

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

# **BRITISH RAILWAYS**

## **EASTERN REGION**

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

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

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## **NORTHERN AREA**

**YORK  
5 April 1986**

**BY ORDER OF THE  
GENERAL MANAGER**

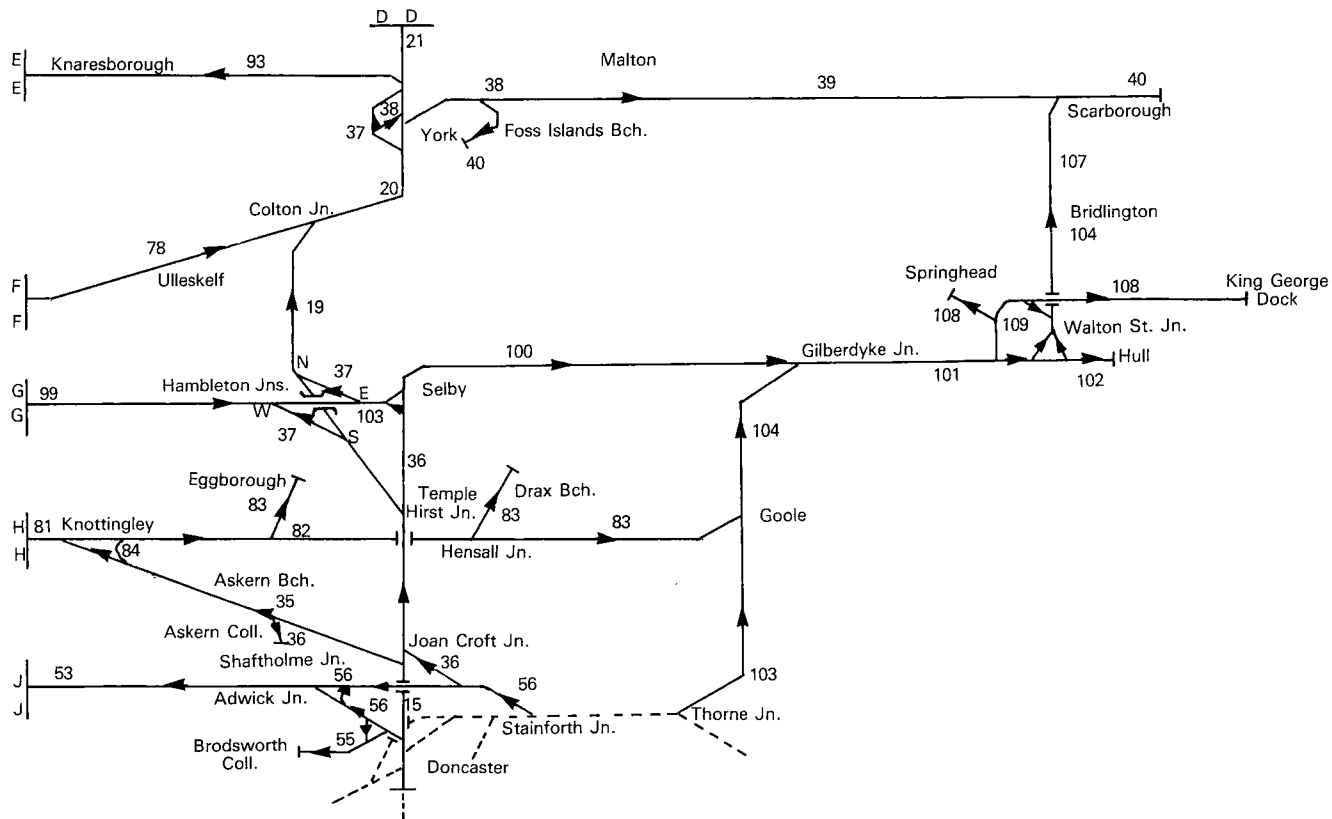
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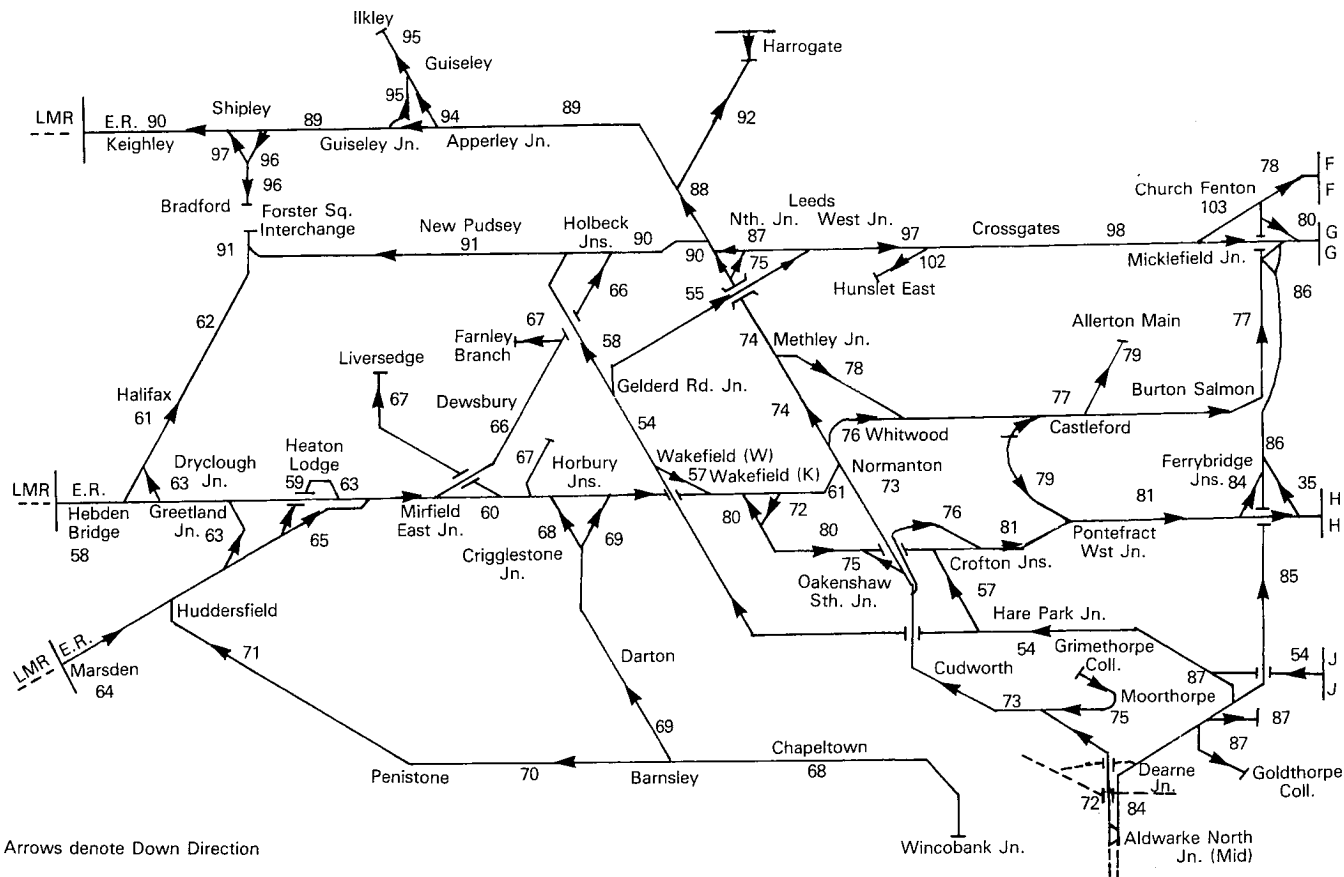
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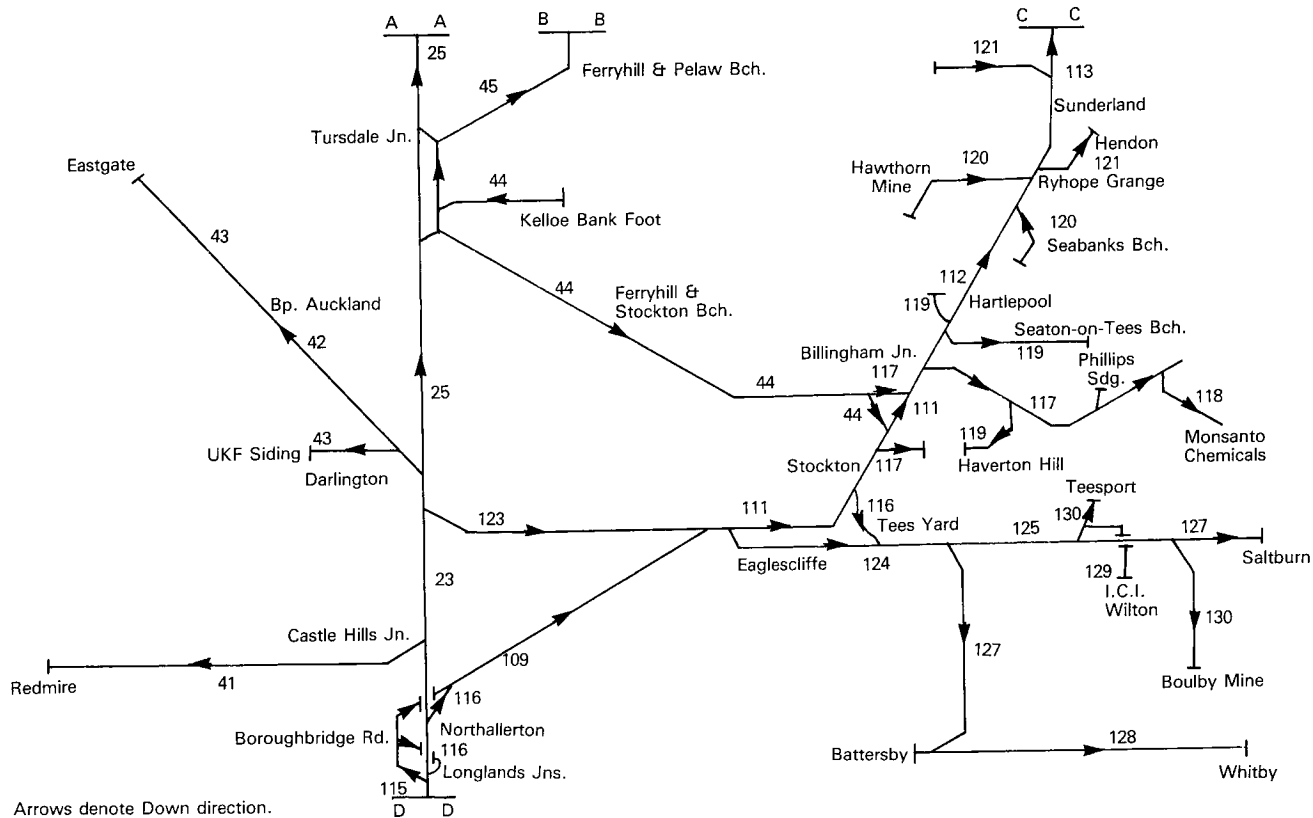


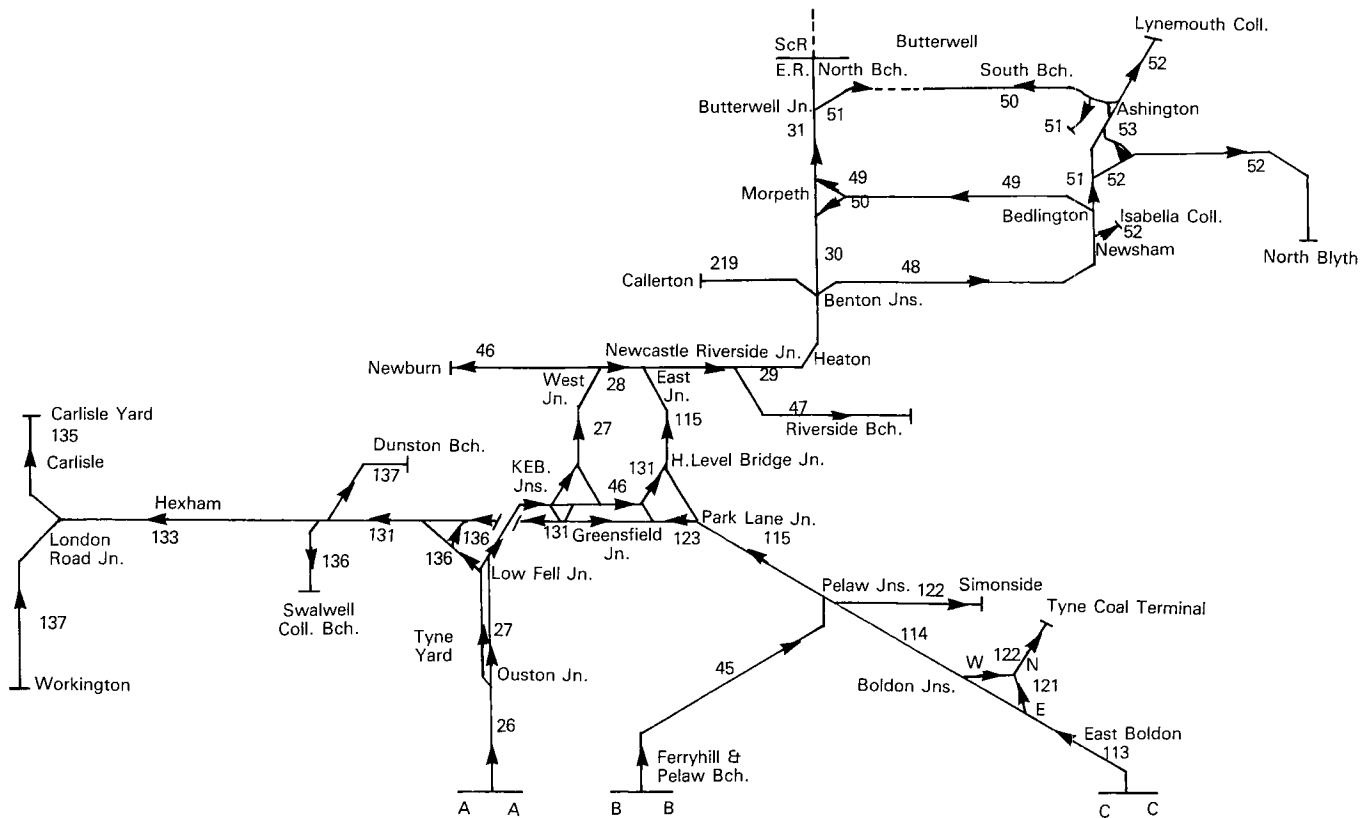
Arrows denote Down Direction





Arrows denote Down Direction





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## STANDARD SPEED RESTRICTIONS

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

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

	<b>Speed</b> 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.



# TABLE A—DETAILS OF RUNNING LINES

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

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

Passenger Line		} Track Circuit Block unless otherwise shown
Goods Line		
(Permissive Working unless otherwise shown)		
Passenger Line signalled in both directions		
Goods Line signalled in both directions		
(Permissive Working unless otherwise shown)		

AB — Absolute Block

A —Track Circuit Block (Non-Permissive) on Goods line/loop.

P —Permissive Working on Platform line for passenger trains.

PF —Permissive Working on Passenger line for freight trains.

NB — 'No Block'

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

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 signal box name. Ground/Shunting frames are indicated by name and the letters GF or SF.

Overhead line neutral sections are indicated by the letters OHNS.

Level Crossings are indicated by the letters LC and are manned unless otherwise shown by one of the following abbreviations:—

AHB — Automatic Half Barriers	OPEN — Open crossing without road warning lights
CCTV — Closed Circuit Television	AOCL — Open crossing—road warning lights monitored by train crew
TMO — Trainmen Operated	AOCR — Open crossing—road warning lights monitored by signalman
RC — Remotely Controlled	
R/G — Miniature Red/Green Warning Lights	

'X' shown after the above abbreviations for level crossing types (e.g.; AHB-X, AOCR-X) indicates that the crossing concerned works automatically for movements in the wrong direction. (See instructions headed 'Wrong direction movements over certain automatic level crossings' on pages 165 and 166).

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

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

The **Permanent Speed Restrictions** column shows all permanent speed restrictions other than the standard restrictions shown on page 12. An 'X' preceding the speed restriction e.g. '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 **Remarks** column is used to give additional information e.g.:—

- (i) Loops and Refuge Sidings showing, in addition to one locomotive and brakevan, the standage available for vehicles in standard length units (SLU's).

The following abbreviations are used:—

DPL — Down Passenger Loop	UPL — Up Passenger Loop
DGL — Down Goods Loop	UGL — Up Goods Loop
DRS — Down Refuge Siding	URS — Up Refuge Siding
CL — Crossing Loop on Single line	

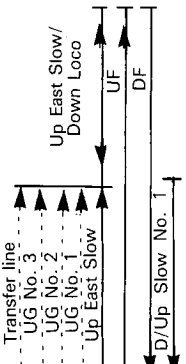
Where Permissive Working is authorised on a Passenger Loop, it is indicated by the abbreviations shown above. Goods Loops are Permissive unless otherwise shown.

- (ii) Catch, Spring and Unworked Trailing Points, using the following abbreviations:—

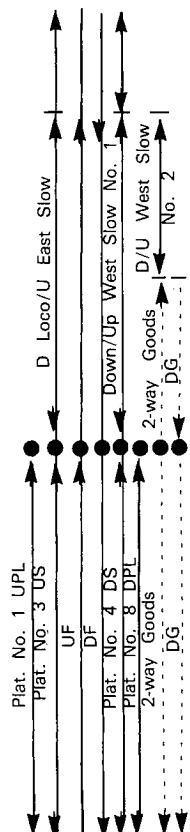
C — Run-back catch points	S — Spring trailing points
CW — Run-back catch points controlled from signal box	U — Unworked trailing points

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

- (iii) Automatic Staff Warning Systems using the abbreviation:— FWS—Fixed Warning System (applies to all lines unless otherwise shown).
  - (iv) Locomotive horn codes using the abbreviation: L(long), S(short).
- AWS** is provided unless otherwise shown in the Remarks column.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
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) 35m. 70ch.		100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
	ALNMOUTH (NORTH OF) 35m. 70ch. AND BERWICK (REGIONAL BOUNDARY)		125	125	MAXIMUM PERMISSIBLE SPEED	
	POTTERIC CARR JN. AND DONCASTER NORTH JN. (156m. 06ch.)		70	70	MAXIMUM PERMISSIBLE SPEED ON DOWN-UP SLOW No 1/DOWN-UP WEST SLOW No 1/DOWN SLOW LINE	
	MARSHGATE JN. AND LOVERSALL CARR. JN.			70	MAXIMUM PERMISSIBLE SPEED ON UP SLOW/UP EAST SLOW-DOWN LOCOMOTIVE LINE	
	YORK AND NORTHALLERTON		70	70	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
	NORTHALLERTON AND BERWICK		60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
		Black Carr Jn. (See Southern Area Sectional Appendix)	153 18		60	Up East Slow/Down Loco to Bessacarr Jn. line
		Potteric Carr Jn.	154 02	70 25	15 25	Down Fast to Down/Up Slow No. 1 Up Decoy Sidings to Low Eilers Curve line. To and over Transfer line 154m. 03ch. and 154m. 50ch. Up Goods Nos. 1, 2, 3 and Transfer line to Up East Slow/Down Loco

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<p>Transfer line UG No. 3 UG No. 2 UG No. 1 U. East Slow</p> <p>Transfer line A UG A</p> <p>UF DF D/Up Slow No. 1 D Slow No. 2</p>	DONCASTER, BLACK CARR JN. TO BERWICK—continued				
	Decoy North Jn.	154 13	25 50	25	Down/Up Slow No. 1 to Down Slow No. 2 Down Slow No. 2 to Down/Up Slow No. 1 or Down Fast
			50		Down Slow No. 2 154m. 13ch. and 155m. 28ch.
			110		Fast line 154m. 36ch. and 155m. 23ch.
	Carr (Up Goods lines and Transfer line only)	154 50		25	To and over Up Goods Nos. 1, 2, 3 and Transfer line 154m. 50ch. and 154m. 03ch.
			15	15	Transfer line 154m. 50ch. and 155m. 25ch.
			100		Fast/Main 155m. 23ch. and 156m. 53ch.
	Sand Bank Jn.	155 28	50	25	Down Slow No. 2 to Down/Up Slow No. 1 Up East Slow to Up Goods and over Up Goods to 154m. 50ch.
	Balby Bridge Tunnel (95 yards)	155 34 to 155 39			



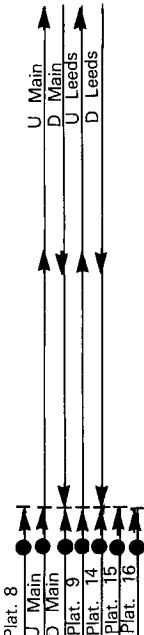
Bridge Jn.	155 38	20		Down/Up Slow No. 1 to Hexthorpe Goods line
			110	Fast line 155m. 55ch. and 154m. 36ch.
South Yorkshire Jn.	155 58	35		Down Fast to Down Slow
Doncaster (D)	155 65	25	25	To, over and from Down/Up West Slow No. 2, Down Goods, Two Way Goods, Down Platform Loop, Up Platform Loop, and Thorne Slow and through all running connections between Bridge Jn. and Marshgate Jn., unless otherwise shown (Cut out signs not provided.)
Doncaster	155 77	15	15	Through crossovers Up Slow to Up Fast, Up Fast to Down Fast and Down Fast to Down Slow.

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

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
DONCASTER, BLACK CARR JN. TO BERWICK—continued					
 Thorne Slow US UF DF Down Leeds Slow Down Leeds Goods Marshgate Jn. UM DM	Doncaster North Jn.	156 09	40	40	Down Slow/Down Leeds Slow 156m. 06ch. and 156m. 37ch. including through connection to Down Leeds at Marshgate Jn.
			40	40	Down Slow to Down Fast at 156m. 06ch.
				40	Up Fast to Up Slow at 156m. 17ch.
				50	Slow line 156½ m.p. and 156m. 08ch.
			40		Down Leeds Goods 156½ m.p. and 156m. 43ch. including through connection to Down Leeds at Marshgate Jn.
	Marshgate Jn. (See page 53 and Southern Area Sectional Appendix)	156 26	30	30	Through trailing crossover between Down and Up Fast lines
			70		Down Fast to Down Leeds
				70	Up Main to Up Slow at 156m. 42ch.
			105	100	Main/Fast 156m. 53ch. and 155m. 55ch.
				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			
	Daw Lane LC (CCTV)	159 10			
			100	40	Down to Up at 159m. 78ch. 160 m.p. and 160m. 30ch.

DPL 85

	Shaftholme Jn. (See page 35)	160 16	20		To Knottingley line.	
	Joan Croft Jn. LC (See page 36)	160 48	30	25	Up to Down at 160m. 45ch.	
			40	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				
	Temple Hirst Jn. (See page 36)	169 16	70		To Selby line 169m. 07ch. and 169m. 55ch.	Temple Hirst Jn. to Clifton controlled by York box.
	Hambleton South Jn. (See page 37)	174 10	70		To Hambleton West Jn. line	
	Hambleton North Jn. (See page 37)	174 75		40	To Hambleton East Jn. line	
	Colton Jn. (See page 78)	182 79				
	Colton North Jn. (See page 78)	183 65	70	70	Down Main to Down Leeds Up Leeds to Up Main	
	Earfit Lane LC (R/G)	184 05	100		Leeds line Colton North Jn. and 186m. 43ch.	

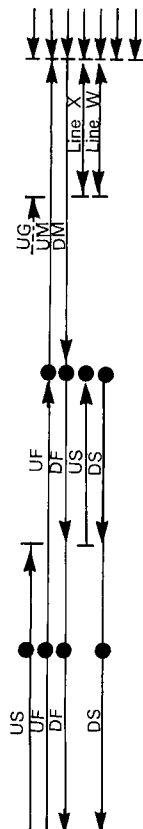
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
DONCASTER, BLACK CARR JN. TO BERWICK—continued					
	Copmanthorpe No. 2 LC (R/G)	185 22	100	100 100	Main lines 186½ m.p. and 186m. 43ch. Leeds line 186m. 43ch. and Colton North Jn.
	Dringhouses Jn.	186 67	90		Main and Leeds lines 186m. 43ch. and 187m. 79ch.
			50	50	Down Leeds to Down Main Up Main to Up Leeds
			25 25	25	Down Main to Up Leeds at 187m. 38ch. Up Leeds to Down Leeds and Down Leeds to Down Holgate Loop at 187m. 44ch.
			10		Up Holgate Loop to all Reception lines in Dringhouses Up Yard
	Holgate Jn. (See page 37)	188 08	90		Main and Leeds lines 187m. 79ch. and 186m. 43ch.
			25	25	Main lines in right direction 187m. 79ch. and 0m. 42ch.
			15	15	All other passenger lines and connections 187m. 79ch. and 0m. 42ch.
	York (Y) (See page 38)	188 40 0 00	15	15	All lines to and from Scarborough line, York station and 0m. 26ch.

DGL 104  
UGL 113

Permissive working is authorised on Platforms 8, 9, 14, 15 and 16.

DGL 104  
UGL 113Permissive working is  
authorised on Platforms 8, 9,  
14, 15 and 16.





Clifton  
(See page 38)

Skelton (S)  
(See page 37 and 94)

Skelton Bridge

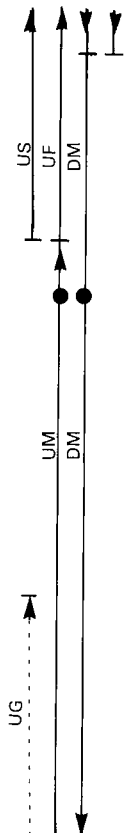
Beningbrough Footpath  
LC (R/G)

Tollerton (T)

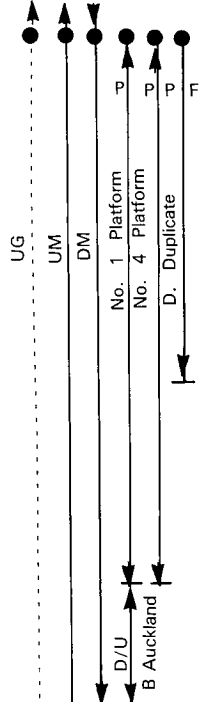
1 05	50	50	Main lines 0m. 42ch. and 1m. 09ch.
	15		To and along Up Goods line, 1m. 05ch. and 0m. 42ch.
	50	50	Down to Up at 1m. 29ch.
1 51	50	50	Down Main to Up Slow at 1m. 37ch.
	50	50	Up Slow to Down Slow at 1m. 46ch.
	50		Slow to Harrogate line 1m. 50ch. and 1m. 65ch.
	50	20	Slow line 1m. 50ch. and 2½ m.p.
	30		Slow to York Yard South line.
	30	30	Slow line 2½ m.p. and 3m. 23ch.
		30	Slow line 3m. 02ch. and 1m. 43ch.
3 11	30	30	All connections Fast to Slow and Slow to Fast at 3m. 05ch.
7 01		60	Slow line 9½ m.p. and 10½ m.p.
9 40	30	30	All connections between Fast lines, Fast to Slows and Slow to Fast at 9m. 49ch.
	30	50	Up Fast to Up Slow at 10m. 14ch.
	65		Down Slow to Down Fast at 10m. 18ch.
	60		Slow line 20½ m.p. and 21m. 03ch.
			Slow line 21m. 03ch. and 22m. 30ch.

FWS between 3 m.p. and 3½ m.p. Does NOT cover the Up Slow line Controlled by Skelton (S) signal box.

