T A Jordan ATM Cambridge

BR 30015/1

Private and not for publication

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

BRITISH RAILWAYS

EASTERN REGION

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

SOUTHERN AREA

YORK

6 February 1982

BY ORDER OF THE GENERAL MANAGER

BR 30015/1

EASTERN

SECTIONAL APPENDIX

SOUTHERN AREA

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EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) (BR 30015/1)

REISSUE OF PAGES—3 AUGUST 1985

THE FOLLOWING REISSUED PAGES ARE ATTACHED AND MUST BE INSERTED IN THE APPROPRIATE POSITION IN THE SECTIONAL APPENDIX AND THE SUPERSEDED PAGES DESTROYED:—

PAGES 1–172 (TABLES A—U)
PAGES 293–368 (OTHER GENERAL INSTRUCTIONS (PART), LOCAL INSTRUCTIONS—INDEX AND LOCAL INSTRUCTIONS (COMPLETE))

NOTE:—

1. PAGES 1–227 AND PAGES 293–380, DATED FEB 1982 ARE HEREBY SUPERSEDED.
2. EXISTING PAGES 258–292 (INCLUSIVE) **MUST BE RETAINED.**
3. THE FORMER TABLE W—SET BACK MOVEMENTS—EXEMPTION FROM RULE BOOK, SECTION J, CLAUSE 4.1 HAS BEEN WITHDRAWN AND THESE AUTHORITIES ARE NOW SHOWN AS LOCAL INSTRUCTIONS.

