBLE SPEED	
	Neville Hill West Jn. (See page 109)	0 00		15	**0m. 4ch. and 0m. 0ch.**	AWS not provided Controlled by Leeds box C. Departure at 0m. 2ch., 630 yards before reaching signal L776.
	Hunslet East Notice Board	1 21				
MICKLEFIELD STATION JN. TO CHURCH FENTON NORTH JN.			80	80	MAXIMUM PERMISSIBLE SPEED	
	Micklefield Station Jn. (See page 110)	15 62		70	**15m. 43ch. and 15m. 62ch.**	Controlled by Peckfield box. C. Up at 14m. 78ch. 616 yards before reaching signal P2.
			70	70	**11m. 12ch. and 10m. 59ch.**	C. Up at 11m. 44ch. 220 yards after passing Church Fenton Starting signal.
	Church Fenton	10 58				UPL 45 Available for Down trains also (24 SLU)
	Church Fenton (CF)	10 43				
	Church Fenton North Jn. (See page 84)	10 31				

THORNE JN. TO GILBERDYKE JN.



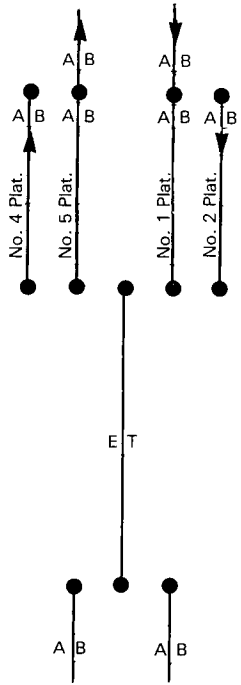
				MAXIMUM PERMISSIBLE SPEED	
Thorne Jn. (See Southern Area Sectional Appendix page 171)	7 69	70	70		
	9 27		35	**8 m.p. and 7m. 69ch. (Marshgate Goods Jn. to Thorne mileage).**	
	14 06		30	**9m. 9ch. and 8 m.p.**	
Thorne North	14 02				
Thorne Moor LC (AHB)	12 32				
Creykes LC (R/G)	10 00				CW Up a 7m. 10ch. 768 yards before reaching signal G50.
Potters Grange Jn. (See page 91)	7 05		30	**To Engine Shed Jn. line**	
Goole LC (G)	6 51				UGL/DGL 57
Goole	6 46				C. Down at 5m. 65ch. 754 yards before reaching sigal GB3.
Goole Bridge (GB)	5 06	60	60	**Over Bridge 5m. 15ch. and 5m. 2ch.**	C. Up at 4m. 42ch. 757 yards before reaching signal GB2.
Saltmarshe LC	3 49				1L 1S Reception lines at Goole.
Green Oak Goit LC	1 42				1S 1L Attach or detach at Goole.
		35		**0m. 10ch. and 0m. 0ch.**	
Gilberdyke Jn. (See page 112)	0 00				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
HULL PARAGON TO SEAMER WEST						
HULL PARAGON AND HUNMANBY			**70**	**70**	MAXIMUM PERMISSIBLE SPEED	
HUNMANBY AND SEAMER WEST			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	
	Hull Paragon (See page 113)	0 18				AWS not provided
			20	**20**	**0½ m.p. and 0m. 48ch.**	
	Signal HR13					
	West Parade North Jn. (See page 119)	0 72		**20**	**To Cottingham Branch line.**	
			25	**25**	**Down to Up at 1m. 21ch.**	
	Walton Street LC (See page 119)	1 29	**25**		**To Springbank North Jn.**	
			55	**55**	**1m. 55ch. and 2m. 17ch.**	
A B	Thwaite Gates LC	3 63				
	Cottingham	3 72				
	Cottingham North LC	4 17				
A B A B			**50**		**6¼ m.p. and 7¼ m.p.**	
	Beverley Parks LC	6 51				
A B A B	Flemingate LC	8 02				
	Beverley LC	8 16				
A B A B						
	Beverley Chery Tree LC	8 38				
A B A B						
	Beverley North LC	8 62				

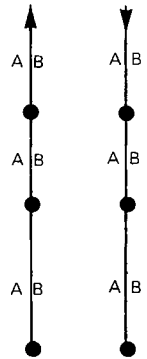
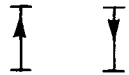


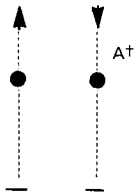
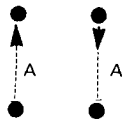
Arram LC	11 16				
Scorborough LC	12 24				
Lockington LC	12 74				
Beswick LC	13 53				
Kilnwick LC	14 01				
Watton LC	14 44				
Hutton Cranswick	16 19				
Hutton Lane LC	16 73	40	40	**19¼ m.p. and 19¾ m.p. 60ch.**	
Driffield LC	19 26				
Driffield LC	19 38				
Wansford Road LC	19 54				URS 98
Nafferton LC	21 44				
Nether Lane LC	21 58				
Lowthorpe LC	23 65				
Burton Agnes LC	25 45				
Carnaby LC	28 54	20		**All lines 30m. 49ch. and 31 m.p.**	

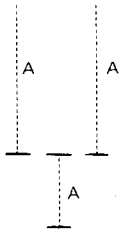
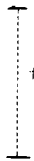
HULL PARAGON TO SEAMER WEST—continued

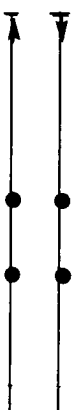


Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
	Bridlington South	30 58				
	Bridlington	30 72				
				20	**All lines 31m. 3ch. and 30m. 49ch.**	
			15		**Double to Single at 31 m.p.**	
			20	20	**31m. 3ch. and 31m. 10ch.**	
	Bridlington Quay LC	31 06				
	Sewerby LC	32 35				
	Flamborough LC	33 31				
			50	50	**33m. 53ch. and 34m. 30ch.**	
	Bempton LC	34 43				
	Buckton Lane LC	35 16				
	Speeton LC	37 34				
			60	60	**39m. 37ch. and 41m. 1ch.**	
			50	50	**41m. 1ch. and 41m. 41ch.**	
				20	**Double to Single line at 41m. 49ch.**	
	Hunmanby LC	41 51				
	Hunmanby Depot LC	41 72				

	Royal Oak LC	43 04	40	40	44¼ m.p. and 44m. 50ch.	
	Filey	44 30				
	Filey LC	44 35	50		45m. 35ch. and 45m. 50ch.	
	Muston LC	45 41		50	45½ m.p. and 45m. 35ch.	
	Gristhorpe LC	46 38		20	46½ m.p. and 45½ m.p.	
	Lebberston Road LC	46 72				
	Cayton LC	48 19	25		50m. 36ch. and 50m. 43ch.	
	Seamer West (See page 43)	50 43				
COTTINGHAM BRANCH			20	20	MAXIMUM PERMISSIBLE SPEED	
	Anlaby Road Jn. (See page 113)	0 00				AWS not provided Controlled by Hessle Road box
	West Parade North Jn. (See page 116)	0 24				
SPRINGBANK NORTH JN. TO WALTON STREET			25	25	MAXIMUM PERMISSIBLE SPEED	
	Springbank North Jn. (See page 121)	1 54				AWS not provided Controlled by Hessle Road box
	Walton Street (See page 116)	1 29				

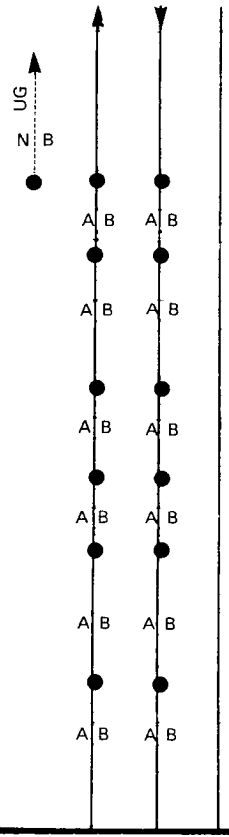
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
DAIRYCOATES WEST TO HESSLE ROAD NORTH BRANCH			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	AWS not provided †Between signals DW62 and HR24.
	Dairycoates West (Priory Yard Exit)	0 00				
	Hessle Road (HR)	0 47	**15** **20**		**0m. 51ch. and 0m. 54ch.** **To Leeds to Hull line 0m. 40ch. and 1m. 76ch. (Hull to Selby mileage)**	
	Hessle Road Jn.	0 54				
DAIRYCOATES WEST TO HESSLE ROAD SOUTH BRANCH			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Dairycoates West (DW)	0 04		**15**	**To Hull Yard.**	
	Hessle Road (HR) (See page 113)	0 44				
HESSLE ROAD JN. TO ALEXANDRA DOCK						
HESSLE ROAD AND BRIDGES JN.			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
BRIDGES JN. AND ALEXANDRA DOCK			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	
	Hessle Road (HR) (See page 113)	0 00		**15** **20**	**To Hull Yard.** **0m. 8ch. and 0m. 0ch.**	

	Springbank South Jn. (See below)	0 78 4 59	15 15	15	4m. 59ch. and 4m. 37ch. To Springhead Yard.	
	Springbank North Jn. (See page 119)	4 20	25		To Walton Street.	
	Bridges Jn. (See below)	0 41	10		To King George Dock line.	
	Alexandra Dock Stop Board	0 15				
SPRINGBANK SOUTH JN. TO SPRINGHEAD YARD			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided †No staff. See page 222 Controlled by Hessle Road box.
	Springbank South Jn. (See above)	2 25				
		2 44 0 19				
	Springhead Yard Notice Board	0 45				
HESSLE ROAD BRIDGES JN. TO KING GEORGE DOCK			10	10	MAXIMUM PERMISSIBLE SPEED	AWS not provided Controlled by Hessle Road box.
	Bridges Jn. (See above)	0 00				
	King George Dock	1 50				

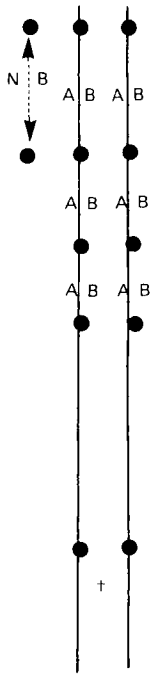
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN						
BOROUGHBRIDGE ROAD AND NORTHALLERTON EAST JN. (43 m.p.)			50	50	MAXIMUM PERMISSIBLE SPEED	
NORTHALLERTON EAST JN. (43 m.p.) AND EAGLESCLIFFE			70	70		
EAGLESCLIFFE AND BILLINGHAM-ON-TEES 65 m.p.			60	60	MAXIMUM PERMISSIBLE SPEED	
BILLINGHAM-ON-TEES 65 m.p. AND HARTLEPOOL 73 m.p.			70	70	MAXIMUM PERMISSIBLE SPEED	
HARTLEPOOL 73 m.p. AND SUNDERLAND			60	60	MAXIMUM PERMISSIBLE SPEED	
SUNDERLAND AND NEWCASTLE EAST JN.			70	70	MAXIMUM PERMISSIBLE SPEED	
	Boroughbridge Road LC (CCTV) (See page 129)	42 21		30	**Over former Jn. to Longlands Loop.**	AWS not provided except between Boroughbridge Road and Stockton Station
	Romanby Road LC (CCTV)	42 38		30	**42m. 38ch. and 42m. 22ch.**	
	Northallerton East Jn. (See pages 24 and 130)	42 79		35	**Towards Northallerton Station**	
	Low Gates LC	42 24				URS98
	Brompton LC (AHB)	44 57				
	Long Lane LC	46 34				
	Welbury LC (AHB)	48 21				
	Rounton Gates LC (AHB)	50 12				

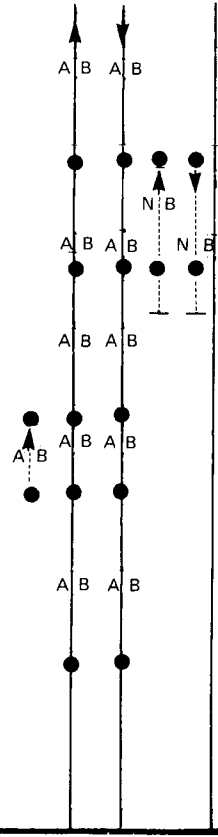
Picton (P) LC	52 31				C. Up at 53m. 3ch., 700 yds. before reaching signal P20. C. Up at 54m. 0ch., 776 yds. before reaching signal U53. C. Up at 55m. 8ch., 1234 yds. before reaching signal U54.
Yarm Tunnel (75 yds.)	55 76 to 55 79				
Eaglescliffe South Jn. (for Middlesbro')	56 64	25	25	**To and from Middlesborough Goods lines. 56m. 64ch. and 56m. 77ch. Darlington to Saltburn mileage.**	S. Northallerton Down line at 56m. 17ch., 600 yds. before reaching signal 822.
Eaglescliffe South Jn. (for D'ton) (See page 139)	56 75				CW. Up at 56m. 75ch. 1000 yds. before reaching signal 824.
Eaglescliffe	57 01				
Eaglescliffe North Jn. (See page 139)	57 20		30	**To Darlington line 8½ m.p. and 8m. 39ch. Darlington to Saltburn mileage.**	DGL45 CW. Up Platform line at 57m. 21ch. 550 yds. before reaching signal No. 818.
		25		**Connections Down Stockton to Down Middlesborough at 57¼ m.p.**	S. Up Stockton at 57m. 76ch., 823 yds. before reaching signal No. 809.
Hartburn Jn. (See page 130)	59 14		15	**To Bowesfield Jn. line. Passenger (loaded or empty) postal and newspaper trains not conveying four wheeled vehicles may exceed this speed by 10 m.p.h.**	
		40	40	**59m. 38ch. and 59m. 45ch.**	
		25	25	**Up to Down at 59m. 62ch.**	
		30	30	**59m. 70ch. and 60m. 45ch.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN—continued						
	Stockton†	60 04	20	20	**To and from Goods Loops at 60m. 41ch.**	†Station Yard Working is authorised on the Down and Up Platform lines.
A B A B	North Shore (See page 130)	60 47	20 20 30	20 30	**To and from Clarence Road Depot.** **To Stockton Freightliner Terminal Branch.** **61m. 70ch. and 62m. 20ch.**	UGL 140 DGL 140
A B A B	Norton-on-Tees South (See page 48)	61 71	25		**To Norton-on-Tees West 0m. 0ch. and 0m. 30ch.**	
A B A B	Norton-on-Tees East (See page 131)	62 19		30 20	**To Norton-on-Tees West line.** **62m. 22ch. and 61m. 75ch.**	
A B A B	Norton-on-Tees LC	62 63	30	30	**63m. 50ch. and 63m. 70ch.**	DGL 64
	Billingham-on-Tees LC	63 60				
A B A B	Billingham Jn. (See page 131)	63 69	20		**To Port Clarence line.**	
	Billingham	64 47				
	Cowpen Lane LC	65 44				
	Greatham LC	67 28				
	Seaton Snook Jn. (See page 133)	68 60		15	**To Seaton-on-Tees Branch.**	



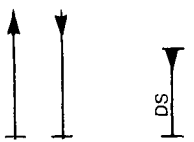
Seaton Carew	69 36		20	**Goods to Main at 69m. 43ch.**	
		20	20	**Connections to Goods line 69m. 76ch. and 70m. 22ch.**	
Cliff House (See page 133)	70 06	15		**To Cliff House Branch.**	
		35	35	**71 m.p. and 71m. 5ch.**	
Stranton LC	71 22	20	20	**71m. 28ch. and 71m. 73ch.**	
Hartlepool	71 55				The Down line through Hartlepool Station is bi-directional
Clarence Road	71 70				C. Down at 72m. 71ch., 1103 yds. before reaching Cemetery North Home signal.
		30	30	**73 m.p. and 73m. 27ch.**	
Cemetery North	73 49				C. Down at 74m. 45ch., 555 yds. before reaching IBS.
		50	50	**74m. 78ch. and 75m. 24ch.**	
Horden	78 58	5	5	**DGL towards Horden Colliery and Down Main at 78m. 70ch.**	DGL 44
		30	30	**80m. 3ch. and 80m. 44ch.**	
		5	5	**Up Main to Easington Colliery Sidings at 80m. 22ch.**	
Easington	80 35				DRS 55
Dawdon Jn. (See page 134)	84 11		15	**To Seabanks line.**	

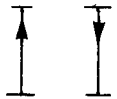
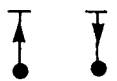
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN—continued						
	Dawdon	84 22				
	Seaham	84 44	35		**84m. 65ch. and 85m. 52ch.**	
	Hall Dene LC	85 24		35	**85m. 52ch. and 85¼ m.p.**	
			50	50	**85m. 52ch. and 86m. 16ch.**	
	Ryhope Grange (See page 135)	87 63		25	**Down to Hawthorne Main line 21m. 31ch. and 21m. 10ch.**	
			25	25	**Up to Down at 87m. 47ch.**	
			25	25	**Down to Up at 87m. 62ch.**	
			10		**Up line to Hendon Jn.**	
			20	30	**89m. 5ch. and 89m. 45ch.**	
	Sunderland South Tunnels (711 yds.) and (127 yds.)	89 06 to 89 45	20	20	**89m. 45ch. and 89m. 76ch.**	
	Sunderland	89 46				DGL 24
†	**Sunderland**	89 60				†The Up Main between signals S58 and S55 is worked in both directions.

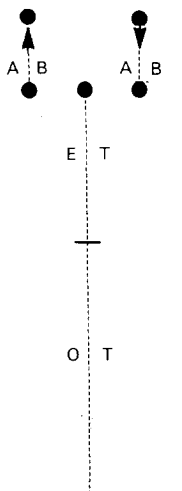


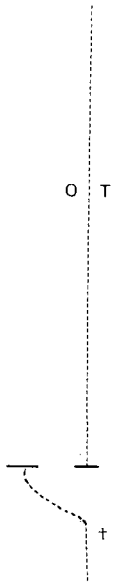
Sunderland North Tunnel (256 yds.)	89 64 to 89 76			Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
		40	40	**90m. 24ch. and 90m. 69ch.**
Monkwearmouth (See page 137)	90 26			
Wearmouth	90 63			
Wearmouth Jn.	90 69	20	20	**To and from Monkwearmouth Goods.**
Seaburn	91 33		65	**91m. 71ch. and 91m. 31ch.**
		50		**Approaching and over Boldon crossing 93m. 18ch. and 94 m.p.**
East Boldon LC	93 22			
Tile Shed LC	93 64			
Boldon LC (AHB)	94 00	30		**94m. 30ch. and 94m. 43ch.**
		60		**94m. 43ch. and 95m. 9ch.**
			60	**Approaching and over Boldon Level crossing 95m. 9ch. and 94 m.p.**
Boldon Colliery	95 12			
Boldon Colliery (See page 138)	95 19		25	**To Tyne Dock Bottom line**
		30	30	**95¼ m.p. and 95m. 45ch.**
Pelaw Jn. for Harton	98 07		20	**To Tyne Dock Branch line**
		25	25	**Up to Down at 98m. 11ch.**
Pelaw (See pages 49 and 127)	98 13	25		**To DGL at 98m. 15ch.** D/UGL 60, DGL 50

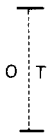
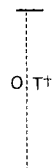
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN—continued						
	Pelaw Jn. for Ferryhill	98 16		25	To Ferryhill line 20m. 71ch. and 20m. 50ch.	
			25	25	Up to Down at 98m. 18ch.	
				25	UGL to Up at 98m. 21ch.	
			25		DGL to Down at 98m. 37ch.	
				25	Up to UGL at 98m. 48ch.	
			25	25	Up to Down at 98m. 49ch.	
			30		Over Up in Down direction 98¾ m.p. and 99m. 35ch.	
	Heworth	99 00				
				20	99m. 45ch. and 99m. 35ch.	
			20		Over Up in Down direction 99m. 35ch. and 99m. 45ch.	
			30		Over Up in Down direction 99m. 45ch. and 100m. 15ch.	
				30	Over Down in Up direction 99m. 35ch. and 98m. 55ch.	
				30	Over Down in Up direction 100m. 15ch. and 99m. 35ch.	
Up Greensfield / Down Greensfield	St. James Bridge Jn.	100 23				
			25		Greensfield line 100m. 27ch. and 100m. 63ch.	
			25		Up Main to TCFD at 100m. 28ch.	
				20	Main to TCFD at 100¾ m.p.	
			25	25	Mains to Greensfields and Greenfields to mains, 100m. 61ch. and 100m. 75ch.	
			20		To Greensfield Jn. line at 100m. 63ch.	
				25	Greensfield line, 100m. 68ch. and 100m. 27ch.	
	Park Lane Jn. (See pages 29 and 138)	100 68				
			15	15	100m. 75ch. and 101m. 59ch.	