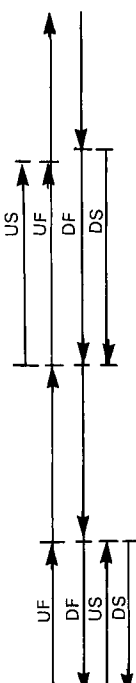
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
 US UF DF DS	DONCASTER, BLACK CARR JN. TO BERWICK — continued					
	Green Lane Jn.	21 45	40	50	Slow to Fast at 21m. 39ch. Fast to Slow at 21m. 52ch.	Controlled by Thirsk (TK) signal box. C. Down Slow at 21m. 54ch., 1090 yards before reaching Signal TK31.
	Thirsk	22 16	65	Slow line 22m. 03ch. and 9½ m.p.		
			40	Slow line 22m. 18ch. and 22m. 03ch.		
			60	Slow line 22m. 30ch. and 22m. 18ch.		
			40	Fast to Slow at 22m. 24ch.		
	Thirsk (TK)	22 34	25	Slow to Fast at 22m. 32ch.	C. Up Slow at 23m. 54ch. 950 yards before reaching Signal TK5.	
			Fast to Slow at 22m. 33ch.			
	No. 81 LC (R/G)	22 73	30	30	Fast to Slow at 23m. 57ch. Slow to Fast at 23m. 63ch.	Controlled by Thirsk (TK) signal box FWS between 23½ m.p. and 24½ m.p.
	No. 82 LC (R/G)	23 33				
	Avenue Jn.	23 60				
No. 88 LC (R/G)	27 16					
No. 89 LC (R/G)	27 58					



Longlands Jn. (See pages 115 and 116)	28 71	50 70	20 40	50	Slow to Longlands Loop Slow to Main at 28m. 67ch. Up Slow, 28m. 70ch. and 28½ m.p.	
					Main to Longlands Loop	
Northallerton	29 76			70	Main to Slow at 29m. 50ch.	S. Up Slow, connection from Up Longlands Loop at 29m. 33ch.
Northallerton (N)	30 08					
High Jn. (See page 116)	30 09	25			To Northallerton East Jn. Line	
Castle Hills Jn. (See page 41)	30 63	25			To and from Down Passenger Loop	DPL 339
Eryholme	38 72	20 40	20 40		Through trailing crossover Through facing crossover	
		110	110		40m. 05ch. and 41m. 50ch.	FWS between 39½ m.p. and 41½ m.p. Two independent systems covering:—
		90	90		43m. 55ch. and 45 m.p.	(i) Bridges 85, 86 and 87.
		25	25		Between Down and Up at 43m. 56ch.	(ii) Bridges 88 and 89.
Darlington South Jn. (See page 123)	43 61	20 30 35	20 30 30		Goods to Saltburn line. Main to Saltburn line. Between Down and Up Main at 43m. 63ch. To and over No. 4 Platform line 43m. 67ch. and 44m. 04ch.	
			20		Goods to Up Main at 43m. 68ch.	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up	
DONCASTER, BLACK CARR JN. TO BERWICK — continued					
	Darlington (D)	43 70	25 20 15 40 25 20	25  15  25 35	DGL 160
	Darlington	44 10	10 25 20 40 20 30		
	Darlington North Jn.	44 36			
<p>Towards No. 1 Platform line at 43m. 70ch. No. 4 Platform line towards and over Duplicate line 43m. 70ch. and 44m. 22ch. All other lines through Station 43m. 70ch. and 44m. 33ch. No. 1 Platform line 43m. 71ch. and 44m. 24ch. To Nos. 2 and 3 Bay Platforms at 43m. 74ch. No. 4 Platform line 44m. 04ch. and 43m. 67ch. No. 4 Platform line and to Down and Up Bishop Auckland or Down Main 44m. 04ch. and 44m. 37ch. Goods line 44m. 22ch. and 43m. 68ch. Main to Goods at 44m. 22ch. Between Down and Up Mains at 44m. 32ch. 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. Down and Up Bishop Auckland to and over No. 4 Platform line 44m. 37ch. and 44m. 04ch. Down and Up Bishop Auckland, 44m. 33ch. and 44m. 64ch. (0 m.p. Darlington to Shildon mileage).</p>					

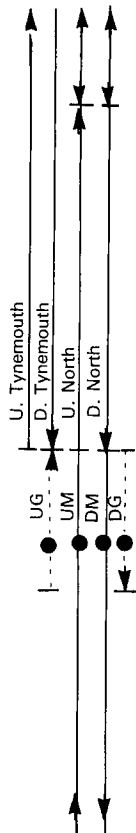
	<p>Parkgate Jn. (See page 42)</p> <p>Aycliffe</p> <p>Ferryhill South Jn. (See page 44)</p> <p>Ferryhill (F)</p> <p>Kelloe Bank Foot Jn. (See page 44)</p> <p>Tursdale Jn. (See page 45)</p> <p>Hett Mill LC (CCTV)</p>	<p>44 58</p> <p>49 36</p> <p>56 17</p> <p>56 70</p> <p>57 50</p> <p>58 71</p> <p>60 21</p>	<p>20</p> <p>20</p> <p>25</p> <p>85</p> <p>80</p> <p>40</p> <p>105</p> <p>110</p> <p>30</p> <p>30</p> <p>40</p> <p>50</p> <p>20</p> <p>50</p> <p>30</p> <p>30</p> <p>110</p> <p>100</p> <p>95</p> <p>85</p> <p>70</p> <p>80</p>	<p>Down and Up Bishop Auckland to Down Main at 44½ m.p. Down Main to Down Bishop Auckland Goods line Down to Up at 44m. 61ch.</p> <p>48 m.p. and 48m. 50ch. 48m. 50ch. and 49m. 30ch.</p> <p>Through facing and trailing crossovers 49m. 30ch. and 56m. 15ch.</p> <p>56m. 15ch. and 60m. 44ch. Main to Slow 56m. 13ch. and 56m. 32ch. Slow to Main 56m. 37ch. and 56m. 17ch. Slow to Norton-on-Tees line</p> <p>UGL 56m. 65ch. and 56m. 37ch.</p> <p>Slow to Pelaw line. Slow to Main. Main to Slow. 59¾ m.p. and 56m. 15ch.</p> <p>60m. 44ch. and 59¾ m.p. 60m. 44ch. and 62¼ m.p. 62¼ m.p. and 62m. 45ch. 62m. 45ch. and 63m. 03ch. 63m. 03ch. and 62¼ m.p.</p>	<p>FWS between 48½ m.p. and 49½ m.p. (Bridges 123, 124, 125, 127 and 128)</p> <p>FWS between 50 m.p. and 52 m.p. (Bridge 137). FWS between 54½ m.p. and 55½ m.p. (Bridges 148 and 149).</p> <p>UGL 70 Ferryhill (F) signal box area between Aycliffe and Hett Mill LC</p> <p>FWS between 58¾ m.p. and 59¼ m.p.</p> <p>FWS between 61 m.p. and 62 m.p.</p> <p>FWS between 62¼ m.p. and 62¾ m.p. (Bridge 178)</p>
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Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
DONCASTER, BLACK CARR JN. TO BERWICK—continued						
	Durham	66 13	95 75	95	63m. 03ch. and 64m. 49ch. 64m. 49ch. and 66m. 14ch.	FWS between 65½ m.p. and 66½ m.p.
			25 85		Main to Slow at 66m. 05ch. 66m. 14ch. and 68½ m.p.	
				75 25	66m. 21ch. and 64m. 49ch. Slow to Main at 66m. 28ch.	
			25	25	Down Fast to Up Fast at 66m. 30ch.	
			40 40	40 40	Slow to Fast at 66m. 32ch. Down Fast to Up Fast at 66½ m.p.	
	Durham Emergency Crossover	66 40				FWS between 69½ m.p. and 70½ m.p.
	Signal TY354		25	40	Slow to Main at 66m. 73ch. Main to Slow at 66m. 76ch.	
			85 105	85 105	68½ m.p. and 66m. 21ch. 68½ m.p. and 71m. 75ch.	
	Chester-le-Street	71 72	100 110	100	71m. 75ch. and 72m. 26ch. 72m. 26ch. and 75 m.p.	
	Ouston Jn.	73 32	40	40	To and from Slows 73m. 24ch. and 73m. 37ch.	
			100	45 25	Slow line 75 m.p. and 73m. 38ch. 75 m.p. and 78½ m.p. UGL to Up Slow, Up Slow to Down Fast, Down Fast to Up Fast at 75m. 29ch.	C. Up Slow at 74m. 47ch. 560 yards before reaching Signal TY262.

<p>The diagram shows a vertical railway track with four main lines: Up Fast (UF), Down Fast (DF), Up Slow (US), and Down Slow (DS). At the top, there are three black circles representing signals. Below the track, several locations are marked with horizontal lines and arrows indicating the direction of travel. From top to bottom, these are: Tyne (TY), Low Fell Jn. (See page 136), Askew Road Tunnel (53 yards), King Edward Bridge South Jn. (See page 131), King Edward Bridge North Jn. (See page 46), and Newcastle West Jn. (See page 46). The track continues downwards with Up Main and Down Main lines.</p>	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. Slow 75m. 66ch. and 76m. 21ch. Slows 76m. 34ch. and 77 m.p. Fast/Main line 77 m.p. and 72m. 26ch.	UGL 35  PF. Down Slow between signals 187 and 142 and on Up Slow between signals 129/131 and 204.	
	Low Fell Jn. (See page 136)	77 37	20 30	30		Slow to Norwood Jn. line. To and from Slow lines at 77½ m.p.
			95	100		78½ m.p. and 78m. 62ch.
			70	70		78m. 62ch. and 77 m.p.
			60	60		78m. 62ch. and 79m. 01ch.
				60		79m. 01ch. and 79m. 26ch.
	Askew Road Tunnel (53 yards)	79 26 to 79 29	50	50		79m. 26ch. and 79m. 34ch.
			25			All lines 79m. 34ch. and 79m. 70ch.
	King Edward Bridge South Jn. (See page 131)	79 42	25	25		To and from KEB West lines or to Down Gateshead West line
	King Edward Bridge North Jn. (See page 46)	79 57	15			To KEB South East Curve
		25		All lines 79m. 70ch. and 79m. 34ch.		
		15		All lines 79m. 70ch. and 0m. 25ch. (Newcastle to Berwick mileage)		
Newcastle West Jn. (See page 46)	80 05				King Edward Bridge Jns. controlled by Gateshead (G) signal box.	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
DONCASTER, BLACK CARR JN. TO BERWICK ---continued						
	Newcastle (N)	80 16 0 00			Permissive Working is authorised on Platforms 8, 9 and 10.	
	Newcastle East Jn. (See page 115)	0 14	15		To Gateshead line 101m. 59ch. and 100m. 75ch.	CW. Z line at 0m. 06ch., 86 yards before reaching Starting Signal.
				15	All lines 0m. 25ch. and 79m. 70ch. (York to Newcastle mileage).	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**Red Barns Tunnel  
(98 yards)Riverside Jn.  
(See page 47)

Heaton South Jn.

Heaton

Heaton North Jn.

0 46

0 65  
to  
0 70

1 25

1 74

2 16

2 48

80

20

20

45

30

15

15

30

30

45

80

15

20

20

25

20

15

15

70

30

45

80

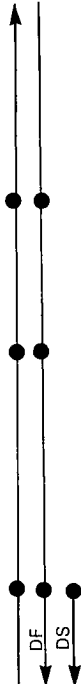
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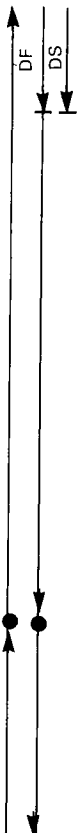
North line 0m. 51ch. and 1m. 43ch.

Tynemouth lines 1 m.p. and 1½ m.p.  
To Riverside BranchDown North 1m. 43ch. and 1m. 73ch.  
Down Main 1m. 73ch. and 2m. 07ch.  
Tynemouth to North lines at 1m. 73ch.  
North lines to and from Corporation Siding  
line and DMU Depot at 1m. 73ch.  
Up Main/North 1m. 76ch. and 0m. 51ch.  
Down Main to Down Goods at 1m. 77ch.Up Goods to Up Main at 2m. 03ch.  
Up Main/North 2m. 07ch. and 1m. 76ch.  
2m. 07ch. and 3 m.p.Over junction and Depot access lines.  
Up Main to Up Goods at 2m. 57ch.  
Down Main to Up Main at 2m. 64ch.  
Down Goods to Down Main at 2m. 66ch.C. Down at 3m. 07ch. 730  
yards before reaching signal  
B31.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	DONCASTER, BLACK CARR JN. TO BERWICK ---continued				
			35	35	Through crossovers at 4m. 05ch. and 4m. 15ch.
	Benton South Jn. (See page 219)	4 20	25		To Callerton ICI Sidings line.
	Benton North Jn. (See page 48)	4 24	25		To Bedlington line.
	Benton	4 26			
	Killingworth LC (CCTV)	5 76			
	Dam Dykes LC (CCTV)	8 46			
	<b>Cramlington</b>	9 74			
	Stannington LC	13 74			
	Clifton LC (CCTV)	14 56			
			50	50	16m. 14ch. and 16m. 50ch.
	<b>Morpeth</b> (See page 50)	16 50	70 25	25 15	16m. 50ch. and 17m. 28ch. Down to Up at 16m. 53ch. Towards Bedlington at 20m. 47ch. (Manors Jn. to Morpeth via Backworth mileage).
			25		Main to Slow at 16m. 62ch.
Morpeth (M)	16 63				
		15		Slow to Main at 16m. 75ch.	

UPL 67

UPL 67

Morpeth North LC  
(CCTV)

16 78

25

UPL to Up Main at 17 m.p.

Signal M141

Morpeth North Jn.  
(See page 49)

17 26

80  
3070  
80

17m. 28ch. and 16m. 50ch.  
 17m. 28ch. and 17m. 61ch.  
 Slow to Main at 17m. 29ch.  
 Main to UPL at 17m. 29ch.  
 UPL to Hepscott Jn. 20m. 46ch. and 20m.  
 29ch. (Benton North Jn. to Morpeth North  
 Jn. mileage).  
 Down to Up at 17m. 41ch.

30

30

**Pegswood**

18 44

Longhirst LC (CCTV)

20 17

20

20

Down Main to Up Main at 20m. 12ch.

DRS 61

Ulgham Lane LC

20 52

Butterwell Jn.  
(See page 51)

20 63

25

To Butterwell Colliery North Branch

Ulgham Grange LC

22 24

**Widdrington LC (CCTV)**

23 20

90

23m. 15ch. and 25½ m.p.

Widdrington Crossover

24 64

Felton Lane LC

25 16

90

25½ m.p. and 23m. 15ch.

Chevington (CN) LC

25 49

25  
3025  
30

Through trailing crossover  
 Down Main to DPL  
 UPL to Up Main  
 DPL to Down Main  
 Up Main to UPL

**Acklington**

28 43

80  
8080  
80

30 m.p. and 31m. 67ch.  
 30½ m.p. and 30 m.p.


DPL 131, UPL 135  
 Chevington (CN) signal box  
 area between Ulgham Grange  
 LC and Acklington.


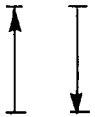
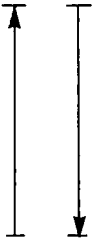
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	DONCASTER, BLACK CARR JN. TO BERWICK—continued				
	Southside Crossover	30 55	20	20	Through trailing crossover
	Warkworth LC (AHB)	31 67			
	Wooden Gate LC (CCTV)	33 71	25	25	Down Main to DPL UPL to Up Main Through facing crossover
			25	25	
			90	90	DPL to Down Main at 34m. 25ch. 34m. 28ch. and 34m. 62ch.
			10	10	Up Main to UPL at 34m. 51ch. Through trailing crossover at 34m. 58ch.
	Alnmouth (A)	34 69	80	80	34m. 62ch. and 35½ m.p.
			90	90	35½ m.p. and 35m. 70ch.
			110	110	35m. 70ch. and 38m. 34ch.
	Little Mill LC (CCTV)	39 34	25	25	Through trailing crossover
	Stamford LC (CCTV)	40 39	115	115	41 m.p. and 42m. 35ch. 42m. 35ch. and 43m. 45ch.
			100		
	Christon Bank LC (CCTV)	43 00			
	Fallodon LC (AHB)	43 45		100	44m. 45ch. and 42m. 35ch.



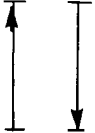

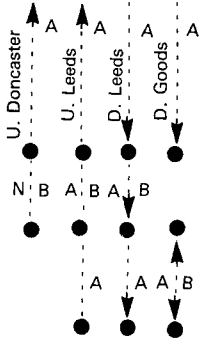
Chathill (CL) LC	45 78	25	25	Through trailing and facing crossovers	Chathill (CL) signal box area between Christon Bank LC and Lucker LC.
Newham LC	47 09	80	80	47½ m.p. and 48½ m.p.	
Lucker LC (CCTV)	49 17				DRS 50, DPL 160, UPL 170. CW. DPL at 51m. 59ch. Belford (BD) signal box area between No. 174 LC and Fenham Low Moor LC.  CW. UPL at 52½ m.p.
No. 174 LC (R/G)	50 37				
Belford (BD) LC	51 45	40 25	40	Through facing and trailing crossovers Down to DPL at 51m. 55ch.	
		25	25	DPL to Down at 52½ m.p. Up to UPL at 52m. 41ch.	
Crag Mill LC (CCTV)	52 48				
No. 179 LC (R/G)	54 68				
Smeafeld LC (CCTV)	54 79				
Fenham Low Moor LC	55 31	110		57m. 76ch. and 58m. 73ch.	
Beal LC (CCTV)	58 52		110	58m. 73ch. and 57m. 76ch.	
Beal Crossovers	59 32	25 20	25 20	Through facing crossover Through trailing crossover	
No. 193 LC (R/G)	60 07				
Goswick LC (CCTV)	60 67		110	63m. 10ch. and 62m. 44ch.	
Scremerston LC (CCTV)	63 46	115		64m. 53ch. and 65m. 14ch.	
Spittal LC	65 01		100 85 75	65m. 14ch. and 63m. 10ch. 65m. 14ch. and 65m. 65ch. 65m. 65ch. and 66m. 36ch.	
			85 75		

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
<div>↑</div> <div>●</div> <div>●</div> <div>↓</div>	DONCASTER, BLACK CARR JN. TO BERWICK — continued					
	Tweedmouth (T)	65 78	70 75 25 25	70 25	66m. 36ch. and 66m. 70ch. 66m. 70ch. and 67m. 69ch. Down Main to Up Main at 66m. 70ch. Down Main to DGL at 66m. 72ch.	Tweedmouth (T) signal box area between Beal LC and Regional Boundary.
	Berwick	67 00	10 10 25	55 10 10 10	67m. 06ch. and 66m. 70ch. Down to Up at 67m. 08ch. DGL No. 1 to Down at 67m. 10ch. DGL to Down Main at 67m. 33ch. Up Main to UGL at 67m. 38ch.	The Down line through Berwick Station is worked in both directions. UGL 60, DGL 60 DGL 44
	No. 203 LC (R/G)	68 52	90 80	75 90 80	67m. 69ch. and 67m. 06ch. 67m. 69ch. and 69 m.p. 69 m.p. and 69m. 66ch.	CW. Down at 67m. 12ch., 490 yards before reaching signal T12.  CW. Connection from DGL at 67m. 33ch. to Down Main.
	Regional Boundary ER/SCR (Mileage from Edinburgh)	69 67 54 49				

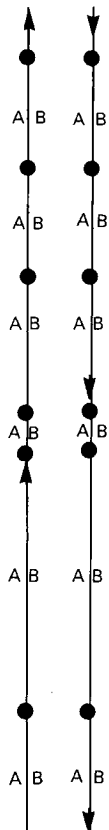
SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.		60	60	MAXIMUM PERMISSIBLE SPEED	
	Shaftholme Jn. (See page 19)	68 75	20	68m. 69ch. and 68m. 75ch.	Doncaster (D) signal box area between Shaftholme Jn. and Stubbs Walden North LC.
	Thorpe LC (AOCL)	68 43	20 25	Approaching level crossing	
	Haywood LC (CCTV)	67 57			
	Askern LC (CCTV)	66 26			
	Selby Road LC (AHB)	65 73			
	Norton LC (See page 36)	65 12			
	Stubbs Walden South LC (CCTV)	64 28			
	Stubbs Walden North LC (CCTV)	64 11			
	Womersley LC (AHB)	62 49			
	Post Office Lane LC (AHB)	62 14			
	Spring Lodge LC (AHB)	61 21			Knottingley (K) signal box area between Womersley LC and Knottingley West Jn.
	Cridling Stubbs LC (AHB)	60 45			
	Knottingley South Jn. (See page 84)	58 66	10 25	To Knottingley East Jn. line. 58m. 48ch. and 58½ m.p.	
	Knottingley West Jn. (See page 81)	58 20 2 71	20 20 30	To Pontefract line To Goole line 2m. 71ch. and 2m. 65ch. 2m. 65ch. and 2m. 43ch.	Controlled by Ferrybridge (F) signal box.
	Ferrybridge North Jn. (See page 86)	2 27	50	2m. 27ch. and 2m. 43ch.	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>ASKERN COLLIERY BRANCH</b> 	Norton (N) LC (See page 35)  End of Single line signals 1510, 1509/1511	0 00  0 32	10  10	10  10	MAXIMUM PERMISSIBLE SPEED  AWS not provided.
<b>APPLEHURST LOOP</b> 	Applehurst Jn. (See page 56)  Joan Croft Jn. (See page 19)	0 49  0 00	25  25	25  25	MAXIMUM PERMISSIBLE SPEED  Line controlled by Doncaster (D) signal box.  CW. Down at 0m. 44ch. 555 yards before reaching Signal D 851.  CW. Up at 0m. 03ch. 584 yards before reaching Signal D732.
<b>TEMPLE HIRST JN. TO SELBY SOUTH JN.</b> 	Temple Hirst Jn. (See page 19)  Burn Lane LC  Henwick Hall LC  Brayton LC  Canal Jn. (See page 103)  Selby South Jn. (See page 99)	169 16  170 70  172 20  173 02  173 59  174 11	100  100  20  25	100  70  20  20	MAXIMUM PERMISSIBLE SPEED  169m. 46ch. and 169m. 16ch.  Down to Up at 173m. 51ch. To Selby West Jn. line  Through junction



<b>HAMBLETON SOUTH JN. TO HAMBLETON WEST JN.</b> 	<b>TO HAMBLETON WEST JN.</b> Hambleton South Jn. (See page 19) Scalm Lane LC (R/G) Hambleton West Jn. (See page 99)	174 10 174 56 175 33	70 70	MAXIMUM PERMISSIBLE SPEED	Line controlled by York (Y) signal box.
<b>HAMBLETON EAST JN. TO HAMBLETON NORTH JN.</b> 	<b>TO HAMBLETON NORTH JN.</b> Hambleton East Jn. (See page 99) Hambleton North Jn. (See page 19)	3 34 4 00	40 40	MAXIMUM PERMISSIBLE SPEED	Line controlled by York (Y) signal box.
<b>YORK, HOLGATE JN. TO SKELTON</b> 	Holgate Jn. (See page 20) York Yard South (See page 38) York Yard North Skelton (S) (See pages 21 and 94)	0 00 0 25 0 79 1 46	20 10 15	MAXIMUM PERMISSIBLE SPEED 15 0½ m.p. and 0 m.p. 10 0½ m.p. and 0m. 29ch. 15 To Clifton line.	AWS not provided. Controlled by York (Y) signal box.





Strensall LC

6 48

Common Road LC

7 52

Flaxton LC

9 21

Barton Hill LC

11 48

Howsham LC

13 28

45  
4045  
4013 $\frac{3}{4}$  m.p. and 14m. 55ch.  
15 m.p. and 18 $\frac{3}{4}$  m.p.

Kirkham Abbey LC

15 01

40  
1540  
1520m. 76ch. and 21m. 15ch.  
Down to Up at 21m. 03ch.**Malton**

21 12

20

20

Up to Down at 21m. 21ch.

Malton LC

21 32

Rillington LC

25 42

High Scampston LC

26 19

Low Scampston LC

26 54

Knappton LC (AHB-X)

27 41

X35

X35

Approaching level crossing in wrong  
direction

Heslerton Station LC

29 32

West Heslerton LC

30 52

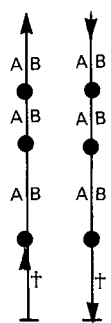

East Heslerton LC

31 00

Weaverthorpe LC

32 68

The Down line through  
Malton Station is signalled for  
working in both directions.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>YORK TO SCARBOROUGH</b> —continued 	Ganton LC (AOCR-X)	34 34	X35	X35	Approaching level crossing in wrong direction.
	Seamer West (See page 107)	38 63		25	To Hull line.
	Seamer East LC	39 17	45	45	39½ m.p. and 40 m.p.
	Falsgrave	41 63		35	41m. 55ch. and 41m. 27ch.
	Scarborough	42 06			
					†Station Yard Working.
<b>FOSS ISLANDS BRANCH</b> 	Burton Lane (See page 38)	0 00	20	20	MAXIMUM PERMISSIBLE SPEED
	Rowntrees Halt	0 15	5	5	To and from Rowntrees
	Start/End of OTW	0 38			
	Foss Islands	1 29			

URS 63

AWS not provided.

\*Sidings

†See page 178.

**NORTHALLERTON, CASTLE HILLS JN. TO REDMIRE**

NORTHALLERTON AND LEYBURN (17m. 28ch.)

LEYBURN (17m. 28ch.) AND REDMIRE

Castle Hills Jn.  
(See page 23)

0 00

0 28

0 48

Yafforth LC (AOCL)

1 49

Ainderby Gates LC  
(TMO)

2 44

Ainderby LC

2 71

Scruton LC (TMO)

4 26

Ham Hall LC (AOCL)

4 61

Leeming Bar LC (TMO)

5 64

Aiskew LC (AOCL)

6 34

Bedale LC

7 42

Crakehall LC (TMO)

9 55

Finghall Lane LC (TMO)

13 17

Wensley LC (TMO)

19 65

Redmire

22 34

40

25

15

10

10

20

30

15

40

25

15

10

10

30

30

15

MAXIMUM PERMISSIBLE SPEED

MAXIMUM PERMISSIBLE SPEED

0 m.p. and 0m. 28ch.

Approaching level crossing.

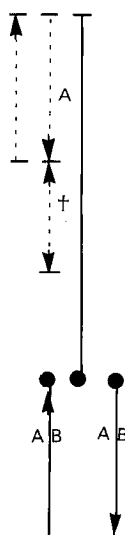
Approaching level crossing

Approaching level crossing

7m. 15ch. and 7m. 30ch.  
7m. 30ch. and 7m. 49ch.

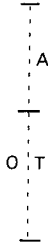
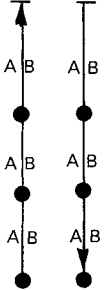
AWS not provided.

Controlled by Northallerton  
(N) signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>DARLINGTON, PARKGATE JN. TO EASTGATE</b>					
PARKGATE JN. AND BISHOP AUCKLAND			45	45	MAXIMUM PERMISSIBLE SPEED EXCEPT AS SHOWN BELOW:— MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING EMPTY OR LOADED CEMENT WAGONS
			35	35	
BISHOP AUCKLAND AND EASTGATE			35	35	MAXIMUM PERMISSIBLE SPEED EXCEPT AS SHOWN BELOW:— MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING <b>LOADED</b> CEMENT WAGONS
			25	25	
	Parkgate Jn. (See page 25)	44 58			AWS not provided.  C. Down Goods at 0m. 09ch., 470 yards before reaching Signal D849.  †—A in Down direction.
		44 64		30	
		0 00			
			20	20	
	Albert Hill	0 32	20	20	
	North Road	0 49			
	Hopetown Jn. (See page 43)	0 75	15	15	
			15		
	Whiley Hill LC (AHB)	3 57	30	30	
	Heighington LC	5 08		25	
	Newton Aycliffe	6 30	30		
				8m. 18ch. and 8m. 58ch.	

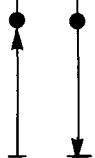

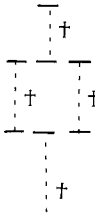


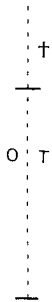
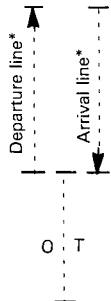
<b>SHILDON (S)</b>  Shildon Tunnel (1220 yards)  <b>Bishop Auckland</b>  Etherley GF  O T  Witton-le-Wear LC Wiserley Hall LC (R/G) Broadwood LC (AOCL) Unthank LC (TMO) Eastgate	8 28					
	8 57	30	30		Down line to Single line 8m. 58ch. and 8m. 18ch.	
	8 66 to 9 42					
	11 23	20	20		Through connection to and from platform line	Controlled by Shildon (S) signal box.
	13 31					
	14 47 0 00	25	25		14m. 44ch. and 0m. 23ch. (Wear Valley Jn. to Eastgate mileage)	
	1 14	25	25		1m. 15ch. and 4¼ m.p.	
	7 15	20	20		7m. 30ch. and 9½ m.p.	
	9 77	35	10		Approaching level crossing	
	13 30					
	15 79					
<b>HOPETOWN JN. TO UKF SIDING</b>		15	15		MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Hopetown Jn. (See page 42)	0 00				Controlled by Darlington (D) signal box.
	UKF Siding	0 34				†No staff, see page 165


Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>KELLOE BANK FOOT BRANCH</b>  	Kelloe Bank Foot Branch Jn. (Ferryhill No. 433 signal) (See page 25)	14 09	15	15	MAXIMUM PERMISSIBLE SPEED     AWS not provided    Controlled by Ferryhill (F) box. The direction of travel is 'Up'.
	Kelloe Bank Foot Staff Instrument	14 03			
	West Cornforth LC (TMO)	13 16			
	Kelloe Bank Foot North End	11 06			
<b>FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH</b>  	Ferryhill South Jn. (See page 25)	10 72	40 50	40 50	MAXIMUM PERMISSIBLE SPEED   Controlled by Ferryhill (F) signal box.  AWS not provided between Ferryhill South Jn. and Norton-on-Tees West.
	Stillington	3 71	40		
	Norton-on-Tees West LC (See page 117)	0 33	40 30	40 40	
	Norton-on-Tees South (See page 111)	0 00	25	25	

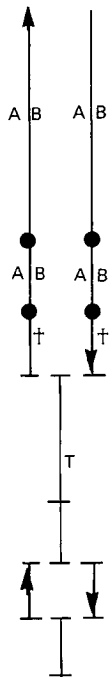


FERRYHILL, TURSDALE JN. TO PELAW JN.						
	Tursdale Jn. (See page 25)	2 49	60	60	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
			50		58m. 66ch. (ECML mileage) and 3 m.p. (restriction 36 chains in length)	FWS between 2m. 49ch. and 2m. 78ch.
			50		2m. 66ch. and 58m. 66ch. (ECML mileage) (restriction 22 chains in length)	
			40		3 m.p. and 3m. 30ch.	
	Whitwell LC	6 29				C. Down at 3m. 50ch., 800 yards before reaching signal WL417.
	Fencehouses LC	12 43		40	7m. 05ch. and 6m. 75ch.	C. Down at 4m. 45ch. 856 yards before reaching signal WL415.
	Signal UH 124	14 26		20	13m. 75ch. and 14m. 25ch.	C. Up at 5m. 30ch., 850 yards before reaching signal F412.
	Penshaw	14 76		20		C. Up at 6m. 18ch., 850 yards before reaching signal F414.
			30	30	Single line to Up line	
			40	40	14m. 75ch. and 15m. 24ch	Penshaw to Usworth controlled by Usworth (UH) signal box.
					15m. 24ch. and 16 m.p.	
	Washington	16 05		40	Up line to Single line	
	Usworth (UH) LC	17 45				
	Follingsby LC (AHB)	19 09				


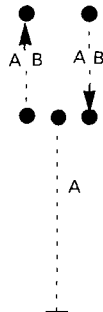
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>FERRYHILL, TURSDALE JN. TO PELAW JN.</b> — continued 	Wardley	19 76	25	25	20m. 50ch. and 20m. 75ch.  Down Leamside to Up Leamside at 20m. 65ch.  CW. Up at 20m. 62ch. (584 yds. before reaching signal W3)  Controlled by Gateshead (G) signal box
	Pelaw Jn. (See pages 114 and 122)	20 75	25		
<b>KING EDWARD BRIDGE SOUTH EAST CURVE</b> 	KEB East Jn. (See page 131)	0 00	15	15	MAXIMUM PERMISSIBLE SPEED  Line controlled by Gateshead (G) signal box.
	KEB North Jn. (See page 27)	0 13			
<b>NEWCASTLE WEST JN. TO NEWBURN</b> 	Newcastle West Jn. (See page 27)	0 11	25	25	MAXIMUM PERMISSIBLE SPEED  0m. 11ch. and 0m. 23ch.  †Sidings
		0 51	15	15	
		1 00			

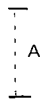
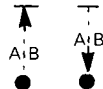
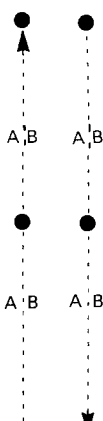
	<p>Start/End of OTW</p> <p>Scotswood Tunnel (269 yards)</p> <p>Newburn LC</p> <p>Newburn</p>	<p>1 03</p> <p><u>2 66</u></p> <p>0 00</p> <p>0 22 to 0 34</p> <p>2 47</p> <p>2 58</p>	15	15	0 m.p. and 0m. 10ch.	†Sidings
<p><b>RIVERSIDE BRANCH</b></p> 	<p>Riverside Jn. (See page 29)</p> <p>Byker Tunnel (150 yds.)</p> <p>St. Peters GF A</p> <p>Walker Tunnel (182 yds.)</p> <p>Carville LC</p>	<p>0 00</p> <p>0 13 to 0 20</p> <p>1 08</p> <p>2 48 to 2 56</p> <p>4 29</p>	20	20	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>10m. 70ch. and 2m. 03ch.</p>	<p>AWS not provided</p> <p>Controlled by Newcastle (N) signal box.</p> <p>*Lines worked as sidings.</p> <p>C. Up at 0m. 43ch. 456 yds. before reaching signal N1.</p>

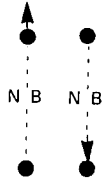
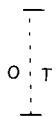
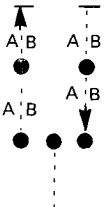
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON</b>					
	BENTON NORTH JN. AND HEPSCOTT JN.		45	45	MAXIMUM PERMISSIBLE SPEED
	HEPSCOTT JN. AND MORPETH NORTH JN.		40	40	MAXIMUM PERMISSIBLE SPEED
	Benton North Jn. (See page 30)	0 00	25		0 m.p. and 0m. 68ch.
		0 64		25	0m. 68ch. and 0 m.p.
			30	30	2m. 19ch. and 2m. 43ch.
			20	20	2m. 43ch. and 2m. 53ch.
		$\frac{2\ 53}{7\ 08}$			
	Holywell LC (AOCL)	7 41	$\frac{30}{45}$	$\frac{35}{45}$	Approaching level crossing
	Seghill North LC (AHB)	9 06	30	30	8½ m.p. and 10m. 10ch. 10m. 10ch. and 8½ m.p.
	Hartley LC (AHB)	11 12	30	30	10m. 49ch. and 11m. 53ch. 11m. 53ch. and 10m. 49ch.
			10	10	11m. 53ch. and 11m. 70ch.
	Newsham LC	12 45	25		Single line to Down line



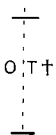
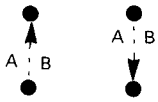
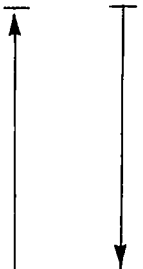
Newsham North Jn. (See page 52)	12 74	15		To Isabella Colliery line.	Controlled by Newsham signal box.
Plessey Road LC (CCTV)	13 16				
Bebside LC	14 67	20		15m. 04ch. and 15m. 76ch.	
Bedlington South LC	15 60				†Within Bedlington North Station Limits.
Bedlington North LC (See page 51)	15 71	10	20	To Ashington line 15m. 76ch. and 15m. 49ch.	
	16 07	15 30		Down line to Single line 16m. 08ch. and 17m. 03ch.	
Choppington LC (AHB)	17 06		30	17m. 03ch. and 15m. 76ch.	
Hepscott LC (AHB)	19 21				
Hepscott Jn. (See page 50)	19 44				
Signals M135/M132	20 07	25		20m. 07ch. and 20m. 46ch.	
Signals M133/M134	20 32				Hepscott Jn. to Morpeth North Jn. controlled by Morpeth (M) signal box.
Morpeth North Jn. (See page 31)	20 46		25	20m. 46ch. and 20m. 29ch.	