YORK
3 AUGUST 1985

BY ORDER OF THE GENERAL MANAGER

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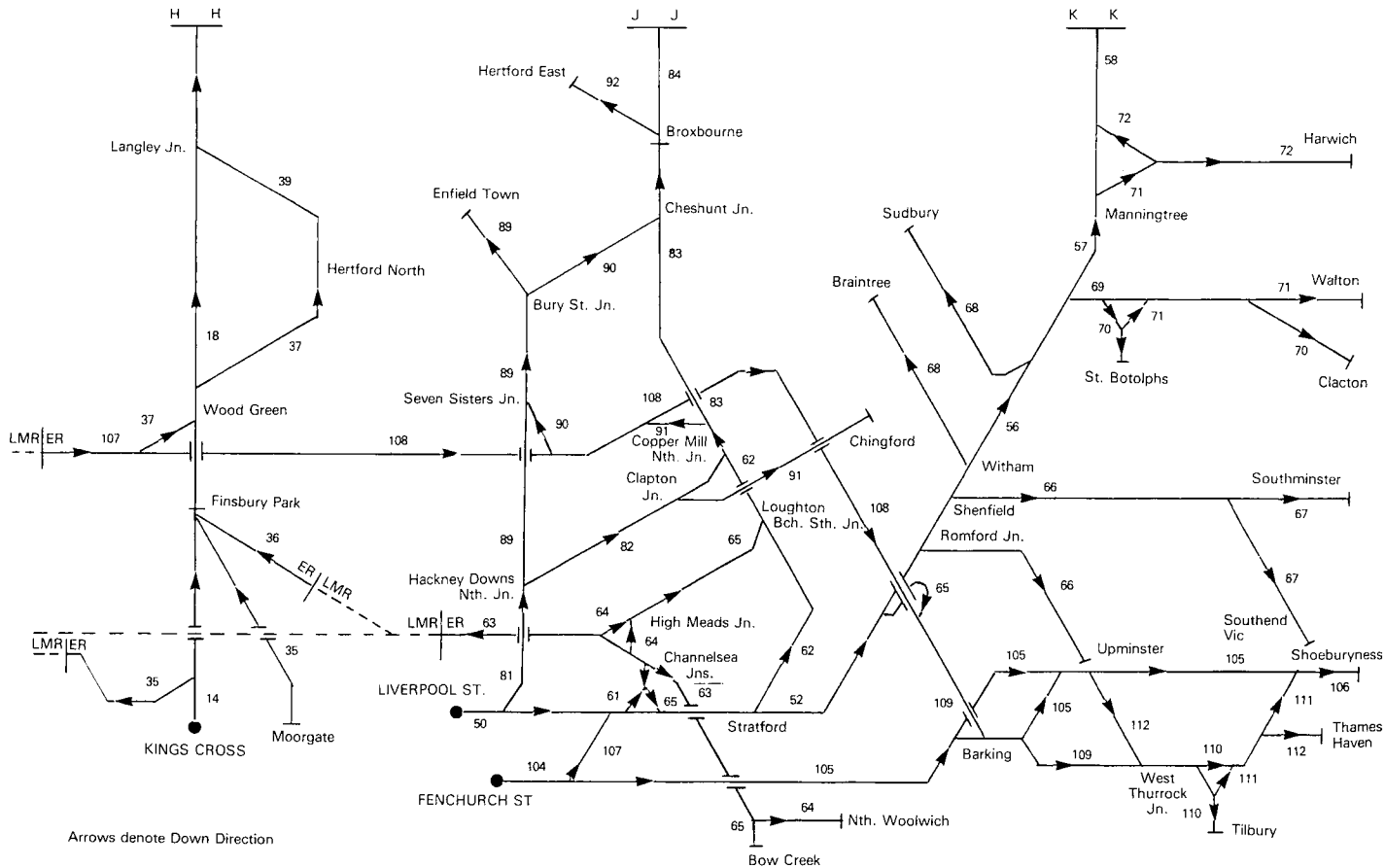
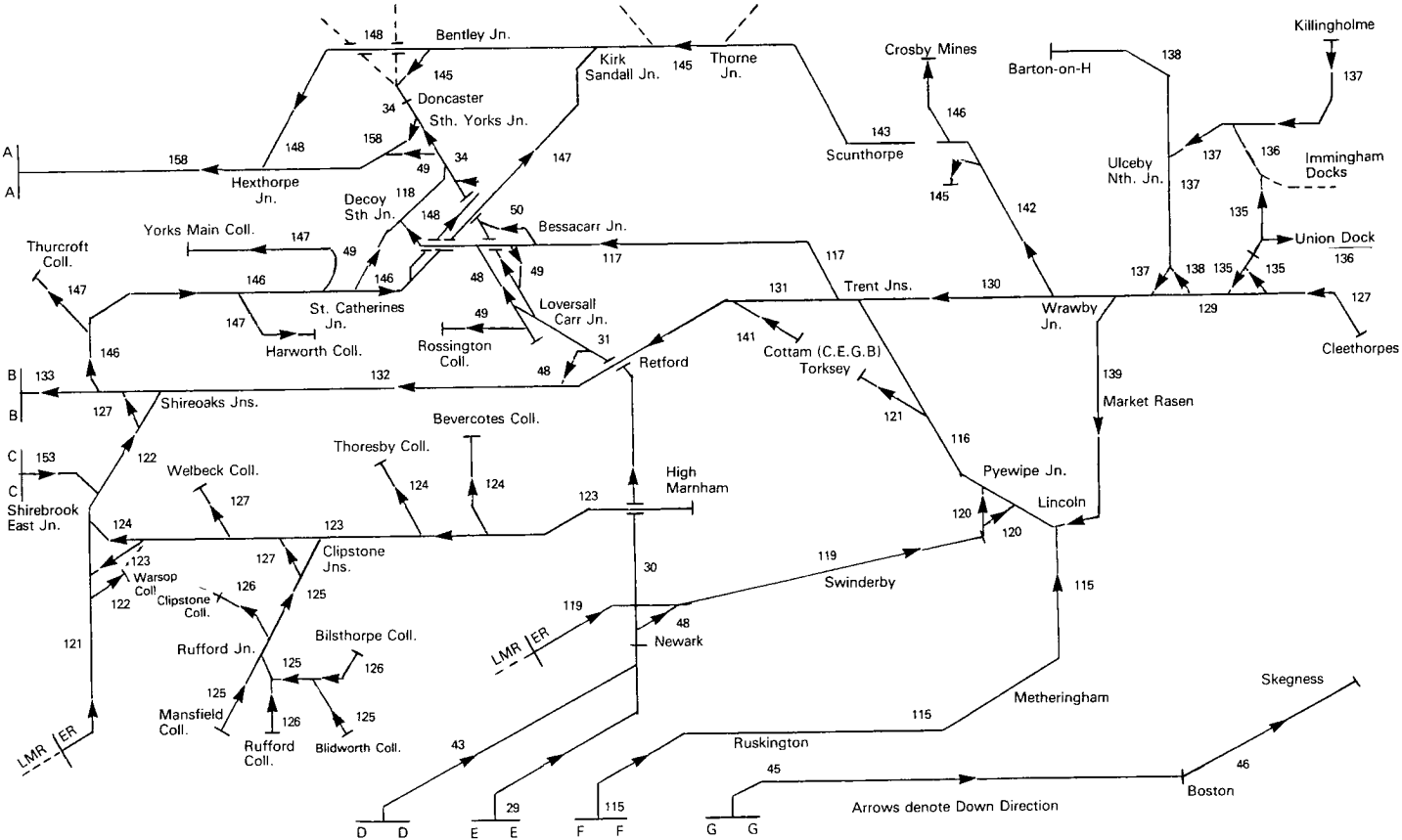