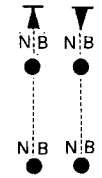
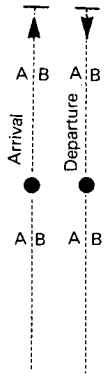
	High Level Bride Jn. (See page 148) Newcastle East Jn. (See page 30)	101 33 101 59	 15	10	**To Gateshead West lines 0m. 0ch. and 0m. 16ch.** **Over Slow line.**	
LONGLANDS LOOP—DOWN 	Longlands Jn. (See page 24) Boroughbridge Road LC (CCTV) (See page 122)	28 71 29 72	**50**		MAXIMUM PERMISSIBLE SPEED	AWS not provided
LONGLANDS LOOP—UP 	Longlands Jn. (See page 24) Longlands Tunnel (55 yds.) Boroughbridge Road LC (CCTV) (See page 122)	0 69 0 08 to 0 11 0 00		**30**	MAXIMUM PERMISSIBLE SPEED	AWS not provided

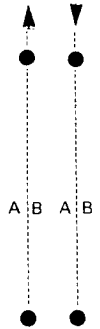
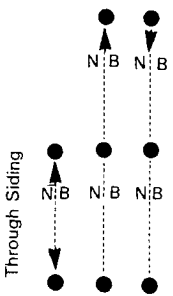
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
NORTHALLERTON HIGH JN. TO NORTHALLERTON EAST JN.			40	40	MAXIMUM PERMISSIBLE SPEED	
	Northallerton High Jn. (See page 24)	0 00	25	35	**0m. 3ch. and 0m. 0ch.** **0m. 33ch. and 0m. 36ch.**	AWS not provided
	Northallerton East Jn. (See page 122)	0 36				
HARTBURN CURVE			25	25	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES	
			15	15	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES	
	Hartburn Jn. (See page 123)	0 00				
	Bowesfield (See page 140)	0 44				
STOCKTON FREIGHTLINER TERMINAL BRANCH			35	35	MAXIMUM PERMISSIBLE SPEED	
	North Shore (See page 124)	60 49		20	**60m. 50ch. and 60m. 57ch.**	AWS not provided
	Freightliner Depot GF	61 45				

NORTON-ON-TEES WEST TO EAST			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	
	Norton-on-Tees West (See page 48)	0 29				CW. Down at 0m. 25ch. CW. Up at 0m. 5ch.
	Norton-on-Tees East (See page 124)	0 00				
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE						
BILLINGHAM-ON-TEES AND PHILIPS SIDING JN.			**35**	**35**	MAXIMUM PERMISSIBLE SPEED	
PHILIPS SIDING JN. AND SEAL SANDS BRANCH JN.			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	
SEAL SANDS BRANCH JN. AND SEAL SANDS STORAGE			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	Billingham-on-Tees (See page 124)	0 00		**20** **15**	**0m. 4ch. and 0m. 0ch.** **1 m.p. and 1m. 10ch.**	AWS not provided
	Belasis Lane	1 04		**15**	**Single to Double at 1m. 10ch.**	
	Belasis Lane Jn. (See page 133)	1 13	**30**	**30**	**1m. 10ch. and 3m. 15ch.**	
	Port Clarence GF	3 05	**15**	**15**	**3m. 15ch. and 3m. 25ch.**	
	Philips Siding Jn. GF	3 25	**15**	**15**	**3m. 50ch. and 5m. 1ch.**	
	North Tees LC (AOCL)	4 19	**15**	**15**	**Approaching level crossing**	
	Seal Sands LC (AOCL)	4 71	**15**	**10**	**Approaching level crossing**	
	Seal Sands Branch Jn.	5 01 0 00				The direction of travel from Seal Sands Branch Jn. to the end of BR maintenance is 'Up'.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE—continued						
	ICI Brinefield LC (Open)	0 12	**10**	**10**	**Approaching level crossing.**	
	NEEB LC (Open)	0 39	**10**	**10**	**Approaching level crossing.**	
	Philips LC (Open)	0 62	**10**	**10**	**Approaching level crossing.**	
	Rohm Haas LC (AOCL)	1 42	**Stop**	**Stop**	**Before passing over level crossing.**	
	Monsanto Siding Jn.	1 43				
O T	Monsanto LC (AOCL)	1 46	**Stop**	**Stop**	**Before passing over level crossing.**	
	Rohm Haas No. 2 LC (Open)	1 49	**Stop**	**Stop**	**Before passing over level crossing.**	
	SS Chemicals LC (AOCL)	2 11	**Stop**	**Stop**	**Before passing over level crossing.**	
	Philips No. 2 LC (AOCL)	2 16	**Stop**	**Stop**	**Before passing over level crossing.**	
	Philips No. 3 LC (AOCL)	2 22	**Stop**	**Stop**	**Before passing over level crossing.**	
	End of BR maintenance	2 42 0 00				
†	Seal Sands Road LC (AOCL)	0 05	**Stop**	**Stop**	**Before passing over level crossing.**	† Sidings Area
	Seal Sands Storage LC	0 06				

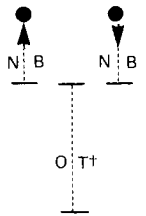
CLIFF HOUSE BRANCH			15	15	MAXIMUM PERMISSIBLE SPEED	
	Cliff House (See page 125)	0 00				AWS not provided
	End of Branch	0 67				
HAVERTON SOUTH BRANCH			15	15	MAXIMUM PERMISSIBLE SPEED	
	Belasis Lane (See page 131)	0 00				AWS not provided. Controlled by Belasis Lane box.
		0 75				
		64 42				
	Haverton South	63 64				
SEATON-ON-TEES BRANCH			25	25	MAXIMUM PERMISSIBLE SPEED	
	Seaton Snook Jn. (See page 124)	0 00		15	**0m. 0ch. and 0m. 2ch.**	AWS not provided
	Graythorp LC Open (AOCL)	0 25				†See page 222.
	West LC (Open)	1 38				
	Seaton-on-Tees	1 51				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
SEABANKS BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	End of Branch	0 02				AWS not provided
	Seabanks	0 73				
	Bone Mill LC	1 20	**10**	**10**	**Approaching level crossing.**	
	Dawdon (See page 125)	1 65				
HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. TO RYHOPE GRANGE			**40**	**40**	MAXIMUM PERMISSIBLE SPEED	
	Hawthorne Combined Mine and Coke Plant (BR boundary) North Jn.	15 44	**10**	**10**	**Colliery cabin and 15m. 50ch.**	AWS not provided.
	Murton LC	16 27	**25**		**17½ m.p. and 18m. 33ch.**	
	Seaton Bank Head LC	17 74				C. Up at 18m. 26ch. 660 yds. before reaching Seaton Bank LC.

	Seaton LC	18 33	15 25		**19 m.p. and 20¾ m.p.** **21m. 10ch. and 21m. 31ch.**	C. Up at 19m. 2ch. 781 yds. before reaching Seaton Home Signal. C. Up at 19m. 61ch. 1m. 258 yds. before reaching Seaton Up Home Signal. S. Up at 21m. 22ch. 453 yds. before reaching Starting Signal.
	Ryhope Grange (See page 126)	21 33				
RYHOPE GRANGE TO HENDON			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Ryhope Grange (See page 126)	0 00				
	Grangetown LC	0 36				U. Up 53 yds. after passing Londonderry Starting Signal.
	Londonderry	1 28				
	Hendon (See page 136)	1 53		**10**	**To Pallion line 1m. 0ch. and 0m. 66ch.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
PALLION YARD TO HENDON JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	Pallion Yard (See below)	4 16				AWS not provided
O T	Pallion Jn. (See below)	4 28				
		5 50				
		0 00	**10**		**0m. 66ch. and 1 m.p.**	
	Hendon	1 00				
	Hendon Jn. (See page 135)	1 08				
PALLION JN. TO DEPTFORD			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	Pallion Jn. (See above)	0 12				AWS not provided.
O T	Ogdens LC (TMO)	0 30				
	Deptford	0 60				

MONKWEARMOUTH TO AUSTIN AND PICKERSGILL'S SHIPYARD



Monkwearmouth (See page 127)	4 28	15	15	MAXIMUM PERMISSIBLE SPEED
Wearmouth Colliery Jn.	4 13			
Southwick Goods Yard Jn.	3 46			
Austin and Pickersgills Shipyard	2 71			

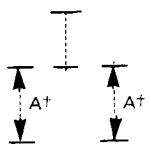
AWS not provided. The direction of travel between Monkwearmouth and Austin and Pickergill's Shipyard is 'Up'.

†See page 222.

TYNE DOCK BRANCH

PELAW AND SIGNALS G686/P684 — 20 — 20 — MAXIMUM PERMISSIBLE SPEED — AWS not provided

SIGNALS G686/P684 TO END OF BRANCH — 15 — 15 — MAXIMUM PERMISSIBLE SPEED

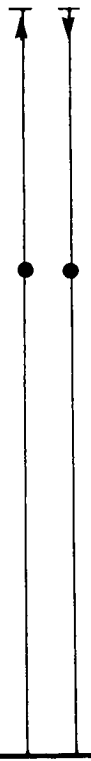


Pelaw (See pages 49 and 127)	0 00			
Signals G686/P684		15		**Single to Double**
Shell Mex Jn.	3 35			

†See local instructions — page 269.

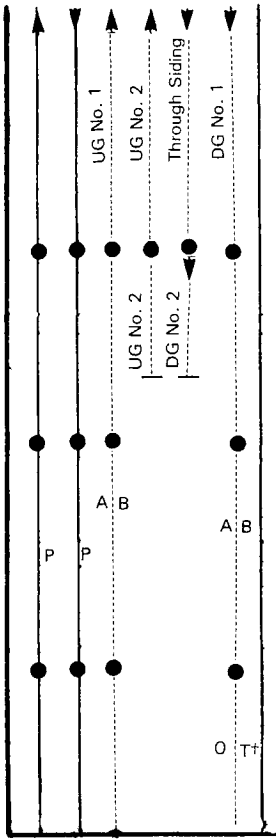
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
BOLDON COLLIERY NCB TO GREEN LANE JN.			25	25	MAXIMUM PERMISSIBLE SPEED	
A	Boldon Colliery NCB	3 64				AWS not provided. Controlled by Boldon Colliery box. CW. Up direction at 2¾ m.p. CW. Down direction at 2m. 45ch.
	Green Lane Jn. (See below)	2 17				
BOLDON COLLIERY TO GREEN LANE JN.			25	25	MAXIMUM PERMISSIBLE SPEED	
A	Boldon Colliery (See page 127)	0 00				AWS not provided.
	Green Lane Jn.	0 58				
GATESHEAD PARK LANE JN. TO GREENSFIELD JN.			20	20	MAXIMUM PERMISSIBLE SPEED.	AWS not provided.
	Park Lane Jn. (See pages 29 and 128)	100 68				
		101 15 0 00				
	Gateshead	0 05				
	Greensfield Jn. (See page 148)	0 21	20		**To Blaydon line**	

DARLINGTON SOUTH JN. TO SALTBURN



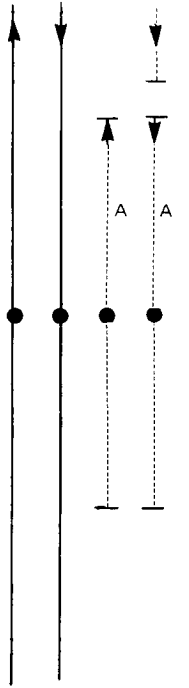
Darlington South Jn. (See page 25)	0 29	60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
		20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	AWS provided between Darlington South Jn. and Middlesbrough exc.
			25	0m. 33ch. and 0m. 29ch.	
		30	30	0m. 33ch. and 0m. 42ch.	
		35	35	0m. 42ch. and 0m. 67ch.	
			20	1m. 30ch. and 1m. 3ch.	
Dinsdale	3 65				
		30	30	3m. 76ch. and 4m. 28ch.	
		25		5¼ m.p. and 5m. 66ch.	
Teesside Airport	5 43				
			40	5m. 66ch. and 4m. 28ch.	
		50	50	7m. 22ch. and 7m. 45ch.	
Urlay Nook LC	7 39				DGL 70
		45		7m. 45ch. and 8m. 18ch.	
Allens West Halt	8 09				
		30		8m. 34ch. and 8m. 50ch.	
Allens West LC (AHB)	8 15		45	8m. 39ch. and 8 m.p.	
		25		8m. 50ch. and 8m. ¾ m.p.	
Eaglescliffe South Jn. (See page 123)	8 58				
Eaglescliffe	8 63				
			30	8m. 73ch. and 8m. 39ch.	
Eaglescliffe North Jn. (See page 123)	9 02				S. Down Middlesbrough at 9m. 8ch. 1034 yards before reaching signal B805.
					CW. Up Stockton at 57m. 21ch. 550 yards before reaching signal B818.

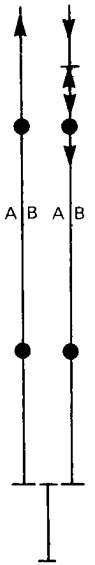
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
DARLINGTON SOUTH JN. TO SALTBURN—continued						
						S. Up Stockton at 57m. 76ch. 823 yards before reaching signal B809.
						S. Up Middlesbrough at 9m. 58ch. 813 yards before reaching signal B808.
						S. Up Middlesbrough at 57m. 22ch. 738 yards before reaching Signal B820.
			25	**25**	**Stockton to Middlesbrough lines at 9m. 5ch.**	
			45	**45**	**10m. 14ch. and 10m. 34ch.**	
	Stockton Cut Jn.	10 30	**15**	**15**	**To and from Goods lines**	
			10	**10**	**Goods lines 10m. 38ch. and 10m. 47ch.**	
			45	**45**	**Main lines 10m. 72ch. and 11m. 4ch.**	
	Bowesfield (See page 130)	10 76		**25**	**To Hartburn Jn. line Passenger trains (Loaded or empty) postal and Newspaper trains not conveying four wheeled vehicles may exceed this speed by 10 m.p.h.**	C. Up Main at 11m. 55ch. 700 yards before reaching signal B129. UGL 77 DGL 76
			30	**30**	**Main lines 11m. 24ch. and 11m. 77ch.**	
	Thornaby	11 63				C. Up Main at 11m. 55ch. (700 yards before reaching signal B129)



Thornaby East Jn.	11 69			
		50	50	Main lines 11m. 77ch. and 12m. 36ch.
		10		Down Goods No. 1 13 m.p. and 13m. 73ch.
		55	55	Main lines 13m. 29ch. and 13m. 53ch.
		45	45	Main lines 13m. 55ch. and 13m. 70ch.
Tees	13 59			
Newport East Jn.	14 03	20	20	To and from Goods lines at 13m. 78ch.
		45	45	Main lines 14m. 17ch. and 14m. 59ch.
		25	25	Main lines 14m. 64ch. and 15¼ m.p.
Middlesbrough LC (Sussex Street)	14 71			
Middlesbrough	15 00			
Guisborough Jn. (See page 144)	15 23	20		To Nunthorpe line
		35	35	Main lines 15m. 25ch. and 15m. 48ch.
Guisborough Jn.	15 30	35		Main line 15m. 74ch. and 16m. 4ch.
Whitehouse LC	15 76			
Cargo Fleet	16 06			
			35	Main line 16m. 18ch. and 15m. 74ch.
		40	40	Main line 16m. 29ch. and 16m. 53ch.
Cargo Fleet Old Station LC	16 28	40		Main line 17 m.p. and 17m. 16ch.

†No staff—see page 222

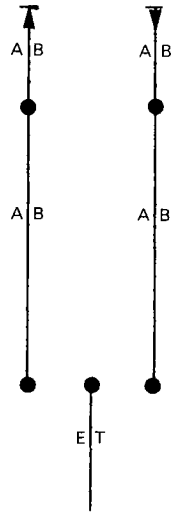
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
DARLINGTON SOUTH JN. TO SALTBURN—continued						
	**South Bank**	17 06				
	BSC Coke Works	17 14				
		17 40	30	30	**Main line 17m. 65ch. and 18m. 10ch.**	
	Beam Mill Jn.	18 04	20	20	**To and from Beam Mill lines**	S. Up Main at 18m. 5ch.
			45		**Main line 18m. 29ch. and 18m. 58ch.**	
	Grangetown	18 41		20	**Down Goods to Up Goods at 18m. 44ch.**	
				55	**Main line 18m. 58ch. and 18m. 34ch.**	
	Grangetown	18 65	20		**Down Goods to Up Goods at 18m. 73ch.**	
	Grangetown Jn. (See pages 146 and 147)	18 76	20	20	**Down Goods to and from Tees Dock**	
			20	20	**Down Main to Up Goods at 18m. 79ch.**	
				25	**Up Main to Down Main at 19m. 3ch.**	
				25	**Down Main to Up Goods at 19m. 30ch.**	
			20		**Down Goods to Up Goods at 19m. 32ch.**	
			25	25	**Down Main to Up Goods at 19m. 34ch.**	
	Shell Jn. (See pages 146 and 147)	19 32	20		**Up Goods to Wilton Works and Shell Refinery lines**	
	Redcar Ore Terminal Jn.	20 05	40		**Down to Up at 20m. 5ch.**	
			40		**To Tod Point Arrival at 20m. 5ch.**	
				25	**Tod Point Departure line to Down at 20m. 14ch.**	



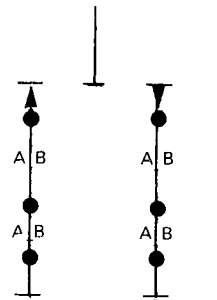
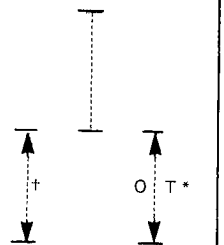
Steelworks Halt	20 56	20	20	**Down to Up at 22m. 45ch.**	
Redcar Central	22 64	30		**22m. 67ch. and 22m. 72ch.**	
Redcar LC	22 71	50	30	**22m. 72ch. and 23m. 18ch.** **22m. 77ch. and 22m. 67ch.**	
			50	**23m. 18ch. and 22m. 77ch.**	
Church Lane LC (CCTV)	23 20				
Redcar East	23 60				C. Down at 24m. 70ch. 800 yards before reaching signal L6.
		30		**25¼ m.p. and 25¾ m.p.**	
Longbeck LC	25 31				C. Down at 25¾ m.p. 840 yards before reaching signal L216.
Marske	25 65	40		**26m. 59ch. and 27m. 5ch.**	
Saltburn West Jn. (See page 147)	27 05	20 20		**Double to Single.** **To Crag Hall line.**	
			40	**27m. 9ch. and 26m. 59ch.**	
Saltburn	27 57				