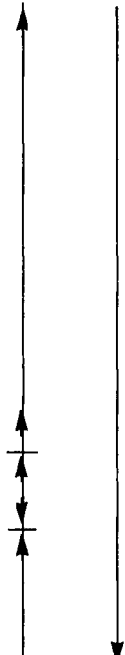
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	<b>HEPSCOTT JN. TO MORPETH JN.</b>				
	Hepscott Jn. (See page 49)	19 44	45	45	Controlled by Morpeth (M) signal box.
	Morpeth LC	20 40	20	20	
	Morpeth Jn. (See page 30)	20 46	15		
	<b>BUTTERWELL COLLIERY SOUTH BRANCH NCB</b>				AWS not provided.
	ASHINGTON STATION AND ASHINGTON NO. 1 LOOP SB		15	15	
	ASHINGTON NO. 1 LOOP SB AND POTLAND LC		20	20	
	POTLAND LC AND SIGNAL B6 (END OF BRANCH)		15	15	
	Ashington Station (See page 52)	0 00			
	Ashington West Jn. (See page 51)	0 08	15		
	Ashington No. 1 Loop	0 26			
	NCB LC (AOCL)	0 66	10	10	
	New Moor LC (AOCL)	0 68	10	10	
	Potland LC (AOCL)	1 47	10	10	
	Linton Lane LC (AOCL)	2 47	10	10	
	Signal B6 (End of Branch)	3 43			

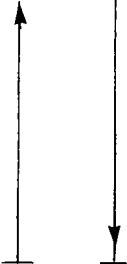
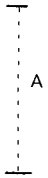

<b>BUTTERWELL COLLIERY NORTH BRANCH NCB</b>			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Butterwell Jn. (See page 31)	0 00				Controlled by Morpeth (M) signal box
	Signal B1 (End of Branch)	0 48				
<b>ASHINGTON COLLIERY BRANCH</b>			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Ashington West Jn. (See page 50)	0 00				
	Ashington Colliery NCB	0 49				
<b>BEDLINGTON TO LYNE MOUTH COLLIERY NCB</b>			40	40	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Bedlington North LC (See page 49)	0 00	10	10	0 m.p. and 0m. 06ch.	Controlled by Bedlington North (BN) signal box.
			20		0m. 76ch. and 1m. 32ch.	
	West Sleekburn Jn. (See page 52)	0 78	20	20	To North Blyth line 1m. 02ch. and 0m. 76ch. 1m. 32ch. and 2m. 18ch.	
			30			
	Marchey's House Jn. (See page 53)	1 35	10	10	To Winning line Through trailing crossover	
	Marchey's House LC	1 41				
	North Seaton LC	1 76		30	2m. 14ch. and 1m. 41ch. 2m. 18ch. and 2m. 43ch.	
			25			
	Green Lane LC (AHB)	2 43		20	2m. 70ch. and 2m. 14ch. 2m. 70ch. and 3m. 02ch	
			25	25		

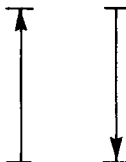
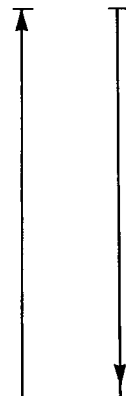
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>BEDLINGTON TO LYNEMOUTH COLLIERY NCB</b> —continued					
	Ashington (See page 50)	3 02	15	15	3m. 02ch. and 3m. 25ch. including to and from all NCB lines at Ashington South and North Jns.  4m. 10ch. and 6m. 12ch.
	Hirst Lane LC	3 21	10	10	
	Lynemouth Colliery NCB	6 12			
<b>NEWSHAM TO ISABELLA COLLIERY</b>					
	Newsham North Jn. (See page 49)	0 00	15	15	MAXIMUM PERMISSIBLE SPEED  AWS not provided.  Controlled by Newsham signal box.
	Isabella LC (TMO)	0 25			
	Isabella Colliery (BR Boundary)	0 36			
<b>WEST SLEEKURN JN. TO NORTH BLYTH</b>					
	West Sleekburn Jn. (See page 51)	0 00	35	35	MAXIMUM PERMISSIBLE SPEED  0 m.p. and 0m. 26ch.  To Marchey's House line.  Over trailing connection Down to Up at 1m. 27ch. Over all connections to and from West Blyth Power Station lines at 1m. 32ch.
	Winning LC (See page 53)	0 36	20	15	
	Freemans LC	1 30	25	25	
			25	25	

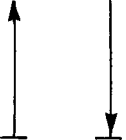
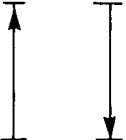




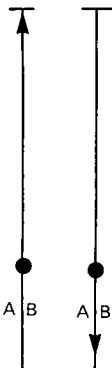
	<p>Signals F811/F816</p> <p>Cambois LC (TMO)</p> <p>North Blyth</p>	<p>2 10</p> <p>3 22</p>	<p>15 25</p> <p>15</p>	<p>15 25</p> <p>15</p>	<p>Over junction and West Blyth Staiths 1m. 79ch. and 2m. 75ch.</p> <p>2m. 75ch. and 3m. 21ch.</p>	<p>†No Staff (See page 165).</p>
<p><b>WINNING TO MARCHEY'S HOUSE</b></p> 	<p>Winning LC (See page 52)</p> <p>Marchey's House (See page 51)</p>	<p>0 31</p> <p>0 00</p>	<p>20</p>	<p>10</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>AWS not provided.</p>
<p><b>DONCASTER, MARSHGATE JN. TO LEEDS WEST JN.</b></p> <p>MARSHGATE JN. AND WAKEFIELD WESTGATE (175m. 52ch.)</p> <p>WAKEFIELD WESTGATE (175m. 52ch.) AND LEEDS WEST JN.</p> 	<p>Marshgate Jn. (See page 18 and Southern Area Sectional Appendix)</p> <p>Dock Hills LC (CCTV)</p> <p>Bentley LC (CCTV)</p> <p>Castle Hills South Jn. (See page 55)</p> <p>Castle Hills North Jn. (See page 55)</p>	<p>156 28</p> <p>156 63</p> <p>157 52</p> <p>158 40</p> <p>158 67</p>	<p>90</p> <p>85</p> <p>70</p> <p>15</p> <p>15</p>	<p>90</p> <p>85</p> <p>40</p> <p>70</p> <p>15</p> <p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>MAXIMUM PERMISSIBLE SPEED</p> <p>156m. 28ch. and 156m. 72ch. To Down Fast or Down Leeds Slow</p> <p>156m. 72ch. and 156m. 28ch.</p> <p>To Brodsworth Colliery</p> <p>To Brodsworth Colliery</p>	<p>Marshgate Jn. to Adwick Jn. controlled by Doncaster signal box.</p>

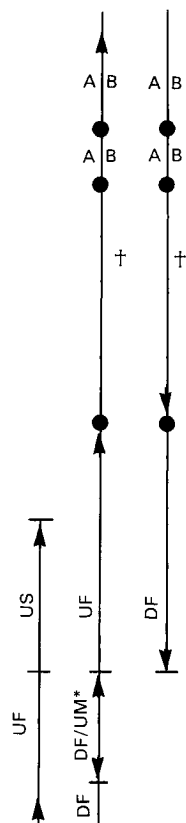
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	DONCASTER, MARSHGATE JN. TO LEEDS WEST JN.—continued				
	Carcroft Jn. (See page 56)	160 09	25		To Stainforth line
	Adwick Jn. (See page 57)	160 65		50	To Stainforth line
	South Elmsall	164 48			
	South Kirkby Jn. (See page 87)	165 74		50	To Moorthorpe Jn. line
			25	25	DGL 167m. 33ch. and 168m. 01ch. UGL 168m. 62ch. and 168m. 13ch.
	Fitzwilliam	169 15			
	Nostell Crossover	170 50			
	Hare Park Jn. (See page 57)	171 73	20		To Crofton West Jn. line
			50 35	50	174m. 58ch. and 175m. 34ch. 175m. 34ch. and 175m. 52ch.
	Wakefield Westgate South Jn. (See page 57)	175 38		15 35	To Wakefield Kirkgate West Jn. line 175m. 52ch. and 175m. 34ch. 175m. 52ch. and 180m. 61ch.
	Wakefield Westgate	175 65	20	20	To, over and from Platform lines
	Balne Lane	176 12	10	10	To and from Wrenthorpe Down Sidings
					South Elmsall to Leeds West Jn. controlled by Leeds (L) signal box.  DGL 140 UGL 106 'A'  C. Up at 171m. 58ch. 726 yds. before reaching signal L264  DPL 45P UPL 45P—Worked in both directions  C. Down at 176m. 54ch.

	<p>Ardsley Tunnel (297 yards)</p> <p>Gelderd Road Jn. (See page 58)</p> <p>Leeds West Jn. (See page 88)</p>	<p>180 61 to 180 75</p> <p>184 22</p> <p>185 44</p>	<p>75</p> <p>25 25</p> <p>65 15</p>	<p>75</p> <p>75</p> <p>25 65 15</p>	<p>177m. 03ch. and 175m. 52ch. 180m. 61ch. and 184m. 16ch.</p> <p>184m. 16ch. and 180m. 43ch. 184m. 16ch. and 184m. 37ch. To Holbeck West Jn. line</p> <p>184m. 37ch. and 184m. 16ch. 184m. 37ch. and 185m. 16ch. 185m. 16ch. and 185m. 44ch.</p>	<p>C. Up at 183m. 66ch. (963 yards before reaching signal L200)</p> <p>C. Up at 185m. 30ch. (510 yards before reaching signal UV42)</p>
<p><b>BRODSWORTH COLLIERY BRANCH</b></p> 	<p>Castle Hills North Jn. (See page 53)</p> <p>Castle Hills West Jn. (See below)</p> <p>Brodsworth Colliery</p>	<p>158 67</p> <p>158 62 0 00</p> <p>0 19</p> <p>1 44</p>	<p>15</p>	<p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>AWS not provided.</p> <p>Line controlled by Doncaster signal box.</p>
<p><b>CASTLE HILLS SOUTH JN. TO CASTLE HILLS WEST JN.</b></p> 	<p>Castle Hills South Jn. (See page 53)</p> <p>Castle Hills West Jn. (See above)</p>	<p>0 00</p> <p>0 16</p>	<p>15</p>	<p>15</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>AWS not provided.</p> <p>Line controlled by Doncaster signal box.</p>

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up	
<b>CARCROFT JN. TO SKELLOW JN.</b>			<b>25</b>	<b>25</b>	<b>MAXIMUM PERMISSIBLE SPEED</b>
	Carcroft Jn. (See page 54)	160 09			
	Skellow Jn. (See page 57)	160 59			
<b>STAINFORTH JN. TO ADWICK JN.</b>			<b>50</b>	<b>50</b>	<b>MAXIMUM PERMISSIBLE SPEED</b>
	Stainforth Jn. (See Southern Area Sectional Appendix)	166 70		<b>25</b>	<b>166m. 66ch. and 166m. 70ch.</b>
	Stainforth Road LC (AHB)	165 42			
	Bramwith LC (AHB)	164 72			
	Thorpe Road LC (AHB)	164 48			
	Thorpe Marsh CEGB	163 46	<b>20</b>		<b>164 m.p. and 162½ m.p.</b>
	Applehurst Jn. (See page 36)	163 27	<b>25</b>		<b>To Joan Croft Jn. line</b>
			<b>30</b>	<b>20</b>	<b>162½ m.p. and 164 m.p.</b>
				<b>30</b>	<b>162½ m.p. and 161½ m.p.</b>

	Skellow Jn. (See page 56)  Adwick Jn. (See page 54)	$\begin{array}{r} 160\ 59 \\ \hline 0\ 61 \\ \hline 0\ 00 \\ \hline 160\ 57 \\ \hline 160\ 65 \end{array}$	25		To Carcroft Jn. line.	
<b>HARE PARK JN. TO CROFTON WEST JN.</b>  	Hare Park Jn. (See page 54)  Crofton West Jn. (See page 80)	171 73  173 22	55  25	55  20	<b>MAXIMUM PERMISSIBLE SPEED</b>  <b>Through junction</b>  <b>Through junction</b>	Controlled by Leeds (L) signal box.  CW. Up at 173m. 18ch. 690 yds. before reaching signal O.302.  Controlled by Oakenshaw (O) signal box.
<b>WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST JN.</b>  	Wakefield Westgate South Jn. (See page 54)  Wakefield Kirkgate West Jn. (See pages 60 and 80)	0 00  0 26	30  25	30  15	<b>MAXIMUM PERMISSIBLE SPEED</b>  <b>Through junction</b>  <b>Through all connections</b>	Controlled by Leeds (L) signal box.  CW at 0m. 19ch. Facing in Down direction.  Controlled by Wakefield Kirkgate (K) signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	<b>LEEDS, GELDERD ROAD JN. TO HOLBECK WEST JN.</b>		<b>30</b>	<b>30</b>	<b>MAXIMUM PERMISSIBLE SPEED</b>
	Gelderd Road Jn. (See page 55)  Holbeck West Jn. (See page 91)	184 22  185 01		<b>25</b>	<b>184m 27ch. and 184m. 22ch.</b>  Line controlled by Leeds (L) signal box.  C. Down at 184m. 26ch.  C. Up at 184m. 74ch., 695 yds. before reaching signal L64.
	<b>EASTWOOD TO NORMANTON, GOOSE HILL JN.</b>				
	EASTWOOD AND HEBDEN BRIDGE 22m. 62ch.		<b>70</b>	<b>70</b>	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES
	HEBDEN BRIDGE 22m. 62ch. AND GOOSE HILL JN.		<b>60</b>	<b>60</b>	MAXIMUM PERMISSIBLE SPEED ON MAIN, FAST AND SLOW LINES.
	Eastwood	22 03			UGL90—Controlled by Preston (PN) signal box. C. Up at 22m. 09ch. 957 yds. before reaching signal PN309 or 308.
	Weasel Hall Tunnel (109 yds.)	23 12 to 23 17			
	Hebden Bridge	23 50	<b>45</b>	<b>45</b>	22½ m.p. and 22½ m.p.  C. Up at 22m. 50ch. 653 yds. before reaching signal PN306.
	Mytholmroyd	24 68			C. Up at 23m. 17ch. 902 yds. before reaching signal PN306.  URS 47



Sowerby Bridge Tunnel  
(657 yds.)

27 60  
to  
28 10

### Sowerby Bridge

Milner Royd Jn.  
(See page 61)

28 51  
29 21

40  
40

Greetland  
(See page 63)

30 77

20

Elland Tunnel  
(420 yds.)

31 25  
to  
31 44

Elland

31 61

Bradley Wood Jn.  
(See page 63)

35 59

20

Heaton Lodge Jn.  
(See page 65)

37 29

50

Heaton Lodge East Jn.  
(See page 63)

37 49

50

### Mirfield

38 32

Mirfield East Jn.  
(See page 66)

39 26

60  
60

Thornhill LNW Jn.  
(See page 66)

39 72

60  
25

29½ m.p. and 29m. 25ch.  
To Halifax line

To Dryclough Jn. line

To Bradley Jn. line

Up Slow to Up L&Y line

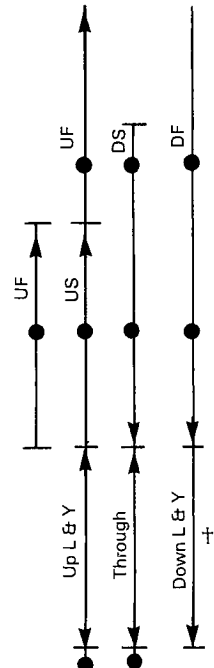
Up Fast to Underpass line

Down Fast to Leeds line  
Down Fast to Down Fast/Up Main  
Up Fast to Up Fast  
Up Fast to Up Slow



Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.

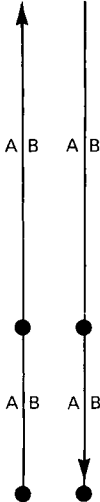
† A.B. When Greetland signal box is closed.  
The Rule Book, Section M Clause 3.2.1. does not apply between Greetland and Elland. Trainmen must regard the lines in this section as worked by Absolute Block at all times for the purposes of the Rule Book, Section M.

\* Worked in the Up direction for trains from the Leeds line only.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
EASTWOOD TO NORMANTON, GOOSE HILL JN.—continued						
	Thornhill Jn. (See page 67)	40 50	25	20 25	Down Fast to Liversedge line Through facing crossover at 40½ m.p.	Healey Mills (HM) signal box area between Bradley Wood Jn. and Horbury Station Jn.  UGL 35          † Permissive working for passenger trains authorised  DGL 70 UGL 70
	Dewsbury East Jn. (See page 67)	41 43		15	To Headfield Branch	
	Healey Mills 'A' Jn.	42 00				
	Healey Mills (HM)	42 64	20	20	Through all connections between 42 m.p. and 44m. 10ch.	
	Healey Mills 'B' Jn.	43 31	40		Down Slow 43½ m.p. and 43½ m.p.	
	Horbury Station Jn. (See page 68)	44 13	20		Down Slow to Crigglestone Jn. line	
	Horbury Jn. (See page 69)	45 38		30 20	Fast line to Crigglestone Jn. line. Slow to Fast at 45m. 39ch. Slow to Fast at 45m. 48ch.	
			40		Slow line 46m. 43ch. and 47m. 10ch.	
	Wakefield Kirkgate West Jn. (See pages 57 and 80)	47 43	40 25	40 25	All lines 47m. 38ch. and 48m. 05ch. All connections between 47m. 35ch. and 48m. 05ch. except as shown below Up L & Y Slow to Down Goole line 47m. 52ch. and 48m. 05ch.	
	Wakefield Kirkgate	47 62				
	Wakefield Kirkgate East	47 68				
	Wakefield Kirkgate (K)	47 76	40		Down L & Y to Down L & Y via No 2525 points (trailing) at 47m. 78ch.	

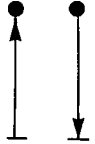




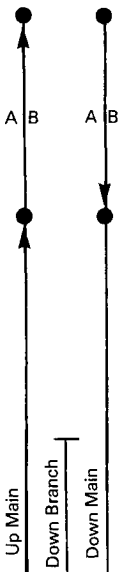
	Turners Lane Jn. (See page 72)  Goose Hill Jn. (See page 74)	48 33  50 31	20 20	15	To Calder Bridge Jn. line.  50m. 26ch. and 50m. 31ch. To Slow line at 50m. 28ch.	Controlled by Wakefield Kirkgate (K) signal box.
MILNER ROYD JN. TO BRADFORD, MILL LANE JN.  MILNER ROYD JN. AND HALIFAX  HALIFAX AND MILL LANE JN.  	Milner Royd Jn. (See page 59)  Bank House Tunnel (214 yds.)  Dryclough Jn. (See page 63)  Halifax (H)  Beacon Hill Tunnel (1105 yds.)	29 21  30 57 to 30 67  31 36  32 28  32 40 to 33 10	60  55  40  40  30  40	60  55  40  40  25  30  45	MAXIMUM PERMISSIBLE SPEED  MAXIMUM PERMISSIBLE SPEED  29½ m.p. and 29m. 34ch.  30m. 44ch. and 30m. 76ch.  To Greetland line.  31m. 67ch. and 32m. 31ch.  32m. 31ch. and 32m. 41ch.	C. Down at 29m. 25ch., 396 yds. before reaching signal MR14.  Controlled by Halifax (H) signal box. CW. Down at 31½ m.p., 690 yds. before reaching signal H709.  DRS 48  Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
MILNER ROYD JN. TO BRADFORD, MILL LANE JN. — continued						
	Hipperholme Tunnel (388 yds.)	34 05 to 34 22	50		34½ m.p. and 34m. 46ch.	Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.
	Lightcliffe Tunnel (70 yds.)	34 67 to 34 70				
	Wyke Tunnel (1365 yds.)	36 12 to 36 74				
	New Furnace Tunnel (69 yds.)	37 07 to 37 10	45	45	37m. 23ch and 37m. 59ch.	
	Low Moor	37 37	50	50	37m. 59ch. and 38m. 18ch.	
	Bowling Tunnel (1648 yds.)	38 18 to 39 13	15		39m. 79ch. and 40m. 27ch.	
	Bowling Jn. Mill Lane Jn. (See page 91)	39 20 39 79				

Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.

Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.

<b>GREETLAND TO DRYCLOUGH JN.</b>  	<p>Greetland (See page 59)</p> <p>Salterhebble Down and Up Tunnels (91 yds.)</p> <p>Drycough Jn. (See page 61)</p>	<p>1 11</p> <p>0 25 to 0 21</p> <p>0 00</p>	<p>30</p> <p>20</p> <p>25</p>	<p>30</p> <p>20</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>1m. 11ch. and 0m. 62ch.</p> <p>0m. 04ch. and 0 m.p.</p>	<p>C. Down at 0m. 57ch.</p> <p>Controlled by Halifax (H) signal box.</p>
<b>BRADLEY BRANCH</b>  	<p>Bradley Jn. (See page 65)</p> <p>Bradley Tunnel (132 yds.)</p> <p>Bradley Wood Jn. (See page 59)</p>	<p>0 00</p> <p>0 24 to 0 30</p> <p>1 17</p>	<p>35</p> <p>15</p> <p>20</p>	<p>35</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>0m. 04ch. and 0 m.p.</p> <p>1m. 14ch. and 1m. 17ch.</p>	<p>Line controlled by Healey Mills (HM) signal box.</p>
<b>HEATON LODGE SOUTH JN. TO HEATON LODGE EAST JN. VIA UNDERPASS</b>  	<p>Heaton Lodge South Jn. (See page 65)</p> <p>Heaton Lodge East Jn. (See page 59)</p>	<p>0 00</p> <p>0 76</p>	<p>50</p>	<p>50</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>Line controlled by Healey Mills (HM) signal box.</p>

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
<b>DIGGLE JN. TO HEATON LODGE JN.</b>						
	DIGGLE JN. AND HUDDERSFIELD (26m. 06ch.)		65	65	MAXIMUM PERMISSIBLE SPEED	
	HUDDERSFIELD (26m. 06ch.) AND HEATON LODGE JN.		70	70	MAXIMUM PERMISSIBLE SPEED	
	Diggle Jn.	14 59		60 45	15 m.p. and 10½ m.p. 15 m.p. and 15m. 16ch.	DGL 53
	Standedge Tunnel (3 miles 66 yards)	15 11 to 18 14		40 10	18m. 07ch. and 18m. 37ch. Up Goods Loop to Main at 18m. 18ch.	Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.
	Marsden	18 54	55	55	18m. 37ch. and 19 m.p.	UGL 130A
	Slaithwaite	21 19				C. Up at 24½ m.p. 480 yards before reaching signal HU.193.
			50		Down Main 24m. 62ch. and 25m. 49ch.	
	Gledholt North and South Tunnels (243 yards)	25 04 to 25 15				
	Springwood Jn. (See page 71)	25 20	50	20	To Penistone line Down Branch 25m. 20ch. and 25m. 49ch.	Controlled by Huddersfield (HU) signal box.
	Huddersfield North and South Tunnels (695 yards)	25 20 to 25 51				

	Huddersfield (HU)	25 60	15	50 15	25m. 49ch. and 24m. 62ch. All lines 25m. 49ch. and 25m. 74ch.	<p>† Permissive working is authorised in both directions on No. 4 Platform line and in the Down direction only on No. 8 Platform line. AWS gap in station area.</p>
	Hillhouse Jn.	26 26		40 40	25m. 74ch. and 26m. 03ch. including Main line connections	
	Deighton	27 60				
	Bradley Jn. (See page 63)	28 39	15		To Bradley Wood Jn. line.	
	Heaton Lodge South Jn. (See page 63)	28 78		50 50	28m. 72ch. and 29m. 03ch. To Underpass line.	
	Heaton Lodge Jn. (See page 59)	29 54		55	29½ m.p. and 29m. 19ch.	


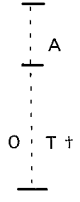
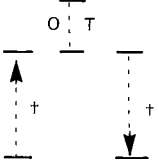
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	<b>MIRFIELD EAST JN. TO LEEDS, HOLBECK EAST JN.</b>		<b>60</b>	<b>60</b>	<b>MAXIMUM PERMISSIBLE SPEED</b>
	Mirfield East Jn. (See page 59)	39 26			
	Thornhill LNW Jn. (See page 59)	39 72 32 16			
	<b>Ravensthorpe</b>	32 28			
	<b>Dewsbury</b>	33 62	<b>50</b>		<b>33m. 48ch. and 33m. 74ch.</b>
	<b>Batley</b>	35 09			
	Batley LC	35 57			
	Morley Tunnel (1m. 1609 yds.)	36 25 to 38 19	<b>50</b>	<b>50</b>	<b>38m. 16ch. and 39m. 41ch.</b>
	<b>Morley</b>	38 24			
	Farnley Branch Jn. (See page 67)	40 65			
	Holbeck East Jn. (See page 90)	42 05	<b>35</b>		<b>42m. 01ch. and 42m. 05ch.</b>


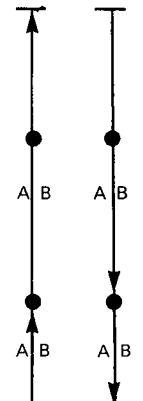
Mirfield East Jn. to  
Ravensthorpe controlled by  
Healey Mills (HM) signal box.

C. Up at 40m. 19ch. 655 yds.  
before reaching signal U40.

Farnley Branch Jn. to Holbeck  
East Jn. controlled by Leeds  
(L) signal box.

C. Up at 41m. 28ch. 880 yds.  
before reaching signal L36.

<b>FARNLEY BRANCH</b> 	Dunlop and Ranken  Farnley Branch Jn. (See page 66)	1 04  0 13	25  25	MAXIMUM PERMISSIBLE SPEED	AWS not provided.  †No staff—See page 165.  Controlled by Leeds (L) signal box.
<b>LIVERSEDGE BRANCH</b>  THORNHILL JN. AND LIVERSEDGE JN.  LIVERSEDGE JN. AND LIVERSEDGE  	Thornhill Jn. (See page 60)  Liversedge Jn.      Liversedge	2 26  0 33 0 00  0 24 3 73  5 30	50  15  20	MAXIMUM PERMISSIBLE SPEED  MAXIMUM PERMISSIBLE SPEED  2m. 23ch. and 2m. 27ch.	The direction of travel from Thornhill Jn. to Liversedge Jn. is UP  Thornhill Jn. to Liversedge Jn. controlled by Healey Mills (HM) signal box.  †No staff—See page 165.
<b>HEADFIELD BRANCH</b> 	Dewsbury Railway Street Goods Yard  Notice Board 235 yds. North of APCM Sidings   Dewsbury East Jn. (See page 60)	0 49  0 00 0 27  0 00	20    15	MAXIMUM PERMISSIBLE SPEED    0m. 06ch. and 0 m.p.	AWS not provided.  Train staff in receptacle on post near Notice board.  † See page 185.  Controlled by Healey Mills (HM) signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>HORBURY STATION JN. TO CRIGGLESTONE JN.</b>  	Horbury Station Jn. (See page 60)	44 13	40	40	MAXIMUM PERMISSIBLE SPEED
	Crigglestone Jn. (See page 69)	45 56	25	20	44m. 11ch. and 44m. 16ch. 45m. 53ch. and 45m. 56ch.
<b>WINCOBANK JN. TO HORBURY JN.</b>  WINCOBANK JN. AND BARNSELY  BARNSELY AND HORBURY JN.  	Wincobank Jn. (See Southern Area Sectional Appendix)	161 52	40	70	MAXIMUM PERMISSIBLE SPEED
	Ecclesfield West (EW)	164 24	30	60	MAXIMUM PERMISSIBLE SPEED
	Chapeltown	165 68	25	60	MAXIMUM PERMISSIBLE SPEED
	Tankersley Tunnel (1498 yards)	166 29 to 167 17	40	60	161m. 52ch. and 162m. 35ch. 161m. 65ch. and 161m. 54ch. To Down Barnsley at 162m. 02ch.
	Skiers Spring	167 66	50	60	162m. 35ch. and 161m. 65ch. 162m. 35ch. and 162m. 78ch.
	Elsecar	169 00	60	60	165m. 70ch. and 166m. 10ch.
			60	60	170½ m.p. and 170m. 45ch.

Controlled by Healey Mills (HM) signal box.

AWS not provided at Crigglestone Jn.

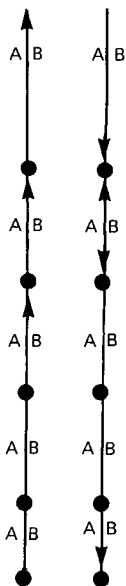
Controlled by Sheffield (S) signal box.

C. Down at 162m. 29ch.

C. Down at 163m. 21ch.  
CW. Down at 164m. 06ch.

Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.



**Wombwell**

170 45

50

173m. 45ch. and 6m. 43ch.

173 48

7 50

**Jumble Lane LC**

6 59

**Barnsley**

6 54

Barnsley Station Jn.  
(See page 70)

6 43

20

6m. 43ch. and 173m. 45ch.  
To Penistone line  
52m. 58ch. and 52m. 53ch.

52 58

35

35

**Darton**

49 29

Wooley Coal Siding (W)

48 55

Woolley New Tunnel  
(Down) and Old Tunnel  
(Up) (1745 yds.)