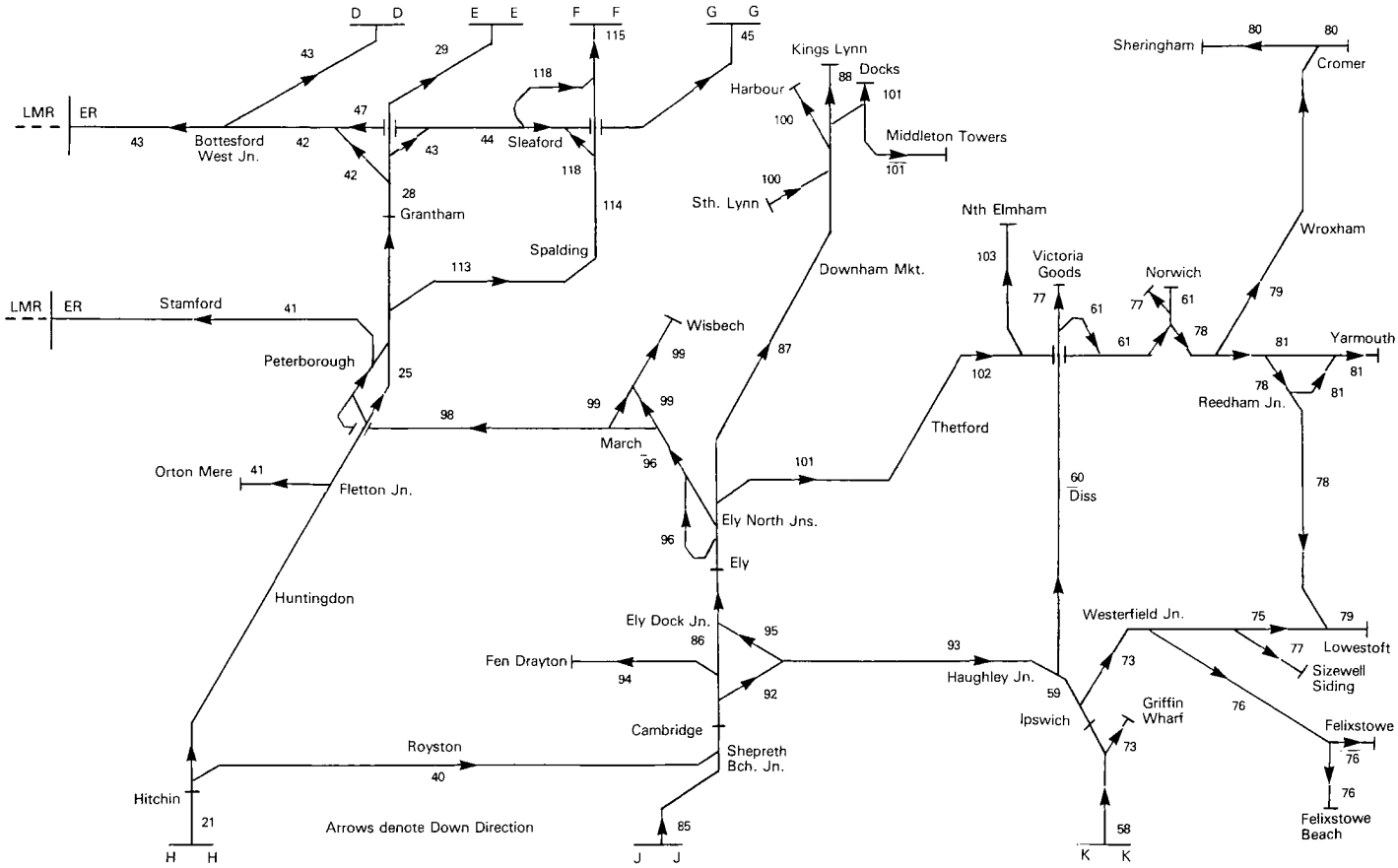
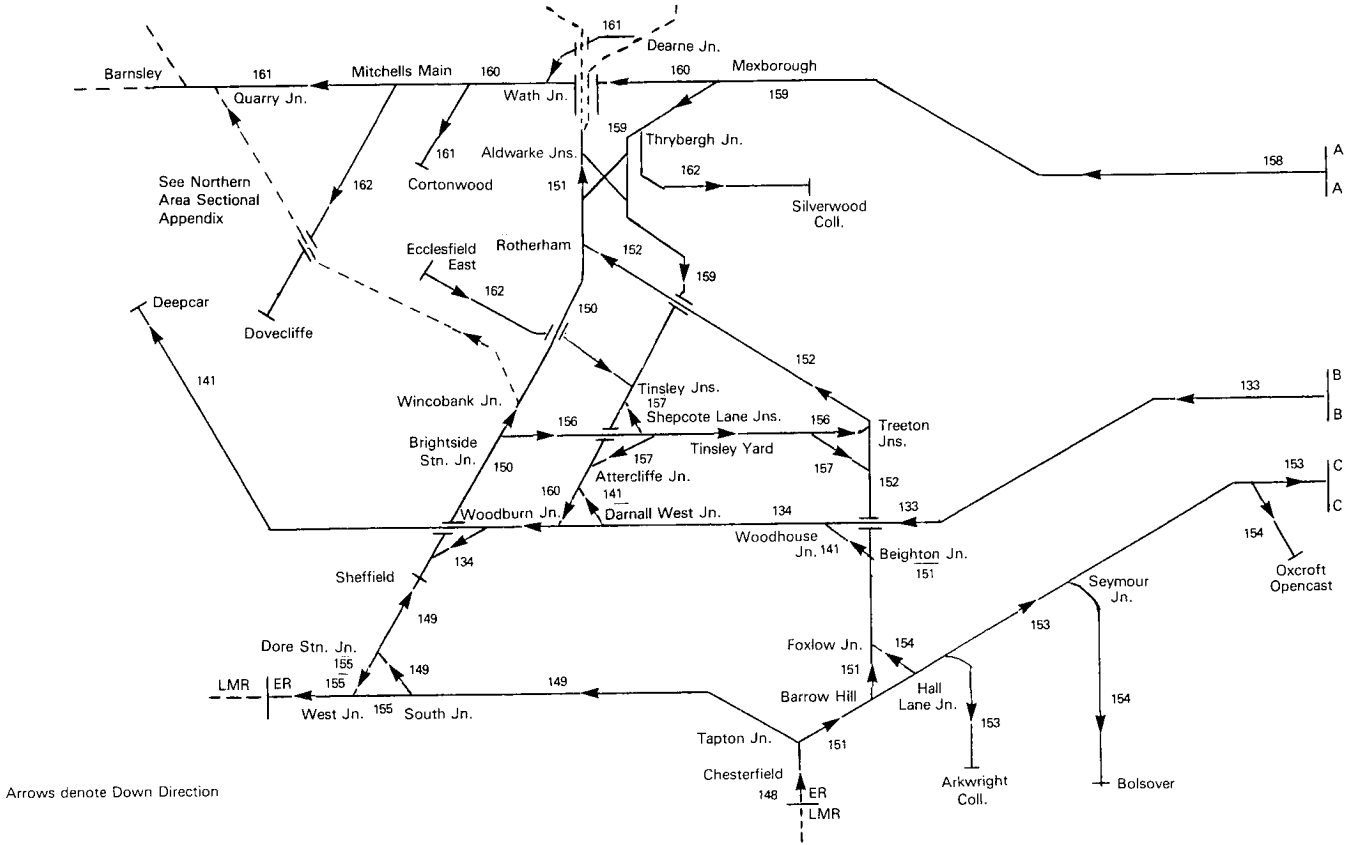