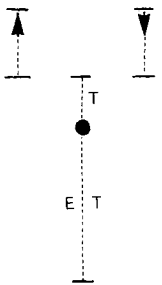
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY

GUISBOROUGH JN. AND BATTERSBY		35	35	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES
BATTERSBY AND GROSMONT (29m. 62ch.)		45	45	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES

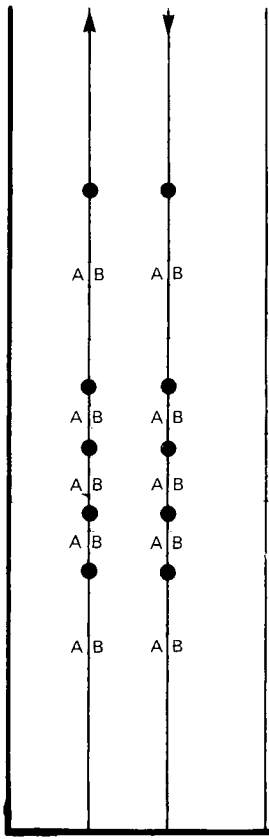
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY—continued						
GROSMONT (29m. 62ch.) AND WHITBY			30	30	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES	
GUISBOROUGH JN. AND WHITBY			20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES	
	Guisborough Jn. (See page 141)	0 00		20	**0m. 6ch. and 0m. 0ch.**	AWS not provided
	Cargo Fleet Road LC	0 14				
	North Ormesby LC	0 38	20	20	**1m. 50ch. and 2¾ m.p.**	C. Down at 2m. 33ch. 1m. 1420 yards before reaching Home signal
	Ormesby	2 56				C. Down at 3m. 5ch. 1m. 220 yards before reaching Home signal
	Gypsy Lane	3 60				
	Marton Lane LC	3 62				C. Down at 4m. 5ch. 220 yards before reaching Home signal
	Nunthorpe LC	4 27				URS 69
	Morton Carr LC (AOCL)	4 68	10 25 20	10 35 20	**Approaching level crossing.** **5m. 30ch. and 5m. 36ch.**	

Great Ayton	8 14				
		20	20	10m. 19ch. and 10m. 62ch.	
Battersby	10 54				
Battersby	10 62				
	12 03				
Battersby	12 10				
Battersby Road (AOCL)	12 46	10	10	Approaching level crossing	
		20	15		
		25	25	13m. 56ch. and 13m. 62ch.	
Kildale Halt	13 64				
Guisborough Road LC (AOCL)	14 56	10	10	Approaching level crossing	
		35	30		
		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 38				
Danby	20 74				
Lealholm	24 43				
		35	35	24¾ m.p. and 25m. 65ch.	
		20	20	26½ m.p. and 26m. 57ch.	
Glaisdale	26 50				CL 29
		35	35	26m. 65ch. and 27m. 45ch.	
Egton	28 17				
		15	15	29m. 50ch. and 29m. 66ch.	
Grosmont	29 59				

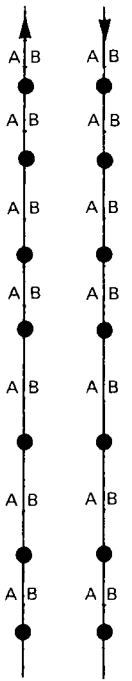
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points and other remarks
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY—continued						
	Grosmont Jn.	29 66 24 44				
		27 56	25 15	25	**26m. 27ch. and 26m. 45ch. Single to Double**	
	Sleights LC	27 66				
	Ruswarp LC	29 31	25	25	**30¼ m.p. and 30m. 27ch.**	
	Bog Hall LC	30 41				
	Whitby	30 54				
	Whitby	30 62				
WILTON/LACKENBY (WEST COATHAM SIDINGS) BRANCH			20	20	MAXIMUM PERMISSIBLE SPEED	
	Grangetown (See pages 142 and 147))	0 00				AWS not provided
	Signals G747/G734/G736					† Lackenby West Coatham Sidings Branch *Wilton Works Branch (No staff) —See page 222
	Eastgate Mount Access LC (Open) (ICI Wilton Works Branch)		Stop	Stop	**Before passing over level crossing**	
	Wilton/Lackenby West Coatham Sidings					

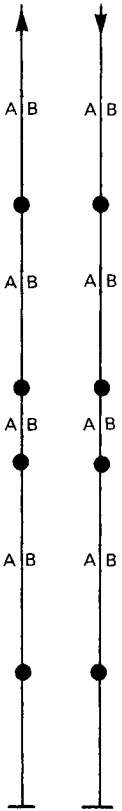
GRANGETOWN TO SHELL REFINERY			20	20	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Grangetown (See pages 142 and 146)	0 00				
	Shell Refinery (Notice board at Exchange Sidings)	1 47				
LONGBECK SALTBURN WEST JN. TO BOULBY CLEVELAND POTASH SIDINGS						
SALTBURN WEST JN. AND END OF BRANCH			30	30	MAXIMUM PERMISSIBLE SPEED	AWS not provided CW. Down at 27m. 10ch. (1400 yards before reaching signal L209)
	Saltburn West Jn. (See page 143)	27 05		20	**27m. 8ch. and 27m. 5ch.**	
		27 79	20		**Double to single**	
T	Crag Hall	33 69				CL.
	B.R. Boundary	34 29				
E T	Grinkle Tunnel (992 yards)	36 77 to 37 42				
	Potash Sidings	38 50				
GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC						
HIGH LEVEL BRIDGE JN. AND K.E.B. SOUTH JN. 0m. 53ch.			20	20	MAXIMUM PERMISSIBLE SPEED	
K.E.B. SOUTH JN. 0m. 53ch. AND DERWENTAUGH 41 m.p.			40	40	MAXIMUM PERMISSIBLE SPEED	
DERWENTAUGH 41 m.p. AND BLAYDON, 5m. 22ch. (GN&B MILEAGE)			60	60	MAXIMUM PERMISSIBLE SPEED	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points and other remarks
GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC—continued						
BLAYDON, 5m. 22ch. (GN&B MILEAGE) AND HAYDON BRIDGE. 28m. 34ch.			55	55	MAXIMUM PERMISSIBLE SPEED	
HAYDON BRIDGE, 28m. 34ch. AND BLENKINSOP 40m. 32ch.			60	60	MAXIMUM PERMISSIBLE SPEED	
BLENKINSOP 40m. 32ch. AND PETTERIL BRIDGE JN.			50	50	MAXIMUM PERMISSIBLE SPEED	
	High Level Bridge Jn. (See page 129)	0 00				
	Greenfield Jn. (See page 138)	0 10	20 10		**To Park Lane Jn. line 0m. 16ch. ad 0m. 0ch. Gateshead West lines**	The direction of travel between HL Bridge Jn. and KEB South Jn. is UP.
	KEB East Jn. (See page 52)	0 30		15	**To Down KEB South East Curve line**	
	KEB South Jn.	0 48	15	20 15	**To KEB North Jn. line** **To and from Northallerton to Berwick lines at 0m. 50ch.**	
	Askew Road Tunnel (53 yards)	0 62 to 0 64				
	Bensham Tunnel (125 yards)	1 01 to 1 06				
	Bensham Jn. (See page 153)	1 30	20 20	20	**To Low Fell Sidings Jn. line 1m. 68ch. and 2m. 7ch.**	



Norwood Jn. (See page 153)	1 71		20	To Low Fell Sidings Jn. line	
		30	30	3m. 72ch. and 3m. 76ch.	
		25	25	3m. 76ch. and 4m.p.	
Derwentaugh Jn. (See pages 152 and 153)	3 78		15	To Redheugh Bank Foot line	
		10		To Swalwell Opencast line	
Delta LC (Open)	4 05				
Blaydon LC	5 22	35		5m. 22ch. and 4 m.p. (Newcastle to Carlisle mileage)	
			35	5m. 27ch. and 5m. 22ch.	
Blaydon Jn.	5 28				
	3 78				
Blaydon	4 03		20	4 m.p. and 5m. 27ch. (GN&B mileage)	
		45	45	4¼ m.p. and 4m. 73ch.	
Cowens Crossing	4 28				
Addisons LC	5 04				
Wylam LC	8 35				
		40	40	8m. 48ch. and 8m. 78ch.	
Prudhoe LC	10 48				URS 70 DRS 70
Mickley LC (R/G)	11 40		25	11½ m.p. and 10m. 55ch.	
		50	50	13 m.p. and 13m. 17ch.	
Stocksfield	13 11				
		40	40	13m. 24ch. and 13m. 42ch.	
Riding Mill	15 35				
Corbridge	17 59				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
GATESHEAD HIGH LEVEL BRIDGE JN. TO CARLISLE PETTERIL BRIDGE JN. EXC—continued						
	Dilston Crossing LC	18 19	30	30	**18¼ m.p. and 17m. 65ch.** **20m. 48ch. and 21 m.p.**	
	Hexham	20 53				
	Hexham	20 68		30	**21m. 32ch. and 20¾ m.p.**	
	Warden LC	23 54	30 50	50 30	**23¾ m.p. and 24m. 45ch.** **24m. 48ch. and 25m. 7ch.** **27m. 25ch. and 26m. 65ch.**	
	Haydon Bridge LC	28 35				DRS 87
	Bardon Mill LC (R/G)	32 23				
	Bardon Mill	32 32				
	Bardon Mill	32 41				
	Whitchester Tunnel (202 yards)	35 70 to 35 79				Rule Book Section S, clause 3.3 and Block Regulation 9 apply.
	Haltwhistle	37 13	55		**40 m.p. and 40¼ m.p.**	
	Blenkinsop LC	40 19	30	55	**40¼ m.p. and 40m. 35ch.** **40m. 32ch. and 40 m.p.**	



Long Byre LC (R/G)	41 05			
Denton School LC	43 23			
Denton Village LC	43 65			
Upper Denton LC (AHB)	44 01			
Lane Head LC	45 38			
Low Row LC	46 24			
Naworth Station LC (AHB)	47 67			
Milton Village LC	48 60			
		45	45	**49m. 3ch. and 49m. 19ch.**
Brampton	49 21			
Brampton Fell LC	50 10			
		45	45	**51m. 17ch. and 51m. 49ch.**
How Mill LC	52 66			
		30		**54m. 8ch. and 54m. 30ch.**
Broad Wath LC	54 62			
		45	45	**55m. 51ch. and 55m. 69ch.**
Corby Gates LC	55 54			
		35	35	**55m. 69ch. and 56m. 3ch.**
Wetheral	55 76			
Petteril Bridge Jn. LMR	59 26			

DRS 70
—Entered by facing points.
URS 70

C. Up at 53m. 23ch. 735 yards before reaching Home signal.

C. Up at 55¼ m.p. 2m. 356 yards before reaching Home signal.

C. Up at 56m. 49ch. 1020 yards before reaching signal CG16.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points and other remarks
			Down m.p.h.	Up m.p.h.	At or Between	
NEWCASTLE WEST JN. TO NEWBURN						
NEWCASTLE WEST JN. AND SCOTSWOOD 2m. 66ch./0m. 0ch.			**45**	**45**	MAXIMUM PERMISSIBLE SPEED	
SCOTSWOOD 2m. 66ch./0m. 0ch. AND NEWBURN			**35**	**35**	MAXIMUM PERMISSIBLE SPEED	
	Newcastle West Jn. (See page 30)	0 11		**15**	**0m. 23ch. and 0m. 11ch.**	†Sidings area.
†	Forth Jn.	0 57				
	Scotswood Jn.	2 66 / 0 00	**15**	**15**	**0m. 0ch. and 0m. 10ch.**	
●	Scotswood	0 02				
	Scotswood Tunnel (269 yards)	0 22 to 0 34				
O T †			**30**	**30**	**1m. 31ch. and 1m. 63ch.**	†No staff—see page 222
	Newburn LC	2 47				
	Newburn	2 58				
SWALWELL COLLIERY BRANCH			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	
	Derwenthaugh (See pages 149 and 153)	0 00				AWS not provided
O T †						†No Staff (see page 222)
	Swalwell Open Cast Sidings	0 44				

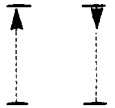
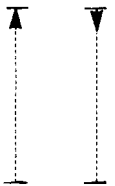
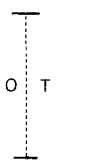
LOW FELL SIDINGS JN. TO BENSHAM CURVE JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	Low Fell Sidings Jn. (See below)	0 25				AWS not provided C.W. Down 400 yards before reaching signal G154.
	Bensham Curve Jn. (See page 148)	0 00				
LOW FELL JN. TO NORWOOD JN.			**35**	**35**	MAXIMUM PERMISSBLE SPEED	
	Low Fell Jn. (See page 29)	0 00				AWS not provided Controlled by Tyne box.
			10	**10**	**0¾ m.p. and 1 m.p.**	
	Low Fell Sidings Jn. (See above)	0 79	**20**		**To Bensham Curve Jn. line**	
			20		**1½ m.p. and 1m. 42ch.**	
	Norwood Jn. (See page 149)	1 42				
REDHEUGH BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	Redheugh Bank Foot	1 40	**15**		**To Teams Crossing.**	AWS not provided
	Dunston East LC (TMO)	0 59				
O T		0 00				
		3 15				
	Derwenthaugh Jn. (See pages 149 and 152)	3 78				

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
FOSS ISLANDS BRANCH		
Foss Islands Branch	Foss Islands	Person in charge
KELLOE BANK FOOT BRANCH		
Kelloe Bank Foot Staff instrument and Kelloe Bank Foot (Northern End)	Kelloe Bank Foot Staff instrument	Driver (instrument housed in receptacle near Notice Board)
RIVERSIDE BRANCH		
Riverside Branch (Single Line Section)	St. Peters Ground Frame	Branch foreman.
HEADFIELD BRANCH		
Headfield Branch	Notice Board 235 yds. north of APCM Sidings	Housed in receptacle on short post near notice board
HICKLETON COLLIERY EMPTY WAGON BRANCH		
Hickleton Colliery Empty Wagon Branch	Hickleton	Person in charge
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE		
Philips Siding to Seal Sands Storage	Port Clarence Yard	Person in charge
PALLION YARD TO HENDON		
Pallion Yard to Hendon/ Deptford	Hendon Yard Supervisor's Cabin	Yard Supervisor, South Dock
MONKWEARMOUTH TO AUSTIN AND PICKERSGILL SHIPYARD		
Austin and Pickersgills Shipyard	Monkwearmouth Shunter's Cabin	Shunter
EARSDON TO ESSO SIDING GF		
Earsdon to Esso Sidings GF	Esso Sidings	Sidings Supervisor

TABLE F—PROPELLING TRAINS OR VEHICLES

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 Signalman must be advised before a propelling movement is made.

2.2 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.

2.3 In all cases when coaching stock or fitted vehicles are propelled, the automatic brake must be connected and in use.

2.4 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.

2.5 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.

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.

TABLE F—continued

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

Between		Line	Number of vehicles and special conditions
DONCASTER BLACK CARR JN. TO BERWICK			
Decoy Up Sidings	Bessacarr Jn.	Up East Slow/Down Locomotive, Up Lincoln/ Down Locomotive	15 SLU. Clear weather only.
Doncaster Down Thorne signal D308	Carriage Sidings	Platform No. 1	12 ECS or 10 SLU.
Doncaster Down Thorne signal D308	Station	Platform No. 3A	12 ECS or 10 SLU.
Doncaster Bridge Jn. Down Slow No. 2 signal D255	Station	Platforms Nos. 4 and 8	
Doncaster Bridge Jn. Down Slow No. 2 signal D255	Station (signal D293)	2-way Goods	1 ECS or 10 SLU.
Doncaster Station Platforms 3B, 4, 8 and 2-way Goods signal D290	Hexthorpe Up Sidings	Down Sheffield Goods	1 ECS or 10 SLU.
Northallerton Station (signal 127)	Northallerton Down Slow (to rear of signal 22)	Down Main	45 SLU.
Northallerton Down Slow signal 22	Northallerton Station (to rear of signals 53/54)	Down Main	45 SLU.
Ferryhill, Up Sidings or Up Goods Loop	'LOS' Board on Down Main	Connections from Leamside (Slow) to Main	10 SLU.
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.
Tursdale Jn.	Ferryhill Yard	Up Leamside (Up Slow)	10 SLU.
Morpeth	Alnmouth	Down/Up	2 freight brakevans.

TABLE F—continued

Between		Line	Number of vehicles and special conditions
SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.			
Knottingley West Jn.	Ferrybridge North Jn.	Down	1 freight brakevan
ASKERN COLLIERY BRANCH			
Norton	Askern Colliery	Single	52 SLU without brakevan.
YORK HOLGATE JN. TO SKELTON			
Holgate Jn.	York Yard South	All Down Goods, all Up Goods	ECS. Freight vehicles without brakevan.
York Yard South	York Yard North	Down and 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.
YORK YARD SOUTH TO YORK CLIFTON			
York Yard South	Clifton	Down and Up Clifton Goods	ECS. 20 SLU clear weather only.
YORK TO SCARBOROUGH			
Falsgrave	Scarborough Station	C and Departure	ECS. 20 SLU without brakevan.
DARLINGTON NORTH JN. TO EASTGATE APCM			
Hopetown Jn.	Rolling Mill Ground Frame	Down Bishop Auckland	50 SLU.
SHILDON WORKS BRANCH			
Mason's Arms Crossing	Shildon	Up	20 SLU without brakevan. Clear weather only.
DARLINGTON HOPETOWN JN. TO NICKSTREAM			
Hopetown	Shelstar Sidings	Single	10 bogie Palvans without brakevan.
KELLOE BANK FOOT BRANCH			
Kelloe Bank Foot Ground Frame	Kelloe Bank Foot Northern end	Single	2 freight brakevans.
FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH			
Ferryhill	Bishop Middleham	Down/Up	2 freight brakevans.

TABLE F—continued

Between		Line	Number of vehicles and special conditions
EARSDON TO ESSO SIDINGS GF			
Earsdon	Esso Sidings GF	Down/Up	2 freight brakevans.
HEPSCOTT JN. TO MORPETH JN.			
Hepscott Jn.	Morpeth Jn.	Single	2 freight brakevans.
BEDLINGTON TO LYNEMOUTH COLLIERY NCB			
Bedlington North	Lynemouth Colliery NCB	Down/Up	2 freight brakevans.
NEWSHAM TO ISABELLA COLLIERY			
Newsham	Isabella Colliery	Single	2 freight brakevans.
CAMBOIS BRANCH			
West Sleekburn Jn.	North Blyth/West Blyth	Up/Down	2 freight brakevans.
WINNING TO MARCHEYS HOUSE			
Winning	Marcheys House	Down/Up	2 freight brakevans.
STAINFORTH JN. TO SKELLOW ADWICK JN.			
Thorpe Marsh Power Station	Limit of Shunt Board	Up Skellow	50 SLU fitted without brakevan. Clear weather only.
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.			
Healey Mills Up Departure lines A and B	Healey Mills Up Reception line	Up Slow	Freight vehicles without brakevan.
Healey Mills HM209 signal	HM GPL 244 signal	Down Fast/ Down Slow	Freight vehicles without brakevan.
Horbury Jn.	Healey Mills	Up Slow	25 SLU.
Turners Lane Jn. signal 1254	Wakefield Kirkgate signal 1236	Up L & Y	12 SLU. Clear weather only.
Turners Lane Jn. signal 1254	Wakefield Kirkgate signal 1238	Up Kirkgate Goods Loop	12 SLU. Clear weather only.
Wakefield Kirkgate signal 1236 or signal 1238	Wakefield Kirkgate West Jn. rear of signal 1217 or signal 1219	No. 2 Platform/Up L & Y Slow/Up L & Y Fast	12 SLU. Clear weather only.
Wakefield Kirkgate West Jn. signal 1217 or signal 1219	Turners Lane Jn. rear of signal 1254 via signals 1229 or 1231	Down L & Y/ Through	12 SLU. Clear weather only.
DIGGLE JN. LMR TO HEATON LODGE JN.			
Huddersfield GPL signals 79/85	Huddersfield To rear of GPL signal 164	Platform 1 Up Main Platform 4	ECS.
Huddersfield GPL signal 164	Huddersfield signal 73	Platform 4 Down Main	ECS.