47 33

to

46 34

Crigglestone Jn.  
(See page 68)

45 56

25

To Horbury Station Jn. line

1 53

Horbury Jn.  
(See page 60)

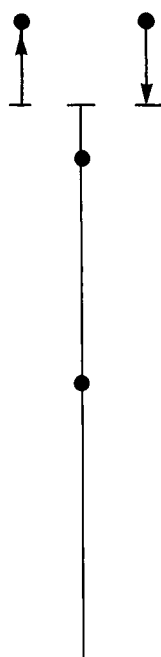
0 00

20

0m. 08ch. and 0 m.p.

C. Down at 7m. 28ch. (740  
yards before reaching Jumble  
Lane Home Signal.)AWS not provided between  
Barnsley Station Jn. and  
Horbury Jn.Rule Book, Section S, Clause  
3.3 and Block Regulation 3.9  
apply.C. Up at 1m. 02ch., 890 yds.  
before reaching Home signal.

DRS 100


Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
	<b>BARNSELEY STATION JN. TO HUDDERSFIELD, SPRINGWOOD JN.</b>					
	Barnsley Station Jn. (See page 69)	6 43	50	50	MAXIMUM PERMISSIBLE SPEED	
			40	20	6½ m.p. and 6m. 44ch.	
		5 72	40	25	6½ m.p. and 5m. 70ch.	
					5m. 75ch. and 6½ m.p.	
	Dodworth LC				Single to Up at 5m. 72ch.	
		3 67	25	25	4m. 10ch. and 4m. 07ch.	
			40	40	4m. 07ch. and 3m. 75ch.	
			15	15	To and from Dodworth Colliery at 4m. 09ch.	
	Silkstone Common	2 21				
Oxspring Tunnel (558 yards)		0 63 to 0 38  0 00 29 13				
Huddersfield Jn.		28 37 13 42	15	15	28m. 44ch. and 13m. 32ch.	
		Penistone	13 36			
	Wellhouse Tunnel (415 yds)		12 48 to 12 29	30	30	9m. 72ch. and 8m. 44ch.

AWS not provided.

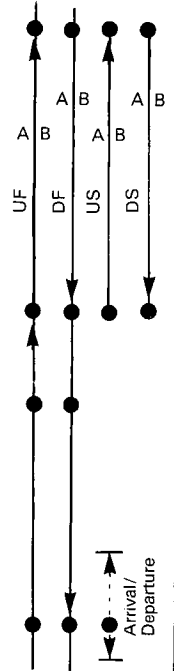
CW. Down at 6m. 36ch. (602 yards before reaching signal BY9).

CL.

	<b>Denby Dale</b>	9 31				
	Cumberworth Tunnel (906 yds.)	9 05 to 8 44				
	Clayton West Jn. (CW)	7 67	25		<b>Single to Double.</b>	
	<b>Shepley</b>	7 14				
	<b>Stocksmoor</b>	6 26				
	Thurstonland Tunnel (1631 yds.)	5 58 to 4 63				Rule Book, Section S, clause 3.3 and Block Regulation 3.9 apply.
	<b>Brockholes</b>	4 25				
	<b>Honley</b>	3 28				
	Robin Hood Tunnel (228 yds.)	2 70 to 2 60				Rule Book, Section S, clause 3.3 and Block Regulation 3.9 apply.
			20		2¼ m.p. and 2¾ m.p.	
			20		1½ m.p. and 1m. 70ch.	
	<b>Lockwood</b>	1 18				
	Lockwood Tunnel (205 yds.)	1 16 to 1 07				C. Up at 0m. 76ch.
						C. Up at 0m. 49ch. 524 yds. before reaching signal HU177.
	Springwood Jn. (See page 64)	0 40	20		0m. 48ch. and 0½ m.p.	Controlled by Huddersfield (HU) signal box.

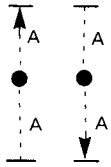
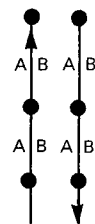
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	<b>WAKEFIELD, TURNERS LANE JN. TO CALDER BRIDGE JN.</b>		<b>25</b>	<b>25</b>	Line controlled by Wakefield Kirkgate (K) signal box.
	Turners Lane Jn. (See page 61)	0 50		<b>15</b>	
	Calder Bridge Jn. (See page 80)	0 00	<b>15</b>		
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>					
ALDWARKE NORTH JN. (MID) AND 171½ m.p.			<b>90</b>	<b>90</b>	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
171½ m.p. AND 174½ m.p.			<b>80</b>		MAXIMUM PERMISSIBLE SPEED ON MAIN LINE
174½ m.p. AND CUDWORTH STATION (175 m.p.)			<b>70</b>		MAXIMUM PERMISSIBLE SPEED ON MAIN LINE
175 m.p. AND 171½ m.p.				<b>80</b>	MAXIMUM PERMISSIBLE SPEED ON MAIN LINE
CUDWORTH STATION (175 m.p.) AND ROYSTON JN. (178m. 30ch)			<b>40</b>	<b>40</b>	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES
ROYSTON JN. (178m. 30ch.) AND OAKENSHAW SOUTH JN.			<b>60</b>	<b>60</b>	MAXIMUM PERMISSIBLE SPEED
OAKENSHAW SOUTH JN. AND GOOSEHILL JN. (184½ m.p.)			<b>70</b>	<b>70</b>	MAXIMUM PERMISSIBLE SPEED
GOOSEHILL JN. (184½ m.p.) AND LEEDS NORTH JN.			<b>75</b>	<b>75</b>	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES
ALDWARKE NORTH JN. (MID) AND SWINTON JN.			<b>75</b>	<b>75</b>	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES
GOOSEHILL JN. (184½ m.p.) AND ALTOFTS JN.			<b>60</b>	<b>60</b>	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES

	Aldwarke North Jn. (Mid) (See page 85 and Southern Area Sectional Appendix)	164 48	25	25 25	Slow line to Aldwarke South Jn. (GC line) All connections between Fasts and Slows.	
	Swinton Jn.	166 59	40  20	40	All connections between Slows and Fasts 166m. 54ch. and 166m. 71ch.  Goods line 172m. 68ch. and 173½ m.p.	
	Dearne Valley North Jn. (See page 75)	172 68	  20	15 20	Goods line to Grimethorpe Colliery line Goods line 173m. 10ch. and 172m. 64ch.	S. Down Goods connection from Dearne Valley North Branch at 172m. 67ch. AWS not provided on Up Goods line between Cudworth Station and Dearne Valley North Jn.
	Cudworth Station	175 03	10 20 20	10 20	Main to Main  175m. 38ch. and 176m. 02ch.  176½ m.p. and 177½ m.p.	
	Royston Jn.	178 28	20 20 40	20 20 40	178m. 15ch. and 178m. 36ch. 179m. 25ch. and 179½ m.p.	1L1S for Wakefield Kirkgate 1L2S for Crofton
	Oakenshaw South Jn. (See page 75 and 76)	181 77	30 20 15	20	To Crofton East Jn. line Main to Main Main to Oakenshaw Jn. line	Controlled by Oakenshaw (O) signal box.
	Oakenshaw (O)	182 35	60  50	60 60 50	183m. 40ch. and 184m. 50ch. 184m. 50ch. and 184m. 23ch. 184m. 50ch. and 184m. 61ch.	

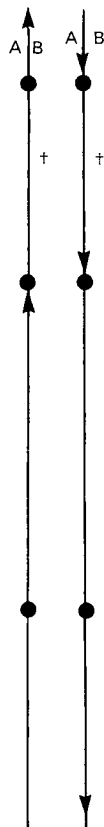
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.—continued					
	Goose Hill Jn. (See page 61)	184 56		20	Slow line 50m. 31ch. and 50m. 26ch. Manchester to Normanton mileage
				20	Fast line to Wakefield (K) line at 50m. 29ch. Manchester to Normanton mileage
				60	Fast line 185 m.p. and 184m. 61ch.
	Normanton Footpath LC (R/G)†	185 11		30	Fast line 185m. 30ch. and 185 m.p.
			25	25	Between Fast and Slow line 185m. 64ch. and 186m. 02ch.
	Altofts Jn.	185 73		60	To Castleford line
	Altofts Jn. (See page 76)	186 00		70	Fast line 186 m.p. and 185m. 30ch.
	Altofts	186 34			
	Methley Jn. (See page 78)	187 37		30	To Whitwood line.
	Methley North LC (R/G)	188 30			
	Woodlesford Footpath LC (R/G)	190 02			
	Stourton Jn.	192 42	25		Down to Up at 192½ m.p.
			20	20	Arrival/Departure line 192m. 42ch. and 193m. 17ch.
Stourton	193 17				

† Footpath LC crosses Up  
Fast line only.

	Hunslet South Jn. Hunslet Station Jn.  Engine Shed Jn. (See page 90) Leeds North Jn. (See page 88)	193 40 194 10  195 20 195 53	60 40 30 20 15	60 40 30 20 15	193m. 68ch. and 194m. 37ch. 194m. 37ch. and 195m. 18ch. 195m. 18ch. and 195m. 47ch. To Whitehall Jn. line. 195m. 47ch. and 195m. 52ch.	Hunslet Station Jn. to Leeds North Jn. controlled by Leeds (L) signal box.
<b>GRIMETHORPE COLLIERY TO DEARNE VALLEY NORTH JN.</b>		Grimethorpe Colliery Signals G4/3 and G2 Grimethorpe Shunters Cabin  Dearne Valley North Jn. (See page 73)	55 77  58 31 0 30  0 00	20   15 15	MAXIMUM PERMISSIBLE SPEED   0m. 30ch. and 0 m.p.	AWS not provided. † No staff—See page 165.  *Shunting Area.  Controlled by Cudworth Station signal box.
<b>OAKENSHAW SOUTH JN. TO OAKENSHAW JN.</b>		Oakenshaw South Jn. (See pages 73 and 76)  Oakenshaw Jn. (See page 80)	49 41  48 76	15 15	MAXIMUM PERMISSIBLE SPEED	AWS not provided. C. Up at 49m. 03ch., 740 yds. before reaching Oakenshaw signal O.12. Controlled by Oakenshaw box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>OAKENSHAW SOUTH JN. TO CROFTON EAST JN.</b>  	<b>Oakenshaw South Jn.</b> (See pages 73 and 75)	181 70	30	30	MAXIMUM PERMISSIBLE SPEED
	<b>Oakenshaw (O)</b>	182 35	20		182m. 33ch. and 183m. 04ch.
	<b>Crofton East Jn.</b> (See page 81)	183 04		15	182m. 36ch. and 182m. 33ch.
<b>NORMANTON, ALTOFTS JN. TO COLTON NORTH JN.</b>  ALTOFTS JN. AND BURTON SALMON (17m. 24ch.) BURTON SALMON (17m. 24ch.) AND 7m. 31ch. CHURCH FENTON AND COLTON NORTH JN. 7m. 31ch. AND 6½ m.p. 6½ m.p. AND COLTON JN.  	<b>Altofts Jn.</b> (See page 74)	23 57	60	60	MAXIMUM PERMISSIBLE SPEED
			80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN/NORMANTON LINES
			100	100	MAXIMUM PERMISSIBLE SPEED ON LEEDS LINES
			100	100	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES
			125	125	MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES
	<b>Whitwood</b> (See page 78)	22 04		20	To Methley Jn. line
	<b>Castleford Gates LC</b>	21 22			
					AWS provided on all passenger lines between Castleford Gates and Colton North Jn.





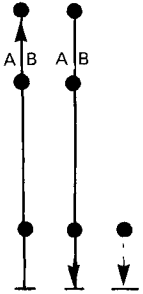

Castleford West Jn. (See page 79)	21 01	35	20 35	To Cutsyke line 21m. 01ch. and 20m. 66ch.
<b>Castleford</b>	20 79			
Castleford East Jn. (See page 79)	20 39	20		To Ledston line.
Fryston (FN)	19 04			
Fairburn Tunnel (65 yds.)	17 52 to 17 49			
Hillam Gates LC (CCTV)	15 57	25		Down Normanton to Up Normanton at 15m. 10ch.
Milford Jn. (See page 86)	15 07	25	40 40	Up Normanton to Down Pontefract/ Milford at 15m. 06ch. Up Normanton to Down Pontefract/ Milford at 15 m.p. Up Normanton to Down Normanton at 14m. 74ch.
Milford (M)	14 71			
Sherburn Jn. (See page 80)	13 21		30	To Gascoigne Wood line
<b>Sherburn-in-Elmet</b> LC (CCTV)	12 69			
Church Fenton South Jn.	10 77	25 25	25	Through trailing crossover To No. 3 Platform line (UPL) at 10m. 70ch.

† AB when Castleford Station  
signal box is closed.  
The Rule Book, Section M,  
Clause 3.2.1 does not apply  
between Castleford Station  
and Fryston. Trainmen must  
regard the lines in this section  
as worked by Absolute Block  
at all times for the purposes  
of the Rule Book, Section M.

DGL 70  
1L1S Cutsyke Branch  
3S1L Methley Jn. direction at  
Whitwood.

DPL 87, UPL 96  
Milford (M) signal box area  
between Hillam Gates LC and  
Sherburn-in-Elmet.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks		
			Down m.p.h.	Up m.p.h.			
NORMANTON, ALTOFTS JN. TO COLTON NORTH JN. — continued							
	Church Fenton	10 58		15	Up Leeds to Up Platform loop at 10m. 50ch.	UPL 45, also available for Down trains (24 SLU).	
	Church Fenton	10 43					
	Church Fenton North Jn. (See page 103)	10 31	25	25	All connections 10m. 39ch. and 10m. 27ch.		
	Ulleskelf	8 70					
	Colton South Jn.	6 25	70	70	Down Normanton to Down Leeds Up Leeds to Up Normanton		Colton South Jn. to Colton North Jn. controlled by York (Y) signal box.
	Colton Jn. (See page 19)	5 41 182 79					
Colton North Jn. (See page 19)	183 65						
METHLEY JN. TO WHITWOOD							
	Methley Jn. (See page 74)	1 12	30	30	MAXIMUM PERMISSIBLE SPEED	AWS not provided.	
	Whitwood (See page 76)	0 01	20		0m. 04ch. and 0 m.p.		

<b>CASTLEFORD WEST JN. TO PONTEFRACT WEST JN.</b>					
	CASTLEFORD WEST JN. AND CUTSYKE JN.		25	25	MAXIMUM PERMISSIBLE SPEED
	CUTSYKE JN. (59m. 01ch.) AND PONTEFRACT WEST JN.		40	40	MAXIMUM PERMISSIBLE SPEED
	Castleford West Jn. (See page 77)	0 00	20		0m. 05ch. and 0 m.p.
	Cutsyke Jn. LC	0 61 59 02			
	Prince of Wales LC	56 65	30		56m. 66ch. and 56m. 42ch.
	Pontefract West Jn. (See page 81)	56 42			
<b>CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST</b>			20	20	MAXIMUM PERMISSIBLE SPEED
	Castleford East Jn. (See page 77)	6 17			
	Ledston	4 43	10	10	5½ m.p. and 5¼ m.p.
	Leeds Road (Wood End) LC (NCB)				
	Allerton Main (Bowers Opencast Stop Board)	3 22	15	15	Between GF and Leeds Road LC Stop Board

**Note** the direction is UP between Castleford West Jn. and Cutsyke Jn.

C. Up at 0m. 11ch. 36 yards after passing Castleford Station Up Branch Starting Signal.


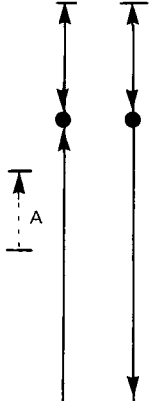
C. Down at 57m. 34ch. 756 yards before reaching signal 35.

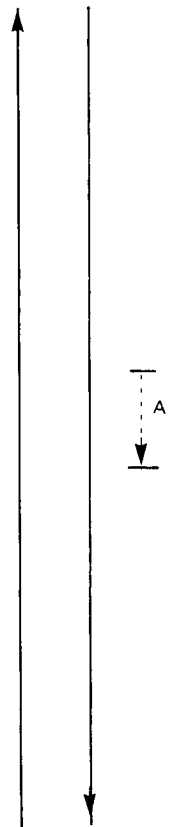
Controlled by Prince of Wales (POW) signal box.

AWS not provided.

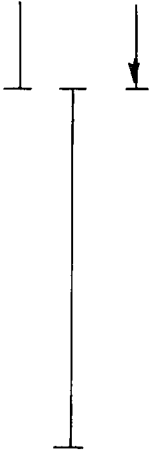
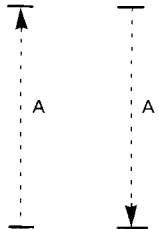
Controlled by Castleford Station signal box.



DRS 27. Also available for Up trains.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	<b>SHERBURN JN. TO GASCOIGNE WOOD</b>		<b>30</b>	<b>30</b>	MAXIMUM PERMISSIBLE SPEED
	Sherburn Jn. (See page 77)	13 22			
	Gascoigne Wood (GW) (See pages 86 and 99)	14 30			
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.</b>					
	WAKEFIELD KIRKGATE WEST JN. AND ENGINE SHED JN.		<b>50</b>	<b>50</b>	MAXIMUM PERMISSIBLE SPEED
	ENGINE SHED JN. AND POTTERS GRANGE JN.		<b>30</b>	<b>30</b>	MAXIMUM PERMISSIBLE SPEED
	Wakefield Kirkgate West Jn. (See pages 57 and 60)	47 43			
	<b>Wakefield Kirkgate</b>	47 62			
	Wakefield Kirkgate (K)	47 76		<b>25</b>	<b>48m. 05ch. and 47m. 43ch.</b>
	Calder Bridge Jn. (See page 72)	48 28		<b>15</b>	<b>To Turners Lane Curve line</b>
	Oakenshaw Jn. (See page 75)	48 76	<b>20</b>	<b>20</b>	<b>48m. 56ch. and 49 m.p.</b>
	Crofton West Jn. (See page 57)	49 40	<b>15</b>		<b>To Oakenshaw South Jn. line</b>
			<b>25</b>		<b>To Hare Park Jn. line</b>
					Wakefield Kirkgate (K) signal box area between Wakefield Kirkgate West Jn. and Calder Bridge Jn.
					Oakenshaw Jn. to Featherstone LC controlled by Oakenshaw (O) signal box.
					C. Down at 49m. 52ch., 720 yards before reaching signal O.313.

	Crofton East Jn. (See page 76)	50 23		20	To Oakenshaw South Jn. line.	
	Crofton Old Station LC	50 25				C. Up at 52m. 06ch., 561 yards before reaching signal O.323.
	Streethouse LC	52 11				
	Red Lane LC	52 27				
	Featherstone LC	53 71	20		53m. 62ch. and 53m. 72ch.	C. Down at 53m. 79ch., 594 yards before reaching signal POW349.
			35		55m. 50ch. and 56m. 30ch.	CW. Up at 56m. 30ch., 890 yards before reaching signal O.354. Controlled by Prince of Wales (POW) signal box.
	Pontefract West Jn. (See page 79)	56 36		30	To Castleford line. 56m. 36ch. and 56m. 66ch.	URS 57
	<b>Pontefract Monkhill</b>	56 48				
	Signal POW368					
	Pontefract Monkhill Goods Jn. (See page 84)	57 43	15		To Ferrybridge line.	C. Up at 57m. 03ch.
	Knottingley West Jn. (See page 35)	58 20	30	20	58m. 16ch. and 58m. 27ch. To Ferrybridge line	CW. Up at 58m. 17ch., 755 yards before reaching signal K376.
			25	20	To Shaftholme Jn. line	UGL—Worked in both directions. (A in Down direction).
			40	40	58m. 27ch. and 59m. 04ch.	
	<b>Knottingley</b>	58 37				
	Knottingley East Jn. (See page 84)	58 70		10	UGL to Knottingley South Jn.	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN. — continued					
	England Lane LC	59 05			Knottingley (K) signal box area between Pontefract Monkhill Goods Jn. and Knottingley.  C. Up at 59m. 46ch. 560 yards before reaching signal K422.  URS 340 DRS 227
	Knottingley (K) LC	59 26			
			20		
	Sudforth Lane LC	61 08			
	Whitley Bridge LC	62 55			
	Whitley Bridge Jn.	63 02	15	15	
	High Eggborough LC	63 33			
	Eggborough Ings LC	64 05			
Snaith and Pontefract Highway LC (AHB)	64 14			Controlled by Sudforth Lane signal box. C. Down at 63m. 06ch., 196 yards after passing signal 468.	
Hensall (H) LC	64 39				
Heck Lane LC	64 74				

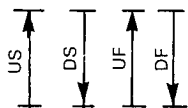
	Heck Ings LC Drax Branch Jn. (See below)  Gowdall Lane LC Field Lane LC <b>Snaith</b> LC West Cowick LC (R/G) East Cowick LC (R/G) Snaith Road LC <b>Rawcliffe</b> LC Engine Shed Jn.  Potters Grange Jn. (See page 104)	65 40 65 66  66 51 66 66 68 13 68 61 69 48 70 17 70 75 <u>73 52</u> 0 64 0 00	30 40		<b>To Power Station line</b> <b>Down line to Single line at 66½ m.p.</b>	Controlled by Hensall (H) signal box.     Engine Shed Jn. to Potters Grange Jn. controlled by Goole (G) signal box.
<b>DRAX POWER STATION BRANCH</b>  	Drax Branch Jn. (See above)  West Bank Hall LC (AHB) Jacky Duffin Wood LC (R/G) Linwith Lane LC (AHB)  Drax Power Station	0 00  1 49 2 18 2 46 4 16	35   15	55 30 35   15	<b>MAXIMUM PERMISSIBLE SPEED</b> 0m. 07ch. and 0 m.p. 0m. 27ch. and 0m. 07ch.  4m. 07ch. and Power Station. Power Station and 4 m.p.	AWS not provided. Controlled by Hensall (H) signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>FERRYBRIDGE BRANCH</b>  	Pontefract Monkhill Goods Jn. (See page 81)  Ferrybridge South Jn. (See page 86)	3 06  2 38	15	15	MAXIMUM PERMISSIBLE SPEED  Controlled by Knottingley (K) signal box.  Controlled by Ferrybridge (F) signal box.
<b>KNOTTINGLEY SOUTH JN. TO EAST JN.</b>  	Knottingley South Jn. (See page 35)  Knottingley East Jn. (See page 81)	0 00  0 20	10	10	MAXIMUM PERMISSIBLE SPEED  Line controlled by Knottingley (K) signal box.
<b>ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD</b>					
ALDWARKE NORTH JN. (MID) AND MILFORD JN.			60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY
ALDWARKE NORTH JN. (MID) AND DEARNE JN. (SOUTH OF) 168½ m.p.			75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY
DEARNE JN. (SOUTH OF) 168½ m.p. AND MOORTHORPE (SOUTH OF) 12m. 08ch.			80	80	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY OTHER THAN CLASS 253/254 TRAINS
			100	100	MAXIMUM PERMISSIBLE SPEED FOR CLASS 253/254 TRAINS ONLY
MOORTHORPE (SOUTH OF) 12m. 08ch. AND 3 m.p. (BETWEEN PONTEFRACT BAGHILL AND FERRYBRIDGE JN.)			75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY



3 m.p. (BETWEEN PONTEFRACT BAGHILL AND FERRYBRIDGE JN.) AND MILFORD JN.

MILFORD JN. AND GASCOIGNE WOOD



Aldwarke North Jn. (Mid)  
(See page 73 and  
Southern Area Sectional  
Appendix)

164 48

Swinton Jn.

166 59

Dearne Jn.  
(See Southern Area  
Sectional Appendix)

168 53

168 64

17 15

**Bolton-on-Dearne**  
Footpath LC (R/G)

16 56

Goldthorpe Colliery  
Branch Jn.  
(See page 87)

15 17

Hickleton (H)  
(See page 87)

15 05

Moorthorpe (M)

11 63

**Moorthorpe** Footpath  
LC (R/G)

11 29

Moorthorpe Jn.  
(See page 87)

11 24

70

30

25

25

40

15

20

60

50

60

60

60

60

60

MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR  
EMPTY

MAXIMUM PERMISSIBLE SPEED

**Slow to Aldwarke South Jn. (GC line)**  
**All connections between Fasts and Slows.**

**Slow to Fast 166m. 54ch. and 166m. 71ch.**

**To Dearne Curve line.**

**To Goldthorpe Colliery Branch**

**12m. 08ch. and 11¼ m.p.**

**To South Kirkby Jn. line**  
**11¼ m.p. and 12m. 08ch.**

**9m. 15ch. and 7m. 50ch.**

**4m. 66ch. and 4¼ m.p.**

Aldwarke North Jn. (Mid) to  
Dearne Jn. controlled by  
Sheffield (SA) and (S) signal  
box.

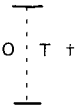


C. Down at 16m. 39ch.

Controlled by Hickleton (H)  
signal box.

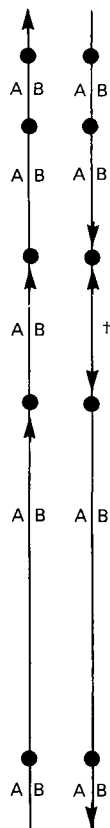
DGL 70A, UGL 65A.

C. Down at 11m. 16ch., 907  
yards before reaching signal  
F.587.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
	ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD—continued					
	Pontefract Baghill	4 31	60	60	4½ m.p. and 4m. 66ch. 3m. 65ch. and 3 m.p.	C. Up at 2m. 65ch. 694 yards before reaching signal F.608.
	Ferrybridge South Jn. (See page 84)	2 38		15	To Pontefract Monkhill Goods Jn. line	
	Ferrybridge North Jn. (See page 35)	2 27	40	50	To Knottingley line. Down to Up at 2m. 26ch. Up to Down at 2m. 21ch.	
	Ferrybridge (F)	2 10	25 45	25 45	To and from Ferrybridge Power Station 2m. 05ch. and 1m. 18ch.	
	Brotherton Tunnel (104 yards)	1 24 to 1 19				
		0 00 16 69	50	50	0m. 15ch. and 0m. 01ch.	
	Hillam Gates LC (CCTV)	15 67				
	Milford Jn. (See page 77)	15 07 7 65		40 25	Down Pontefract to Up Pontefract at 15m. 08ch. Down Pontefract/Milford to Up Normanton at 7m. 64ch. Down Pontefract/Milford to Up Normanton at 7m. 38ch.	
			40			
	Milford (M)	7 49				
	Gascoigne Wood (GW) (See pages 80 and 99)	6 27	25	25	Single line to Up line at 6m. 37ch. 6m. 37ch. and 6m. 27ch.	

<b>GOLDTHORPE COLLIERY BRANCH</b>  	Goldthorpe Colliery Branch Jn. (See page 85)  Goldthorpe Colliery	15 17  16 79	20  20	20  20	MAXIMUM PERMISSIBLE SPEED	AWS not provided.  Controlled by Hickleton (H) signal box.  † No Staff—See page 165.
<b>HICKLETON COLLIERY EMPTY WAGON BRANCH</b>  	Hickleton (See page 85)  Hickleton Colliery Empty Wagon Sidings	0 00  0 56	15  15	15  15	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
<b>MOORTHORPE JN. TO SOUTH KIRKBY JN.</b>  	Moorthorpe Jn. (See page 85)  South Kirkby Jn. (See page 54)	0 57  0 05	50  50	50  50	MAXIMUM PERMISSIBLE SPEED	Controlled by Moorthorpe (M) signal box.  CW. Up at 0m. 15ch. Controlled by Leeds (L) signal box.
<b>LEEDS TO SKIPTON STATION SOUTH</b>  LEEDS AND KEIGHLEY  KEIGHLEY AND REGIONAL BOUNDARY (219m. 05ch.)  REGIONAL BOUNDARY (219m. 05ch.) AND SKIPTON STATION SOUTH			65  75  60	65  75  60	MAXIMUM PERMISSIBLE SPEED ON MAIN, FAST AND SLOW LINES  MAXIMUM PERMISSIBLE SPEED  MAXIMUM PERMISSIBLE SPEED	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
LEEDS TO SKIPTON STATION SOUTH—continued						
<div>● No. 5 Platform ↑ No. 6 Platform ↑ No. 8 Platform ↑ Through Road ↑ No. 9 Platform ↑ No. 12 Platform ↑</div>	Leeds (L) (See page 97)	20 47	10 15 10	10 15 10	All lines Station and 20m. 64ch. Shipley lines to and from Platforms 1, 2 and 3. 20m. 64ch. and 0m. 07ch. Main lines 20m. 64ch. and 0m. 07ch.  Permissive Working is authorised on Platforms 5, 6, 8, 9 and 12. DGL UGL Leeds (L) signal box area between Leeds and Wortley Jn.	
U. Shipley	Leeds West Jn. (See page 55)	20 70 0 00	15			To Gelderd Road Jn. line
D. Shipley	Leeds North Jn. (See page 75)	0 05	15			To Engine Shed Jn. line
U. Shipley	Whitehall Jn. (See pages 90)	00 25 195 54	25 20	25 20		Shipley lines 0m. 07ch. and 0m. 25ch. Main lines 0m. 07ch. and 0m. 25ch.
D. Shipley	Wortley Jn. (See page 92)	196 19	20 60	20		Through all connections Slow to Fast and Fast to Main. Fast to Harrogate line.



Kirkstall Jn.

197 78

Apperley Jn.  
(See page 94)

201 79

50

To Guiseley line.

Thackley Tunnel  
(1518 yards)203 43  
to  
204 32Guiseley Jn. (GJ)  
(See page 95)

205 45

40

25

To Guiseley line 3m. 41ch. and 3m. 34ch.  
Through trailing crossover at 205m. 48ch.Leeds Jn.  
(See page 96)

205 58

40

To Bradford line 205m. 58ch. and 205m.  
71ch.

Shipley

205 71

20

205m. 61ch. and 206m. 01ch.

Shipley, Bingley Jn.  
(See page 97)

205 76

20

To Bradford Jn. line.

Shipley Tunnel  
(55 yards)206 06  
to  
206 09

40

Through facing crossover at 206m. 24ch.  
206m. 27ch. and 206m. 01ch.

Saltaire

206 51

50

Bingley Tunnel  
(151 yards)208 56  
to  
208 63

Bingley

208 68

Bingley Station

209 07

Crossflatts

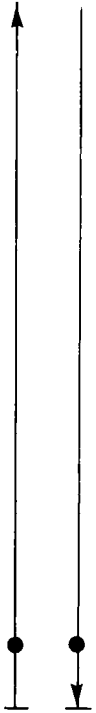
209 45

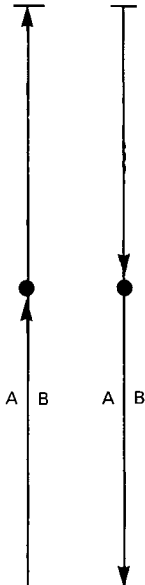
DGL 135, UGL 135

Rule Book, Section S, Clause  
3.3 and Block Regulation 3.9  
apply.