Arrows denote Down Direction


Bentley Jn.
Kirk Sandall Jn.
Thorne Jn.
Doncaster Sth. Yorks Jn.
Hexthorpe Jn.
Decoy Sth Jn.
Bessacarr Jn.
Scunthorpe
Crosby Mines
Barton-on-H
Killingholme
Ulceby Nth. Jn.
Immingham Docks
Union Dock
Yorks Main Coll.
Thurcroft Coll.
St. Catherines Jn.
Harworth Coll.
Loversall Carr Jn.
Rossington Coll.
Trent Jns.
Wrawby Jn.
Cleethorpes
Retford
Cottam (C.E.G.B) Torksey
Market Rasen
Shireoaks Jns.
Bevercotes Coll.
Thoresby Coll.
Welbeck Coll.
High Marnham
Pyewipe Jn.
Lincoln
Shirebrook East Jn.
Clipstone Jns.
Warsop Coll
Clipstone Coll.
Rufford Jn.
Bilsthorpe Coll.
Mansfield Coll.
Rufford Coll.
Blidworth Coll.
Swinderby
Newark
LMR ER
Metheringham
Skegness
Ruskington
Boston
Arrows denote Down Direction
A A
B B
C C
D D
E E
F F
G G


D D
E E
F F
G G
115
45
43
29
118
Kings Lynn
88
Docks
101
Harbour
100
LMR
ER
47
Bottesford West Jn.
42
43
44
Sleaford
118
Middleton Towers
101
42
28
Grantham
114
100
Sth. Lynn
Spalding
Nth Elmham
103
Victoria Goods
77
61
Norwich
77
61
Wroxham
79
Sheringham
80
80
Cromer
113
Downham Mkt.
LMR
ER
Stamford
41
78
61
81
Yarmouth
81
Peterborough
25
Wisbech
99
87
102
78
81
Reedham Jn.
98
99
99
99
March
96
Thetford
Orton Mere
41
Fletton Jn.
101
60
Diss
78
Ely North Jns.
96
Ely
Huntingdon
Ely Dock Jn.
86
95
Westerfield Jn.
75
79
77
Lowestoft
Sizewell Siding
Fen Drayton
94
92
93
Haughley Jn.
59
73
Griffin Wharf
Ipswich
76
Felixstowe
76
76
Felixstowe Beach
Cambridge
Royston
40
Shepreth Bch. Jn.
Hitchin
21
Arrows denote Down Direction
85
58
H H
J J
K K


Barnsley
Quarry Jn.
Mitchells Main
Wath Jn.
Dearne Jn.
Mexborough
Thrybergh Jn.
Aldwarke Jns.
Cortonwood
Silverwood Coll.
See Northern Area Sectional Appendix
Ecclesfield East
Rotherham
Deepcar
Dovecliffe
Wincobank Jn.
Tinsley Jns.
Shepcote Lane Jns.
Treeton Jns.
Brightside Stn. Jn.
Tinsley Yard
Attercliffe Jn.
Woodburn Jn.
Darnall West Jn.
Woodhouse Jn.
Beighton Jn.
Sheffield
Dore Stn. Jn.
LMR
ER
West Jn.
South Jn.
Foxlow Jn.
Barrow Hill
Hall Lane Jn.
Seymour Jn.
Oxcroft Opencast
Tapton Jn.
Chesterfield
Arkwright Coll.
Bolsover
A
A
B
B
C
C
Arrows denote Down Direction

STANDARD SPEED RESTRICTIONS

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

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

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

*In the case of Diesel Multiple Units or Single manned locomotives trains must be stopped.

SPEED RESTRICTIONS

Passenger, parcels and ECS trains, hauled, or DMU conveying four wheeled freight vehicles and all freight trains, except Freightliner trains running over the undermentioned sections of line in the direction shown are limited to a maximum speed as indicated:—

	m.p.h.
Woodhouse Jn. to Trent Jn.	45
Brigg to Wrawby Jn.	45
Newark to Wrawby Jn. via Lincoln	45

These restrictions apply only in the direction shown

Passenger, parcels and ECS trains, (hauled or DMU) must not convey four wheeled freight vehicles over the above sections of line except in emergency, in which case the above restrictions will apply. In the event of it being necessary to restrict the speed of trains in consequence of the foregoing the Guard must advise the Driver of the circumstances. Existing restrictions below these speeds remain.