TABLE F—continued

Between		Line	Number of vehicles and special conditions
CLAYTON WEST BRANCH			
Clayton West Jn.	Clayton West Station	Single	1 freight brakevan.
THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.			
Dewsbury Wellington Road Stn	Thornhill LNW Jn. (approach side of Shunt signal 575)	Up Main/ Up Fast	3 fully fitted vans without brakevan (In connection with engineering works on Sundays only.
HEADFIELD BRANCH			
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/ Single	12 SLU.
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.			
Leeds PCD	Engine Shed Jn.	Up Normanton	3 fitted SLU without brakevan. Clear weather only.
GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.			
Grimethorpe Colliery Empty Sidings	Grimethorpe Colliery Loaded Sidings	Single	2 freight brakevans.
CUDWORTH NORTH JN. TO MONK BRETTON			
Cudworth North Jn.	Monk Bretton	Single	35 SLU. Fully fitted without brakevan.
CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST			
Castleford East Jn.	Bowers Opencast	Single	1 freight brakevan.
WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.			
Knottingley	Knottingley West Jn.	Up	1 freight brakevan.
Goole (Down Main)	Engine Shed Jn.	Up Wakefield Single	45 SLU without brakevan. Clear weather only.
Engine Shed Jn.	Goole (Down and Up Loop)	Down Wakefield Single	57 SLU. Clear weather only.
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD			
Ferrybridge North Jn.	Ferrybridge	Down	1 freight brakevan.
LAISTERDYKE YARD TO BOWLING JN.			
Laisterdyke Yard	MacIntyres Sidings	Single	12 SLU.
Laisterdyke Yard	Bowling Jn.	Single	6 SLU.

TABLE F—continued

Between		Line	Number of vehicles and special conditions
LEEDS TO SKIPTON STATION SOUTH (LMR)			
Leeds Station	Whitehall Jn.	Down and Up Main	3 SLU. fitted without brakevan. Clear weather only.
SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE			
Manningham Station Jn.	Bradford Forster Square Station	Down Main	1 freight brakevan.
LEEDS TO HULL PARAGON			
Melton Lane	Hessle Haven	Down/Up/ Slow	1 freight brakevan.
West Parade North Jn.	Hessle Road (Anlaby Road Jn.)	Up Cottingham	ECS.
HULL PARAGON TO SEAMER WEST			
Botanic Depot (HR12 signal)	Hull Paragon	B	11 ECS.
Cherry Tree	Beverley North	Down	40 SLU without brakevan.
Cherry Tree	Beverley Station	Up	10 SLU without brakevan.
HESSLE ROAD JN. TO ALEXANDRA DOCK			
Bridges Jn.	Alexandra Dock	Single	1 freight brakevan.
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN			
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	Park Lane Jn.	Down Pelaw	2 freight brakevans.
HARTBURN CURVE			
Bowesfield	Hartburn Jn.	Down/Up	2 freight brakevans.
BILLINGHAM ON TEES TO SEAL SANDS STORAGE			
Billingham on Tees Station	Port Clarence GF	Down/Up/ Single	2 freight brakevans.

TABLE F—continued

Between		Line	Number of vehicles and special conditions
SEATON ON TEES BRANCH			
Seaton Snook Jn.	Seaton Snook Works	Single	Freight vehicles without brakevan.
SEABANKS BRANCH			
Seabanks	Dawdon	Down and Up	2 freight brakevans.
RYHOPE GRANGE TO HENDON			
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.
PALLION YARD TO HENDON JN.			
Pallion Yard	Hendon	Single	2 freight brakevans.
Hendon	MacKenzies Siding Ground Frame	Single	5 SLU without brakevan.
PALLION YARD TO DEPTFORD			
Deptford	Pallion	Up	Freight vehicles without brakevan.
MONKWEARMOUTH TO AUSTIN AND PICKERSGILL SHIPYARD			
Monkwearmouth Station	Wearmouth Colliery	Down/Up	2 freight brakevans.
DARLINGTON SOUTH JN. TO SALTBURN			
Urlay Nook	Tees	Down/Up	2 freight brakevans.
Tees	Tod Point Jn.	Down/Up	2 freight brakevans.
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY			
Bog Hall	Whitby Town Station	Down/Up	ECS.
NEWCASTLE WEST JN. TO NEWBURN			
Newcastle West Jn.	Newburn Station	Down/Up Single	2 freight brakevans.
SWALWELL COLLIERY BRANCH			
Derwenthaugh	Swalwell Opencast Disposal Point Sidings	Single	Freight vehicles without brakevan.
LOW FELL JN. TO NORWOOD JN.			
Low Fell Jn.	Norwood Jn.	Down/Up	2 freight brakevans.
Signal TY92	'LOS' Board	Down	—

TABLE F—continued

Between		Line	Number of vehicles and special conditions
LOW FELL JN. TO NORWOOD JN.—continued			
Low Fell PW Store Yard	Low Fell Jn.	Up Goods/ Up Slow	40 SLU. Clear weather only.
REDHEUGH BRANCH			
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.
BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON			
Earsdon	Hepscott Jn.	Down/Up/ Single	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.

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 responsible for giving this information to the Signalman.

From	To	Line		Remarks
		Down	Up	
BARNSLEY STATION JN. TO HORBURY JN.				
Horbury Jn.	Flockton Sidings GF	Main	—	50 SLU 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.
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
Wearmouth	Monkwearmouth	Goods	—	Without brakevan. Daylight and clear weather only.
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY				
Bog Hall	Whitby Town Station	—	Main	ECS and light locomotives.
Whitby Town Station	Bog Hall	Main	—	

TABLE H.—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 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:

TABLE H—continued

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
DONCASTER BLACK CARR JN. TO BERWICK			
York	Skelton	Down Main	—
Skelton	York	Up Main, Up Goods	—
Holgate Jn.	Dringhouses Yard	All	50
Dringhouses Yard	Holgate Jn.	All	50
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	Fishdock Sidings	Up Goods Up Main	—
Berwick	Tweedmouth	Up	3
YORK HOLGATE JN. TO SKELTON			
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	Down Goods	50
York Yard North	York Yard South	Up Goods	50
York Yard North	Skelton	Down Goods	50
Skelton	York Yard North	Up Goods	50
YORK YARD SOUTH TO YORK CLIFTON			
Clifton	York Yard South	Up Clifton Goods	—
York Yard South	Clifton	Down Clifton Goods	—

TABLE H—continued

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
YORK TO SCARBOROUGH			
Scarborough Station	Falsgrave	C and Departure	20
DARLINGTON NORTH JN. TO EASTGATE APCM			
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 GF	Down Bishop Auckland	50
Rolling Mills GF	Hopetown Jn.	Up Bishop Auckland	50
SHILDON WORKS BRANCH			
Shildon	Mason's Arms	Down	38
Mason's Arms	Shildon	Up	—
DARLINGTON HOPETOWN JN. TO NICKSTREAM			
Hopetown Jn.	Nickstream	Single	50
Nickstream	Hopetown Jn.	Single	50
BENTON NORTH JN. TO MORPETH VIA EARSDON			
Bedlington South	Bedlington North	Down	—
Hepscott Jn.	Newsham South	Up	—
HEPSCOTT JN. TO MORPETH JN.			
Morpeth Jn.	Hepscott Jn.	Up	—
NEWSHAM TO ISABELLA COLLIERY			
Newsham	Isabella Colliery	Single	25
Isabella Colliery	Newsham	Single	10
EASTWOOD LMR 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	HM GPL 244 Signal	Down Fast/ Down Slow	Freight vehicles without brakevan.
Healey Mills	Horbury Jn.	Down Slow and Down Fast	55
Horbury Jn.	Healey Mills	Up Slow and Up Fast	55

TABLE H—continued

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
DIGGLE JN. LMR TO HEATON LODGE JN.			
Huddersfield GPL Signal 164	Huddersfield Signal 73	Platform 4 Down Main	—
BARNSLEY STATION JN. TO HORBURY JN.			
Flockton Siding GF	Horbury Jn.	Down Main	40
ALDWARKE NORTH JN. (MID.) TO LEEDS NORTH JN.			
Leeds L901 Signal	Hunslet Up Sidings	Up Hunslet Goods	10
Hunslet Up Sidings	Stourton Jn.	Up Main	10
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.			
Castleford Gates	Castleford Station	Down	15
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.			
Potters Grange Jn.	Engine Shed	Up	—
Engine Shed	Potters Grange	Down	—
SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE			
Bradford Forster Square Station	Manningham Station Jn.	Up	12
NEVILLE HILL WEST JN. TO HUNSLET EAST			
Neville Hill West Jn.	Hunslet East	Arrival	6 freight or 20 tanks with or without runners
HULL PARAGON TO SEAMER WEST			
Cherry Tree	Beverley	Up	—
Bridlington South	Quay Crossing	Down Nos. 1 and 2 Platform	—
Quay Crossing	Bridlington South	Up Nos. 4 and 5 Platform	—
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN			
Northallerton Station	Low Gates	Down	—
Billingham-on-Tees	Norton-on-Tees	Down and Up	—
Cliff House	Seaton Snook	Up Main	—
Seaton Snook	Cliff House	Down Main/Goods	—
Cliff House	Cliff House No. 1 GF	Up Goods	—
Cliff House	Clarence Road	Down Main	—
Clarence Road	Cliff House	Up Main	—

TABLE H—continued

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN—continued			
Seaham	Dawdon	Up Main Up Goods	—
Monkwearmouth	Wearmouth	Down Goods	—
Wearmouth	Monkwearmouth	Up Goods	—
NORTON-ON-TEES WEST TO EAST			
Norton-on-Tees West	Norton-on-Tees East	Down	25
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE			
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	—
HAVERTON SOUTH BRANCH			
Belasis Lane	Haverton South	Single—both directions	—
SEATON-ON-TEES BRANCH			
Seaton Snook	Seaton-on-Tees Works	Single—Both directions	—
SEABANKS BRANCH			
Dawdon	Seabanks	Up	—
RYHOPE GRANGE TO HENDON			
South Dock	Ryhope	Up	—
Ryhope	South Dock	Down	—
PALLION YARD TO HENDON JN.			
Pallion	South Dock	Down	—
Millfield GF	Pallion	Up	—
South Dock	Bank Top GF	Up	—
McKenzies Siding GF	Hendon Jn.	Single	5
DARLINGTON SOUTH JN. TO SALTBURN			
Bowesfield	Grangetown	All Down Goods including Middlesbrough Goods Yard Arrival line, Beam Mill, Wilton ICI and Tees Dock	—

TABLE H—continued

From	To	Line	Maximum No. of Vehicles (SLU's) and Special Conditions
DARLINGTON SOUTH JN. TO SALTBURN—continued			
Grangetown	Bowesfield	All Up Goods including Middlesbrough Goods Yard Departure Beam Mill Wilton ICI and Tees Dock	—
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY			
Bog Hall	Whitby Town Station	Down	—
Whitby Town Station	Bog Hall	Up	—
REDHEUGH BRANCH			
Redheugh Bank Foot	Derwenthaugh	Single	—
Derwenthaugh	Redheugh Bank Foot	Single	—

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 man responsible for arranging such working must advise the Signalman 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 = 350 h.p. diesel shunting locomotive may be used provided speed does not exceed 15 m.p.h.
N = Locomotive not coupled to train.
R = The rearmost locomotive not to assist.

From	To	Type of train	Conditions	Remarks
DONCASTER BLACK CARR JN. TO BERWICK				
York Station	Holgate Jn.	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton.
Holgate Jn.	York Station	P	R	Trains diverted via York Yard in emergency, owing to obstruction between York Station and Skelton.

TABLE J—continued

From	To	Type of train	Conditions	Remarks
DONCASTER BLACK CARR JN. TO BERWICK—continued				
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
Heaton North Jn.	Earsdon	F, Engineers Trains	—	Fitted/Piped Vehicles only
DARLINGTON NORTH JN. TO EASTGATE APCM				
Darlington	Shildon	F	—	—
BLACKHILL STATION TO OUSTON JN.				
Ouston Jn.	Blackhill	F	—	—
South Pelaw	Ouston Jn.	F	R	The locomotive in the rear must assist in braking the train.
SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD MILL LANE JN.				
Greetland	Halifax	P		Drivers Assistant to couple locomotive to the train at Greetland
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.				
Engine Shed Jn.	Leeds North Jn.	ECS	R	—
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.				
Calder Bridge Jn.	Oakenshaw South Jn.	F	N	—
LEEDS TO SKIPTON STATION SOUTH LMR				
Leeds	Whitehall Jn.	ECS	R	—

TABLE J—continued

From	To	Type of train	Conditions	Remarks
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	—
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN				
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	—	—	—
RYHOPE GRANGE TO HENDON				
Hendon	Bank Top GF	F	—	—
Hendon	Ryhope	F	—	—
Londonderry	Hendon	F	R	—
PALLION YARD TO HENDON JN.				
Hendon	Pallion	F	N	—
PALLION YARD TO DEPTFORD				
Deptford	Pallion	F	—	—
LOW FELL SIDINGS JN. TO BENSHAM CURVE JN.				
Low Fell Storeyard Ground Frame	Bensham Curve Jn.	Engineers Special	R	Engineers Special Train conveying "out of gauge" loads, travelling in wrong direction.
GATESHEAD HIGH LEVEL BRIDGE JN. TO NORWOOD JN.				
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.

TABLE J—continued

From	To	Type of train	Conditions	Remarks
GATESHEAD HIGH LEVEL BRIDGE JN. TO NORWOOD JN.—continued				
Low Fell Sidings Jn.	Bensham Curve Jn.	ECS	F-D	—
Low Fell Sidings Jn.	Low Fell Jn.	F	N	—
LOW FELL STOREYARD G.F. TO NORWOOD JN.				
Low Fell Storeyard Ground Frame	Norwood Jn.	Engineers Special	R	Engineers Special Trains "out of gauge" loads, travelling in wrong direction.

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.
   - (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
LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE			
Knaresborough Station	Down		Fully fitted Coaching Stock

TABLE U—TOWING OF VEHICLES AND PROPELLING WITH ROAD VEHICLES—THE RULE BOOK SECTION J—CLAUSE 3.6

The tow rope or chain must be attached to:—

(i) the tow loop, where provided, or

(ii) the drawbar hook.

Where, however, more than one vehicle is to be towed the rope or chain must always be fixed to the drawbar hook but whenever the drawbar hook is used care must be exercised to prevent the rope or chain becoming entangled in the wheels. When towing by means of a shunting tractor, the hook on the draw chain or rope must be attached to the 'V' of the wagon axle guard or hole specially provided therein, unless otherwise authorised by the Regional Chief Operating Manager.

In no circumstances must the tow rope or chain be attached to the buffer sleeves or spindles or to the hornstays of the vehicle.

Loads must be started very gradually and, if possible, without any jerk.

The number of vehicles to be towed at one time must be regulated by the weight of the load they contain, the gradient and other circumstances; care must be taken that no greater number of vehicles than can be towed with safety are moved at one time.

The towing of vehicles must be confined to adjacent lines.

When towing by means of locomotive, the locomotive must not proceed through a crossover road during the movement but must remain on the line from which the movement is commenced until the operation is complete and the rope or chain has been detached.

Explanation of references

A = With rope or chain attached to a road vehicle or locomotive moving on an adjacent line

B = By road vehicle

The following is a list of places where such movements are authorised.

Place	Line	Remarks	Conditions
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.			
Stourton BSC Sidings	Loaded Siding to Empty Road	To move shunts of 2 vehicles only: from Loaded to Empty Sidings	A

TABLE U—continued

Place	Line	Remarks	Conditions
HULL PARAGON TO SEAMER WEST			
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.	A
HULL AREA			
Docks and Yards	All	—	B

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
SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.		
Knottingley	Up Askern (Signal 443 or 406) to Knottingley Sidings	236
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.		
Leeds	South Kirkby Colliery Marshalling Loop Signals L650 and L652 to approach side of Signal L654 on Up Moorthorpe Branch	—
STAINFORTH JN. TO SKELLOW ADWICK JN.		
Doncaster (Skellow Jn.)	Down Skellow to AMOCO Sidings	242
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.		
Stourton Jn.	Up Main to Arrival/Departure or Down Main	—
Cudworth Station	Up Goods to Up Sidings	249
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.		
Wakefield Kirkgate	Down Goole (Signal 1190) to Cobra Siding (Calder Bridge Jn.)	
Sudforth Lane	Arrival/Departure lines to Kellingley Colliery Empty Sidings	252

Signal box	Movement	See special instruction on page
LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE		
Mill Lane Jn.	Arrival/Departure (Hammerton St.) Line to Loco Depot	255
LEEDS TO SKIPTON STATION SOUTH LMR		
Leeds	Down Shipley line to Parcels Concentration Depot or Station	—
LEEDS TO HULL PARAGON		
Gascoigne Wood Signal 5931	Up Main to Arrival line (Hambleton)	—
Gascoigne Wood Signal 1848	Departure line (Hambleton) to Up Main or Down Main	—
RYHOPE GRANGE TO HENDON		
Londonderry	To Jetties Nos. 22 and 23	268
Hendon	To Nos. 1 and 2 Belt Conveyor lines, or lines leading to Nos. 6, 7 and 8 Jetties	268
NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN.		
Newcastle Forth Jn.	From Siding line to Goods Sidings or South Cattle Dock	—

This is the last page of the section containing Tables A to W. The next section commences with the index on page 196.

INSTRUCTIONS RELATING TO THE RULE BOOK, GENERAL APPENDIX AND OTHER GENERAL INSTRUCTIONS—INDEX

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SECTION C—FIXED SIGNALS

Clause 3.1.5—Shunting signals

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

Clearing of stop signals—The Rule Book, Section C, Clause 5.9

The Signalmen at the undermentioned signalboxes 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 Down Starting Signal)	Applies to trains booked to stop or terminate at Beverley.
Castleford Station	Down Main Home	Applies to DMU trains which require to reverse at Castleford Station
Poppleton Station	Up Main Home	—

SECTION E—SIGNALS, POINTS, TRACK CIRCUITS AND OTHER SIGNALLING EQUIPMENT—FAILURES, REPAIRS AND RENEWALS

Clause 8—Duties of Drivers

In the event of the main light of a colour light signal being out but the side light where provided is showing an aspect other than red, a driver must first stop his train and then proceed cautiously, being prepared to stop at the next signal, if necessary. The circumstances must be reported at the next station or signal box.

SECTION F—DETONATORS

Clause 1.8—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 King's 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 when already occupied by a freight train and a freight train must not be allowed to enter a platform line already 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 Signalman must be aware, or have ascertained from the Person in charge of the Platform, that there is room for the train to be accommodated.