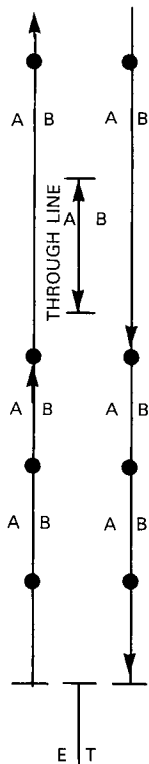
†When Guiseley Jn. signal box is closed, trains will only be routed over this line in the Down direction, under AB working. The Rule Book, Section M, Clause 3.2.1 does not apply on this line between Guiseley Jn. and Shipley, Bingley Jn. Trainmen must regard this line as worked by Absolute Block at all times for the purposes of the Rule Book, Section M.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>LEEDS TO SKIPTON STATION SOUTH</b> —continued 	<b>Keighley</b>	212 06	50	50	211m. 57ch. and 212m. 46ch.
	Keighley Station Jn.	212 18	60	60	212m. 46ch. and 212m. 67ch.
	Steeton LC	215 03			
	Kidwick LC	216 52			
	Cononley LC	218 22			
	Skipton Station South	221 13	40		220m. 66ch. and 222m. 18ch.
<b>LEEDS, ENGINE SHED JN. TO WHITEHALL JN.</b> 	<b>TO WHITEHALL JN.</b> Engine Shed Jn. (See page 75)  Whitehall Jn. (See page 88 and below)	195 20  195 52	20	20	MAXIMUM PERMISSIBLE SPEED  Line controlled by Leeds (L) signal box.
<b>WHITEHALL JN. TO BRADFORD INTERCHANGE</b> 	Whitehall Jn. (See page 88 and above)  Holbeck East Jn. (See page 66)	42 23  42 05 185 04	60  15 30  35	60  25 15 30	MAXIMUM PERMISSIBLE SPEED  42½ m.p. and 42m. 23ch. To and from Whitehall Road Goods Yard 42½ m.p. and 42m. 10ch.  To Huddersfield line.

	Holbeck West Jn. (See page 58)	185 01 0 02	30 50	55	To Gelderd Road Jn. line 0m. 02ch. and 0m. 55ch.	C. Down at 0m. 13ch. 375 yards before reaching Signal L1609. C. Down at 0m. 46ch.
	Armley Tunnel (80 yards)	1 02 to 1 06				
	<b>Bramley</b>	3 15	45	45	1m. 26ch. and 1m. 48ch.	
	<b>New Pudsey</b>	4 77	50	50	5m. 17ch. and 5m. 30ch.	C. Down at 1m. 27ch.
	Stanningley Tunnel (455 yards)	5 22 to 5 43 6 49				
	Hammerton Street	190 24 191 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. (M) (See page 62)	191 78 40 03	15		To Halifax line.	
	<b>Bradford Interchange</b>	40 27				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
WORTLEY JN. TO YORK (SKELTON) VIA HARROGATE						
	WORTLEY JN. AND KNARESBOROUGH		60	60	MAXIMUM PERMISSIBLE SPEED	Controlled by Leeds (L) signal box.  C. Down at 0m. 41ch. 630 yards before reaching signal L7. C. Down at 1m. 65ch. 211 yards before reaching signal D2.  C. Down at 3m. 53ch.  Rule Book, Section S, clause 3.3 and Block Regulation 3.9 apply.
	KNARESBOROUGH AND YORK, SKELTON		65	65	MAXIMUM PERMISSIBLE SPEED	
	Wortley Jn. (See page 88)	0 14	45	45	0½ m.p. and 0m. 44ch. 0½ m.p. and 0¼ m.p.	
	Headingley Tunnel (70 yards)	1 72 to 1 75				
	Headingley	2 11				
	Horsforth	4 61		45	4m. 70ch. and 4m. 65ch.	
	Bramhope Tunnel (2 miles 241 yards)	5 65 to 7 76				
	Wescoe Hill Tunnel (100 yards)	10 14 to 10 18	20	20	9m. 54ch. and 9¾ m.p.	
			30	30	10m. 47ch. and 10m. 54ch.	





<b>Weeton</b>	10 62			
Rigton LC	12 15			
<b>Pannal</b>	14 03	20	20	15m. 09ch. and 15m. 28ch.
	17 16	45	45	16m. 29ch. and 16m. 41ch.
<b>Harrogate*</b>	17 24 20 38	20	20	17m. 16ch. (Leeds to Harrogate mileage) and 20m. 21ch. (York to Harrogate mileage)
Harrogate	20 30			
<b>Starbeck LC</b>	18 27	30 50	30 50	18m. 23ch. and 18m. 13ch. 18m. 13ch. and 17m. 50ch.
Belmont LC	17 69			
<b>Knaresborough LC</b>	16 54			
Knaresborough Tunnel (178 yards)	16 48 to 16 40 16 24	45	40 25	16m. 36ch. and 16m. 42ch. 16m. 42ch. and 16m. 27ch. Double to Single
Oakwood Farm LC (R/G)	14 47	55	55	14 m.p. and 12 $\frac{1}{4}$ m.p.
Whixley LC	11 08			

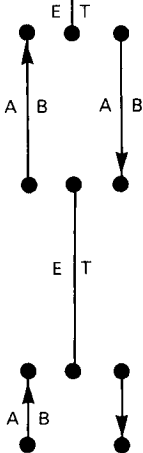

Station Yard working is authorised on the Up Main line and in the Down direction on the Through line and the Down Main line.

\* The direction of the line between Harrogate station and York, Skelton is UP.


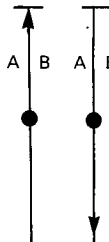
C. Down at 19m. 72ch. 575 yards before reaching Harrogate First Home signal.



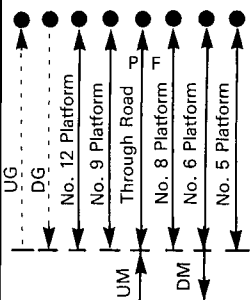
C. Down at 19m. 13ch.

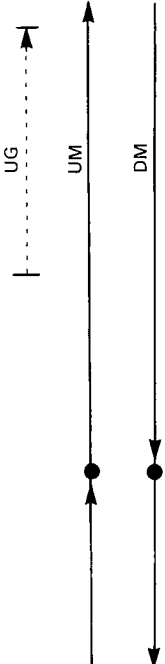
C. Down at 17m. 76ch. 700 yards before reaching Starbeck Home signal.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
WORTLEY JUNCTION TO YORK (SKELTON) VIA HARROGATE — continued						
	<b>Cattal LC</b>	10 20		<b>20</b>	<b>Single line to Up line.</b>	C. Down at 9m. 48ch. 700 yards before reaching Cattal Home signal.  C. Down at 8m. 68ch. 600 yards before reaching Hammerton Starting signal.  DRS 35
	Hammerton Road LC	9 17				
	<b>Hammerton LC</b>	8 61		<b>20</b>	<b>Up line to Single line.</b>	
	Wilstrop LC	7 45				
	Marston Moor LC	6 05				
	Hessay WDFG					
	Hessay LC	5 11				
	<b>Poppleton LC</b>	2 74		<b>20</b>	<b>Single line to Up line</b>	
	Nether Poppleton LC	2 34				
	Skelton (S) (See pages 21 and 37)	1 50		<b>50</b>	<b>1m. 65ch. and 1m. 50ch.</b>	
APPERLEY JN. TO ILKLEY						
	Apperley Jn. (See page 89)	202 03	<b>50</b>	<b>50</b>	<b>MAXIMUM PERMISSIBLE SPEED</b>	AWS not provided.
	Apperley Lane Tunnel (75 yards)	202 61 to 202 64				

	Springs Tunnel (77 yards)	204 07 to 204 11				FWS between 204½ m.p. and 205 m.p. Also covers Baildon single line.
	Greenbottom Tunnel (134 yards)	204 61 to 204 67				
	Guiseley (See page 96)	205 07 205 22	40	40 25	205m. 01ch. and 205m. 07ch. Up line to Single lines 205m. 10ch. and 205m. 07ch.	
	Menston	206 53		30	206½ m.p. and 205m. 22ch. (Does not apply to Passenger trains (loaded or empty) not conveying four wheeled vehicles)	
	Burley-in-Wharfedale	208 02		20	209½ m.p. and 209m. 25ch.	
	Ben Rhydding	210 21				
	Ilkley Jn.	211 07	20	20	211m. 05ch. and 211m. 23ch.	
	Ilkley	211 23				
<b>SHIPLEY, GUISELEY JN. TO GUISELEY</b>			50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	AWS not provided.
			35	35	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY	
	Guiseley Jn. (See page 89)	3 41		25	3m. 34ch. and 3m. 41ch.	
	Baildon	2 29				
	Baildon No. 1 Tunnel (156 yards)	2 14 to 2 07				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	<b>SHIPLEY, GUISELEY JN. TO GUISELEY—continued</b>				FWS between 204½ m.p. and 205 m.p. Also covers Apperley single line.
	Baildon No. 2 Tunnel (274 yards)	2 03 to 1 71			
	Esholt Tunnel (548 yards)	0 52 to 0 27			
		0 00 204 32			
	Greenbottom Tunnel (134 yards)	204 61 to 204 67			
	Guiseley (See page 95)	205 07			
	<b>SHIPLEY, LEEDS JN. TO BRADFORD FORSTER SQUARE</b>		50	50	Controlled by Guiseley Jn. (GJ) signal box.
	Shipley, Leeds Jn. (See page 89)	205 58		40 25	
	<b>Shipley</b>	205 73	20		
	Shipley, Bradford Jn. (BR) (See below)	206 01	20	20 20 20 35 35 25	
					<b>MAXIMUM PERMISSIBLE SPEED</b>  205m. 67ch. and 205m. 58ch. Up line to Single line 205m. 71ch. and 205m. 67ch.  205m. 71ch. and 206m. 30ch.  To Bingley Jn. line Through trailing crossover 206m. 30ch. and 205m. 71ch. 207½ m.p. and 207m. 72ch. 208½ m.p. and 208m. 41ch. Through facing crossover at 208m. 27ch.

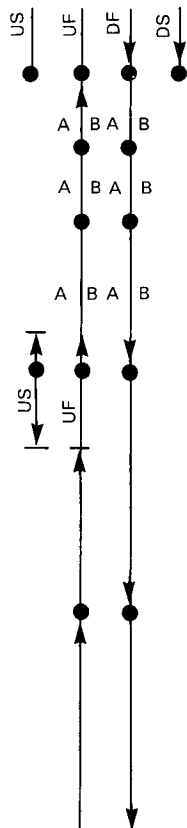
	Bradford Forster Square	208 55	20	20	Both lines 208m. 41ch. and Station including through connection Platform 2 line to Up line.	Controlled by Shipley, Bradford Jn (BR) signal box.
<p>SHIPLEY, BRADFORD JN. TO SHIPLEY, BINGLEY JN.</p> 	<p>Shipley, Bradford Jn. (See above)</p> <p><b>Shipley</b></p> <p>Shipley, Bingley Jn. (See page 89)</p>	<p>0 00</p> <p>0 08</p> <p>0 17</p>	20	20	MAXIMUM PERMISSIBLE SPEED	
<p><b>LEEDS TO HULL</b></p> <p>LEEDS AND MICKLEFIELD (10m. 66ch.)</p> <p>MICKLEFIELD (10m. 66ch.) AND HULL</p> <p>LEEDS AND HULL</p> 	<p>Leeds (L) (See page 88)</p> <p>Leeds East Jn.</p>	<p>20 47</p> <p>20 26</p>	<p>90</p> <p>70</p> <p>60</p> <p>10</p> <p>35</p> <p>50</p>	<p>90</p> <p>70</p> <p>60</p> <p>10</p> <p>35</p>	<p>MAXIMUM PERMISSIBLE SPEED ON MAIN LINES</p> <p>MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES</p> <p>MAXIMUM PERMISSIBLE SPEED ON SLOW LINES</p> <p>All lines Station and 20m. 25ch.</p> <p>20m. 25ch. and 19m. 51ch. 19m. 51ch. and 18½ m.p.</p>	<p>Permissive working is authorised on Platforms 5, 6, 8, 9 and 12. Leeds (L) signal box area between Leeds and Manston LC.</p>

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
LEEDS TO HULL—continued						
	Marsh Lane Jn.	19 48			DGL	
	Richmond Hill Tunnel (118 yards)	19 44 to 19 39	15	15	All connections 19m. 06ch. and 18m. 33ch.	
	Neville Hill West Jn. (See page 102)	18 74	60	15	Goods to Hunslet line.  18½ m.p. and 18½ m.p.	C. Down at 18m. 45ch., 920 yards before reaching signal L789.
	Neville Hill East Jn.	18 25	70 80	50 70	18½ m.p. and 19m. 51ch. 18½ m.p. and 17m. 66ch. 17m. 66ch. and 16 m.p.	
	Cross Gates	16 11				
	Manston LC (R/G)	14 77				
	Garforth	13 23				
	Peckfield (P)	11 17				
	Micklefield	10 69				
	Micklefield Jn. (See page 103)	10 63	70		To Church Fenton line.	Controlled by Peckfield (P) signal box.  C. Up at 10m. 08ch. 594 yards before reaching signal P1.

	<b>South Milford</b> Footpath LC (R/G)	7 57					CW. Up at 6m. 36ch. 630 yards before reaching signal GW1818
	Gascoigne Wood (GW) (See pages 80 and 86)	6 27		<b>25</b> <b>30</b> <b>30</b>		<b>To Milford line.</b> <b>To Sherburn Jn. line.</b> <b>Down to Up at 6m. 24ch.</b> <b>Up to Down at 6m. 17ch.</b> <b>To DGL at 6m. 15ch.</b> <b>DGL to Down at 5m. 61ch.</b>	DGL 54
	Hagg Lane LC (R/G)	5 36		<b>25</b> <b>25</b> <b>25</b>			
	Philip Lane LC (R/G)	4 48					
	Hambleton West Jn. (See page 37)	4 43	<b>70</b>			<b>To Hambleton South Jn. line.</b>	Controlled by York (Y) signal box.
	Hambleton East Jn. (See page 37)	3 34		<b>40</b>		<b>To Hambleton North Jn. line.</b>	Controlled by York (Y) signal box.
	Harrymore Lane LC (R/G)	2 78					
	Thorpe Hall LC (RC)	2 41					
	Thorpe Gates LC	2 27					
	Sandhill Lane LC	1 42					
	Selby (S) LC	0 40	<b>30</b>	<b>30</b>		<b>0m. 42ch. and 0m. 05ch.</b>	
	Selby West Jn. (See page 103)	0 36	<b>20</b>			<b>To Canal Jn. line</b>	
	Selby South Jn. (See page 36)	0 00 31 12		<b>25</b>		<b>0m. 05ch. and 30½ m.p.</b> <b>0 m.p. and 0m. 05ch.</b>	
	<b>Selby</b>	30 79		<b>20</b>		<b>31m. 07ch. and 31m. 12ch.</b>	Permissive working is authorised on the Down Platform line for connecting trains.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
LEEDS TO HULL—continued						
	Selby Swing Bridge	30 70		25	30½ m.p. and 31m. 07ch.	DPL 72, UPL 67
	Barlby LC	30 34	25	25	To, over and from Down and Up Passenger Loops	
			45	45	Through facing crossover at 30m. 30ch.	
	Hemingbrough LC	28 02		60	27½ m.p. and 28 m.p.	
	Hagg Lane LC	26 77				
	Wood Lane LC	25 77				
	Wressle LC	25 03				
	Cross Common LC	24 52				
	Rowland Hall LC	24 06				
	Howden LC	22 27				
	Eastrington LC	19 23				
	Gilberdyke Jn. (See page 104)	17 07	20	20	All connections Fast to Slow and Slow to Fast 17½ m.p. and 14½ m.p.	
				35	To Thorne Jn. line.	
	Gilberdyke	16 76		60	17m. 06ch. and 17m. 14ch.	





Oxmardyke LC

16 22

**Broomfleet LC**

14 33

Cave Crossing LC

13 60

Crabley Creek LC

12 57

**Brough**

10 38

Brough East LC

10 24

25

25  
25To Up Bay Platform at 10m. 27ch.  
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.  
Up to Down at 7m. 32ch.**Hessle**

4 64

Hessle East Jn.

3 20

50

50

2½ m.p. and 1m. 54ch.

Hessle Road (HR)  
(See page 108)

1 74

20

To Springbank South Jn. line.

Chalk Lane LC (CCTV)

1 49

45

45

1m. 54ch. and 1m. 45ch.

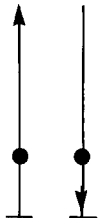
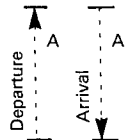
St Georges Road LC  
(CCTV)

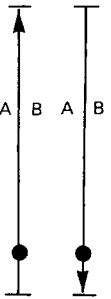

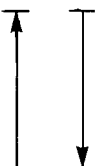
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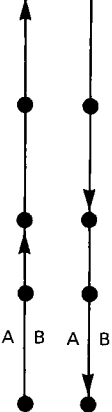

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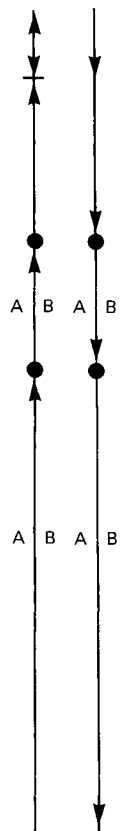
1 m.p. and 0m. 30ch.

Hessle Road (HR) signal box  
area between Hessle and  
Anlaby Road Jn.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>LEEDS TO HULL—continued</b>  	Anlaby Road Jn. (See page 109)	0 73	20		<b>To West Parade North Jn. line</b>  0m. 30ch. and 1 m.p. 0m. 30ch. and 0m. 21ch. including through scissors crossover and to Down or Up Scarborough line  0m. 21ch. and 0 m.p. including all connections to and from platform lines
	Hull Paragon (See page 104)	0 18	20	20	
	Hull	0 00			
<b>NEVILLE HILL WEST JN. TO HUNSLET EAST</b>  	Neville Hill West Jn. (See page 98)	0 00	20	20	MAXIMUM PERMISSIBLE SPEED  0m. 04ch. and 0 mp.
	Hunslet East Notice Board	1 21		15	

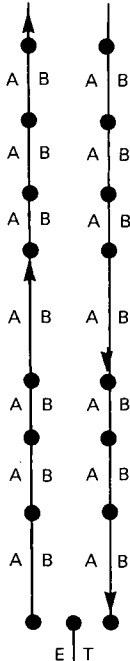
<p><b>MICKLEFIELD JN. TO CHURCH FENTON NORTH JN.</b></p> 	<p>Micklefield Jn. (See page 98)</p> <p><b>Church Fenton</b></p> <p>Church Fenton (CF)</p> <p>Church Fenton North Jn. (See page 78)</p>	<p>15 62</p> <p>10 58</p> <p>10 43</p> <p>10 31</p>	<p>90</p> <p>70</p> <p>80</p> <p>70</p>	<p>90</p> <p>70</p> <p>80</p> <p>70</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p><b>15m. 62ch. and 15m. 43ch.</b></p> <p><b>12 m.p. and 11m. 12ch.</b></p> <p><b>11m. 12ch. and 10m. 59ch.</b></p>	<p>Controlled by Peckfield (P) signal box.</p> <p>C. Up at 14m. 78ch. 616 yards before reaching signal P2.</p> <p>C. Up at 11m. 44ch. 220 yards after passing Church Fenton Starting signal.</p> <p>UPL 45</p>
<p><b>SELBY, WEST JN. TO CANAL JN.</b></p> 	<p>Selby (S) West Jn. (See page 99)</p> <p>Canal Jn. (See page 36)</p>	<p>0 00</p> <p>0 32</p>	<p>20</p>	<p>20</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>Controlled by Selby (S) signal box.</p>
<p><b>THORNE JN. TO GILBERDYKE JN.</b></p> 	<p>Thorne Jn. (See Southern Area Sectional Appendix)</p> <p><b>Thorne North</b></p> <p>Thorne Moor LC (AHB)</p>	<p>7 69</p> <p>9 27</p> <p>14 06</p> <p>14 02</p> <p>12 32</p>	<p>70</p>	<p>70</p> <p>35</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p><b>8 m.p. and 7m. 69ch. (Marshgate Jn. to Thorne mileage).</b></p>	<p>Controlled by Doncaster (D) signal box.</p>

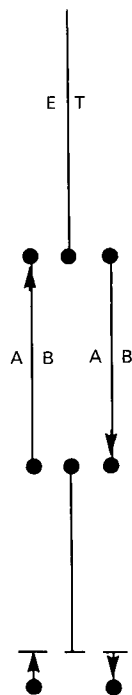
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>THORNE JN. TO GILBERDYKE JN. — continued</b>  	Creykes LC (R/G)	10 00			CW. Up at 7m. 10ch. 768 yards before reaching signal G50.  UGL/DGL 57  C. Down at 5m. 65ch. 754 yards before reaching signal GB3.  C. Up at 4m. 42ch. 757 yards before reaching signal GB2.  1L 1S Reception lines at Goole.  1S 1L Attach or detach at Goole.
	Potters Grange Jn. (See page 83)	7 05		30	
	Goole LC (G)	6 51			
	Goole	6 46			
	Goole Bridge (GB)	5 06	60	60	
	Saltmarshe LC	3 49			
	Green Oak Goit LC	1 42			
	Gilberdyke Jn. (See page 100)	0 00	35		
<b>HULL TO SEAMER WEST</b>  HULL PARAGON AND HUNMANBY  HUNMANBY AND SEAMER WEST  	Hull Paragon (Connection to Scarborough line) (See page 102)	0 25			AWS not provided.
			70	70	
			60	60	
			25	25	



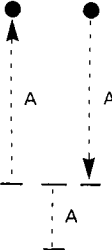
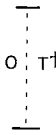
West Parade North Jn. (See page 109)	0 72		20	To Anlaby Road Jn. line
Walton Street LC (See page 109)	1 25	25 25	25	Through trailing crossover To Springbank North Jn. line
		55	55	1m. 55ch. and 2m. 17ch.
Thwaite Gates LC (CCTV)	3 63			
<b>Cottingham</b>	3 72			
Cottingham North LC	4 17			
Beverley Parks LC (AOCR-X)	6 51	X30	X30	Approaching level crossing in wrong direction
Flemingate LC (RC)	8 02			
<b>Beverley LC</b>	8 20			
Cherry Tree LC (CCTV)	8 39			
Beverley North LC (CCTV)	8 62			
<b>Arram LC</b>	11 16			
Scorborough LC (R/G-X)	12 24	X30	X30	Approaching level crossing in wrong direction
Lockington LC (AOCR-X)	12 74	X30	X30	Approaching level crossing in wrong direction
Reswick LC (AOCR-X)	13 53	X30	X30	Approaching level crossing in wrong direction.
Kilnwick LC (AOCR-X)	14 01	X30	X30	Approaching level crossing in wrong direction.
Watton LC (AOCR-X)	14 44	X30	X30	Approaching level crossing in wrong direction.

West Parade North Jn. to  
Walton Street controlled by  
Hessle Road (HR) signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>HULL TO SEAMER WEST</b> —continued					
	<b>Hutton Cranswick LC</b>	16 21			
	Hutton Lane LC	16 73			
	Driffield LC	19 26			
	<b>Driffield LC</b>	19 38	40	40	19½ m.p. and 19¾ m.p.
	Wansford Road LC	19 54			
	<b>Nafferton LC</b>	21 44			
	Nether Lane LC	21 58			
	Lowthorpe LC (AOCR-X)	23 64	X30	X30	Approaching level crossing in wrong direction.
	Burton Agnes LC	25 45			
	Carnaby LC	28 54			
			20		30m. 49ch. and 31 m.p.
	Bridlington South	30 58			
	<b>Bridlington</b>	30 72			
	Bridlington Quay LC	31 06	15 20	20	31m. 03ch. and 30m. 49ch. Down to single at 31 m.p. 31m. 03ch. and 31m. 10ch.
	Sewerby LC	32 25			



Flamborough LC	33 31			
		50		
Bempton LC	34 43		50	33m. 53ch. and 35m. 16ch. 34m. 30ch. and 33m. 53ch.
Buckton Lane LC (AOCR)	35 16			
Speeton LC	37 34			
		60	60	39m. 37ch. and 41m. 01ch. 41m. 01ch. and 41m. 41ch.
		50	50	
Hunmanby LC	41 51	10	20	Up line to Single line at 41m. 49ch. 41m. 51ch. and 41m. 59ch. 41m. 59ch. and 41m. 63ch.
		30		
Hunmanby Depot LC (AOCL-X)	41 72	15	30	
		30	55	Approaching level crossing
		X30	X10	Approaching level crossing in wrong direction.
Royal Oak LC (AHB-X)	43 04	X30	X30	Approaching level crossing in wrong direction
Filey LC	44 30	40	40	44½ m.p. and 44m. 50ch.
Muston LC (AHB)	45 41	50	50	45m. 35ch. and 45m. 50ch.
Gristhorpe LC	46 38			
Lebberston Road LC	46 72			
Cayton LC	48 19			
	50 02		40	Up line to Single line at 50m. 02ch.
Seamer West (See page 40)	50 43	25		50m. 36ch. and 50m. 43ch.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>HESSLE ROAD TO KING GEORGE DOCK</b> HESSLE ROAD AND BRIDGES JN. BRIDGES JN. AND KING GEORGE DOCK 	Hessle Road (HR) (See page 101)	0 00		20	0m. 08ch. and 0 m.p.
	Springbank South Jn. (See below)	0 78 4 59	15 15	15	To Springhead Yard line 4m 59ch. and 4m. 37ch
	Springbank North Jn. (See page 109)	4 20	25		To Walton Street line
	Bridges Jn.	0 41 0 00			
	King George Dock	1 50			
<b>SPRINGBANK SOUTH JN. TO SPRINGHEAD YARD</b> 	Springbank South Jn. (See above)	2 25	15	15	MAXIMUM PERMISSIBLE SPEED
		2 44 0 19			
	Springhead Yard Notice Board	0 45			




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AWS not provided.

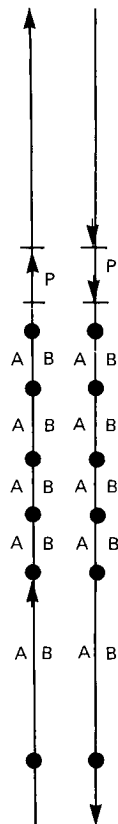
Controlled by Hessle Road (HR) signal box.

†No staff—See page 165.

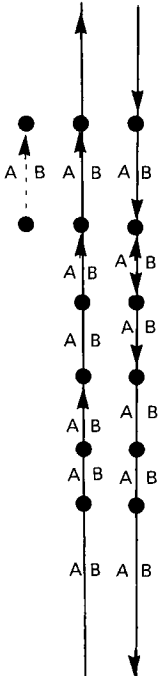


<b>SPRINGBANK NORTH JN. TO WALTON STREET</b>			25	25	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Springbank North Jn. (See page 108)	1 54				Line controlled by Hessle Road (HR) signal box.
	Walton Street (See page 105)	1 29				
<b>ANLABY ROAD JN. TO WEST PARADE NORTH JN.</b>			20	20	MAXIMUM PERMISSIBLE SPEED	Line controlled by Hessle Road (HR) signal box. AWS not provided.
	Anlaby Road Jn. (See page 102)	0 00				
	West Parade North Jn. (See page 105)	0 24				
<b>NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>						
	BOROUGHBRIDGE ROAD AND NORTHALLERTON EAST JN. (43 m.p.)		50	50	MAXIMUM PERMISSIBLE SPEED	
	NORTHALLERTON EAST JN. (43 m.p.) AND EAGLESCLIFFE		70	70	MAXIMUM PERMISSIBLE SPEED	
	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 pages 115 and 116)	42 21				
	Romanby Road LC (CCTV)	42 38		30	42m. 38ch. and 42m. 22ch.	
	Springwell Lane LC (AOCR)	42 65				


Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up At or between	
NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN—continued					
	Northallerton East Jn. (See page 116)	42 79		<b>35</b> <b>Towards Northallerton Station</b>	Controlled by Low Gates signal box.
	Low Gates LC	43 24		<b>50</b> <b>43m. 25ch. and 43 m.p.</b>	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. 03ch., 700 yds. before reaching signal P20.
	Yarm Tunnel (75 yds.)	55 76 to 55 79			C. Up at 54 m.p., 776 yds. before reaching signal U53.
	Eaglescliffe South Jn. (See page 124)	56 75			C. Up at 55m. 08ch., 1234 yds. before reaching signal U54.
	<b>Eaglescliffe</b>	57 01		<b>30</b> <b>To Darlington line</b>	C. Down at 56m. 17ch., 600 yds. before reaching signal B822.
				C. Up at 56m. 75ch. 1000 yds. before reaching signal B824.	




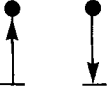

Eaglescliffe North Jn. (See page 124)	57 20	25		Down Stockton to Down Middlesborough	DGL45 CW. Up at 57m. 21ch. 550 yds. before reaching signal B818.
Hartburn Jn. (See page 116)	59 14	40 25 30	25 40 25 30	To Bowesfield line. 59m. 38ch. and 59m. 45ch. Up to Down at 59m. 62ch. 59m. 70ch. and 60m. 45ch.	C. Up Stockton at 57m. 76ch., 823 yds. before reaching signal B809.
Stockton	60 04				Eaglescliffe South Jn. to Hartburn Jn. controlled by Bowesfield (B) signal box.
North Shore (NS) (See page 117)	60 47	20		To Stockton Freightliner Terminal Branch	
Norton-on-Tees South (See page 44)	61 71	25 30	20	To Norton-on-Tees West line 61m. 70ch. and 62m. 22ch.	
Norton-on-Tees East (See page 117)	62 19		30	To Norton-on-Tees West line	
Norton-on-Tees LC	62 63				DGL 64
Billingham-on-Tees LC	63 60				
Billingham Jn. (See page 117)	63 69	35		To Port Clarence line.	
Billingham	64 47				
Cowpen Lane LC (AHB-X)	65 44	X35	X35	Approaching level crossing in wrong direction.	
Greatham LC	67 28				AWS not provided between Greatham and Ryhope Grange.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN—continued						
	Seaton Snook Jn. (See page 119)	68 60		15	To Seaton-on-Tees Branch	Controlled by Cliff House signal box.
	Seaton Carew	69 36		20	Up Goods Loop to Up Main	
	Cliff House (See page 119)	70 06	15		To Cliff House Branch	DGL 87 UGL 120
			35	35	71 m.p. and 71m. 05ch.	
	Stranton LC	71 22	25	25	Through trailing crossover	
	Hartlepool	71 55	20	20	71m. 28ch. and 71m. 73ch.	
	Clarence Road	71 70				C. Down at 72m. 71ch.
			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
	Easington	80 35	25	25	Over trailing connection Up to Down at 80 m.p. To Colliery Reception lines at 80m. 04ch. Over trailing connection to Colliery Reception lines at 80m. 32ch. Down to Up at 80m. 33ch.	DRS 55
			25	25		
			25	25		
			25	25		
	Dawdon Jn. (See page 120)	84 11		15	To Seabanks line.	