These instructions do not apply to the following vehicles:—NPV, NOV, NRV

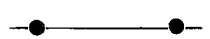
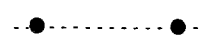
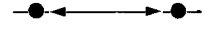
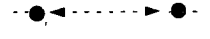
MAXIMUM PERMISSIBLE SPEEDS AND SPEED RESTRICTIONS

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

PB — Permissive Block

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

P — Permissive Working on Platform line for passenger trains.

PF — Permissive Working on Passenger line for freight trains.

NB — "No Block"

RET — Radio Electronic Token

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

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

'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 page 269).

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

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

The **Permanent Speed Restrictions** column shows all permanent speed restrictions other than the standard restrictions shown on page 11. 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
DGL—Down Goods Loop
DRS—Down Refuge Siding
UPL—Up Passenger Loop
UGL—Up Goods Loop
URS—Up Refuge Siding
CL—Crossing Loop in Single line

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

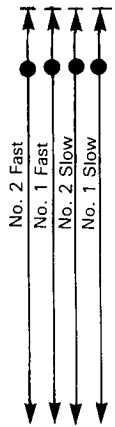
(ii) Catch, Spring and Unworked Trailing Points, using the following abbreviations:—

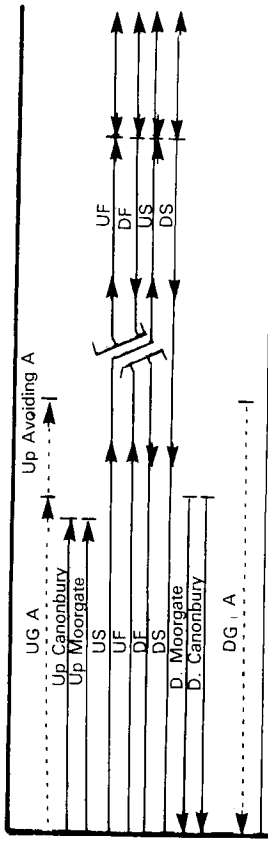
C —Run-back catch points
CW —Run-back catch points controlled from signal box
S —Spring trailing points
U —Unworked trailing points

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

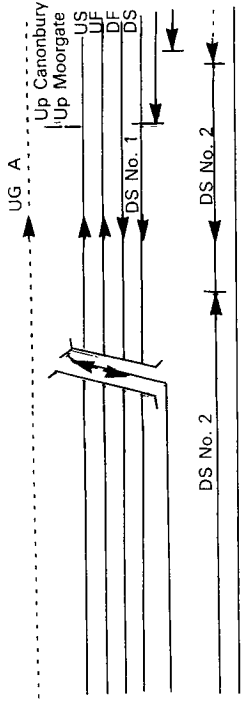
(iii) Locomotive horn codes using the abbreviation: L(long), S(short).

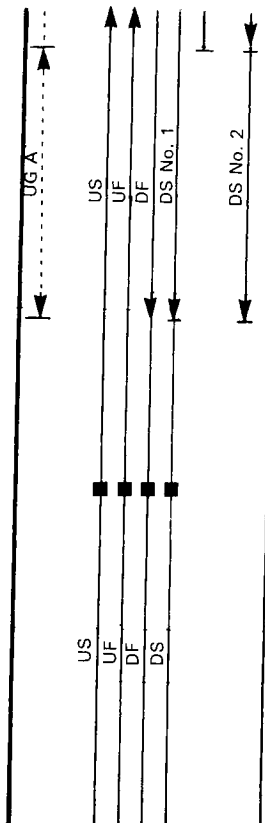
AWS is provided unless otherwise shown in the Remarks column.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
KING'S CROSS TO DONCASTER, MARSHGATE JN.						
	KING'S CROSS AND DONCASTER, MARSHGATE JN.		125	125	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
	KING'S CROSS AND WOOD GREEN (5½m.p.)		60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES—TRAINS OTHER THAN PASSENGER, PARCELS AND EMPTY COACHING STOCK TRAINS MUST NOT EXCEED A SPEED OF **35 M.P.H.**	
	WOOD GREEN (5½m.p.) AND PETERBOROUGH (77¼m.p.)		75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
	PETERBOROUGH (77¼m.p.) AND STOKE (99m. 61ch.)		80	80	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
	HELPSTON JN. (81m. 56ch.) AND PETERBOROUGH			75	MAXIMUM PERMISSIBLE SPEED ON STAMFORD LINE	
	GRANTHAM (105m. 30ch.) AND HIGHDYKE (101m. 46ch.)			40	MAXIMUM PERMISSIBLE SPEED ON UP SLOW LINE	
	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	
	**King's Cross**	0 00	15	15	**All lines 0m.p. and 0m. 30ch. (except as shown below)**	All lines between King's Cross and Sandy (exclusive) controlled by King's Cross (K) signal box
	King's Cross (K)	0 20	5	5	**From and to West Sidings**	AWS provided between King's Cross and Doncaster on Passenger lines only
	Gasworks Tunnel (528 yards)	0 22 to 0 46				
			45	45	**No. 1 Slow 0m. 30ch. and 0m. 66ch.**	
			45	45	**No. 2 Slow 0m. 30ch. and 0m. 55ch.**	
			45		**Fast lines 0m. 30ch. and 0m. 65ch.**	
			35	35	**No. 1 Fast to No. 2 Slow at 0m. 50ch.**	