SECTION H. CLAUSE 4.4.1

The Guard must travel in the TGS (Trailer Guard Second) when such vehicle is included in the formation of a Class 253 or 254 train.

STATION LIMITS—TCB LINES

Section H Clause 6.1—Brakevan in rear
Clause 8.3(b)—Propelling in right direction } **within station limits**
Clause 8.4(a)—Propelling in wrong direction

Referring to the Rule Book Section B Clause 4.7(b) station limits will apply on the following portions of line.

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

Signal box	Line	Station limits

Leeds

Commencing at the East End of the Station at Signal 179, extending Westwards, and terminating at Signals 96, 98, 99, 101 and 102 except for movements requiring to proceed beyond to set back under the authority of position light signals, 97, 89, 94 or 114.

Commencing at 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.

York

Commencing north of the station at signals Y221 (Up Main) and Y245 (Up Scarborough) extending Southwards and terminating at signals Y35 (Up Leeds) and Y36 (Up Doncaster).

Commencing south of the Station at signals Y31 (Down Holgate Loop), Y32 (Down Leeds) and Y34 (Down Doncaster) extending Northwards and terminating at signals Y200 (Down Main) and Y243 (Down Scarborough).

Signal box	Line	Station limits

Newcastle

North end of Manors Station platform to connections at Forth Jn.
Outer gantry HLB signals 69 – 73. Points 427 to East End Diamonds.
Outer gantry KEB 246/248/254/256 to West End Diamonds.

SECTION J—SHUNTING

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 Signalman of the position of the train after the plunger has been pressed.

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

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

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 wheelbase 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 lightweight construction are clearly identified by the letters 'LW' stencilled on their headstocks. 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
Between—In both directions			
Darlington and Bishop Auckland	2 car	300	25
Darlington, Stockton & Thornaby			
Darlington and Saltburn			
Hull and Leeds			
Hull and Scarborough			
Hull, Doncaster and Sheffield			
Leeds and Huddersfield via Dewsbury or Wakefield	4 car	600	40
	2 car	400	
Leeds and Doncaster			
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.

	Loaded	Empty
NOV, NPV, NRV	25 tonnes	17 tonnes
NCV, NDV, NDX, NEV, NEX, NFV, NJV, NJX, NLV, NLX, NNV, NRV	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 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.

Clause 8—Propelling 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.

Inter-Regional DMU Trains: Eastern and L.M. Regions

Notation 'D1, D1(T), D2, D3, D4 or D5' shown in Working Timetables

Diesel multiple-unit trains are timed in accordance with the following combinations and the appropriate D1, D1(T), D2, D3, D4 or D5 indication is included at the head of the columns of the Working Time Table of Mandatory Train Services.

D1 Trains composed of the following formations:

D1(T) Trains composed of the following formations but authorised to convey tail traffic.

Motor Coach	Trailer	Total No. of Vehicles	
1	1	2	
2	2	4	
3	2	5	
3	3	6	
4	3	7	
4	4	8	
5	3	8	
5	4	9	
5	5	10	*
6	4	10	
6	5	11	
6	6	12	

also diesel parcels trains.

D2 Trains composed of the following formations:

Motor Coach	Trailer	Total No. of Vehicles	
2	1	3	
3	1	4	
4	1	5	
4	2	6	
5	1	6	
5	2	7	
6	1	7	*
6	2	8	
6	3	9	

D3 Trains composed of the following formations:

Motor Coach	Trailer	Total No. of Vehicles
1	—	1
2	—	2
3	—	3
4	—	4
5	—	5 *
6	—	6 *

D4 High Density Suburban Trains composed of the following formations:

Motor Coach	Trailer	Total No. of Vehicles
2	2	4
4	4	8

A diesel parcels van, powered by 2 x 230 h.p. (or 200 h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4. timings.

D5 Trans-Pennine sets composed of:

Motor Coach	Trailer	Total No. of Vehicles
4	2	6

* Note—These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches.

MAXIMUM PERMITTED SPEEDS OF LOCOMOTIVES RUNNING LIGHT, OR WITH ONE OR TWO 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 undermentioned Officers' Saloons—
DE 902260, DE 900580—Maximum speed 90 m.p.h.

(c) Special train consisting of locomotive except Class 40 and one or two of the undermentioned Officers' Saloons—
DM 45044/5/6 or 8—Maximum speed 80 m.p.h.

PERMANENT SPEED RESTRICTIONS—INDICATOR SIGNS

In certain areas, the additional indicator signs referred to in paragraph 8 are also provided on lines where the maximum speed is below 90 m.p.h.

OPERATION OF BUCK-EYE AUTOMATIC COUPLERS—CLASS 123 AND 124 DIESEL MULTIPLE UNITS

Referring to the instructions contained in the General Appendix, the coupler heads on Class 123 and 124 DMU's must be shown in the down position when not in use.

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.

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

Under the heading "Equipment for Guards Vans", the following additional instructions apply:—

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

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

BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED) ON PASSENGER CARRYING COACHING STOCK

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:—

2 (a) Outer pane of double glazing scored three inches or more or broken	— The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100 m.p.h. to the next place where C & W staff are available. The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane. The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly.

(b) inner pane or both panes, or (c) single glazed pane scored three inches or more or broken	— Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label 'out of use'. If access through coach is required the Guard or other competent member of the staff must be in attendance. The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly.
6 (i) Door drop lights	— Train must be stopped as soon as possible and all defective glass removed. The window frames must be put in dropped position.

If either the inner or outer pane of an HST trailer sidelight or the door drop sidelight is found to be scored by three inches or more or broken on examination at a Maintenance Depot that vehicle must not be released into service until the defective sidelight unit is replaced.

Note:—A number of perspex replacement windows for HST Trailer Cars are allocated to principal intermediate and terminal stations on the East Coast Main Line. When C and W staff have fitted one of these perspex windows to replace a broken double glazed window, the above restrictions no longer apply i.e. the HST Set can revert to running at line speed with full use of the coach seating bays restored.

The perspex windows are each supplied within individual hardboard sheets for transportation purposes, together with a special spanner. Each hardboard sheet bears the name of the allocated station and when a perspex window has been fitted, the hardboard sheet and special spanner must be placed in one of the power car brake compartments to enable the Depot, replacing the window, to return it to the owing station suitably protected, together with the spanner.

FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM

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.

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 King's Cross	0D08 Hull Botanic Gardens
0B02 Clarence Yard	0L01 York
0B05 Hitchin	0L50 Holbeck
0B06 Peterborough	0L51 Neville Hill
0B07 Cambridge	0L53 Healey Mills
0C01 Stratford	0L60 Knottingley
0C02 Temple Mills	0L61 Hammerton Street
0D01 Doncaster	0D03 Frodingham
0D02 Worksop	0D05 Lincoln
0D06 Goole	0D07 Immingham

0J01	Barrow Hill	0N10	Thornaby
0J03	Tinsley Servicing Depot	0N11	Darlington
0J04	Shirebrook West	0N12	Hartlepool
0J05	Wath	0N20	Gateshead
0J08	Rotherwood	0N25	Blyth Cambois
0P01	March	0N32	Tyne Yard Depot

CONVEYANCE OF 'DEAD' DIESEL MULTIPLE UNIT STOCK

1. The service for conveyance of 'Dead' DMU stock must be pre-arranged.

2. Where a 'Dead' lightweight DMU vehicle is at the rear and the trailing end is not fitted with a tail lamp bracket, it may be marshalled inside a vehicle not exceeding 17 tonnes gross weight on which the tail lamp can be correctly displayed. In such circumstances a second 'Dead' lightweight DMU vehicle must not be conveyed.

3. When a DMU vehicle is conveyed on a locomotive hauled train, the vacuum train pipe only must be used. This pipe is painted red and when viewed by a person facing the end of the vehicle, is on the right-hand side of the draw gear.

REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK—GENERAL APPENDIX SECTION 5.

During the hours of darkness or during fog or falling snow, the red light prescribed in Item 6 of the above mentioned regulations to indicate that Carriage and Wagon Staff are working on the train or vehicle may be a red flashing light.

ELECTRICALLY OPERATED POINTS—WORKING BY CRANK HANDLE DURING 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 Signalman 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 Signalman 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 Signalman's instructions.

The Signalman 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 Handsignalman; 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 Signalman.

The Signalman must instruct the Point Operator to return the crank handle to its normal location 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 Signalman or where the points are remote from the signal box by the person in charge, 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 Signalman must not instruct a Handsignalman to allow trains to pass over the points or crossings affected or to pass the signal concerned until the Signalman has received an assurance that the points are set for the proper direction and that they have been clipped and scotched.

The Signalman 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. Where the crank handle is kept in the signal box, these entries must be countersigned by the point operator.

(a) Where the crank handle is interlocked with the signals and crank handle is kept in the signalbox.

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 Signalman must not allow it to be replaced in the receptable 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 Signalman is the only person who may hand the crank handle or give authority for it to be obtained by 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 Signalman must ensure all signals, including subsidiary signals reading over the points, are at Danger and then made inoperable by use of the lever collar or other reminder apparatus. The signals concerned must be maintained at Danger until the crank handle has been returned to and locked in, the case in which it is kept.

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 pipe 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 5 minutes before reaching the place concerned.

When attaching a locomotive, 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 heated 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. Examiners attention should be called to it at the earliest possible moment.

Guards must show in their reports whether their trains have been satisfactorily heated or not. In the event of the train not being warmed it must be stated whether this was owing to the mildness of the weather or other circumstances. They must also show in their log book B.R.29106 the pressure on the steam heating gauge in their brake compartment, where provided, at the starting place and two or three principal places on the journey. This information should be taken when the trains are running and not when they are standing in the station.

13. When the temperature is below freezing point, the Area Manager or other person in charge must arrange for locomotives to be called out twenty minutes earlier in order to apply steam heating in good time.

This does not apply to locomotives which are specially diagrammed to allow for such pre-heating.

14. Where vehicles are heated from a stationary boiler, the 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 horn-code, 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 the 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 the 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.

OTHER GENERAL INSTRUCTIONS

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

1. WORKING TO AND FROM SITE OF WORK

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

2. WORKING ON SITE

2.1 This machine must work only on lines under Absolute Possession;

Alternately, if the machine is to work only on the cess side of the line and provided it is marshalled in a train, the provisions of the Rule Book, Section Q (Protection of Engineer's Trains Working on a Running line not in the Absolute Possession of the Engineer) may be applied.

2.2 A CM & EE Supervisor must always be in charge of operations and he must make the necessary arrangements for the provision of lookout protection.

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

2.3.1 Before work is commenced, the CM & EE Supervisor must: —

(a) supervise the slewing of the eccentric to the working side of the vehicle,

(b) personally ensure that both slew limiting buffer stops are secured in the correct position to prevent the adjacent line being fouled,

(c) then set the system to the 180° slewing limitation position by means of the key switch, remove the key and retain it in his possession, and check that the indicator lights inside and outside the cab are illuminated.

2.3.2 When the excavator bucket/grab is, or is about to be, manipulated above the height of an adjacent vehicle on the same line and a warning of the approach of a train on the adjacent line is given by the lookoutman, work must cease immediately with the bucket/grab grounded on the track side or on the spoil vehicle. Work must not re-commence until the train has passed the site of work.

2.4 **When working towards a line which is open for traffic or if all the provisions of Clause 2.3.1 cannot be complied with**

The provisions of the Rule Book, Section T, Part IV must be complied with. Telephone/radio communication must be provided where necessary between the Operating Dept. Supervisor and the Signalman and Handsignalman.

2.5 If, when operating in the 180° slewing limitation, the indicator lights (referred to in Clause 2.3.1 above) cease to be illuminated, all work must stop until the CM & EE Supervisor has made a thorough check and either had the fault rectified or satisfied himself that the slew limiting device is fully operative and only the indicator lights are faulty.

2.6 Should a line open to traffic be accidentally fouled, the line concerned must be immediately protected in accordance with the Rule Book, Section T, Part I, Clause 2.1.

LOCOMOTIVE DRIVERS—USE OF TRAIN CARDS: EXPRESS PASSENGER TRAINS

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

The issue of train cards is intended to assist Drivers in the discharge of their duties but it will remain the Drivers' 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.

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 Signalman, giving details of the movement involved. Should the movement be contrary to the direction in which trains normally enter the Reception Line/Siding the Signalman must be advised when the vehicles are stopped, and no further backward movement is to be made. In such circumstances the Signalman must not allow a train to enter the Reception Line/Siding until he has received this advice.

A tail lamp 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.

INSTRUCTIONS TO TRAINCREWS AND OTHER STAFF CONCERNED WORKING ON BR LINES ADJACENT TO THE TYNE AND WEAR METRO ELECTRIFIED LINES

1. **Danger of live Equipment**

1.1 The overhead line equipment consists of a contact wire and catenary wires which are suspended over the Metro running rails.

1.2 All electrical equipment must be regarded as being alive at all times and consequently dangerous to life, except in cases where the electrical equipment has been isolated and earthed or, when conducting rescue operations or detraining passengers, an assurance has been received from the Metro Control Centre that the equipment has been made safe. It is extremely dangerous to be close to live electrical equipment.

The overhead line equipment, bare feeders, attachments and supporting wires have no protective covering and are therefore, extremely dangerous to approach closely, either directly or by any article which is carried.

On no account must broken or displaced wires connected with the overhead line equipment be approached or touched except when authorised by the Metro Control Centre.

2. **Removal of Articles from or adjacent to the Overhead Line Equipment**
Objects such as icicles, string, rope, wire and the like, must not be removed from the overhead line equipment or from its vicinity, nor must they be approached but must be reported immediately to the Metro Control Centre who will arrange for their removal.

3. **It is Forbidden to:**
   (a) climb above cab floor level on locomotives for any purpose, except where the Metro overhead line equipment is not within reach from the locomotive, unless the overhead line equipment has first been isolated and earthed.
   (b) use a steam lance whilst adjacent to electrified lines, unless the overhead line equipment has first been isolated and earthed.

4. **Special care must be taken** when loading or unloading vehicles or carring out work which involves standing upon the floor or upon the load of wagons adjacent to wired tracks.

5. **Use of Shunting Poles**
Guards or Shunters must not raise their shunting poles in such a manner that the poles may be liable to come into contact with, or to come into close proximity to, the overhead line equipment.

6. **Electrification Telephones**
Metro Electrification Telephones are provided at selected locations communicating with the Metro Power Controller and may be used to report an emergency or request an isolation of the overhead line equipment, alternatively the report should be made to a BR signalman who will advise the Metro Control Centre.

7. **Switching off Electricity in Emergency**
   7.1 Any person becoming aware of a derailment, mishap or other emergency requiring or likely to require, the electricity to be switched off, must telephone the Metro Control Centre or a BR signalman at once, or arrange for this to be done.
   7.2 When a telephone communicating with a signal box is used, the messages between the Person requesting the emergency isolation and the Metro Control Centre must be relayed by the Signalman without delay.
   7.3 Before telephoning for the electricity to be switched off, Traincrews must ensure that where a line other than that on which their train is standing is obstructed, such line is protected in accordance with the provisions of the Rule Book, Section M.
   7.4 The person contacting the Metro Control Centre must state:—
      (a) that this is an EMERGENCY call
      (b) his name, grade and department
      (c) where he is speaking from
      (d) as accurately as possible the location of the incident and line concerned (e.g. by quoting an easily identifiable structure, the number of the nearest overhead line mast or a signal number)
      (e) why it is necessary to have the electricity switched off.

and must stay at the telephone until he has received from the Metro Control Centre an assurance that the electricity has been switched off.

8. **Procedure on Case of Fire**

8.1 Any outbreak of fire on or near to the electrified lines must be reported immediately to the Metro Control Centre.

8.2 In reporting fire, care must be taken to state the exact location and which line is affected.

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

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

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

9. **Damage to Overhead Line Equipment, and Cables**

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

10. **Flooding of Permanent Way**

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

REACH WAGONS—OIL AND CHEMICAL DEPOTS

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

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

Dewsbury Gas 18431	Leeds ORT 17123
Hunslet East 17124	Skellow Jn. 23109
Jarrow 13033	

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.

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 '6b'.

2. **Formation of train**

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

(a) 1 Brake Van . . . . . Vacuum braked.
1 Tank Wagon . . . . . Vacuum piped.
1 Tank Wagon . . . . . Vacuum braked.
1 Tank Wagon . . . . . Vacuum piped.
1 Tank Wagon . . . . . Vacuum braked.
1 Tank Wagon . . . . . Vacuum piped.
1 Tank Wagon . . . . . Vacuum braked.
1 Spray Van . . . . . Vacuum braked.
1 Mess and Sleeping Van . . . . . Vacuum braked.
1 Brake Van . . . . . Vacuum braked.

OR

(b) 1 Brake Van . . . . . Vacuum braked.
1 Water/Chlorate Tank . . . . . Vacuum braked.
1 Water/Chlorate Tank . . . . . Vacuum braked.
1 Water/Chlorate Tank . . . . . Vacuum braked.
1 Water/Chlorate Tank . . . . . Vacuum braked.
1 Water/Chlorate Tank . . . . . Vacuum braked.
1 Water/Chlorate Tank . . . . . Vacuum braked.
1 Spray Coach . . . . . Vacuum braked.
1 Mess/Brake Coach . . . . . Vacuum braked.

OR

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

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. He must travel in the rear brake van when the train is being hauled and in the leading van when propelling except that, when spraying is taking place and the train is being hauled, he must travel in the leading van.

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 cess.

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.

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.

MATISA CURVE CORRECTOR

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

ENGINEER'S GAUGING TRAIN—PROPELLING

An Engineer's gauging train consisting of a locomotive, gauging van and saloon may be regarded as an Officer's Special Train for the purposes of propelling, as provided for in the Rule Book, Section H, provided the automatic brake is operative and the Guard has access to the automatic brake in the leading 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, or in sections where Rotary Interlocking Block instruments are provided, nor must they be allowed to return in the wrong direction through a tunnel unless the man in charge of the train has ascertained that the tunnel is clear from the point where the train is standing to the exit from the tunnel and has made arrangements for all men who may be in the tunnel to be kept clear until the ballast train has returned in the wrong direction.

SNOW CLEARANCE ARRANGEMENTS

Referring to the instructions in the General Appendix, the following is a list where snow plough and available in the Eastern Region.

Tender Mounted Ploughs

York	Colchester
Norwich	Stratford
Worksop	Cambridge
Lincoln	Lincoln
Shirebrook	

Large Ploughs with Guard Compartment—
Hand Brake Fitted Only

Tyne Yard	Thornaby TMD
Gateshead MPD	Healey Mills TMD

BR Standard Independent

Peterborough	Norwich
Doncaster	Tinsley
Immingham	

Operating Instructions

The instructions relating to the movement and use of BR standard Independent Snow Ploughs contained in the General Appendix will apply to ploughs of that type in number range ADB965189—ADB965243. These instructions will also apply to other independent snow ploughs fitted with an operative automatic brake with the exception that the reference to side flaps is not relevant.

Snow ploughs not fitted with an automatic brake (i.e. ADB981—ADB992) must at all times be accompanied by a Guard. When ploughing, two locomotives, other than these in Classes 40, 44, 45 or 46, should be marshalled with a plough each end, crewed by a Driver and Assistant and accompanied by a Traction Supervisor or other competent person and a representative of the Divisional Civil Engineer. When travelling to site the maximum speed of these ploughs will be 25 m.p.h. but when actually ploughing this may be varied at the discretion of the Traction Supervisor or other competent person.