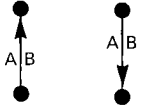
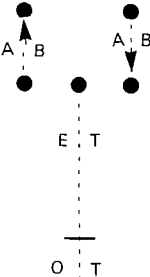
	Dawdon	84 22				
	Seaham	84 44	35		84m. 65ch. and 85½ m.p.	
	Hall Dene LC	85 24	20 50	20 50	85½ m.p. and 86m. 08ch. 86m. 08ch. and 86m. 16ch.	
	Ryhope Grange (See pages 120 and 121)	87 63	25 25	25 25	To Hendon line. To Hawthorn line. Through trailing crossover.	CW. Up at 87m. 48ch. 473 yards before reaching signal RG32.
	Sunderland South Tunnels (711 yds.) and (127 yds.)	89 06 to 89 45	20	20	89m. 45ch. and 89m. 76ch.	
	Sunderland	89 46				
	Sunderland	89 60				DGL24 *The Up Main between signals S58 and S55 is worked in both directions. Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply. †TCB when Monkwearmouth signal box is closed.
	Sunderland North Tunnel (256 yards)	89 64 to 89 76				
	Monkwearmouth (See page 121)	90 26	40	40	90m. 24ch. and 90m. 69ch.	
	Seaburn	91 33		65	91m. 71ch. and 91m. 31ch.	
	East Boldon LC	93 17				
	Tile Shed LC	93 64				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		At or between
NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN—continued						
	Boldon LC (AHB)	94 00				
	Boldon East Jn. (See page 121)	94 63	60 15	60	94m. 43ch. and 95m. 09ch. To Boldon North Jn. line	Boldon East Jn. to Boldon West Jn. controlled by Boldon Colliery (B) signal box.
	<b>Boldon Colliery (B)</b>	95 12				
	Boldon West Jn. (See page 122)	95 16		25 30	To Tyne Coal Terminal line 95½ m.p. and 95m. 45ch.	Pelaw Jn. to High Level Bridge Jn. controlled by Gateshead (G) signal box.
	Pelaw Jn. (for Simonside) (See page 122)	98 07		25 25 25	To Simonside line Up to Down at 98m. 11ch.  To DGL at 98m. 15ch.	
	Pelaw Jn. (for Ferryhill) (See page 46)	98 16		25 25 25 25 30	To Ferryhill line. Up to Down at 98m. 18ch. UGL to Up at 98m. 21ch. DGL to Down at 98m. 37ch. Up to UGL at 98m. 48ch. Up to Down at 98m. 49ch. Over Up in Down direction 98½ m.p. and 100m. 19ch.	DGL 50A, U&DGL 60A.


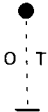
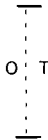

	<p>Heworth</p> <p>St. James Bridge Jn.</p> <p>Park Lane Jn. (See page 123)</p> <p>High Level Bridge Jn. (See page 131)</p> <p>Newcastle East Jn. (See page 28)</p>	<p>99 00</p> <p>100 23</p> <p>100 68</p> <p>101 33</p> <p>101 59</p>	<p>25</p> <p>25</p> <p>20</p> <p>15</p> <p>15</p>	<p>30</p> <p>20</p> <p>25</p> <p>15</p>	<p>Over Down in Up direction 100m. 19ch. and 98m. 55ch.</p> <p>Greensfield line 100m. 27ch. and 100m. 63ch. Up Main to TCFD at 100m. 28ch. Main to TCFD at 100½ m.p. Mains to Greensfield and Greensfield to mains, 100m. 61ch. and 100m. 75ch. To Greensfield Jn. line at 100m. 63ch. Greensfield line 100m. 68ch. and 100m. 27ch.</p> <p>100m. 75ch. and 101m. 59ch.</p> <p>To Gateshead West line.</p> <p>Over Slow line.</p>	<p>Controlled by Newcastle (N) signal box.</p>
<p>LONGLANDS LOOP—DOWN</p>	<p>Longlands Jn. (See page 23)</p> <p>Boroughbridge Road LC (CCTV) (See pages 109 and 116)</p>	<p>28 71</p> <p>29 72</p>	<p>50</p>		<p>MAXIMUM PERMISSIBLE SPEED</p>	

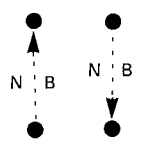
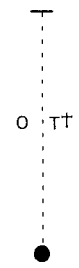
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>LONGLANDS LOOP—UP</b>  	Longlands Jn. (See page 23)  Longlands Tunnel (55 yards)  Boroughbridge Road LC (CCTV) (See pages 109 and 115)	0 69  0 08 to 0 11  0 00		20	MAXIMUM PERMISSIBLE SPEED
<b>NORTHALLERTON HIGH JN. TO NORTHALLERTON EAST JN.</b>  	Northallerton (N) High Jn. (See page 23)  Northallerton East Jn. (See page 110)	0 00  0 36	40	40  35  25	MAXIMUM PERMISSIBLE SPEED  0m. 03ch. and 0 m.p.  0m. 33ch. and 0m. 36ch.  Controlled by Low Gates signal box.
<b>HARTBURN CURVE</b>  	Hartburn Jn. (See page 111)  Bowesfield (B) (See page 124)	0 00  0 44	25	25	MAXIMUM PERMISSIBLE SPEED  Controlled by Bowesfield (B) signal box.



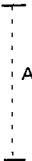
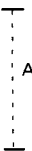
	<b>STOCKTON FREIGHTLINER TERMINAL BRANCH</b>  North Shore (See page 111)  Freightliner Depot GF	60 49  61 45	35  35  20	MAXIMUM PERMISSIBLE SPEED  60m. 57ch. and 60m. 49ch.	†No Staff—see page 165.
	<b>NORTON-ON-TEES WEST TO EAST</b>  Norton-on-Tees West (See page 44)  Norton-on-Tees East (See page 111)	0 29  0 00	30  30	MAXIMUM PERMISSIBLE SPEED   	CW. Down at 0m. 25ch.  CW. Up at 0m. 05ch.
	<b>BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE</b>  BILLINGHAM-ON-TEES AND PHILIPS SIDING JN.  PHILIPS SIDING JN. AND SEAL SANDS BRANCH JN.  SEAL SANDS BRANCH JN. AND SEAL SANDS STORAGE  Billingham-on-Tees (See page 111)  Belasis Lane (See page 119)  Port Clarence GF  Philips Siding Jn. GF	0 00  1 04  3 05  3 25	35  25  15   30  15  15	MAXIMUM PERMISSIBLE SPEED  MAXIMUM PERMISSIBLE SPEED  MAXIMUM PERMISSIBLE SPEED   15  Single line to Up line  1m. 10ch. and 3m. 15ch.  3m. 15ch. and 3m. 25ch.  3m. 50ch. and 5m. 01ch.	AWS not provided between Belasis Lane and Seal Sands Storage.

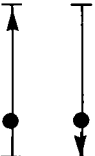
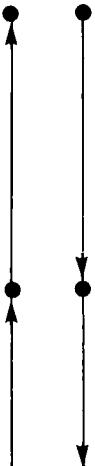
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up	
					At or between
O T	BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE — continued				
	North Tees LC (AOCL)	4 19	15	15	Approaching level crossing
	Seal Sands LC (AOCL)	4 71	15	10	Approaching level crossing
	Seal Sands Branch Jn.	5 01 0 00			
	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			
	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 Seal Sands Road LC (AOCL) Seal Sands Storage LC	2 42 0 00 0 05 0 06		Stop Stop	Before passing over level crossing.	†Sidings Area.
<b>HAVERTON SOUTH BRANCH</b> 	Belasis Lane (See page 117) Haverton South	0 00 0 75 64 42 63 34	15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
<b>SEATON-ON-TEES BRANCH</b> 	Seaton Snook Jn. (See page 112) Graythorp LC (AOCL) West LC (Open) Seaton-on-Tees	0 00 0 25 1 38 1 51	25	25 15	MAXIMUM PERMISSIBLE SPEED Through junction	AWS not provided. Controlled by Cliff House signal box.
<b>CLIFF HOUSE BRANCH</b> 	Cliff House (See page 112) End of Branch	0 00 0 67	15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>SEABANKS BRANCH</b>  	Seabanks	0 73	15	15	AWS not provided.
	Bone Mill LC (Open)	1 20	10	10	
	Dawdon (See page 112)	1 65			
<b>HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE</b>  	Hawthorn Combined Mine and Coke Plant (NCB/BR boundary)	15 44	40	40	AWS not provided.  †No Staff—see page 165.
	Murton Lane LC (AOCL)	16 27	10	10	
			20	15	
			15	15	
	Seaton Bank Head LC (AOCL)	17 74	30	20	
	Seaton LC (AOCL)	18 34	20	40	
	Ryhope Grange (See pages 113 and 121)	21 31	25	25	

<b>RYHOPE GRANGE TO HENDON</b>			<b>30</b>	<b>30</b>	<b>MAXIMUM PERMISSIBLE SPEED</b>	AWS not provided.
<p>Through Siding</p> <p>N B N B</p> <p>A</p> <p>B</p>	Ryhope Grange (See pages 113 and 120)	0 00		<b>25</b>	<b>0m. 03ch. and 0 m.p.</b>	
	Grangetown LC (OPEN)	0 30	<b>STOP</b>	<b>STOP</b>	<b>Before proceeding over level crossing</b>	
			<b>20</b>		<b>1m. 17ch. and 1m. 53ch., including Single to Down line.</b>	
	Londonberry	1 28				
	Hendon	1 53				
<b>AUSTIN AND PICKERSGILL'S SHIPYARD TO MONKWEARMOUTH</b>			<b>15</b>	<b>15</b>	<b>MAXIMUM PERMISSIBLE SPEED</b>	AWS not provided.
<p>O T</p> <p>†</p> <p>†</p>	Austin and Pickersgill's Shipyard	2 71				
	Southwick Goods Yard	3 46				
	End/Start of OTW	4 13				
	Monkwearmouth (See page 113)	4 28				† Sidings.
<b>BOLDON EAST JN. TO BOLDON NORTH JN.</b>			<b>15</b>	<b>15</b>	<b>MAXIMUM PERMISSIBLE SPEED</b>	Line controlled by Boldon Colliery (B) signal box. AWS not provided.
<p>A</p>	Boldon East Jn. (See page 114)	0 00				
	Boldon North Jn. (See page 122)	0 20	<b>10</b>	<b>10</b>	<b>Through connection from and to Boldon Colliery NCB sidings at 0m. 10ch.</b>	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>BOLDON WEST JN. TO TYNE COAL TERMINAL</b>  	Boldon West Jn. (See page 114)	0 00	25	25	MAXIMUM PERMISSIBLE SPEED
	Boldon North Jn. (See page 121)	0 32		15	To Boldon East Jn. line
	Green Lane Jn.	0 52	15		0m. 52ch. and Tyne Coal Terminal
	Tyne Coal Terminal (Signals B978/B979)	1 21		25	Departure line to Single line
<b>PELAW JN. TO SIMONSIDE</b>  	Pelaw Jn. (See pages 46 and 114)	0 09	40	40	MAXIMUM PERMISSIBLE SPEED
			25	25	0m. 09ch. and 0m. 27ch.
	Hebburn	1 50	15	15	To, over and from Hebburn Goods Loop
	Jarrow	3 00	25	25	To, over and from Jarrow Goods Loop
	Simonside	4 19			

GATESHEAD, PARK LANE JN. TO GREENSFIELD JN.		20	20	MAXIMUM PERMISSIBLE SPEED	Line controlled by Gateshead (G) signal box.
	Park Lane Jn. (See page 115)	100 68			
		101 15 0 00	15	15	100m. 75ch. and 101m. 15ch.
	Gateshead (G)	0 05			
	Greensfield Jn. (See page 131)	0 21			
DARLINGTON SOUTH JN. TO SALTBURN		60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	Darlington (D) signal box area between Darlington South Jn. and Oak Tree Jn.
	Darlington (D) South Jn. (See page 23)	0 29	20	20	
			25	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. 03ch.
	Maidendale	1 72			
	Dinsdale	3 65			
			30	30	3m. 76ch. and 4m. 28ch.
	Oak Tree Jn.	4 28			
	Tees-side Airport	5 43			
			50	50	7m. 22ch. and 7m. 45ch.
	Urray Nook LC	7 39	45		7m. 45ch. and 8m. 18ch.
	Allens West LC (AHB)	8 09	30		8m. 34ch. and 8m. 50ch.
			25	45	8m. 39ch. and 8 m.p. 8m. 50ch. and 8½ m.p.
					DGL 70

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
DARLINGTON SOUTH JN. TO SALT BURN—continued						
	Eaglescliffe South Jn. (See page 110)	8 58				
	Eaglescliffe	8 63		30	8m. 73ch. and 8m. 39ch.	
	Eaglescliffe North Jn. (See page 111)	9 02	25	25	Through connections between Stockton and Middlesbrough lines	CW. Up Stockton at 57m. 21ch. 550 yards before reaching signal B818.  C. Up Middlesbrough at 9m. 58ch. 813 yards before reaching signal B808.
			45	45	10m. 14ch. and 10m. 34ch.	
			45	45	Main lines 10m. 72ch. and 11m. 04ch.	
	Bowesfield (B) (See page 116)	10 76		25	To Hartburn Jn. line.	Bowesfield (B) signal box area between Eaglescliffe South Jn. and Bowesfield.
			35	35	Main lines 11m. 24ch. and 11m. 77ch.	
	Thornaby	11 63	20	20	Down Main to Down Goods Up Goods to Up Main	C. Up Main at 11m. 58ch. 755 yards before reaching signal B129.
	Thornaby East Jn.	11 69		50	50	Main lines 11m. 77ch. and 12m. 36ch.
			55 45	55 45	Main lines 13m. 29ch. and 13m. 53ch. Main lines 13m. 55ch. and 13m. 70ch.	

CW. Up Stockton at 57m. 21ch. 550 yards before reaching signal B818.

C. Up Middlesbrough at 9m. 58ch. 813 yards before reaching signal B808.

Bowesfield (B) signal box area between Eaglescliffe South Jn. and Bowesfield.

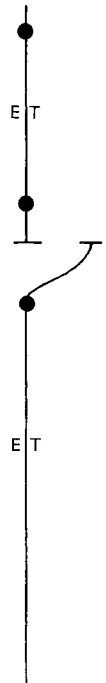
C. Up Main at 11m. 58ch. 755 yards before reaching signal B129.







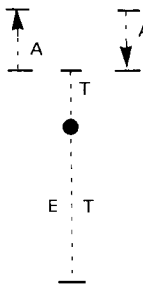
	<p>Tees</p> <p>Newport East Jn.</p> <p>Middlesbrough (M)</p> <p><b>Middlesbrough</b></p> <p>Guisborough Jn. (See page 127)</p> <p>Whitehouse (W) LC</p> <p><b>Cargo Fleet</b></p> <p>BSC Coke Works</p> <p>South Bank Jn.</p> <p><b>South Bank</b></p> <p>Beam Mill Jn. (See page 129)</p> <p><b>Grangetown</b></p>	<p>13 59</p> <p>14 03</p> <p>14 71</p> <p>15 00</p> <p>15 23</p> <p>15 76</p> <p>16 06</p> <p>17 14</p> <p>17 31</p> <p>17 40</p> <p>18 03</p> <p>18 41</p>	<p></p> <p>20 45 25</p> <p></p> <p>20 35</p> <p></p> <p></p> <p>25</p> <p>25 25</p> <p></p> <p>25</p> <p>20 45</p> <p>20 55</p>	<p></p> <p>To and from Goods lines at 13m. 78ch. Main lines 14m. 17ch. and 14m. 59ch. Main lines 14m. 64ch. and 15¼ m.p.</p> <p></p> <p>To Nunthorpe line Main lines 15m. 25ch. and 15m. 48ch.</p> <p></p> <p>Main line 16m. 18ch. and 15m. 74ch.</p> <p>Over trailing connection Down Main to Up Main at 17m. 27ch.</p> <p>Main to Up and Down Goods line Up and Down Goods line to Down Goods at 17m. 39ch.</p> <p>Over trailing connection Down Goods to Up Goods at 17m. 76ch.</p> <p>Goods line to Beam Mill line</p> <p>Main line 18m. 29ch. and 18m. 58ch.</p> <p>Down Goods to Up Goods at 18m. 44ch. Main line 18m. 58ch. and 18m. 34ch.</p>	<p></p> <p>Controlled by Middlesbrough (M) signal box.</p> <p>† No staff—see page 165.</p> <p>S. Up Main at 18m. 05ch.</p>
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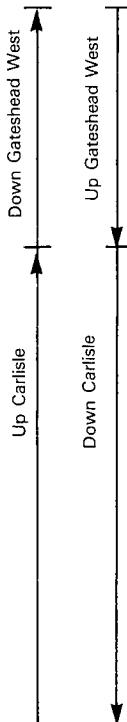
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>DARLINGTON SOUTH JN. TO SALTBURN—continued</b>					
	Grangetown (G)	18 65	20		Down Goods to Up Goods at 18m. 73ch.
	Grangetown Jn.	18 76	20 20	20 20	Down Goods to and from Tees Dock Down Main to Up Goods at 18m. 79ch. Up Main to Down Main at 19m. 03ch. Down Main to Up Main at 19m. 30ch. Down Goods to Up Goods at 19m. 32ch. Down Main to Up Goods at 19m. 34ch.
	Shell Jn. (See pages 129 and 130)	19 32	20		Up Goods to Wilton Works and Shell Refinery lines
	Redcar Ore Terminal Jn.	20 05	40 40		Down to Up at 20m. 05ch. To Tod Point Arrival at 20m. 05ch. Tod Point Departure line to Down at 20m. 14ch.
	British Steel Redcar	20 56			
	Redcar Central	22 64	20 30	20	Down to Up at 22m. 45ch. 22m. 67ch. and 22m. 72ch.
	Redcar LC	22 71	50	30 50	22m. 72ch. and 23m. 18ch. 22m. 77ch. and 22m. 67ch. 23m. 18ch. and 22m. 77ch.
	Church Lane LC (CCTV)	23 20			

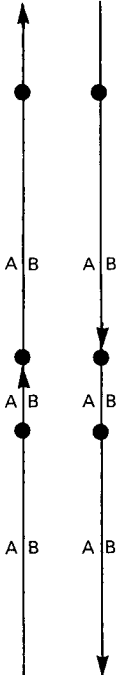
	<b>Redcar East</b>	23 60				
	<b>Longbeck (L) LC</b>	25 29				
	<b>Marske</b>	25 65	20		26m. 49ch. and 27m. 05ch.	C. Down at 24m. 70ch. 800 yards before reaching signal L6.
	Saltburn West Jn. (See page 130)	27 05	20 20	40	<b>Double to Single.</b> <b>To Crag Hall line.</b> <b>27m. 09ch. and 26m. 59ch.</b>	C. Down at 25 $\frac{3}{4}$ m.p. 840 yards before reaching signal L216. Controlled by Longbeck (L) signal box.
	<b>Saltburn</b>	27 57				
<b>GUISBOROUGH JN. TO WHITBY</b>						
	GUISBOROUGH JN. AND BATTERSBY		20 50	20 50	MAXIMUM PERMISSIBLE SPEED	
	BATTERSBY AND GROSMONT (29m. 62ch.)		20 45	20 45	MAXIMUM PERMISSIBLE SPEED	
	GROSMONT (29m. 62ch.) AND WHITBY		20 30	20 30	MAXIMUM PERMISSIBLE SPEED	
	Guisborough Jn. (See page 125)	0 00	20	20	0 m.p. and 0m. 06ch.	Controlled by Middlesbrough (M) signal box.
	Cargo Fleet Road LC	0 14				
	North Ormesby LC	0 38				
	<b>Marton</b>	2 56				
	<b>Gypsy Lane</b>	3 60				
	Marton Lane LC (AOCL)	3 62	20	10 30	<b>Approaching level crossing.</b>	AWS not provided between North Ormesby and Whitby.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
GUISBOROUGH JN. TO WHITBY—continued					
	Nunthorpe LC	4 25	15	15	CL 30
	Morton Carr LC (AOCL)	4 68	35 10 25	10 35 35	
	Great Ayton	8 14	20	20	
	Battersby	10 54			
	Battersby	10 62 12 03			
	Battersby	12 10			
	Battersby Road LC (AOCL)	12 46	10 20	10 15	
	Kildale	13 64	25	25	
	Guisborough Road LC (AOCL)	14 56	10 35	10 30	
	Commondale	17 71	35	35	
	Castleton Moor	19 38	35 25	35 20	
	Danby	20 74			
	Lealholm	24 43	35	35	
				24½ m.p. and 25m. 65ch.	

	<p><b>Glaisdale</b></p> <p><b>Egton</b></p> <p><b>Grosmont</b></p> <p><b>Sleights</b></p> <p><b>Ruswarp LC (AOCL)</b></p> <p><b>Whitby</b></p>	<p>26 50</p> <p>28 17</p> <p>29 59 29 66 24 44</p> <p>27 63</p> <p>29 31</p> <p>30 62</p>	<p>20 35</p> <p>15</p> <p>25</p> <p>10</p> <p>15 25</p> <p>25</p>	<p>20 35</p> <p>15</p> <p>25</p> <p>10</p> <p>15 25</p> <p>STOP</p> <p>25</p>	<p>26½ m.p. and 26m. 57ch. 26m. 65ch. and 27m. 45ch.</p> <p>29m. 50ch. and 29m. 66ch.</p> <p>26m. 27ch. and 26m. 45ch.</p> <p>Approaching Sleights Occupation LC</p> <p>Approaching level crossing</p> <p>Before proceeding over Ruswarp level crossing 30¼ m.p. and 30m. 27ch.</p>	<p>CL 29</p> <p>*See Local Instructions on pages 212 and 213.</p>
<p><b>BEAM MILL JN. TO SLAG ROAD (LACKENBY)</b></p> 	<p>Beam Mill Jn. (See page 125)</p> <p>Slag Road LC</p>	<p>18 03</p> <p>18 67</p>	<p>20</p>	<p>20</p>	<p>MAXIMUM PERMISSIBLE SPEED</p>	<p>Controlled by Grangetown (G) signal box.</p>
<p><b>ICI WILTON WORKS BRANCH</b></p>  <p>O T †</p>	<p>Grangetown (See pages 126 and 130)</p> <p>Signals G747 (Down), G734 (Up)</p> <p>Eastgate Mount Access LC (Open)</p> <p>ICI Wilton</p>	<p>0 00</p>	<p>20</p> <p>STOP</p>	<p>20</p> <p>STOP</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>Before passing over level crossing</p>	<p>AWS not provided.</p> <p>† No Staff—see page 165.</p>

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>GRANGETOWN TO SHELL REFINERY</b> 	Grangetown (See pages 126 and 129)	0 00	20	20	MAXIMUM PERMISSIBLE SPEED  AWS not provided.
	Shell Refinery (Notice board at Exchange Sidings)	1 47			
<b>SALTBURN WEST JN. TO BOULBY POTASH MINE</b> 	Saltburn West Jn. (See page 127)	27 05	30	30	MAXIMUM PERMISSIBLE SPEED  27m. 08ch. and 27m. 05ch.  Down line to Single line  30m. 30ch. and 31m. 11ch.  CL 50
		27 79	20	20	
	Crag Hall	33 69	20	20	
	B.R. Boundary	34 29			
	Grinkle Tunnel (992 yards)	36 77 to 37 42			
	Boulby Potash Mine	38 50			
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE YARD</b>  HIGH LEVEL BRIDGE JN. AND K.E.B. SOUTH JN. 0m. 53ch.  K.E.B. SOUTH JN. 0m. 53ch. AND SWALWELL JN. 4 m.p. (GN & B MILEAGE)			25	25	MAXIMUM PERMISSIBLE SPEED
			45	40	MAXIMUM PERMISSIBLE SPEED

SWALWELL JN. 4 m.p. (GN & B MILEAGE) AND BLENKINSOP 40½ m.p.			65	65	MAXIMUM PERMISSIBLE SPEED	
BLENKINSOP 40½ m.p. AND CARLISLE YARD			60	60	MAXIMUM PERMISSIBLE SPEED	
	High Level Bridge Jn. (See page 115)	0 00				The direction of travel between High Level Bridge Jn. and King Edward Bridge South Jn. is UP.
	Greensfield Jn. (See page 123)	0 16	15 20	15	0 m.p. and 0m. 18ch. To Park Lane Jn. line	
	King Edward Bridge East Jn. (See page 46)	0 30		15	To Down KEB South East Curve	High Level Bridge Jn. to Bensham Jn. controlled by Gateshead (G) signal box.
	King Edward Bridge South Jn. (See page 27)	0 48	40	25 25	To Down KEB West line To Up E.C.M.L. 0m. 53ch. and 1m. 68ch.	
	Askew Road Tunnel (53 yards)	0 62 to 0 64				C. Up at 1m. 09ch. 738 yards before reaching signal G149.
	Bensham Tunnel (125 yards)	1 01 to 1 06				
	Bensham Jn. (See page 136)	1 30	20 25		To Low Fell Sidings Jn. line 1m. 68ch. and 2m. 07ch.	C. Up at 1m. 69ch. 379 yards before reaching signal G155.
	Norwood Jn. (See page 136)	1 71		20	To Low Fell Sidings Jn. line	
	Dunston	2 17		25	2m. 07ch. and 1m. 68ch.	C. Up at 2m. 29ch. 640 yards before reaching signal TY94. C. Up at 2m. 74ch. 770 yards before reaching signal TY90.
			40		3m. 72ch. and 4 m.p. (G N & B mileage)	

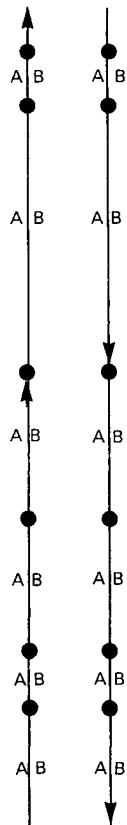
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE YARD—continued						
	Swalwell Jn. (See pages 136 and 137)	3 78	20 10	15 20	To Dunston Branch Through trailing crossover To Swalwell Opencast line	Norwood Jn. to Swalwell Jn. controlled by Tyne (TY) signal box.
	Blaydon (B) LC	5 22 5 28 3 78				
	Blaydon	4 03	55	55	4¼ m.p. and 4m. 73ch.	
	Stella Crossover	4 44				
	Addison LC (AHB)	5 03				Controlled by Blaydon (B) signal box.
	Clara Vale LC (AOCR-X)	7 40	X30	X30	Approaching level crossing in wrong direction	
	Wylam LC	8 35	45	40	8m. 48ch. and 8m. 78ch.	
	Prudhoe LC	10 48				DRS 70 URS 70—Entered by facing points.
	Mickley LC (R/G)	11 40				
	Stocksfield	13 11	45	45	13m. 24ch. and 13m. 42ch.	
Riding Mill	15 35	60	60	14m. 72ch. and 15m. 24ch.		

Norwood Jn. to Swalwell Jn.  
controlled by Tyne (TY) signal  
box.

Controlled by Blaydon (B)  
signal box.

DRS 70  
URS 70—Entered by facing  
points.





<b>Corbridge</b>	17 59			
Dilston LC	18 19		55	18m. 75ch. and 18m. 22ch.
Hexham	20 53	40	40	Through trailing crossover at 20m. 42ch.
<b>Hexham</b>	20 68		55	22m. 63ch. and 23m. 05ch.
			60	23m. 05ch. and 23½ m.p.
Warden LC (AHB-X)	23 54	X30	X30	Approaching level crossing in wrong direction
			60	23½ m.p. and 23m. 05ch.
			55	24m. 48ch. and 24m. 71ch.
			30	25½m.p. and 26m. 28ch.
			50	
<b>Haydon Bridge LC</b>	28 35			
			60	
Bardon Mill LC (R/G)	32 23		60	31m. 49ch. and 32m. 30ch.
<b>Bardon Mill</b>	32 29			31m. 75ch. and 31m. 30ch.
Bardon Mill	32 41			
			60	33½ m.p. and 32m. 23ch.
Whitchester Tunnel (202 yards)	35 70 to 35 79	60	60	35m. 65ch. and 36 m.p.
<b>Haltwhistle</b>	37 13		40	37 m.p. and 36½ m.p.
			55	40 m.p. and 40½ m.p.
Blenkinsop LC	40 19			
			55	40m. 32ch. and 40 m.p.
			50	40½ m.p. and 41m. 05ch.
Long Byre LC (R/G)	41 05			
			50	41m. 50ch. and 40m. 32ch.
				42m. 44ch. and 45m. 38ch.

DRS 87

Rule Book, Section S, Clause 3.3 and Block Regulation 3.9 apply.


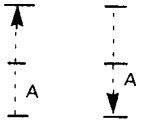
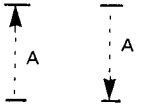
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE YARD---continued					
	Denton School LC (AOCR-X)	43 23	X25	X25	Approaching level crossing in wrong direction
	Denton Village LC	43 65			
	Upper Denton LC (AHB)	44 01		50	44m. 64ch. and 43m. 23ch.
	Lane Head LC	45 38			
	Low Row LC	46 24	50		46½ m.p. and 49m. 67ch.
	Naworth LC (AHB)	47 67			
	Milton Village LC	48 60			
	<b>Brampton</b>	49 21			
	Brampton Fell LC	50 10	50	50	51m. 17ch. and 53m. 01ch. 51m. 49ch. and 46m. 34ch.
	How Mill LC	52 66			
	Broadwath LC (AOCR)	54 62	50	55	53½ m.p. and 51m. 49ch. 55½ m.p. and 55m. 69ch.
	Corby Gates LC	55 54		50	55m. 69ch. and 54m. 62ch.
	<b>Wetheral</b>	55 76	40	40	55m. 69ch. and 56m. 03ch.
Regional Boundary (ER/LMR)	58 60				
					DRS 70—Entered by facing points. URS 70.
					C. Up at 53m. 23ch. 735 yards before reaching Home signal.
					C. Up at 55½ m.p.
					C. Up at 56m. 49ch.

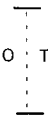
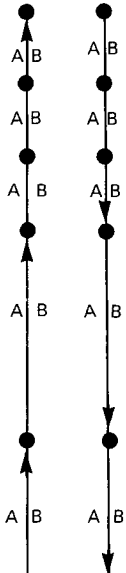
DRS 70—Entered by facing points. URS 70.

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

C. Up at 55½ m.p.

	Petteril Bridge Jn.	59 26	20	20	Through junction to and from Appleby direction Petteril Bridge Jn. and London Road Jn.	<p>CW. Up at 59m. 45ch. (390 yards before reaching signal CE.403).</p> <p>Carlisle (CE) signal box area between Wetheral (exclusive) and Carlisle Yard. AWS not provided between Petteril Bridge Jn. and Carlisle North Jn.</p>
	London Road Jn. (See page 138)	59 45	20 10	50		
	Carlisle (South Jn.) (CE)	60 02 68 73		20	Carlisle South Jn. and London Road Jn.	
	Carlisle	69 09 0 00	20	20	All lines and connections 68m. 61ch. and 0½m.p.	
	Carlisle North Jn.	0 19				
	Caldew Jn.	0 53 (2 10 Goods lines)	30 20 30	30 20 30	Main to Goods and Goods to Main. Goods lines 2m. 10ch. and 2m. 17ch. Goods lines 2m. 17ch. and 2m. 64ch. (also applies to passenger trains)	
	Signal CE 463			25	Goods line 2m. 64ch. and Kingmoor (also applies to passenger trains) Passenger Loop to Main Over Passenger Loop	
	Kingmoor	1 79 (3 36 Goods lines)		20	Main to Passenger Loop	
	Carlisle Yard (Signal CE 482—Up Goods line)					

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>SWALWELL COLLIERY BRANCH</b> 	Swalwell Jn. (See pages 132 and 137)  Swalwell Opencast Sidings	0 00  0 44	10  	10  	MAXIMUM PERMISSIBLE SPEED  AWS not provided. Controlled by Tyne (TY) signal box. † No Staff—see page 165.
<b>LOW FELL JN. TO NORWOOD JN.</b> 	Low Fell Jn. (See page 27)  Low Fell Sidings Jn. (See below)  Norwood Jn. (See page 131)	0 00  0 79  1 42	35  20  20	35      	MAXIMUM PERMISSIBLE SPEED    To Bensham Jn. line  1½ m.p. and 1m. 42ch.
<b>LOW FELL SIDINGS JN. TO BENSHAM JN.</b> 	Low Fell Sidings Jn. (See above)  Bensham Jn. (See page 131)	0 25  0 00	15  	15  	MAXIMUM PERMISSIBLE SPEED    Controlled by Tyne (TY) signal box. AWS not provided at Low Fell Sidings Jn.  Controlled by Gateshead (G) signal box.