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

Emergency Equipment

When despatching ploughs for line clearance the local manager must ensure that adequate emergency equipment, i.e. shovels, packing, re-railing ramps, wrecking bars and first aid box are provided either in the plough cabin (where fitted) or in the intermediate cabs of the propelling locomotives. He must also ensure that staff detailed to accompany the ploughs are suitably clothed and adequately provisioned.

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.

BR Standard Miniature Snowploughs

Sets of 3 part miniature snowploughs (2 centre sections, 2 left hand blades and 2 right hand blades comprising one set) will be held at the following Traction Maintenance Depots and the Chief Operating Manager will allocate suitable locomotives to which they will be fitted, as required during the period 1 November to 1 May.

Gateshead	6 sets	Healey Mills	5 sets
Thornaby	6 sets	York	5 sets
Tinsley	5 sets	Norwich Division	4 sets

The Area Maintenance Engineer will be responsible for ensuring that these ploughs are removed by 1 May and any repairs effected before the ploughs are required for the next winter period.

Operating Instructions

A locomotive fitted with these ploughs will be used for patrol work where the depth of snow is not expected to exceed 1'6" (0.5 metre). Attempts to deal with a greater depth of

snow could result in distortion of the locomotive underframe. Locomotives engaged on snow patrol should be supplied with 2 shovels for use in emergency (i.e. to reach a lineside phone when snow has drifted in the cess).

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

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

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

Except where special instructions are issued, the following instructions apply:

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

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

3. Except in track circuit block areas, a train must not shut inside at an intermediate sidings ground frame/switch panel for other trains to pass except where authorised in the Signalman's special instructions. When it is necessary for a train to shut inside at an intermediate sidings ground frame/switch panel, the operator must advise the Signalman when the train complete with tail lamp attached has been shunted into the sidings clear of the running line and the ground frame levers/switches have been restored to normal.

4. When a train which has shut inside at an intermediate sidings ground frame/switch panel is accepted by the box in advance in accordance with the Warning Arrangement, the Signalman must instruct the operator to advise the Driver that the line is clear only to the home signal of the box in advance.

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 if a mishap occurs 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 a normal indication when the ground frame/switch panel is relocked, he must:

(a) **In the case of a ground frame,** when the release switch in the signal box is in the normal position, or the release lever in the signal box is in the check lock position, ascertain from the operator if the levers at the ground frame which are released by the signal box are locked in the normal position. If the appropriate levers at the

ground frame are locked in the normal position, trains may be allowed to proceed, but the signal immediately in rear of the ground frame must be treated as defective. If the appropriate levers at the ground frame are not locked in the normal position, a train must not be allowed to pass the signal immediately in rear of the ground frame until the points worked from the ground frame have been clipped, padlocked and scotched in the normal position.

(b) **In the case of a ground switch panel,** before each train is authorised to pass the signal immediately in rear of the ground switch panel, obtain an assurance from the operator that the points controlled from the ground switch panel are indicated as being set in the proper position for the passage of the train. Alternatively the ground switch panel may be left unattended, but a train must not be allowed to pass the signal immediately in rear of the ground switch panel until the points worked from the ground switch panel have been clipped, padlocked and scotched in the normal position.

8. **Additional instructions applicable to ground switch panels**

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

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

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

SINGLE LINES—ONE TRAIN WORKING WITHOUT TRAIN STAFF

1. (a) Only one train must be allowed to be on the single line at a time.

(b) If a train proceeding onto the single line is powered by more than one traction unit, all the traction units must leave the single line at the same time.

2. The clearing of the signal controlling the entrance to the single line will be the Driver's authority to proceed onto the single line and except as shown in Instructions 4, 5 and 6, the Driver must not proceed unless this signal has been cleared.

3.The Driver and Guard of a Class 7, 8, 9 or 0 train must exchange hand signals before leaving the single line to ensure that the train is complete with tail lamp.

4. (a) If a train becomes disabled and requires assistance, the Driver after ensuring that the train cannot be moved must communicate with the Signalman by the most expeditious means and inform him of the precise location of the train.

(b) If Working by Pilotman is in operation, the Pilotman must remain with the train.

(c) The disabled train must be protected by placing three detonators, 20 yards apart, 300 yards from the train in the direction from which the assisting train will come.

(d) The Signalman controlling the entrance to the single line, after coming to a clear understanding with the Driver of the disabled train and having received an assurance that the disabled train will not be moved and has been protected, also when appropriate, that the Pilotman is with the disabled train, may allow the assisting train to pass the signal controlling the entrance to the single line at danger.

5. (a) If owing to a failure of the signalling equipment, it is not possible to clear the signal controlling the entrance to the single line, Working by Pilotman must be introduced.

(b) The Signalman must make an appropriate entry in the Train Register when Working by Pilotman is commenced and terminated and, at each change of duty of the Signalmen while working by Pilotman is in operation, the Signalman taking duty must make an appropriate entry in the Train Register.

6. The Engineer must take Absolute Possession of the line in accordance with the Rule Book, Section T, Part III when it is necessary for an Engineers' train to be split whilst working on the single line.

WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS

Certain automatic level crossings are provided with circuitry to enable them to function automatically for wrong direction movements. These crossings are identified in Table A by the suffix 'X' after the level crossing abbreviation, thus: AHB—X, AOCR—X, etc.

The permitted maximum speed in the wrong direction is shown in Table A and supported by rectangular lineside signs which show the speed, in black on a white background prefixed by the letter 'X'. These signs are normally positioned in the right-hand cess in the direction of travel.

Exception: In the case of Automatic Open Crossings Locally Monitored, (AOCL) the normal advance warning board (St. Georges Cross) will be duplicated in the right hand cess)

Whistle boards will be provided where necessary.

When wrong direction movements are to take place or single line working is introduced, a Crossing Keeper will not normally be provided but the Driver will be authorised (by the Pilotman in the case of S.L.W.) to pass over the crossing at not more than the indicated speed.

The provision of wrong direction circuitry does not over-ride the prohibition on wrong direction movements set out in the Rule Book, Section H, clauses 5.8.4 and 13.9.1, Section M, clauses 4.4.1 and 8.4.1 and General Appendix page 1.43.

The following Rule modifications apply:

Section M, clause 6.6

A wrong direction movement may proceed without stopping providing it is commenced with all vehicles on the approach side of the speed restriction sign applicable to wrong direction movements.

Section N, clause 3.1.1 (g) (i) and 4.8.2

A Crossing Keeper/Handsignalman need not be appointed provided that the wrong direction circuitry has not been disconnected.

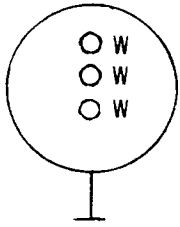
Section Q, clause 2.5

Add to Note: In addition, an Engineer's train whilst working in section must not set back beyond the speed restriction sign applicable to wrong direction movements.

SPECIAL SIGNALS FOR CONTROLLING LOADING/UNLOADING MOVEMENTS AT POWER STATIONS, COLLIERIES, ETC.

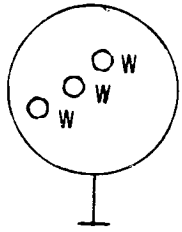
Where special signals are provided for controlling loading/unloading movements, the following aspects will be exhibited:

(a)



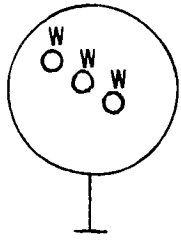
MOVE AT LOW SPEED IN DIRECTION FOR LOADING/UNLOADING

(b)



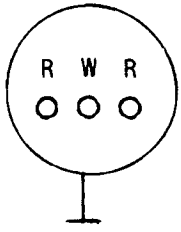
MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING/UNLOADING (FLASHING LIGHTS)

(c)



PREPARE TO STOP

(d)



STOP IMMEDIATELY

W = WHITE
R = RED

Note: Aspects (b) and/or (c) are not in use at all installations.

FAILURE OF TAIL OR SIDE LAMPS

Should a train be stopped owing to a tail or side lamp being out, the lamp must be re-lit and used for the completion of the journey unless there is an apparent defect which requires the lamp to be substituted.

On completion of journey or at the point where he is relieved, the Guard must report the circumstances together with details of any apparent cause for the failure and, at the terminating point of the train the lamp must be withdrawn and not restored to service until it has been established that there is no defect.

The Area Manager at the terminating point must report details of the failure promptly to the Area Manager at the starting point of the train so that suitable action to prevent recurrences can be taken where necessary.

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.

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.

CLOCKS AND WATCHES—REGULATION AND MAINTENANCE

CLOCKS

All Station and public clocks must show the correct time.

Request for provision of clocks and watches and return of timepieces no longer required should be sent with a covering letter to the Stores Controller, Clocks and Watches Workshop, Doncaster.

Except where instructions are issued to the contrary, clocks requiring repair must be forwarded to the Traffic Stores Superintendent, Clock and Watch Workshop, 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. Winding keys unless requiring replacement should not be sent. Guards' and stop watches must be sent by 'Value'.

The label must show the name of the forwarding station.

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

WATCHES

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

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

When a Guard is transferred from one 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 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.

LOCAL INSTRUCTIONS

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DONCASTER BLACK CARR JN. TO BERWICK

DONCASTER

Rule Book, Section H, Clause 7.3.1. 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.

SHALFTHOLME JN. TO SELBY BRAYTON JN.

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

Ballast Cleaner—Matisa C311, Plasser types RM62 and RM74.

SELBY

For Local Instructions see page 260.

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 con-

trolled 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 the rear of his train, after carrying out Clause (a) and receiving permission to proceed, he must ensure that the hand brakes are applied on the two rear vehicles or if the train is unfitted the brake van brake is fully screwed on before starting his preparation or examination. Should there be any vehicles to the rear of his train 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.

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.

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

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

Train Arrivals, Platform 14. Drivers of North bound locomotive hauled trains and HST trains must stop their trains with the locomotive or leading power car outside the station roof (North end).

Trainmen Working Passenger and Freight Trains into York. Trainmen from other depots who work into York Station or Yards except York Yard South and are relieved on arrival, or who travel passenger to York for return working, must report as quickly as possible direct by telephone to the Resources Controller at Leeds Divisional Control telephone number 033–2014.

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 MPD 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 out to the Signalman by the Person-in-Charge in the Supervisor's office. Miniature theatre type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage lines 2A, 3A and the Through line, showing indications 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 serves as a secondary outlet signal. This route will only be used for DMU 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, 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.

Locomotives must not be left on the DMU lines.

DARLINGTON

Multiple unit sidings. 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 Signalman the destination of the unit. Authority to pass the notice board and proceed towards signal 878 is the illumination of the numerical indicator applicable to the line on which the unit is standing. The indication will be illuminated for one minute after the Signalman has indicated it. Drivers must understand that they are in 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 Signalman.

During a failure of the illuminated indicator, Drivers must act in accordance with the Signalman'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 Signalman has given authority for a movement to be made he must satisfy himself that either the train concerned has actually gone forward, or an understanding has been reached with the Driver that the movement will not take place.

DURHAM

Movements to 'Limit of Shunt' Indicator on Down Slow Line. Whenever a movement is authorised from the Down Fast Line or the Down Slow Line towards the 'Limit of Shunt' indicator on the Down Slow Line, the Person-in-Charge of the movement must advise Signalman at Tyne Box immediately the movement stops. The telephone at signal 369 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 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

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.

HEATON

Light Locomotives and ECS Trains from Heaton Sheds, etc., for Newcastle Central Station or beyond. Drivers of ECS trains and locomotives must advise the Control Tower of their destination. This information must then be passed to the Signalman 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 CT19 or signal CT21, 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.

ALNMOUTH

Southside NCB sidings—Brotherwick level crossing. The instructions in the General Appendix, Section 7 headed Automatic Open Crossings Locally Monitored (AOCL) apply except that a failure of the white flashing lights must be reported to the NCB staff.

'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.

WARKWORTH LEVEL CROSSING

When a Driver is authorised to pass signal A109 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.

BETWEEN BERWICK AND THE SCOTTISH REGION

Restriction on Working unfitted trains. Except Engineers trains as shown below or a locomotive with not more than two brake vans, trains which are not fully fitted are not permitted to run between Berwick and the Scottish Region.

When an Engineers train which is not fully fitted is to work over the Down line ahead of Tweedmouth signal T12 (adjacent to the north end of Berwick Down Goods loops), it must have a locomotive at the Berwick end of the train. The locomotive at the rear of the train must only be used to assist the leading locomotive on a rising gradient.

This instruction will not apply in respect of a train worked by a single cab locomotive(s) which is classed as unfitted solely because the brake van is the only unfitted vehicle on an otherwise fully fitted formation. The guard of the train must advise the signalman at the box at which the train commences its journey accordingly. When such a train will proceed onto a line controlled from another signalbox, the signalman must inform the signalman at the box in advance of the circumstances.

SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.

KNOTTINGLEY

Guards of empty MGR trains requiring to set back into the sidings from the Up Askern line, must, after setting the hand points in the sidings, telephone the Signalman accordingly. The Guard must then place himself in the most suitable position to control the movement.

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 TO SCARBOROUGH

SCARBOROUGH

Appleton Oil Sidings—Working Manual for Rail Staff, pink pages, Clause E3/1(a):— Paragraph 4 does not apply.

Propelling movements Cawoods sidings to Falsgrave. The Person-in-Charge must obtain the permission of the Signalman at Falsgrave by telephone before authorising a train to propel from the siding towards the signal box.

Propelled movements from the siding must be formed with a brake van leading and not exceed 8 SLU.

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. The Guard or Shunter must ride in the brakevan or brake compartment of trains not exceeding 7 vehicles 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.

Trains exceeding 7 vehicles may be propelled provided the following conditions can be observed:

(a) 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.

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

FOSS ISLANDS BRANCH

1. Except as shown in the following paragraph, the method of working is by train staff and tickets. The object of this working is to prevent a Down train being on the single line between a point opposite Burton Lane Up Outer Home signal and Foss Islands Goods Station at the same time as an Up train and an Up train occupying the single line at the same time as a Down train.

2. The person in charge at Foss Islands Goods Station is normally on duty between 07 30 and 16 30 hours and when he is not on duty the 'Regulations for One Train Working on Single Lines' apply.

3. The train staff or a ticket indicating the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signalman at Burton Lane or the person in charge at Foss Islands Goods Station as the case may be, or if he leaves with a ticket but without having first seen the train staff.

4. On arrival of the train at the other end of the single line, the train staff or ticket must be surrendered to the appropriate person.

5. On arrival of a train at Burton Lane Up Second Home signal, the Guard must, provided the rear vehicle is clear of the fouling point, so advise the Driver, who must surrender the train staff or ticket to the Signalman.

6. Should the train staff be lost or so damaged that it will not open the ticket box, the provisions of Regulation 12 of the 'Regulations for One Train Working on Single Lines' must be carried out.

7. If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 13 of the 'Regulations for One Train Working on Single Lines' must be carried out.

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 SLU'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 Rowntrees'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.

NORTHALLERTON CASTLE HILLS JN. TO REDMIRE

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 HOPETOWN JN. TO NICKSTREAM

SHELLSTAR LTD SIDING

Scotch blocks are normally locked in position across the rails of the Depot Sidings, 50 yards from the ground frame connection. 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 is attached to the Annett's key.

KELLOE BANK FOOT BRANCH

THRISLINGTON QUARRY

Nos. 2 and 3 Rapid Loading Bunkers

Note: The locomotives of trains for No. 3 bunker must always leave Hartlepool with the No.1 end cab leading.

1. Trains entering either bunker line must be propelled.

2. Upon arrival of a train, the Guard must inform the Gantry Operator and it must not enter the selected bunker line until the entry signal displays the white aspect.

3. When the 'white' aspect is displayed the train must be propelled beneath the bunker and be brought to a stand, when authorised by the Gantry Operator.

4. (a) If the train is propelled beneath No. 2 bunker, the Guard must, after the Gantry Operator has applied the special controlling equipment, release all wagon brakes and on being assured the train is securely held he must uncouple the locomotive which must be drawn to the bunker line exit signal.

   (b) If the train is propelled beneath No. 3 bunker, the Guard must, after the Gantry Operator has assured him the train is securely held by the special controlling equipment, uncouple the locomotive which must then be immediately drawn clear of the bunker.

The Guard must then release all wagon brakes and on rejoining the locomotive, authorise the Driver to proceed to the bunker line exit signal.

5. On being informed by the Gantry Operator that loading is completed, the locomotive must be re-attached to the train.

6. When the train is ready to depart, the Guard must inform the Gantry Operator who will hand the train bill to the Guard. The train must depart only when the white aspect in the exit signal is displayed.

FERRYHILL TURSDALE JN. TO PELAW

FOLLINGSBY FREIGHTLINER TERMINAL

The Terminal Overseer is responsible for all rail movements within the terminal.

The Terminal Overseer will operate the ground frame for train movements to or from the terminal and the train crew are responsible for its operation when light locomotives are proceeding to or from the terminal.

BLACKHILL TO OUSTON JN.

CONSETT

Consett High Yard. Skids are provided for use in connection with the propelling of trains in the High Yard reception sidings, to protect the public level crossing during such movements. The skids must be placed by the BR staff on the appropriate reception siding before a train or vehicle is shunted into it. 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 former 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 coupled 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 former 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 all 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 High Yard. The Guard and Shunter must satisfy themselves that all brakes are securely applied on all vehicles before detaching the locomotive.

Loose shunting of vehicles in this yard is prohibited.

EARSDON TO ESSO SIDINGS GF

Working of Single Line between Earsdon Signal Box and Esso Sidings Ground Frame

1. The method of working is by a train staff and metal tickets, and the object of the system is to prevent more than one train being on the single line at the same time.

2. The train staff or a ticket indicating that the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signalman at Earsdon or the Esso Sidings Supervisor as the case may be, or if he leaves with a ticket but without having first seen the train staff.

3. On arrival of the train at the end of the single line, the train staff or the ticket must be surrendered to the Esso Sidings Supervisor or the Signalman at Earsdon as the case may be.

4. All tickets must be kept attached to the train staff except when it is necessary to issue a ticket in accordance with the above instructions.

5. Should the telephone fail, each train must carry the train staff.

6. Should the train staff be lost, the provisions of Regulation 12 of the 'Regulations for One Train Working on Single Lines' must be carried out. In the event of a ticket being at either end of the section when the staff is lost, the Pilotman must take possession of the ticket.

7. If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 13 of the 'Regulations for One Train Working on Single lines' must be carried out.

ESSO SIDINGS

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.

TYNE COMMISSION QUAY

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 them to the Driver.

The Guard must be as near to the front of the train as will enable the Driver to receive any signals given. The Guard must also assist in securing the train, and must not leave the sidings until he has received permission to do so from the Person-in-Charge.

BUTTERWELL COLLIERY NORTH BRANCH

BUTTERWELL JUNCTION TO BUTTERWELL BUNKER

Only Class 1 to 6 trains, light locomotives and locomotives with not more than two brake vans are permitted to run between the above locations.

BEDLINGTON TO LYNEMOUTH COLLIERY NCB

LYNEMOUTH

Alcan Works. The General Appendix instructions headed 'Automatic Open Crossings, Locally Monitored (AOCL)' apply in respect of the Open level crossing situated between the run round loop and the works sidings.

A propelled movement to the works sidings must be stopped with the leading cab of the locomotive adjacent to the 'Stop, obtain white flashing light before proceeding' board applicable to inwards movements.

Lynemouth Colliery—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 NCB 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 Signalman at Newsham South of the circumstances.

CAMBOIS BRANCH

FREEMANS SIGNAL BOX

Failure of track circuits. During a failure of a track circuit which prevents the signals being cleared for movements to the Cambois Single line, Working by Pilotman will not be

introduced provided the Signalman at Freemans is able to satisfy himself that the line is clear. The Driver will be advised of the circumstances when he is instructed to pass a signal controlling the entrance to the Cambois Single line at Danger. If the train subsequently stops on the Cambois Single line owing to accident or failure, detonator protection must be carried out.

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

WAKEFIELD WESTGATE

A maximum of 15 carflat or 4 cartic vehicles may be propelled from Wrenthorpe Sidings to Westgate Up Sidings at a speed not exceeding walking pace.

BETWEEN LEEDS AND GELDERD ROAD JN.

No Class 253/254 train with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p. must be permitted to work in the Up direction over this route, via Whitehall Jn. and Wortley South Jn.

STAINFORTH JN. TO SKELLOW ADWICK JN.

SKELLOW AMOCO OIL DEPOT

Trains for Discharge

1. The Guard must advise the Signalman when his train is ready to be propelled into the sidings.
2. The Guard must stop the train clearing the cripple siding connection.
3. Movements in the Sidings must not exceed a speed of 5 m.p.h.

Trains for Departure

4. When the train is ready to leave the siding, the Guard must authorise the Driver forward to signal 1157 and advise the Signalman it is ready to depart.
5. When signal 1157 is cleared, the Driver must draw forward and stop opposite Skellow Relay Room where the Guard must attach the tail lamp.

EASTWOOD TO NORMANTON, GOOSE HILL JN.

GREETLAND ORT

Working Manual for Rail Staff BR30054, pink pages, clause E3/1 is amended as follows:

Paragraph 4 does not apply.

Paragraphs 3, 7, 8, 12 and 14. 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 Signalman and place it on the rear of the train after the train has been drawn clear of the depot.

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

ELLAND CEGB

CEGB Sidings. Before a train departs from either of the Reception lines at the CEGB Power Station to proceed towards signal E7, the Guard must first obtain the authority of the Signalman.

Should it be necessary for a second train to be admitted to the CEGB Sidings before the first train is ready to depart, the Signalman at Elland must first obtain an assurance by telephone from the Guard of the first train that his train is clear of all points, the Single line and 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 BR30054, pink pages, clause E3/1 is amended as follows:

Paragraph 4 does not apply.

Certificate of Readiness. The Guard must place the original completed certificate in the post box marked 'BR', which is fixed to the light tower at the end of the oil discharge apparatus.

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.

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 or 2 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 from 1 or 2 Shunt Necks. Trains will be propelled from the Shunt Necks to Reception Sidings occupied at the hump end. The Driver must stop the train immediately the locomotive has passed the 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.

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.

DIGGLE JN. LMR TO HEATON LODGE JN.

DIGGLE JN. AND MARSDEN

When there is a complete failure of communication between Diggle Jn. and Marsden boxes, a Pilotman will be appointed to accompany all trains through the section.

Examination of Lines in Standedge Tunnel. The Engineer's Wickham Inspection Trolley located at Marsden may be used instead of a locomotive for the examination of lines in Standedge Tunnel in accordance with Absolute Block Regulation 15. The Signalman at the box in advance must be so advised before the trolley enters the section.

Permanent Way Work in Standedge Tunnel. When a 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 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 Signalman the location number must be quoted.

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 signalman 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

When there is a complete failure of communication between Batley and Morley boxes, a Pilotman will be appointed to accompany all trains through the section.

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 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

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.

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 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 No. 6 bay.

LIVERSEDGE BRANCH

LIVERSEDGE ORT

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 (BR 30054), pink pages clause E3/1 is amended as follows:

Paragraph 4 does not apply.

Paragraphs 3, 7, 8, 12 and 14. 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 'BR' which is fixed to the light tower at the end of the oil discharge apparatus.

HEADFIELD BRANCH

Trains for Gas Works Sidings. When a train is to enter or leave the Gas Works Sidings the Guard must give details of the movements 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.

Dewsbury Gas—Working Manual for Rail Staff (BR 30054), pink pages, clause E3/1 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.

Trains entering or leaving APCM Sidings. The Guard must not allow trains to enter or leave APCM Sidings unless the level crossing barriers have been placed across the roadway by APCM staff.

In addition, when it is necessary for a train, other than a light locomotive, to leave the APCM siding and occupy the Arrival line, the Guard must give details of the movement to the Signalman at Healey Mills and obtain his permission for such movements to be made. The Signalman must be informed when the train standing on the Arrival line is ready for departure.

BARNSLEY STATION JN. TO HORBURY JN.

WOOLLEY COAL SIDING

Light Locomotives. The Guard must not authorise the movement of a light locomotive into the sidings beyond the 'Stop and Examine Points' board without first obtaining permission and instructions from the NCB staff.

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. **NCB Level Crossing**
The NCB will normally provide an attendant who will prevent any use of the level crossing whilst BR 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 NCB 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 NCB Attendant is present at the level crossing before authorising the train to proceed over it.

5. **When the NCB 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.

ALDWARKE NORTH JN. (MID) 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.

ROYSTON JN.

Monckton Coking Sidings. A telephone is provided between the coke ovens Shunters cabin at the entrance to the Coke Empty Sidings and the BR 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 BR 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

Trains to enter the Trading Estate must not exceed 24 SLU and must be propelled.

Stourton Trading Estate Level Crossing

1. This crossing is of the AOCL type at which trains must stop and is locally controlled.

2. The Key to the plunger cabinets is kept by the Supervisor, Hunslet Freight Centre and must be collected by the Guard and returned after use.

3. The Guard, when ready to allow the train to proceed from the propelled trains locomotive stop board must after obtaining the white light indication give an audible signal to the Driver by means of the bell push.

4. When the audible signal is received, the Driver must sound the locomotive horn and commence propelling at a speed not exceeding 5 m.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.

6. If, after operating the plunger, there is no light in the lamp unit, the Guard must not authorise the Driver to proceed over the crossing until he is satisfied it is safe to do so. The Guard must obtain the assistance of two BSC employees to control road traffic. The circumstances must be reported to the Signalman at Stourton signal box.

BSC Secondary 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. **Arriving Trains**

2.1 Thirty minutes before a train is due to arrive, the Terminal Overseer must ascertain its whereabouts from Divisional Control and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult Divisional Control about the trains approach and confirm his estimate.

2.2 After a train has entered the terminal and been stabled, the Guard must report to the Terminal Overseer.

3. **Departing Trains**

3.1 Train crews must report to the Terminal Overseer immediately on arrival within the terminal.

3.2 The Guard must advise the Terminal Overseer when the train is ready to depart.

3.3 Authority for departure will be given by the Terminal Overseer.

HOLBECK MPD

Brakevans must not be left in the back siding.

Locomotives requiring to leave the Depot under authority of Signal 880 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 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. BR 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 BR 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 4 m.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

MONK BRETTON

Redfearn's Sidings: Rapid Unloading Facilities. When authority is received for an arriving train to proceed from the 'Locomotive Stop Await Instruction' board, it must be propelled into the siding for the leading ten wagons to be detached.

The ten wagons next to the locomotive and subsequently, the remaining ten must be propelled into the hopper line for unloading on the 'Stop/Start' basis under the control of the unloading signals.

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 Signalman 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.

WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

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 Nos. 1 or 2 Group sidings must be propelled.

The Leading Railman when on duty or in his absence the Guard, must ascertain from the Signalman into which siding the empties are to be placed and if it is empty or not.

He must inform the Signalman 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 GLW oil tanks must, provided signal P2 is clear, proceed to the 'stop for orders' board. The Guard must obtain from the CEGB

representative an assurance that the facing hand points in the By-pass line are correctly set and secured for the train and then obtain authority for the train to draw forward for discharging.

When discharge is completed and the Guard has received authority from the CEGB staff for the train to depart he must instruct the Driver to draw forward to signal P8. The Guard must then telephone the CEGB 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. The CEGB Staff will be responsible for ensuring that these points are set correctly and secured by clip before any train is allowed to pass the stop for orders board on 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

When a Driver is authorised to pass signal 4 or 26 at danger, he must, before passing the signal concerned, operate the special plunger below the telephone box, or if a Handsignalman 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.

GOOLE

Bridge Street and 50 ton crane level crossings. Movements must not be made over these level crossings until authorised by the British Transport Docks Board staff.

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 CEGB 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 5 m.p.h.

When a train on the Oil Delivery Siding is ready to depart, the Guard must obtain the permission of the CEGB Controller, for the train to proceed to signal D12.

Drax Power Station Level Crossing. The instructions in the General Appendix, Section 7 headed Automatic Open Crossings, Locally monitored (AOCL) apply except that a failure of the white flashing light must be reported to the CEGB Controller.

If it becomes necessary for a set-back movement to take place over the crossing a member of the CEGB staff must be stationed at the crossing to stop road traffic before such movement commences.

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 (BR 30054), pink pages, clause E3/1 is amended as follows:
Paragraph 4 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.

ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD

SWINTON JN.

Kilnhurst North Ground Frame. The normal position of the signal reading from the Croda Chemical Works is 'Off' and the Guard or Shunter must place the signal to the 'On' position and satisfy himself that no conflicting movement is being made, before the train is shunted from the Up Pontefract line. Before entering the Croda Chemical Works Siding, trainmen must obtain the permission of the firm's staff and an assurance that the Siding gates have been opened. When the work has been completed and the train has been drawn out on to the Up Pontefract line, the signal must be restored to the 'Off' position.

FERRYBRIDGE 'C' POWER STATION

'Incoming' Open Level Crossing. The instructions in the General Appendix headed 'Open Crossings' apply at this crossing.

If it becomes necessary for a set back movement to be made over the crossing, a member of the CEGB staff will be stationed at the crossing and no movement over the crossing must be made without his authority.

CEGB Level Crossing. The instructions in the General Appendix headed 'Automatic Open Crossings, Locally monitored (AOCL)—At crossings where trains are required to stop' apply at this crossing.

Working of Oil Trains. When signal 1 is cleared, an oil train must be drawn forward and stopped with the locomotive adjacent to the notice board worded 'Oil Trains'.

When signals 28 and 28R are cleared, the train must be propelled and stopped with the locomotive adjacent to the 'Stop' board. The Guard must then ascertain the line is clear and authorise the train to be propelled into the sidings by operating the bell.

Provided there are no loaded 100 tonne GLW tanks in the train, the route to the outgoing line will be via one of the hopper lines.

If there is a loaded 100 tonne GLW tank in the train, the Guard will be so advised by the CEGB staff before the train leaves the sidings. In these circumstances and upon arrival of the train at signal 3, the Guard must obtain an assurance from the CEGB Controller that the points in the East hopper line leading to the by-pass line have been set and secured towards that line. When signal 3 is cleared with route indication 'E' displayed, the train must proceed at not more than 5 m.p.h. and the Driver must stop at the ground frame giving access to the outgoing 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 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 E3/1 is amended as follows:
Paragraph 4 does not apply.

Certificate of Readiness. The Guard must place the original completed certificate in the red box provided on signal post 4 controlling entry to the hopper house.

LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE

BETWEEN LEEDS AND BRADFORD

No Class 253/254 train with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p., must be permitted to work over this route in either direction.

MILL LANE JN.

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.

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 until the person in charge of the movement, or the handsignalman provided, when Single Line Working is in operation, is satisfied that it is safe to do so.

Hammerton Street Diesel Depot. A movement in either direction between the Depot and the Arrival/Departure line must be driven from the leading cab.

Drivers of DMU and Class 253/254 trains, conveying passengers, entering Platform 1, must stop short of the Parcels loading Bay.

LEEDS TO SKIPTON STATION SOUTH

LEEDS

Propelling of empty diesel multiple unit trains from Leeds Parcels Area towards Leeds North Jn. is prohibited.

Empty Diesel Multiple Unit Trains. On arrival of trains at Leeds Station, the traincrew must not leave until they have first ascertained from the Station Supervisor if the empty DMU has 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 Signalman 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 Signalman at 15 minute intervals.

Drivers should be alert at all times to any 'tannoy' announcements.

SHIPLEY

1. Up diesel multiple units at Shipley may be propelled from platform 2 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 platform 3.

2. During a failure of track circuit(s) and/or direction lever, the following conditions must also be observed:

(a) Failure between Guiseley Jn. and Bingley Jn. The Down Main line must be used for Down trains only and a Pilotman need not be appointed. (See remarks column in Table A regarding protection).

(b) Failure between Bradford Jn. and Bingley Jn. Provided the weather is clear a Pilotman need not be appointed. Trainmen must carry out protection in accordance with the Rule Book Section M Clause 3.9(b).

(c) Failure of track circuits between Bingley Jn. Down Home signals and Down Main Starting signal/Up Main Home signal.

One of the following methods of working must be instituted:

(i) The lines from Guiseley Jn. and Bradford Jn. to Bingley Jn. Down Main Starting signal must be used in the Down direction only and a Pilotman need not be appointed.

(ii) Working by Pilotman must be instituted from Bingley Jn. Down Main and Down Bradford Home signals to a point on the Down Main line opposite the facing end of the crossover connection on the Up Main line and from the Up Main Home signal to Platform No. 2.

BINGLEY JUNCTION

Tail lamp advice. When a train stops at Guiseley Jn. 'Down and Up' Main signal 42 or at Up Main signal 43, and the last vehicle has not passed Bingley Jn. signal box, the Guard must use one of the telephones situated at the Skipton side of Bridge 49 to advise the Signalman at Bingley Jn. whether or not the train is complete with tail lamp attached.

LEEDS WORTLEY JN. TO YORK SKELTON VIA HARROGATE

HORSFORTH AND RIGTON

Bramhope Tunnel. When there is a complete failure of communication between Horsforth and Rigton boxes a Pilotman will be appointed to accompany all trains through the section.

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 Weeton end.

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 Weeton 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 Weeton side of No. 3 shaft, on the Up side of the line. Telephones are also provided at each end of the tunnel on the Down side providing communication with Horsforth box.

HARROGATE

Trains from Leeds direction terminating, or delayed at Harrogate Station. When a train arrives from the Leeds direction on the Through Road or on No. 1 Platform line at Harrogate Station and the train terminates, or has to wait, the Guard must use the telephone on No. 1 Platform to inform the Signalman whether or not the train is complete with tail lamp attached.

Stabling of Trains or Vehicles on the Through Road.

1. Trains may be stabled on the Through Road between signals 59 and 25.

2. The following conditions must be observed:

   (a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.

   (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.

3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented.

HESSAY WD GF

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.

SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE

SHIPLEY

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 BR 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 SLU.

SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.

For Local Instruction see page 256.

LEEDS TO HULL PARAGON

LEEDS

For Local Instructions see page 256.

MARSH LANE SIDINGS

When propelling trains or vehicles into the sidings, 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.

Tilcon Depot. After the points have been examined the Guard must signal the train to set back towards No. 1 Siding. 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.

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 the adjacent siding.

On completion of discharge the second portion must be placed towards No. 1 siding. 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 signalman at Leeds that the train is ready to depart.

APCM 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.

WORKING OF TRAINS BETWEEN NEVILLE HILL UP SIDINGS AND MARSH LANE

Trains except for one locomotive and brakevan running between Neville Hill Up Sidings and Marsh Lane Sidings must not be propelled.

NEVILLE HILL

Coaching Stock Depot—Loud Speakers

The talk-back equipment at each Stop for orders 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.

Up Sidings. 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'.

When the person in charge is not on duty at the sidings, the Guard, or in the case of a light locomotive, the Driver, must advise the Signalman at Leeds when the train or locomotive on the Up side arrival line has been cleared from that line.

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 Signalman has been obtained.

MANSTON LEVEL CROSSING

When a Driver is authorised to pass signal L799 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.

SELBY

Rule Book, Section K, clause 3.2.1. When a train is stopped at signals 1956 or 1958 the Driver must communicate with the signalman at Selby by means of the signal post telephone immediately.

Rule Book, Section N. During Single Line Working signals 1953, 1955, 1956 and 1958 must be obeyed by Drivers of trains approaching the bridge in the wrong direction.

HESSLE ROAD

Freightliner Terminal. The Terminal Regulator is responsible for all movements in the Terminal between the 'Stop Telephone' boards at each end of the Terminal.

Tilcon Depot. The propelling movement into the depot must stop with the leading 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.

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.

HULL

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 DMU. In such cases the Driver must not move towards the Platform Starting Signal until instructed to do so by the Guard, Shunter or person-in-charge, who must first obtain the permission of the Signalman. 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 signal reads to more than one running line, the Signalman or person acting under his instruction must also inform the Driver over which line he is routed.

Locomotives Crossing between Platforms 4 and 5 via Ground Frame. The Driver of a locomotive which has passed through the crossover 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.

Class 40, 45 and 46 locomotives are prohibited from using the ground frame points.

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

1. These instructions apply to all trains and light locomotives travelling over the Inward line from Paragon Station to Botanic Gardens Diesel Depot.

All trains leaving Paragon Station for Botanic Gardens Depot will be washed unless the Driver is otherwise instructed before leaving Paragon Station.

2. **Trains and light locomotives requiring to be washed**

Station staff at Hull are responsible for ensuring that all carriage windows are closed and 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. Speed through both sections of the Washing Plant must not exceed more than 2 m.p.h. until the last vehicle has passed clear of the second section. The Washing Plant will normally be set for full automatic working which will be indicated by a green light exhibited on a panel at the entrance to the Depot Inward Line. If no light is exhibited, 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 to the signalman at Paragon Box.

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.

3. **Light Locomotives and trains not requiring to be washed**
Before light locomotives and trains not required to be washed pass through the Washing Plant the Driver must operate the push button on the panel irrespective of which light is exhibited. This will exhibit a red light on the panel and prevent the Washing Plant from functioning for a period of 5 minutes.

4. **Train stopped during washing**
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.

NEVILLE HILL WEST JN. TO HUNSLET EAST

HUNSLET

Shell Marketing Ltd. Private Sidings

1. **Arrivals**
   - 1.1 The BR Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Depot Supervisor.
   - 1.2 The BR Shunter will authorise Drivers to pass the STOP Board on the arrival line when it is safe to do so.
   - 1.3 The Working Manual Pink Pages E3/1.4 is modified to read:—BR handlamps must not be taken beyond the 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. The Working Manual Pink Pages E3/1.2 is modified to read:—If a brakevan is on the train, it must be detached to the reach wagon siding.
   - 1.5 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**
BR and 'Shell Marketing Ltd.' staff will watch the train being drawn out of the sidings and give the recognised stop signal if necessary.

Leeds Oil Rail Terminal

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 ORT Depot Supervisor.
   - 1.2 The Shunter must authorise Drivers of trains to pass the stop board on the Arrival line when it is safe to do so.
   - 1.3 The Working Manual Pink Pages E3/1.4 is modified to read 'BR handlamps must not be taken beyond the boundary gates. An approved safety lamp is available for the Guard's use beyond the ORT and Total Oil 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. The Working Manual Pink Pages E3/1.2 is modified to read:—'If a brakevan is on the train, it must be detached to the reach wagon sidings'.

1.5 When bitumen tanks are included in the train these must be placed in the Total Oil siding after placing the ORT train.

1.6 When it is necessary to shunt bitumen tanks or cripple tanks, the vehicles must be sorted by using the ORT cripple siding or the Arrival/Departure lines. The Discharge siding must not be used.

2. **Train Departures**

BR and ORT staff must watch the trains being drawn out of the sidings and give the recognised stop signal if necessary.

THORNE JN. TO GILBERDYKE JN.

GOOLE BRIDGE

All staff requiring to visit Goole Bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signalman to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

Men working at rail level on Goole Bridge. Rule Book, Section P, Clauses 1.3 and 1.4

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, the Lookoutman must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the man in charge considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out the provisions of the Rule Book, Section T.II must be applied.