<b>DUNSTON BRANCH</b>  	Swalwell Jn. (See pages 132 and 136)  Dunston run-round loop	3 78 3 15 0 00 0 55	15	15	MAXIMUM PERMISSIBLE SPEED   	AWS not provided.  Controlled by Tyne (TY) signal box.
<b>WORKINGTON No. 2 TO CARLISLE, LONDON ROAD JN.</b>  	Workington No. 2 <b>Workington</b> Workington No. 3  Derwent Jn.  Siddick Jn. <b>Flimby</b> Maryport NCB Sidings Maryport Level Crossing (CCTV)  <b>Maryport Station</b>	6 53 6 69 6 74  7 24  8 18 10 42 11 30 12 04 12 05 0 00 0 21	60  30        15 25  50 40	60  30        15 15  50 40	MAXIMUM PERMISSIBLE SPEED  6m. 65ch. and 7 m.p.        0m. 15ch. and 0m. 36ch. Over "Up and Down" platform line  0m. 36ch. and 4m. 16ch. 4m. 16ch. and 4m. 27ch.	AWS not provided.        D & UPL 25  CW. Down at 0m. 37ch. (336 yards before reaching starting signal).

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN. — continued					
	Aspatia	7 73	20	20	7m. 55ch. and 7m. 75ch. 7m. 75ch. and 8½ m.p. (not applicable to multiple unit trains)
	Aspatia Tunnel (56 yards)	8 37 to 8 40	20	20	
	Wigton	16 05			
	Wigton	16 20			
	Dalston No. 1 GF	23 37			23m. 30ch. and 23m. 50ch.
	Dalston	23 43	40	40	
	Dalston No. 2 GF	23 50			
	Low Mill LC (R/G)	24 25			
	Currock Jn.	26 74 0 00	10	10	Currock Jn. and Bog Jn.
	Bog Jn.	0 44 0 25	20	20	Bog Jn. and London Road Jn.
	London Road Jn. (See page 135)	0 00	10		Through junction

**TABLE B—SPECIAL WORKING ARRANGEMENTS**

1. Trains or vehicles may be propelled in accordance with the Rule Book, Section H, Clause 8 where shown below as denoted by the letter 'F'.
2. Working in accordance with the General Appendix instructions headed 'Working in the Wrong Direction over lines worked by Absolute or Permissive Block' is authorised where shown below as denoted by the letter 'G'.
3. Class 9 trains may work without a brakevan in rear where shown below as denoted by the letter 'H'.
4. These authorities are subject to any special conditions as to speed, length (SLUs) or other feature as shown in the 'Restrictions' column. Except where denoted below by the letter 'P', movements conveying passengers are not permitted.

A brakevan (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted below by the letters 'BV'.

Between		Lines	Author- ities	Restrictions
<b>DONCASTER, BLACK CARR JN. TO BERWICK</b>				
Marshgate Jn. Down Thorne signal D308	Carriage Sidings	via Platform 1	F	12 ECS or 10 SLU BV
Marshgate Jn. Down Thorne signal D308	Doncaster station	Platform 3A	F	12 ECS or 10 SLU BV
Dringhouses Yard	Holgate Jn.	All	H	50 SLU
Holgate Jn.—signals Y31, Y32, Y34, Y35 and Y36	Clifton—signals Y200 and Y221	All including Down Scarborough line to signal Y243 and Up Scarborough line to/from LOS indicator in rear of signal Y244	F	—
York	Skelton	Down Main, Up Main, Up Goods	H	—
Northallerton Station (signal 127)	Castle Hills Jn.	Down Main/Down Slow	F	45 SLU BV
Tyne Yard	Newcastle Station	All	F	2 freight brakevans
Newcastle West Jn. —signals N246, N248, N254 and N256	Newcastle East Jn.— signals N38, N42 and N44	All including to/ from LOS indicator on Down Gateshead Slow line in rear of signals N75/N77	F	—
Newcastle	Heaton	All	H	—
Morpeth	Widdrington Opencast Sidings	All	F	2 freight brakevans
Tweedmouth	Berwick	Down, Up	H	3 SLU
Berwick signals T18 and T19	Fishbank Sidings	Up	H	—

TABLE B—continued

Between		Lines	Author- ities	Restrictions
<b>SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.</b>				
Knottingley West Jn.	Ferrybridge North Jn.	Down	F	1 freight brakevan
<b>ASKERN COLLIERY BRANCH</b>				
Norton	Askern Colliery	Single	F	52 SLU. Down direction only
<b>YORK, HOLGATE JN. TO SKELTON</b>				
Holgate Jn.	York Yard South	All	F	ECS and freight vehicles 50 SLU
York Yard South	York Yard North	Down Goods, Up Goods	F	ECS and freight vehicles 50 SLU
York Yard North	Skelton	Down Goods	F	20 ECS fitted or unfitted
		Up Goods	F	ECS and freight vehicles 50 SLU
		Down Goods, Up Goods	H	
<b>YORK YARD SOUTH TO CLIFTON</b>				
York Yard South	Clifton	Down Goods, Up Goods	F	ECS, 20 SLU BV. In clear weather only
			H	—
<b>DARLINGTON, PARKGATE JN. TO EASTGATE</b>				
Darlington North Jn.	Rolling Mill GF	Down-Up Bishop Auckland/Down-Up Goods	H	50 SLU
<b>HOPETOWN JN. TO UKF SIDING</b>				
Hopetown Jn.	UKF Sidings	Single	FH	30 SLU
<b>FERRYHILL, TURSDALE JN. TO PELAW JN.</b>				
Wardley	Pelaw	Down	F	2 freight brakevans
<b>BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON</b>				
Newsham	Hepscott Jn.	All	F	2 freight brakevans
<b>HEPSCOTT JN. TO MORPETH JN.</b>				
Hepscott Jn.	Morpeth Jn.	Single	F	2 freight brakevans
<b>BEDLINGTON TO LYNEMOUTH COLLIERY NCB</b>				
Bedlington North	Lynemouth Colliery	Down, Up	F	2 freight brakevans



**TABLE B**—continued

Between		Lines	Author- ities	Restrictions
<b>NEWSHAM TO ISABELLA COLLIERY</b>				
Newsham	Isabella Colliery	Single	F H	2 freight brakevans 30 SLU
<b>WEST SLEEBURN JN. TO NORTH BLYTH</b>				
West Sleeburn Jn.	North Blyth/West Blyth	Down, Up, Single	F	2 freight brakevans
<b>WINNING TO MARCHY'S HOUSE</b>				
Winning	Marchey's House	Down, Up	F	2 freight brakevans
<b>STAINFORTH JN. TO ADWICK JN.</b>				
Thorpe Marsh Power Station	Up Skellow Limit of Shunt indicator	Departure line/ Down Skellow/Up Skellow	F	50 SLU fully fitted. In clear weather only
<b>EASTWOOD TO NORMANTON, GOOSE HILL JN.</b>				
Healey Mills signal HM 209	Healey Mills position light signal HM 244	Down Fast, Down Slow	F	—
Horbury Jn.	Healey Mills	Up Slow	F	25 SLU BV
Kirkgate West Jn. signal 1217 or 1219	Turners Lane Jn. signal 1254	Down L & Y, Kirkgate Through in down direction only, Up L & Y (in Up direction only through Platform 2), Up Kirkgate Goods Loop	F	12 SLU BV. In clear weather only
<b>MIRFIELD EAST JN. TO LEEDS, HOLBECK EAST JN.</b>				
Dewsbury station	Thornhill LNW Jn. (rear of signal HM 573)	Up/Down Fast— Up Main	F	3 fully fitted news vans. In connection with engineering work only.
<b>HEADFIELD BRANCH</b>				
Dewsbury East Jn.	Dewsbury Railway Street Goods Yard	Arrival/Single	F	15 SLU fully fitted. BV fully fitted or piped only

**TABLE B—continued**

Between		Lines	Author- ities	Restrictions
<b>WINCOBANK JN. TO HORBURY JN.</b>				
Jumble Lane	Barnsley Station Jn.	Down	G	12 coaching stock vehicles P and freight trains. Light locomotives, coaching stock or 2 fitted freight vehicles.
		Up	G	
Horbury Jn.	Flockton Sidings GF	Down	G	50 SLU. MGR trains drawn only
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>				
Hunslet Up Sidings	Stourton Jn.	Up Midland	H	10 SLU
<b>GRIMETHORPE COLLIERY TO DEARNE VALLEY NORTH JN.</b>				
Grimethorpe Colliery Empty Sidings	Grimethorpe Colliery Loaded Sidings	Single	F	2 freight brakevans
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.</b>				
Knottingley Engine Shed Jn.	Knottingley West Jn. Goole (Down and Up Loop)	Up Single	F F	1 freight brakevan 57 SLU BV. Down direction and in clear weather only
Goole (Down Main)	Engine Shed Jn.	Single	F	
<b>ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD</b>				
Ferrybridge North Jn.	Ferrybridge	Down	F	1 freight brakevan
<b>LEEDS TO SKIPTON STATION SOUTH</b>				
Leeds North Jn.	Leeds East Jn.	All	F	—
<b>HULL TO SEAMER WEST</b>				
Bridlington South	Bridlington Quay	Down, Up	G	20 SLU BV in clear weather only. 10 SLU BV during fog or falling snow, ECS
<b>ANLABY ROAD JN. TO WEST PARADE NORTH JN.</b>				
West Parade North Jn.	Anlaby Road Jn.	Up	F	ECS

**TABLE B—continued**

Between		Lines	Author- ities	Restrictions
<b>NORTHALLERTON, BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN</b>				
Northallerton Station	Low Gates	Down	F	6 ECS or 20 SLU BV. In clear weather only
		Up	F	Freight vehicles
Cliff House	Cliff House No. 1 GF	Up Goods	H	—
Dawdon	Seaham	Down Main	F	Freight vehicles
		Up Main		
		Up Goods		
		Up Main	H	—
		Up Goods		
Seaham	Ryhope Grange	Down, Up	F	2 freight brakevans
Pelaw Jn.	Park Lane Jn.	Down	F	2 freight brakevans
High Level Bridge Jn.	Newcastle	All	H	—
<b>CLIFF HOUSE BRANCH</b>				
Herring & Co Siding	Cliff House	Single	F	10 SLU BV. Up direction only. Speed must not exceed 10 m.p.h.
<b>SEABANKS BRANCH</b>				
Seabanks	Dawdon	Down, Up	F	2 freight brakevans
		Up	H	—
<b>RYHOPE GRANGE TO HENDON</b>				
Ryhope Grange	Londonderry	Single	F	2 freight brakevans. In clear weather only
			H	—
Londonderry	Hendon	All	F	Freight vehicles
Londonderry	South Dock	Down, Up	H	—
<b>AUSTIN AND PICKERSGILL'S SHIPYARD TO MONKWEARMOUTH</b>				
Austin and Pickersgill's Shipyard	Monkwearmouth	Single	F	2 freight brakevans
Young's Scrap Yard	Monkwearmouth	Single	F	12 SLU. In daylight only.
<b>GATESHEAD, PARK LANE JN. TO GREENSFIELD JN.</b>				
Park Lane Jn.	Greensfield Jn.	Down, Up	F	2 freight brakevans
Gateshead TCFD	Gateshead TMD	Down, Up	H	10 SLU

TABLE B—continued

Between		Lines	Author- ities	Restrictions
<b>DARLINGTON SOUTH JN. TO SALT BURN</b>				
Bowesfield	Whitehouse	All Down and Up Goods lines including Middlesbrough Goods Yard Arrival and Departure lines	H	—
<b>BEAM MILL JN. TO SLAG ROAD (LACKENBY)</b>				
Lackenby	Tees Dock	Beam Mill Single	H	Up direction only
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE YARD</b>				
High Level Bridge Jn.	Greensfield Jn.	Down, Up	H	—
Greensfield Jn.	Blaydon	Down, Up	F	2 freight brakevans
<b>LOW FELL JN. TO NORWOOD JN.</b>				
Low Fell Jn.	Norwood Jn.	Down, Up	F	2 freight brakevans
<b>LOW FELL SIDINGS JN. TO BENSHAM JN.</b>				
Low Fell Sidings Jn.	Bensham Jn.	Down, Up	F	2 freight brakevans
<b>DUNSTON BRANCH</b>				
Swalwell Jn.	Dunston run-round loop	Single	F H	2 freight brakevans —
<b>SWALWELL COLLIERY BRANCH</b>				
Swalwell Jn.	Swalwell Opencast Sidings	Single	F H	Freight vehicles —
<b>WORKINGTON No. 2 TO CARLISLE, LONDON ROAD JN.</b>				
Workington No. 2	Workington No. 3	Up Main	G	Freight trains
Workington No. 2	Derwent Jn.	Down Main	H	—
Workington No. 3	Workington No. 2	Down Main	G	12 SLU without brakevan.
Workington No. 3	Derwent Jn.	Down	F	Freight vehicles BV
Derwent Jn.	Workington No. 3	Up	H	—

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

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
<b>NEWCASTLE WEST JN. TO NEWBURN</b> Elswick and Newburn	Newcastle Station	Station Supervisor (Platform 8)
<b>RIVERSIDE BRANCH</b> Riverside Branch (Single Line Section)	St. Peters Ground Frame	Person in charge
<b>HICKLETON COLLIERY EMPTY WAGON BRANCH</b> Hickleton Colliery Empty Wagon Branch	Hickleton	Person in charge
<b>BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE</b> Phillips Siding to Seal Sands Storage	Port Clarence Yard	Person in charge
<b>AUSTIN AND PICKERSGILL'S SHIPYARD TO MONKWEARMOUTH</b> Austin and Pickersgill's Shipyard to Monkwearmouth	Monkwearmouth Shunter's Cabin	Shunter

**TABLE J—LOCOMOTIVES ASSISTING IN REAR OF TRAINS**

1. Trains may be assisted in rear between the places listed below.
2. The assisting locomotive must be coupled to the train except where denoted below by the letter 'N'.
3. Any type of train may be assisted in rear, except where denoted below by:—
  - F — freight trains only
  - ECS — empty coaching stock trains only
  - P — passenger trains only
4. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where denoted by the letter 'D'.
5. The locomotive attached in rear of the train must not apply power where denoted below by the letter 'R'.

TABLE J—continued

From	To	Type of train	Conditions	Remarks
<b>DONCASTER, BLACK CARR JN. TO BERWICK</b>				
Black Carr Jn.†	Berwick	F	R	Fully fitted Electrification Works trains proceeding to or from a site of work or between Construction Depots. If the rear locomotive is SSS fitted, the reverser must be placed in the direction of travel.
Berwick	Black Carr Jn.†	F	R	
† Including to and from Hexthorpe Electrification Construction Depot.				
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.
<b>DONCASTER, MARSHGATE JN. TO LEEDS WEST JN.</b>				
Marshgate Jn.	Leeds	F	R	Fully fitted Electrification Works trains proceeding to or from a site of work. If the rear locomotive is SSS fitted, the reverser must be placed in the direction of travel.
Leeds	Marshgate Jn.	F	R	
<b>WAKEFIELD KIRKGATE WEST JN. TO GOOLE, POTTERS GRANGE JN.</b>				
Calder Bridge Jn.	Oakenshaw South Jn.	F	N	—
<b>NORTHALLERTON HIGH JN. TO NORTHALLERTON EAST JN.</b>				
Northallerton Station	Low Gates	P	R	Trains booked to call at Northallerton and diverted via Up Longlands Loop in case of obstruction.
Low Gates	Northallerton Station	P	R	Trains booked to call at Northallerton and diverted via Down Longlands Loop in case of obstruction.
<b>RYHOPE GRANGE TO HENDON</b>				
Londonderry	Hendon	F	R	—
<b>GUISBOROUGH JN. TO WHITBY</b>				
Middlesborough	Battersby	F	—	Engineers trains only. Class 9 trains assisted in rear must stop at each AOCL level crossing before proceeding over it.
Battersby	Glaidsdale	F	—	
<b>GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE YARD</b>				
Low Fell Jn.	King Edward Bridge Jn.	F	—	Trains to be stopped with the assisting locomotive immediately behind position light ground signal 147 and assisting locomotive uncoupled.

**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 Operations 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
<b>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.</b>			
Stourton BSC Sidings	Loaded Siding to Empty Road	To move shunts of 2 vehicles only: from Loaded to Empty Sidings	A
<b>HULL AREA</b>			
Docks and Yards	All	—	B

This is the last page of the section containing Tables A to U. The next section commences with the index on page 149.

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# INSTRUCTIONS RELATING TO THE RULE BOOK

## SECTION C—FIXED SIGNALS

### 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
Castleford Station	Down Main Home	Applies to DMU trains which require to reverse at Castleford Station
Poppleton Station	Up 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, BR Research Department, Scientific Services Division, Hexthorpe Road, DONCASTER.

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

Area Scientist, BR 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. Regional Operations Manager York
3. Enclosed with detonators

The Area Scientist will report his findings to the Regional Operations 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 Signaller must be aware, or have ascertained from the Person in charge of the Platform, that there is room for the train to be accommodated.

## **SECTION J—SHUNTING**

### **Clause 3.17.2**

Loose or gravitation shunting of all passenger stock is prohibited.

## **SECTION N—WORKING TRAFFIC OF A DOUBLE LINE OVER A SINGLE LINE OF RAILS DURING REPAIRS OR OBSTRUCTION**

If single line working terminates at a junction with a Track Circuit Block single line and it is necessary for a train which has arrived in the wrong direction to pass at Danger the signal controlling entrance to the TCB single line, the Signaller must observe the provision of Track Circuit Block Regulation 11.3. The Driver must be authorised to proceed in accordance with Instruction 5 of Single lines worked by the Track Circuit Block System—Instructions to Trainmen in the General Appendix.

# **INSTRUCTIONS RELATING TO THE GENERAL APPENDIX**

## **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.

## **PERMANENT SPEED RESTRICTIONS—INDICATOR SIGNS**

### **Between Dearne Jn. and Moorthorpe**

On this section of line, Class 253/254 trains (High Speed Trains) are permitted to run at a higher Maximum Permissible Speed than other trains, as shown in Table 'A'.

The points at which Class 253/254 trains may commence to run at this higher speed are indicated at the lineside by special pentagonal yellow signs bearing in black the legend 'HST' and numerals to indicate the applicable speed.

At the end of each section over which the higher speed is permitted, a similar sign will indicate that Class 253/254 trains must revert to the normal speed.

The special signs apply only to Drivers of Class 253/254 trains and must be ignored by all other Drivers.

Drivers of Class 253/254 trains must observe all permanent and temporary speed restrictions irrespective of whether they are within the designated higher speed section or not.

## **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 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 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 and one or two of the undermentioned Officers' Saloons—  
DM 45044/5/6 or 8—Maximum speed 80 m.p.h.

## **BROKEN WINDOWS ON PASSENGER COACHING STOCK**

The following instructions are additional to those contained in the General Appendix: —

### **1. 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.

### **2. Inner pane or both panes or 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 (if the damage effects an open coach, or the corridor side of a corridor coach) or from the compartment affected 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.

In the case of door drop lights, the train must be stopped as soon as possible and all defective glass removed. The window frame must be put in the dropped position.

3. 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.

4. A number of perspex replacement windows for HST trailer cars and air conditioned MK II def vehicles are allocated to principal intermediate and terminal stations on the East Coast Main line and East Anglia. When C & 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 or MK II def vehicle can revert to running at line speed with full use of the coach seating bays restored.

The perspex windows are each supplied within individual packing sheets for transportation purposes, together with a special spanner or key, although a standard carriage key may be used to fit the MK II def window. Each packing sheet bears the name of the allocated station and when a perspex window has been fitted, the packing sheets and special spanner or key must be placed in one of the brake compartments of the train to enable the Depot replacing the window to return it to the owning station, suitably protected, together with the spanner or key. An entry should be made in the train's defect book to the effect that an emergency window has been fitted.

With the introduction of perspex windows for general use, only under exceptional circumstances are vehicles with broken sidelights to be taken out of service at intermediate stations. They should remain in service until the end of the diagram and be taken out at the depot which is to replace the window.

## **SNOW CLEARANCE ARRANGEMENTS**

Referring to the instructions in the General Appendix, the following is a list of where snow ploughs are available in the Eastern Region.

### **Tender Mounted Ploughs**

York	Colchester
Norwich	Stratford
Lincoln	Cambridge
Shirebrook	

### **Large Ploughs with Guards Compartment—Hand Brake Fitted Only**

Tyne Yard	Thornaby TMD
Gateshead TMD	Healey Mills

### **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. ADE981–ADE992) must at all times be accompanied by a Guard. 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 Inspector 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.

### **Experimental Bielhack Snow Ploughs**

Operating Instructions for these ploughs are published separately. The maximum speed of these ploughs hauled or propelled is 45 m.p.h.

### **Emergency Equipment**

When despatching ploughs for line clearance the local manager must ensure that adequate emergency equipment, i.e. shovels, packing, re-railing ramps, tools, 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.

### **BR Standard Miniature Snowploughs**

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

Gateshead	5 sets	Tinsley	7 sets
Thornaby	6 sets	March	5 sets (including 2 locomotives for the East Suffolk line)

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

### 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 protrude beyond a fully compressed locomotive buffer but care must be exercised when coupling such a locomotive to a train and especially when coupling two so fitted locomotives to each other in order that personal injury is avoided.

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

## WORKING OF DIESEL MULTIPLE UNIT 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.

Route	Train Formation	Minimum Horsepower	Maximum Tail Load (tonnes)
<b>Between—In both directions</b>			
Hull and Leeds	2 car	300	25
Hull, Doncaster and Sheffield	4 car	600	40
Leeds and Skipton	2 car	400	
Leeds and York	3 car	600	65
Sheffield and Barnsley	2 car	600	90
	5 car	900	
	4 car	800	65
	4 car	900	120
	4-6 car	1200	

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

Sheffield to Barnsley (Both directions)	2 car	400	75
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**Notes** 1. For the purpose of this instruction the following maximum vehicle gross weights apply.

	<b>Loaded</b>	<b>Empty</b>
NPV	25 tonnes	17 tonnes
NCV, NDV, NDX, NEV,	} 40 tonnes	32 tonnes
NEX, NFV, NJV, NJX,		
NLV, NLX		

- 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 HQ.
- For each inoperative engine in the above train formations the maximum tail load must be reduced by 35 tonnes.

#### **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.

# OTHER GENERAL INSTRUCTIONS

## 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 District where the Depot is located and 3rd and 4th characters, as shown below:

0B01 Kings Cross H.S.	0H01 March
0B03 Ferme Park	0L08 Hull Botanic Gardens
0B04 Bounds Green	0L01 York
0B05 Hitchin	0L50 Holbeck
0H06 Peterborough	0L51 Neville Hill
0H07 Cambridge	0L53 Healey Mills
0C01 Stratford	0L60 Knottingley
0C02 Temple Mills	0D03 Frodingham
0D01 Doncaster	0D05 Lincoln
0D02 Worksop	0D07 Immingham
0L06 Goole	0N10 Thornaby
0J01 Barrow Hill	0N20 Gateshead
0J03 Tinsley Servicing Depot	0N25 Blyth Cambois
0J04 Shirebrook	0N32 Tyne Yard Depot

## WORKING INSTRUCTIONS FOR RAIL MOUNTED POCLAIN EXCAVATORS, TYPE TP30

### 1. WORKING TO AND FROM SITE OF WORK

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

### 2. WORKING ON SITE

2.1 This machine must work 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.

Clause 2.2 missing

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

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

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

- (b) 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 Signaller and Handsignaller.

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 M & EE supervisor has made a thorough check and either had the fault rectified or satisfied himself that the slew limiting device is fully operative and only the indicator lights are faulty.

2.6 Should a line open to traffic be accidentally fouled, the line concerned must be immediately protected in accordance with the Rule Book, Section T, Part I, Clause 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 Signaller, giving details of the movement involved. Should the movement be contrary to the direction in which trains normally enter the Reception Line/Siding the Signaller must be advised when the vehicles are stopped, and no further backward movement is to be made. In such circumstances the Signaller must not allow a train to enter the Reception Line/Siding until he has received this advice.

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

# **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:** 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.

4. **Special care must be taken** when loading or unloading vehicles or carrying 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 signaller 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 signaller 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 Signaller 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 in 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 Operations 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 Regional Operations 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 TRAINS (EXCEPT FISONS PUSH/PULL TRAIN)

The following instructions must be observed in connection with the working of weed-killing trains:

### 1. Classification and Signalling

The train must always be signalled and dealt with as a class 7 train.

### 2. Formation of train

The train must be formed with a brake van or brake coach at each end, with the spray coach and any mess and sleeping coaches marshalled at one end of the train and the tanks at the other.

### 3. Speed

The maximum speed must not exceed **40 m.p.h.** when spraying and **45 m.p.h.** when not spraying.

### 4. Propelling

The train may be propelled in accordance with the provisions of the Rule Book, Section H, Clause 8.

### 5. 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.**

### 6. 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.

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.

### **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.

### **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 Signaller 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 Signaller 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 Signaller'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 Signaller 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 Signaller 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 Signaller.

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

7. If the Signaller 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 9 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 5.8.3 and 13.10.1, 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**

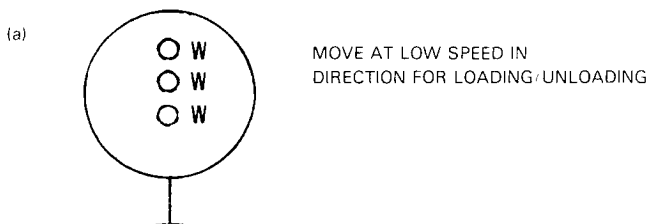
A Crossing Keeper/Handsignalman need not be appointed provided that the wrong direction circuitry has not been disconnected.

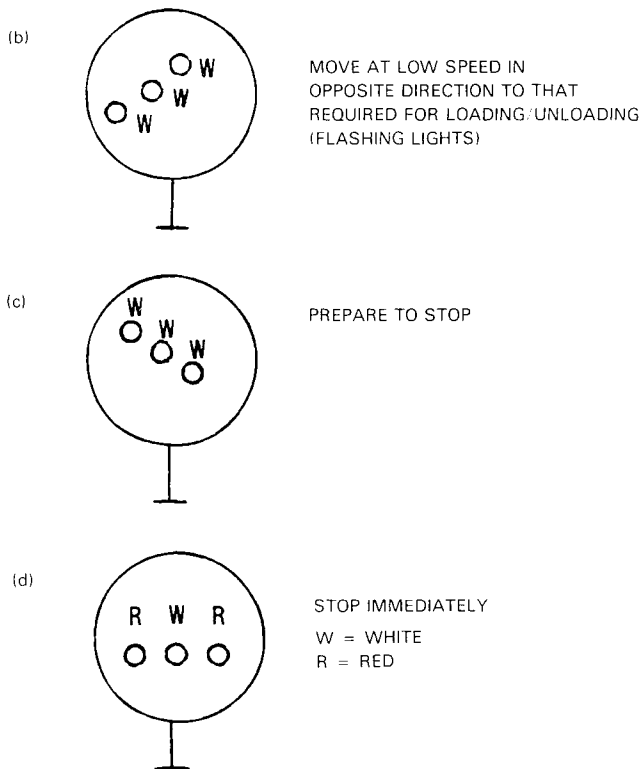
#### **Section Q, clause 2.5**

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:





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

### FAILURE OF OIL 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.

### **DEPOTS ON WHICH LOCOMOTIVES ARE ALLOWED**

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

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## **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.

### **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. If the member of staff is entering the sidings from the North End, the Person in Charge must advise the Person in Charge at the South End. The Person in Charge at the North End must ensure that any hand points controlling access to the siding in which a member of staff is intending to work are set away from that siding prior to authorising work to commence. The hand points must then be kept in that position until advice is received that the work is complete, or the train has departed, or the following precautions have been taken.

Before vehicles are shunted from the South end into a siding in which staff are working, the Person-in-Charge must arrange for them to be accompanied and controlled into the siding and secured before reaching the vehicles already in the siding. If they are to be attached to vehicles already standing in the siding, movement towards such vehicles must be made at such a speed as will ensure the movement coming to a stand without causing any movement of the standing vehicles.
- (c) When a Guard arrives at 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 on preparation or examination is completed the staff concerned must advise the Person-in-Charge at whichever end he returns to.

##### **2. General Remarks**

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

**York station: 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 and are relieved on arrival, or who travel to York for return working, must report as quickly as possible direct by telephone to the Resources Controller at Doncaster Operations Centre, telephone number 027-2903. At York Yard South a direct telephone is located in the messroom.

Guards arriving at York Station to work Passenger, Parcels or Empty stock trains should report to the Time Office on Platform 2.

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

Guards arriving at Holgate must report arrivals at Holgate Sidings to the Area Freight Centre at Dringhouses, telephone number 3708, using the telephone located in the cabin at the North end of the sidings.

**Motive Power Depot.** Signal Y173 is the primary outlet for the Depot and locomotives must be advised out to the Signaller by the Person-in-Charge in the Supervisor's office. Miniature theatre type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage lines 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.

## 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 the Signaller at Tyne immediately the movement stops. The telephone at signal 369 may be used for this purpose.

## TYNE YARD

**Locomotive headlights.** During the hours of darkness, Drivers working in the Yard must switch off their locomotive headlight (when fitted), leaving the marker lights illuminated.

**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.

**Trainmen arriving at Newcastle station.** All Trainmen must report to the Traincrew Supervisor on arrival, either in person or by telephone to extension No. 2593 or 2594.

## 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 Signaller at Heaton.

### **Trains arriving from Newcastle**

1. A locomotive after being detached from an arriving empty stock train in the Reception sidings must draw forward to the 'Stop Telephone' board where the Driver must obtain his instructions from the Shunter.
2. A train routed to other than one of the Reception sidings must be accompanied by the Shunter from signal 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.

## **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.

## **BERWICK**

**Train Crew Relief.** Train crews relieved at Berwick must contact Newcastle Operations Centre, (extension 2340) for details of the running of trains they are booked to relieve, using the train crew's messroom telephone.

### **Royal Border Bridge—Staff Safety Facility**

An Indication Panel and telephone giving communication with Tweedmouth Signalbox is provided at the North end of Bridge 195 and the South end of Bridge 194.

Any person requiring to pass over the Royal Border Bridge must:—

- (a) Telephone the Signalman and identify himself by giving his name, grade and Home Station/Depot.
- (b) Say why he requires to enter on to the bridge, how long he requires and request permission.
- (c) When the Signalman can give permission, he will instruct the caller to operate the 'On' plunger which will illuminate the 'Proceed' indication on the panel, or if the proceed indication is already illuminated owing to the System being in use, he will, if a margin exists, give verbal permission, the man may then enter on to the bridge.

- (d) When the man is clear of the bridge he must telephone the Signaller, identify himself by giving his name, grade and Home Station/Depot and advise the Signaller that he is clear of the bridge. The Signaller will instruct the caller when to operate the 'Off' plunger to extinguish the 'proceed' indication, or if the System is still in use, the Signaller will note the advice.

When more than one person requires to pass over the bridge, the man in charge is responsible for carrying out the above instructions.

**WARNING—The safety facility protects the Up line only.**

## **BETWEEN BERWICK AND THE SCOTTISH REGION**

**Restriction on Working unfitted trains.** Except Engineers trains as shown below, 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 signaller 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 signaller must inform the signaller at the box in advance of the circumstances.

## **SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.**

### **KNOTTINGLEY**

**Set-back movements into Knottingley Sidings.** Guards of empty M.G.R. trains requiring to set back into the sidings from the Up Doncaster line must, after setting the hand points in the sidings, telephone the Signaller accordingly. The Guard must then place himself in the most suitable position to control the movement.

**Set-back movements into Rockware Private Sidings.** Guards of trains requiring to set-back into these sidings from the Down Doncaster line must first set the hand points to the appropriate position and after informing the Signaller, obtaining release of the ground frame and operating the points and signal, place himself in the most suitable position to control the movement.

The illumination of the 'Off' indicator will be the Driver's authority to proceed and it will not be necessary for the Driver to comply with the Rule Book, Section J, Clause 4.1, but he must proceed cautiously, keeping a sharp lookout and be prepared to act on a hand signal from the Guard when he comes into view.

## 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 Signaller 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.

**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

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 to the Signaller.

**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 Rowntree's locomotive will be attached and draw the vehicles 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, Rowntree's 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**

All Freight Trains must have a brake van in rear in which the Guard must ride. Whenever possible this van should be fitted or piped and equipped with a gauge and Guards valve.

The level crossings shown as T.M.O. in Table A are all secured by similar type padlocks and the keys are kept at Low Gates signal box. The Travelling Charge-man must obtain the keys from the Signaller before joining the train, one key for his own use and one for the Guard. The Charge-man must ride in the rear cab of the locomotive and on arrival at each level crossing, must operate the gates and return to the locomotive. The train will draw forward clear of the level crossing and the Guard must close and lock the gates and rejoin the brake van. On returning to Northallerton, the Guard must hand his key to the Charge-man, who must return them to Low Gates signal box.

## **DARLINGTON, PARKGATE JN. TO EASTGATE SHILDON**

Drivers of trains for the Eastgate line must ensure that before leaving Shildon, they are in possession of the key token for the branch.

## **EASTGATE A.P.C.M. SIDINGS**

The Ground Frame Operator must ensure that the ground frame is closed with the points set towards the BCI shunt spur immediately a train has passed inside clear into the sidings. The points must be maintained in this position until the train is ready to depart from the sidings.

## **HOPETOWN JN. TO UKF SIDING**

### **UKF 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.

#### **BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON HEPSCOTT LEVEL CROSSING**

When a Driver is authorised to pass Down direction signal M159 at Danger, he must, before passing the 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 Hepscott level crossing he must satisfy himself that the barriers are in the fully lowered position.

#### **MORPETH**

**Working of trains on Up N.E. Curve.** Whenever a train is brought to a stand at signal M134, the Driver must immediately telephone the Signalman.

#### **BUTTERWELL COLLIERY NORTH BRANCH BUTTERWELL JUNCTION TO BUTTERWELL BUNKER**

Class 9 trains must not run between the above locations.

#### **BEDLINGTON TO LYNE MOUTH COLLIERY NCB LYNE MOUTH**

**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 Signaller at Newsham South of the circumstances.

## **WEST SLEEKBURN JN. TO NORTH BLYTH**

### **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 Signaller 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 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. 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 hand signal received from the Guard or Shunter.
3. Movements in the Sidings must not exceed a speed of 5 m.p.h.
4. The Guard must stop the train clearing the cripple siding connection.

#### **Trains for Departure**

5. 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.
6. 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.

### **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 Signaller at Elland must first obtain an assurance by telephone from the Guard of the first train that his train is clear of all points, the Single line and No. 7 Reception line is clear, and that he will ensure that no movement is made which will foul these lines until the arrival of the second train in the Sidings.

The Guard must give immediate attention to the telephone.

**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

### Train Preparation and Examination

#### 1. General

A Guard requiring to enter the Sorting Sidings in connection with train preparation must first contact the Yard Supervisor as appropriate and obtain from him a pocket radio, which **must** be returned when his work is completed.

2. **A Guard or Train Preparer working alone** must, when he is ready to examine his train, advise the Yard Supervisor of his intention. The Yard 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 this assurance, 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 Yard Supervisor by radio 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 Yard Supervisor.

If, before permission is given by the Yard Supervisor, 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. If these instructions are not received within a reasonable time, the Yard Supervisor must be contacted via the radio or the nearest ground post telephone.

When no more movements are to be made into the siding concerned, the Yard Supervisor must then assure the Guard or train preparer, by radio, that shunting 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 or the nearest ground post telephone to advise the Yard Supervisor 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 Yard

Supervisor by means of either the radio 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 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.

Protection must only be arranged with the Yard Supervisor for one siding at a time and new arrangements must be made as work progresses from siding to siding.

3. **Train preparers working in teams** may work either as in 2 above, or adopt the most expeditious means possible, providing they observe the principles of obtaining the authority of the Yard Supervisor before entering the siding and arrange for the protection to be removed as soon as the work has been completed. Protection must only be arranged with the Yard Supervisor for one siding at a time and new arrangements must be made as work progresses from siding to siding.

## **DIGGLE JN. 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 9. The Signaller at the box in advance must be so advised before the trolley enters the section.

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

### **HUDDERSFIELD**

Authority is given for return East bound football excursion trains to depart from Platform 1. When position light signal 109 is cleared, the Driver must accept this as authority to proceed to the Down Main line towards Deighton.

## FARNLEY BRANCH

**Dunlop and Ranken Sidings.** Annetts keys for the lock securing the ground frame at the Farnley 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

**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 Signaller at Healey Mills and obtain the Signaller's permission for such movements to be made.

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

**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.

**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.

## **WINCOBANK JN. TO HORBURY JN. BETWEEN JUMBLE LANE AND ECCLESFIELD WEST**

Class 9 trains are not permitted to run on the Up line between Jumble Lane and Ecclesfield West.

## **WOOLLEY COAL SIDING**

### **Arrival of Up trains in Woolley Colliery**

1. When Criggleshstone Jn. signal box is open, Guards of trains arriving in the sidings are exempt from carrying out the provisions of the Rule Book, Section H, Clause 4.13.
2. When a train is to be worked into Wolley Colliery and Criggleshstone Jn. signal box is closed, the Guard will be advised accordingly by the Signalman at Horbury Jn. and the provisions of the Rule Book, Section H, Clause 4.13 must be observed.

## **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.

## BARNLEY STATION JN. TO HUDDERSFIELD, SPRINGWOOD JN.

### DODWORTH

**Vehicles for Dodworth Colliery.** The Guard of a train coming to a stand on the Arrival line must give two blasts on the Klaxon horn to signify to the Driver that the points are set for the train to be propelled into the Colliery.

If the train has not drawn a sufficient distance to clear the points, the Guard must give five blasts on the klaxon horn and the Driver must draw forward sufficiently to clear the points.

**Dodworth Colliery—Empty Sidings.** No. 15 siding is for the reception of mineral empties.

No. 15 siding is used by the NCB locomotive(s) as a locomotive running road for transferring between the Colliery Empty sidings and the loaded sidings of the Colliery Screens.

A red light is positioned at the Outer end of No. 14 siding.

No. 16 siding is the NCB loading siding.

Red lights are provided at each side of the road vehicle crossings at the entrance to Nos. 14, 15 and 16 sidings and control road crossing movements.

A red light is provided at the West end of the BR Loaded sidings.

These lights are normally switched off to allow the NCB freedom of movement, but can be illuminated by operating the switch on the post carrying the red light at the outer end of No. 14 siding, when a yellow proving light facing the signal box will be illuminated also.

This switch is operated by a key kept in Dodworth signal box.

Before a propelling movement is made from the Arrival line into No. 14 Empty siding, the Guard must first obtain the switch key from the signal box. A proper understanding must be arrived at with the staff in charge of locomotive(s) working in the sidings at the loaded end of the screens to ensure that no conflicting movement will be made and that all the points are correctly set for the appropriate Empty siding. The switch must then be operated to illuminate the red lights and give the yellow proving indication light.

The Guard must switch off the lights when the empties have been disposed of and the locomotive despatched towards the Outlet signal at Dodworth signal box and then return the switch key to the Signalman.

## ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

### CUDWORTH

**Redfearn's Sidings (Monk Bretton): 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.

### 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 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.
3. 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.
4. 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.
5. 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 Signaller 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 Guard 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 Guard when a movement is completed 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 the Operations Centre and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult the Operations Centre 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.

## **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 Signaller 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 Signaller 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 Signaller into which siding the empties are to be placed and if it is empty or not.

He must inform the Signaller when the appropriate points have been set and it is safe for the movement to be made.

### **EGGBOROUGH POWER STATION**

Trains conveying 45 tonne or 100 tonne 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.

**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 6 at danger, he must, before passing the signal concerned, operate the special plunger below the telephone box, or if a Handsignaller is in attendance ensure that this has been done.

Before proceeding over Snaith and Pontefract Highway level crossing he must satisfy himself that the barriers are fully lowered.

**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.

**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 not required to stop' apply as far as practicable 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.

**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 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 Signaller at Leeds 15 minutes before the booked departure time of the train they are to work, to obtain instructions.

In the absence of specific instructions, Drivers must contact the Signaller at 15 minute intervals.

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

### **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 in 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 3.8(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 Signaller at Bingley Jn. whether or not the train is complete with tail lamp attached.

**WHITEHALL JN. TO BRADFORD INTERCHANGE  
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.

## BRADFORD INTERCHANGE

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

## 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, GUISELEY JN. TO GUISELEY**

Except for Engineers trains, only fully fitted trains and light locomotives are permitted to run in the Down direction between Guiseley Jn. and Guiseley. Engineers trains which are not fully fitted must have a locomotive at the Guiseley Jn. end.

## **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 Instructions see pages 192 and 193.

## **LEEDS TO HULL**

### **LEEDS**

For Local Instructions see page 192.

## **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 cross 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 Signaller 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 Signaller 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 Handsignaller 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 Signaller 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 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.

## 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 Signaller 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 TO SEAMER WEST**

**BRIDLINGTON**

**Bridlington Quay. Rule Book, Section C, Clause 5.12.1**

When a train is allowed to proceed into No. 5 platform line 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 signal box, a green hand signal, held steadily, will be exhibited to the Driver.

**HESSLE ROAD TO KING GEORGE DOCK**

**HESSLE ROAD**

**Stabling of DMU trains between Boothferry Park Platform and Limit of Shunt Indicator on the Down 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 handsignalman 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.

### **HAWTHORN JN.**

When a train is to set back from the Up line through Hawthorn Junction ground frame connection, the setting back loud-sounding bell will be operated by the Guard. It will not be necessary for the Driver to comply with the provisions of the Rule Book, Section J, Clause 4.1, but he must proceed cautiously, keeping a sharp look out and be prepared to act on the Guard's handsignal when he comes into view.

The person in charge of the movement must ensure that the last vehicle of the train, or a light locomotive is stopped adjacent to the ground frame.

## **HALL DENE**

**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  $\frac{1}{4}$  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.

## **PORT CLARENCE**

**Philips 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**

### **HARTLEPOOL 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.

## **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.

## **RYHOPE GRANGE TO HENDON**

### **LONDONDERRY**

When a set back movement is to be made towards the jetties, the Shunter must proceed towards the jetties in order to take up a position from which he can signal the driver after coming on to the jetty lines, but before leaving the locomotive he must instruct the driver to follow him after an interval of three or four minutes and after the signals worked from Londonderry signal box have been cleared.

Drivers are authorised to commence the movement when the fixed signal is cleared without receiving a handsignal, but they must proceed cautiously, keep a sharp look out and be prepared to act on any handsignal received from the Guard or Shunter.

### **HENDON**

Before advising the Signalman a movement is ready to set back, the Shunter or Guard must make arrangements with a Bankrider for the reception of the train before giving such intimation to the Signalman.

Drivers are authorised to commence the movement when the fixed signal is cleared without receiving a handsignal, but they must proceed cautiously, keep a sharp look-out and be prepared to act on any handsignal received from the Guard or Shunter.

**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.

## **SOUTH DOCK—PETROFINA DEPOT**

### **General**

1. Smoking, and the use of matches or any other naked flame, ordinary Bardic handlamps and tail lamps, is NOT allowed in any part of the terminal. Matches, lighters, tail lamps, ordinary lamps or any other source of ignition, must be left with the person in charge at Hendon. When required, 'safe' sealed handlamps are available.



2. Except where otherwise shown, all movements must be preceded by the exchange of handsignals between the Guard/Shunter and Driver. When necessary to indicate to the Driver that the Guard/Shunter is on the riding vehicle, the air horns on the vehicle must be sounded.

3. All propelling movements must be made at a speed not exceeding 5 m.p.h.

4. The Petrofina Depot Supervisor is responsible for ensuring that Barrack Street entrance barrier is lowered and for the operation of the level crossing lights.

5. The Working Manual for Rail Staff (BR 30054), Pink Pages, Clause E3/1 is amended as follows:—

Paragraph 2 reads:—

The two specially converted guards' riding vehicles are permitted to enter the terminal.

6. In order to maintain the required distance between the locomotive and the first Class 1 discharge point, the rear vehicle(s) in the direction of each propelling movement must not convey Class 3(A) Highly Flammable liquids.

### **Loaded train arrival**

1. On arrival at South Dock Reception Sidings the train will be allocated a siding by the person in charge.

2. After the locomotive has run round the train, the train must be split, taking into account clause 6 of the General Instructions above, into portions of not more than 7 vehicles and the first portion drawn off and a special Guards/Shunters riding vehicle attached by means of the tank vehicle's screw coupling.

The handbrake of the riding vehicle should be placed and maintained in a position of readiness to enable application with minimal effort.

3. A brake continuity test **MUST** be performed.

4. When the first portion has been propelled to the 'Propelled train locomotive STOP. Wait for white light. Whistle before proceeding' notice board, the Guard/Shunter must obtain the permission of the Petrofina Terminal Supervisor for the train to enter the terminal and come to a clear understanding regarding the movements required.

5. The Guard/Shunter is responsible for ensuring that all handpoints are in the correct position for the movement to be made.

6. On receipt of the white light, which will indicate:—

(a) Permission has been received for the train to enter the sidings.

(b) The level crossing lights have been operated.

(c) The Guard/Shunter is on the train and no further handsignals will be received.

the Driver may propel forward and provided the second white light is illuminated at the notice board worded 'STOP. Wait for white light. Whistle before proceeding.', may continue propelling towards the 'BR locomotives must not pass this point' notice board.

7. The light locomotive may proceed to the siding outlet notice board worded 'STOP. Wait for white light before proceeding.', where the Driver must depress the 'Train Approaching' plunger. When the white light is obtained the light locomotive may proceed towards South Dock.

8. The second portion must be dealt with in a similar manner to the first.

#### **Light Locomotive arrival to attach discharged/empty train**

The light locomotive must proceed to the notice board worded 'STOP. Wait for white light. Whistle before proceeding.' where the Guard/Shunter must obtain the permission of the Petrofina Terminal Supervisor to enter the terminal and come to a clear understanding regarding movements required. Then as per paragraphs 5 and 6 above as appropriate. Speed not to exceed 5 m.p.h.

#### **Discharged/empty train departure**

After completing brake continuity test and obtaining Certificate of Readiness, the Guard/Shunter must advise the Petrofina Terminal Supervisor that the train is ready to depart. The Driver must depress the 'Train Approaching' plunger. When the white light is obtained, the train may proceed towards South Dock when the Driver receives a hand-signal from the Guard/Shunter and confirmation that he is on the train.

The second portion must be dealt with in a similar manner to the first.

**NOTE.** A separate Certificate of Readiness must be obtained for each portion.

#### **Failure of white light**

In the event of a failure of the white lights, the Guard/Shunter must confirm with the Petrofina Terminal Supervisor that the level crossing is being protected and come to a clear understanding with the Driver before any movement commences.

After the exchange of handsignals the Driver must allow the Guard/Shunter sufficient time to rejoin the train. When the Guard/Shunter rejoins the train he must sound the air horns.

### **AUSTIN AND PICKERSGILL'S SHIPYARD TO MONKWEARMOUTH**

#### **WEARMOUTH COLLIERY**

1. When empty wagons are being propelled to either loading siding, care must be taken that they are positioned correctly for loading beneath the hopper.
2. A locomotive must not proceed into the loading sidings for drawing out loaded wagons until the NCB green light is illuminated.
3. Should the green light fail, movements must only be made when authorised by the NCB Traffic Foreman.

### **PELAW JN. TO SIMONSIDE**

#### **JARROW YARD**

If an Up Class 9 train cannot be shunted into the spur for subsequent departure from signal 702, owing to its length, the Signaller must be advised and arrangements made for it to be hauled on to the single line by the pilot locomotive to the rear of signal 708.

## 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

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.

### 6. Placing of loaded tank wagons

- 6.1 For the purpose of carrying out these instructions  $22 \times 45$  tonne GLW tank wagons should be taken as the equivalent of  $10 \times 100$  tonne GLW tank wagons.
- 6.2 Not more than  $5 \times 100$  tonne or  $11 \times 45$  tonne tank wagons must be shunted at any one time.
- 6.3 When placing train loads of  $10 \times 100$  tonne or  $22 \times 45$  tonne GLW tank wagons, the first shunt of  $5 \times 100$  tonne tanks or equivalent  $11 \times 45$  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  $5 \times 100$  tonne tanks, or equivalent  $11 \times 45$  tonne tanks, in a similar manner in the adjacent discharge siding.
- 6.4 If it is necessary for  $8 \times 100$  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  $4 \times 100$  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 Operations Centre, Newcastle (0632 322334).

### **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 Signaller 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 Signaller whether the movement will be drawn or propelled.

Propelling of trains from Down line 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 Urray Nook end of Eaglescliffe Station must, if the signal is not cleared when the train is ready to depart, communicate with the Signalman at Bowesfield by means of the signal post telephone immediately.

### **THORNABY**

#### **Empty DMU's from Middlesbrough to Thornaby M.P.D.**

If it is not possible for the Driver to walk through the unit to change ends, the train should be stopped in Thornaby Up Platform for the Driver to change ends.

The Guard must be advised in order that he may ride in the leading cab during the shunting movement from the Up Platform to the point where the movement changes direction.

### **BETWEEN THORNABY EAST JN. AND NEWPORT EAST JN.**

Trains conveying passengers are **prohibited** from travelling over the following Goods lines:—

Down Goods No. 2 line between Tees and Newport East Jn.

Up Goods No. 2 line between Newport East Jn. and Thornaby East Jn.

## 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 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. 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 will stop any further movements into the sidings concerned.

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.

### 2. 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 Chargeman 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.

**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  $\frac{1}{2}$  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. When after discharge, it is not possible to completely close the bottom doors on PGA wagons, such wagons may be moved to a point at which repair can be effected, provided green 'For Repairs' labels are attached. The provisions of the Rule Book, Section H, Clause 6.3.1.(a) and Section J, Clause 3.12 are modified accordingly.

### 5. 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.

### 6. Speed limits

Over gross and tare weighbridges . . . 10 m.p.h.

## **GUISBOROUGH JN. TO WHITBY**

### **BETWEEN GUISBOROUGH JN. AND BATTERSBY**

Class 9 trains working in the Down direction between Guisborough Jn. and Battersby must have a locomotive attached in rear.

### **NUNTHORPE**

On passing the Down distant board, the Driver must regulate the speed of his train in order to be able to stop, at the Point Indicator if it is not illuminated. Illumination of the Point Indicator means the points are set correctly for the Down loop.

If a train is stopped due to the Point Indicator not being illuminated, the Driver must advise the Signaller using the telephone at the Point Indicator.

If the Point Indicator fails, a steady yellow flag during daylight, or a steady yellow lamp during darkness, or fog, or falling snow, may be exhibited at the Point Indicator and the Driver may proceed over the points.

### **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.

### **BETWEEN GLAISDALE AND WHITBY**

The Regulations for One Train Working on Single Lines as contained in the General Appendix apply between Glaisdale box and Whitby Station as modified below.

A Token must be regarded as the Train Staff.

**Regulation 1** is amended as follows: Only one train must be allowed to be on the Single line at a time, except that a second train may proceed onto the Single line when the first train has been shut inside at Bog Hall ground frame, or if it is a DMU, it has been stabled at the buffer stop end of the platform at Whitby.

**Regulations 3 and 10—Additional Instructions regarding the 'No Signaller' Key token instrument at Whitby.** When a train has arrived complete with tail lamp attached at Whitby beyond the 'End of One Train Working' board or when a train has been shunted clear of the single line at Bog Hall ground frame, the token must be inserted into the instrument and the Signaller at Glaisdale advised.

When a train is ready to leave Whitby Station or the siding at Bog Hall ground frame, the Signaller at Glaisdale must be advised and a token extracted.

**Regulation 12.** This Regulation also applies if either token instrument fails and a token is not available.



If, however, a token is out of the instrument and cannot be replaced because it is damaged, or the token instruments have failed, a Pilotman need not be appointed provided no train is required to shut in at Bog Hall ground frame. The permission of the Signalman at Glaisdale must be obtained before a train returns from Whitby.

## **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.

## **WHITBY**

**Trains departing from Whitby.** If station staff are not on duty at Whitby the Guard must operate the plunger on the platform before the train departs.

**Stabling of a DMU at Station.** A DMU may be stabled at the buffer stop end of the platform. All Drivers entering the platform must be prepared to stop short of a stabled DMU.

## **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.

## **SALTBURN WEST JN. TO BOULBY POTASH MINE**

### **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.

## **BETWEEN LONGBECK (SALTBURN WEST JN.) AND CRAG HALL**

**Single Lines worked by the Tokenless Block System—Instructions to Trainmen contained in the General Appendix, clause 6.2.** If a Pilotman is not immediately available a written order may be issued to the Driver of each train. If a train, the Driver of which

is in possession of a written order becomes disabled between Saltburn West Jn. and Crag Hall necessitating an assisting train entering the section, the written order must be left in the driving compartment of the disabled train. The written order must be handed to and retained by the Driver of the assisting train until both trains have been cleared from the section, when it must be handed to the Signalman.

## **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.

## **GATESHEAD, HIGH LEVEL BRIDGE JN. TO CARLISLE YARD**

### **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.

## **PETTERIL BRIDGE JN.**

**BFC Coal Concentration Depot and Metal Box Co's Sidings.** Not more than 55 SLU may be propelled from the Down Newcastle line into these sidings.

BR locomotives must not work over the boot on the Coal Concentration Depot.

Before entering, or moving wagons in the Metal Box Co's Sidings, the Driver must arrange for sufficient wagon brakes to be pinned down to assist in the control of the train on gradients.

## CARLISLE

**Trains requiring to call.** Trains requiring to call at the station must, unless the locomotive requires water, come to a stand at signals CE 321, 323 or 324 in the down direction and signals CE 301, 303 or 304 in the up direction.

After a train or shunting movement has come to a stand at any portion of a platform it must not again be moved until authority has been received from the Person in charge of the platform. Additionally a passenger train must not be moved until proper warning has been given to passengers who may be getting in or out or near the train.

**Relief Arrangements.** Trainmen working coaching stock trains into Carlisle Station or travelling as passenger to Carlisle Station must, upon arrival, report to the signing-on point beneath platform 3 for instructions.

Trainmen working coaching stock trains to Carlisle, terminating at a point other than the station must, immediately they have finished with the train, advise the Area Freight Centre, Kingmoor New Yard, by telephone, their name, home station, time on duty and train worked in, and take whatever instructions are received for their next duty. Trainmen travelling to Carlisle by these trains to work a return train must similarly advise the Area Freight Centre immediately upon arrival.

**Shunting movements to NE Shunting neck.** If when the Shunter requests permission from the Signalman at Carlisle for a movement to be made to the NE shunting neck, he is informed the neck is already occupied by other than stabled vehicles or locomotives, he must so advise the Driver and accompany the movement.

## KINGMOOR

**Up Exchange Sidings.** When a movement is made to or from either group of the up exchange sidings, the Person in charge of the movement must, when the movement has arrived in the exchange sidings or has arrived on the up through siding, as the case may be, reset the points for movements along the up through siding and advise the Signalman at Carlisle accordingly.

## CARLISLE YARD

**Down Arrival line.** When a train arrives at the 'Stop—Telephone' board on the Down Arrival line, the Guard must immediately contact the Chargeman at the Amenity Block who will instruct him in which of the Down recessing sidings the train is to be placed. The Guard must then set the hand points for the necessary siding concerned and check that there is room for the whole of his train to be accommodated on that siding.

**C&W and 'B' Group Sidings.** Only one movement is allowed to be in the C&W and 'B' Group Sidings at a time.

## **SWALWELL COLLIERY BRANCH**

When a train propelling into Swalwell disposal point has been stopped at the notice board worded 'Stop and Await Instructions' the Guard must report to the Person-in-Charge of the 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.

## **WORKINGTON NO. 2 TO CARLISLE, LONDON ROAD JN.**

### **WORKINGTON**

**Working into Down Yard.** When the single white propelling light, situated 380 yards on the Workington Main No. 3 side of the Workington Main No. 2 Reception siding home signal is illuminated, Drivers may commence to set-back towards the Down Yard and the provisions of Rule Book, Section J, clause 4.1 are exempt. The setting-back movement must be made at walking pace and the Driver must be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

### **BETWEEN MARYPORT AND CARLISLE**

Restricted clearance exists between trains and walls of bridges etc. on this section of line.

# 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 Signaller read System Controller throughout.

**Section D, clauses 2(a) and (d); 4(a) and (b)**

Will not apply.

**Section D, clauses 3(a) and (b)**

A yellow light may be used instead of a white light.

**Section 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 U, clause 2.1.2**

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 224) 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.

NB Entries in Section A of the weekly operating notice will show restrictions affecting BR Trainmen in miles per hour.

#### **Section U, clause 2.5.2**

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 U, clause 6.3.5**

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 Restrictions—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).

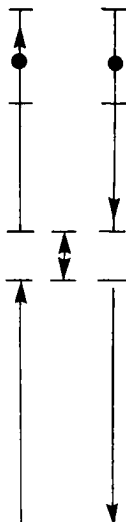
#### **General Instructions**

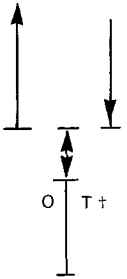
5. Electrification telephones are provided at selected locations and communicate with the Metro Power Controller. In emergency only, these telephones may be used if a signal post telephone is not readily available.

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	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<b>BENTON SOUTH JN. TO CALLERTON RUN-ROUND LOOP</b>					
	BENTON SOUTH 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 BANKFOOT LC (4m. 70ch.)		20	20	MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES
	BANKFOOT LC (4m. 70ch.) AND CALLERTON RUN-ROUND LOOP		30	30	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE
	Benton South Jn. (See page 30)	0 00			
	Benton	0 06			
	Benton Station Jn.	0 27			
	<b>Benton</b>	0 34			
	<b>Four Lane Ends</b>	0 71			
	<b>Long Benton</b>	1 37			
	Gosforth East Jn.	1 65			
	Regent Centre East Jn.	2 47			
	<b>Regent Centre</b>	2 54			
	<b>Wansbeck Road</b>	3 21			
<b>Fawdon (Out Platform)</b>	3 43				
Fawdon Station LC (AOCL)	3 47	10	10	Over level crossing	
<b>Fawdon (In Platform)</b>	3 52				
				Benton Station Jn. to Bank Foot Jn. controlled by South Gosforth Control Centre.	
				Speed restriction signs and flashing white lights are not provided.	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up	
	Rowntrees East Jn.	4 09			GL.23  Speed restriction signs and flashing white lights are not provided.  †No Staff—See page 165.
	Rowntrees West Jn.	4 27			
	Brunton Lane LC (AOCL)	4 38	10	10	
	Brunton Lane Jn.	4 49			
	Bank Foot Jn.	4 69			
	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 224.

## **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 224. The lights are normally out but when a passenger emergency button on the platform is pressed, the signal will display 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.

## **WORKING OF TRAINS**

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**

### **FAWDON STATION AND BRUNTON LANE LEVEL CROSSINGS (AOCL)**

#### **General Appendix, Section 7, Automatic Open Crossings, Locally Monitored (AOCL)**

##### **3. At Crossings where trains are not required to Stop.**

Speed restriction signs and flashing white lights are not provided at these level crossings. Clause 3 is modified accordingly.

### **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 barriers at 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**

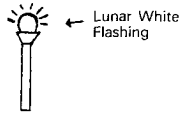


Figure 1

**"HAZARD" SIGN.**

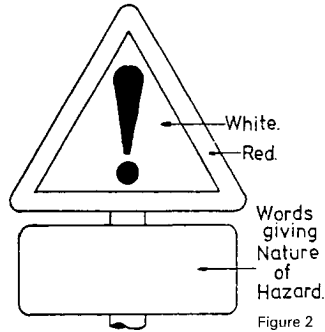


Figure 2

**"LIMIT OF SHUNT" SIGN.**

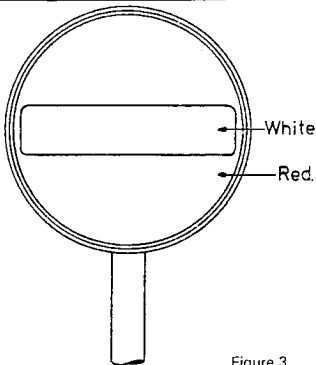


Figure 3

**"RESTRICTED ACCESS" SIGN.**

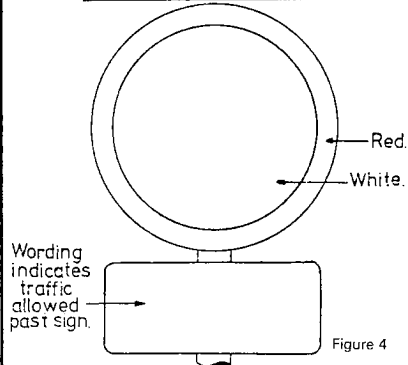
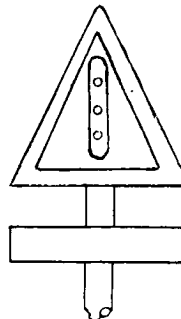


Figure 4

**BRAKING DISTANCE TO STOP  
SIGNAL FOR METRO TRAINS**



**(NOT APPLICABLE TO B.R. TRAINS)**