HULL PARAGON 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.

HESSLE ROAD JN. TO ALEXANDRA DOCK

HESSLE ROAD

Stabling of DMU Trains between Boothferry Park Platform and Limit of Shunt Indicator on Down Alexandra Dock Line. When required in connection with the working of football trains to Boothferry Park Platform, up to three DMU's may be stabled. 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.

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.

King George Dock Eastern Access Level Crossing. The instructions in the General Appendix Section 7 headed 'Automatic Open Crossings Locally monitored (AOCL)—At Crossings where trains are not required to stop' apply. No advance warning boards, however, are provided. Speed over the crossing must not exceed 5 m.p.h.

NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN

PICTON

When a Driver is authorised to pass signal U50B at danger he must, before passing this signal, operate the special plunger in the telephone box, or if a hand signalman is in attendance ensure that this has been done. Before proceeding over Rounton Gates level crossing he must satisfy himself that the barriers are in the fully lowered position.

HARTLEPOOL

Hartlepool: BSC Works. All movements must be made with extreme caution and not exceed a speed of **5 m.p.h.**

BETWEEN HORDEN AND CEMETERY NORTH

Rule Book, Section S. Hand trolleys placed on the Up Main line between Horden's Up semaphore starting signal and the Up IB home signal (H908) must be protected in accordance with the provisions of the Rule Book, Section S, Clause 3.1.

The movement of trolleys in the wrong direction between these signals is prohibited.

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 NCB 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 NCB staff to operate the trap points and stop signal.

SUNDERLAND

Coupling of DMU's. An empty DMU train may be attached to a loaded train standing in a platform line, provided the instructions in regard to the coupling of loaded DMU 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).

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 ground frame giving access to the terminal is secured by padlock, the key is attached to the train staff.

2. The Terminal Overseer is responsible for all rail movements within the terminal.

3. Movements within the terminal must not exceed 10 m.p.h. (5 m.p.h. during hours of darkness or in fog or falling snow).

BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

BELASIS LANE

Haverton Hill ICI East Grid. The BR 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 BR Chargeman must make arrangements for the crossing to be protected.

After the BR 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: BR Locomotives must not use No. 28 Siding.

Drivers must not foul the crossing until it has been protected under the special instructions issued to the BR Supervisor and ICI Controller and the BR Foreman authorises the Driver.

ICI Billingham Works. The Guard, Shunter or person in charge of movements with BR 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.

BETWEEN BELASIS LANE AND MONSANTO CHEMICAL SIDINGS/SEAL SANDS STORAGE

Conveyance of Toxic Gases and HCN Tanks. Fully fitted trains conveying toxic gases full or discharged and fully fitted trains conveying HCN tanks full or discharged are authorised to travel between Port Clarence and Monsanto Sidings or Seal Sands Storage in both directions, without a brakevan in rear.

Should a train without a brakevan in rear, conveying toxic gases or HCN tanks be stopped between Port Clarence and Monsanto Sidings or Seal Sands Storage, 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 they have not been damaged.

DORMAN LONG OCCUPATION LEVEL CROSSING

When this crossing, situated ¼ mile on the Philips Sidings Ground frame side of North Tees level Crossing is in use, trainmen will be informed by the Person in charge at Port Clarence and Drivers must stop their trains and ensure the crossing is clear before proceeding.

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.

SEAL SANDS CHEMICAL, PHILIPS NO. 2, NO. 3 AND SEAL SANDS ROAD LEVEL CROSSINGS

When a train clears each crossing, the red flashing road signals and the white flashing signal on the rail approach must be cancelled.

SEAL SANDS STORAGE SIDINGS

1. **Arrivals**
   - 1.1 All trains for the sidings must be propelled.
   - 1.2 A train arriving at the branch end must be stopped with the locomotive cab on the approach side of the 'R' indication.
   - 1.3 The Guard must walk to Seal Sands Storage security block and advise the firm's staff of the arrival of the train.
   - 1.4 The Guard must ensure Seal Sands Storage level crossing and the adjacent car park crossing within the firm's premises are closed against the roadway, the firm's security gates are open to rail and then obtain permission for the train to enter the sidings.

2. **Departures**
   - 2.1 When a train is ready to leave the sidings, the Guard must advise the firms staff accordingly.
   - 2.2 The Guard must ensure arrangements are made to close both Seal Sands Storage level crossing and the adjacent car park crossing against the roadway and that the firms security gates are open to rail.

3. **Crippled Wagons**

When a wagon requires to be detached, the Guard must obtain the key for the padlock to the hand points from the firms security staff, place the points in the reverse position and clip and padlock them. On completion of operations, the hand points must be left in the normal position, clipped and padlocked and the key returned to the security staff.

4. **Failure of Crossing Signalling Equipment**
Should a failure of the road lights occur at Philips No. 3 or Seal Sands Road Crossings, the Guard must, before authorising a train to pass over the crossing, obtain the assistance of the firms staff to ensure road traffic is kept clear until the train has passed over the crossing.

SEATON-ON-TEES BRANCH

SEATON CAREW NEW POWER STATION

Stabling of vehicles on the Loop between the West end connection and West level crossing is prohibited.

SEABANKS BRANCH

SEABANKS

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

LONDONDERRY

When a movement is to be made to the jetties in accordance with Table W, 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 signals from Londonderry signal box have been cleared.

HENDON

Before advising the signalman a movement is ready to be made in accordance with Table W, the Shunter or Guard must make arrangements with a Bankrider for the reception of the train before giving such intimation to the Signalman.

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 Signalman at Hendon accordingly on the telephone provided near Hendon Up Banner signal, and must not signal the Driver to start until the banner signal has been cleared.

Working of trains from empty sidings, South Dock. 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.

HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE

HAWTHORN COMBINED MINE AND COKE PLANT

1. No movements must be made within the plant without the authority of NCB staff.

2. All speed limits within the plant as indicated by the boards provided, must be observed.

MONKWEARMOUTH TO AUSTIN AND PICKERSGILLS SHIPYARD

WEARMOUTH COLLIERY

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 NCB 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 NCB Traffic Foreman.

Hauling machinery is provided in the Loading Sidings and when this has been placed in a safe position, a green light will be illuminated. Locomotives may then enter the appropriate Loading Siding to attach. In the event of a failure of the green light, the NCB Traffic Foreman will personally authorise the movement.

TYNE DOCK BRANCH

JARROW OIL TERMINAL

1. Trains must be stopped at signal G711 irrespective of the aspect to enable the Guard to change to the leading cab of the locomotive. Trains must again be stopped before passing over the first set of hand points immediately beyond the bridge in the terminal, to enable the Guard to alight and examine the points.

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 No. 2 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 22 × 45 tonne GLW tank wagons should be taken as the equivalent of 10 × 100 tonne GLW tank wagons.

6.2 Not more than 5 × 100 tonne or 11 × 45 tonne tank wagons must be shunted at any one time.

6.3 When placing train loads of 10 × 100 tonne or 22 × 45 tonne GLW tank wagons, the first shunt of 5 × 100 tonne tanks or equivalent 11 × 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 appropriate marker. The locomotive must then return with the reach wagon and place the second shunt of 5 × 100 tonne tanks, or equivalent 11 × 45 tonne tanks, in a similar manner in the adjacent discharge siding.

6.4 If it is necessary for 8 × 100 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 4 × 100 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/BP 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 BR personnel and report any missing person to the duty supervisor or fire brigade and await further instructions.

11.2 If Shell Mex/BP 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 BR 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 BR 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 BR Control (Newcastle 22334).

DARLINGTON SOUTH JN. TO SALTBURN

DINSDALE RAIL WELDING DEPOT

The siding between the main line and the 'Stop proceed if line is clear' board is controlled by the signalman at Darlington.

When the Driver or Guard of a train requires to proceed from either siding at the 'Stop Telephone' board, he must advise the Signalman whether the movement will be drawn or propelled.

Propelling of trains from up main signal D953 towards the Depot is restricted to two freight brake vans only.

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 signal UN23 is cleared for the train to proceed, the Driver must sound the locomotive horn immediately before moving towards the level crossing.

When a Driver is authorised to pass Signal UN23 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.

EAGLESCLIFFE

Drivers of up trains booked to stop at Eaglescliffe Station which are stopped at signal 818 at the Urlay 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 DEPOT STEAM PLANT SIDINGS

1. The Rolling Stock Inspector is responsible for operating the hand points for operation of the barriers (protecting the overhead equipment) and for authorising all movements into and out of the sidings.

2. The hand points giving access from the West end must be clipped and padlocked for the shed road when not in use.

3. Inwards wagons must be propelled into the sidings from the West end only.

4. Outward wagons must be hauled from the sidings via the Round Shed end only, except during breakdowns or mishaps when provision to shunt from the West end may be arranged.

5. When wagons are placed or removed from either siding, the locomotive must be brought to a stand clear of the gantries.

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 and 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**

When a Guard/Train Preparer requires to enter the Primary Sidings at the East end of the Down Yard or the West end of the Up Yard in connection with train preparation, he must report to the Person in charge who must then request the Panel Operator to stop any further movements into the sidings concerned. The Panel Operator must then set the point

switches away from the siding(s) and place and maintain a reminder appliance over the switch until advised by the Person in charge that movements into the siding(s) can be resumed.

The Person in charge will advise the Guard/Train Preparer when movement into the sidings has been suspended.

If there are vehicles in the sidings where preparation is to take place, a sufficient number of wagon brakes must be pinned down to form a buffer stop. These brakes must be unpinned after completion of train preparation and before advising the Person in charge that work has been completed.

3. **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.

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 Thornaby East Jn. to any of the Reception lines at Tees down yard is prohibited.

Instructions for the use of the Short-wave Radio Equipment, Hump Pilots—Tees Yard. 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 show **'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 Signalman 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 5 m.p.h. over the crossing.

GRANGETOWN

Working of Trains to and in Tees Dock Exchange Sidings. Only fully fitted trains may be propelled between Grangetown and Tees Dock exchange sidings.

BR trains must not leave the sidings to proceed to Grangetown box until authorised to do so by the Sidings Chargeman.

The departure of each BR train or locomotive must be advised to the Grangetown Signalman by the Sidings Chargeman stating whether the movement is drawn or propelled.

A maximum speed of 5 m.p.h. applies to all movements entering and travelling over the lines belonging to the Tees and Hartlepool Port Authority.

REDCAR BSC

Ore Terminal. After the locomotive has been detached from the train, the Guard must telephone the BSC Signalman and advise him that the locomotive is ready to proceed to the 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 BSC pilot locomotive, but should it be necessary for a wagon to be detached by a BR locomotive and train crew, this will be done under the direction of the BSC Signalman by drawing out of the Departure Sidings onto the BR Departure Line and setting back and detaching the wagon on one of the adjacent Departure Sidings.

Limestone Discharge Terminal

1. Trains for discharge must proceed from signal L2 to unloading signal L6 at a speed not exceeding ½ m.p.h. under the control of the unloading signals.

2. Locomotive cab doors and windows must be kept closed from the time a locomotive passes signal L2 until it reaches unloading signal L3.

3. After discharge, trains must proceed to signal 210 for tare weighing to be completed.

4. **Crippled Wagons**
If the Guard becomes aware that wagons are defective and need to be detached, he must make arrangements for the wagons to be stabled in the cripple siding.

5. **Speed limits**
Over gross and tare weighbridges . . . 10 m.p.h.

SALTBURN WEST JN. AND SALTBURN STATION

Failure of Track Circuits and Signals. During 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 Signalman 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.

MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY

BATTERSBY

When a freight train is required to stand in the siding at Battersby, the Trainmen must ensure that the foot crossing is left clear. Where necessary the train must be divided.

Before closing up the train, the Guard must ensure that no passengers are using or about to use the crossing.

GROSMONT

Before obtaining the Token from the Driver to operate the Ground Frame for a movement to the North Yorkshire Moors Railway, the Guard must obtain an assurance from 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 BR movements have been completed.

GRANGETOWN TO TEESPORT SHELL REFINERY

TEESPORT

Shell Mex Refinery. Drivers of trains or locomotives leaving the exchange sidings must use the telephone at signal 270 to advise the signalman at Grangetown that the train is ready to depart.

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.

SALTBURN WEST JN. TO BOULBY CLEVELAND POTASH SIDINGS

SALTBURN WEST JN.

Guards of freight trains or the Driver in the case of a light locomotive, when stopped at signal L214 on the Up Goods Branch, must advise the Signalman at Longbeck, by means of the telephone provided, that the train or light locomotive, as the case may be, has arrived, complete with tail lamp attached.

CRAG HALL

Skinningrove BSC Sidings

1. When a locomotive requires to work in the Departure Sidings, the Chargeman must obtain an assurance from the BSC Weighman that no movement of any BSC locomotives in the Departure Sidings will take place until he is advised that normal working may be resumed.

2. Before a locomotive enters the sidings, the Chargeman must set all hand points giving access to the works, towards the sand drag.

3. Upon completion of work, the Chargeman must advise the BSC Weighman accordingly.

4. The speed of locomotives must not exceed 5 m.p.h. when propelling into the sidings.

Drivers of down trains to Boulby 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.

BOULBY POTASH SIDINGS

All movements by BR locomotives beyond the 'Stop for orders' boards must only be made on the authority of the Cleveland Potash Shunter.

NORWOOD JN.

Norwood Coke Works/Thomas Ness Pitch Works. 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 NCB 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 NCB 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.

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.

SWALWELL OPENCAST 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 NCB 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 5 m.p.h. must not be exceeded during this movement.

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 AC Electrified Lines.

THE RULE BOOK

General. For Signalman 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 BR 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. BR 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 BR 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 BR 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. 2 on page 285) 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 operating notice will show restrictions affecting BR 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 BR 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 1.43. 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 1.56. 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 BR Trainmen. Any permanent speed restrictions affecting BR Trainmen will be signed with standard BR signs indicating miles per hour.

Page 12.1. BR Automatic Warning System of Train Control (AWS)
This system does not operate on the Metro lines.

EXTRACTS FROM WORKING INSTRUCTIONS FOR AC 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, DC. The electrical supply system is remotely supervised by the Metro Power Controller who is located at the South Gosforth Control Centre.

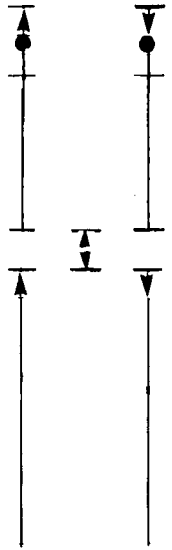
The minimum contact wire height above rail level on sections over which BR Trainmen work is 13 feet 7 inches (4.15 metres) and the minimum height at public road level crossings is 17 feet 11 inches (5.48 metres).

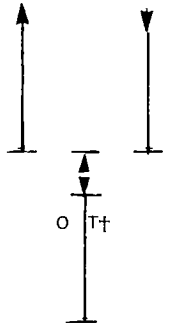
General Instructions
5. Electrification telephones are provided at selected locations and communicate with the Metro Power Controller. In emergency only, these telephones may be used if a signal post telephone is not readily available.

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.

TABLE A

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
BENTON QUARRY JN. TO CALLERTON RUN-ROUND LOOP								
BENTON QUARRY JN. AND BENTON STATION JN.				**25**	**25**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
BENTON STATION JN. AND GOSFORTH EAST JN.				**20**	**20**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
GOSFORTH EAST JN. AND REGENT CENTRE				**10**	**10**	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE		
REGENT CENTRE AND CALLERTON RUN-ROUND LOOP				**10**	**10**	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE		
		Benton Quarry Jn.	0 00					
		Benton	0 06					
		Benton Station Jn.	0 27					Benton Station Jn. to Bank Foot Jn. controlled by South Gosforth Control area signalling.
		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					
		Fawdon (Out Platform)	3 43					
		Fawdon Station LC (AOCL)	3 47	**10**	**10**	**Over Level Crossing**		Speed restriction signs not provided
		Fawdon (In Platform)	3 52					



GL.23	Rowntrees East Jn.	4 09					
	Rowntrees West Jn.	4 27					
	Brunton Lane LC (AOCL)	4 38	10	10	**Over Level Crossing**		Speed restrictions signs not provided
	Brunton Lane Jn.	4 49					
	Bank Foot Jn.	4 69					†No Staff. See page 222.
	Bank Foot LC TMO	5 00					
	Callerton LC TMO	6 34					
	Callerton Run-Round Loop	7 00					

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 BR. On the lines of the Tyne and Wear Metro the terms IN and OUT are used. Department of Transport road type signs are also used for miscellaneous indications as described. Examples are shown on page 285.

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. 1 on page 285. The lights are normally out but when a passenger emergency button on the platform is pressed, the signal will diplay a flashing lunar white 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 BR 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 BR Trainmen, Metro Supervisors will instruct them as to what is required.

BR trains must not work

(a) From Benton Station Junction towards the former Benton NW Curve or towards Shiremoor.

(b) From Gosforth East Junction towards South Gosforth Station.

(c) From Regent Centre towards South Gosforth Station.

BR 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 BR locomotive or vehicle. If a Metro diesel locomotive is used to haul a BR 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 BR train to work into Benton or South Gosforth depots, a competent member of the Metro staff will be provided to instruct the BR 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 BR 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

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.

The Guard must advise the System Controller when the train, complete with tail lamp, 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 BR locomotive to attach.

WORKING OF TRAINS BETWEEN BANK FOOT JUNCTION AND CALLERTON ICI SIDINGS

The line between Bank Foot level crossing and Callerton remains in BR ownership and the standard Rules apply.

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 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 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 537 and is ready to proceed over the Metro lines.

PASSENGER ALARM SIGNAL

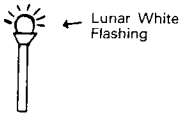


Figure 1

"HAZARD" SIGN.

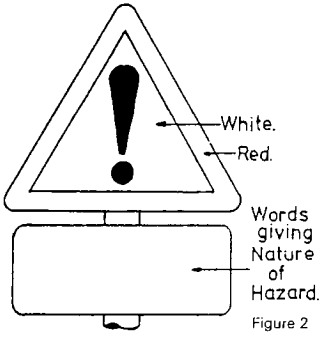


Figure 2

"LIMIT OF SHUNT" SIGN.

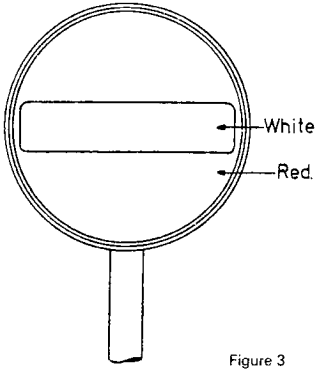


Figure 3

"RESTRICTED ACCESS" SIGN

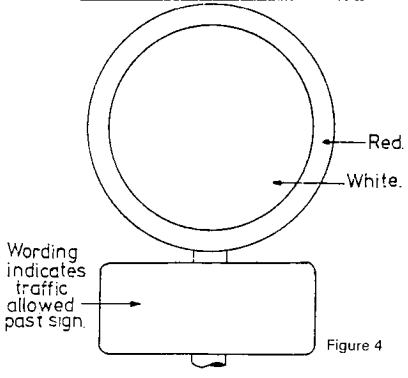
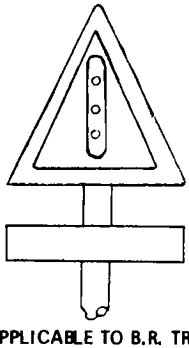


Figure 4

BRAKING DISTANCE TO STOP SIGNAL FOR METRO TRAINS



(NOT APPLICABLE TO B.R. TRAINS)