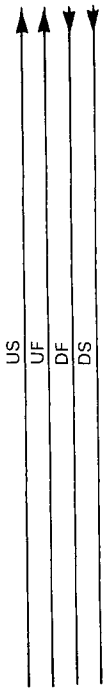


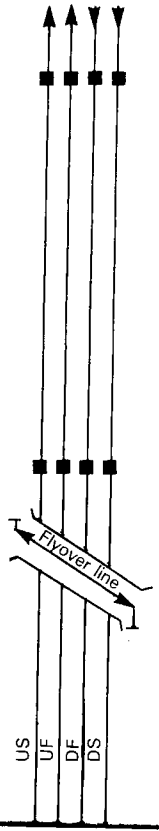
			35	No. 2 Fast to No. 1 Fast at 0m. 54ch.
			35	No. 1 Slow to No. 2 Slow at 0m. 58ch.
			35	Up Fast to No. 1 Fast at 0¾m.p.
Freight Terminal Jn. (See page 35)		0 64		
			65	Fast line 0m. 65ch. and 1½m.p.
			45	Slow line 0m. 66ch. and 1½m.p.
			45	Fast lines 0m. 67ch. and 0m. 30ch.
Copenhagen Tunnel (594 yards)		0 65 to 1 12	40	Up Slow to No. 1 Slow at 0m. 69ch.
			45	Slow line 1½m.p. and 0m. 55ch.
			65	Fast line 1½m.p. and 0m. 67ch.
			80	Fast line 1½m.p. and 4½m.p.
			55	Slow line 1½m.p. to 3m. 05ch.
			45	Fast to Slow at 1m. 38ch.
Holloway		1 43	30	Slow to Fast at 1m. 42ch.
			40	Fast to Slow at 1m. 48ch.
			40	Slow to Fast at 1¾m.p.
			40	Slow to Fast at 1m. 73ch.
			15	Up Avoiding 2m. 04ch. to 1m. 64ch.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
KING'S CROSS TO DONCASTER, MARSHGATE JN. — continued						
	**Finsbury Park** (See page 36)	2 41		25	Goods to Slow at 1m. 73ch.	
				25	Goods to Canonbury at 2m. 31ch.	
				30	Slow to Canonbury Jn. line	
				30	Slow to Moorgate line	
				55	Slow line 2m. 67ch. and 1½m.p.	
			40		Slow line No. 2, 2m. 56ch. and 4m. 70ch.	
			30		Slow 1 to Fast at 2m. 61ch.	
				30	Fast to Slow at 2m. 62ch.	
				25	Goods to Slow at 2m. 63ch.	
				25	Goods line 3m. 5ch. and 1m. 76ch.	
				80	Fast line 2m. 67ch. and 1½m.p.	
	Harringay Jn. (See page 37)	3 29				
	Harringay	3 32		85	Fast line 3m. 30ch. and 2m. 67ch.	
			20	20	EMU Inlet/Outlet line and Viaduct line to and from Up Slow, Up Goods and Reversing Siding 3m. 34ch. and 3¼m.p.	
				20	Up Goods to EMU Inlet/Outlet line No. 1 at 3m. 32ch.	
			10	10	Viaduct line 3m. 34ch. and 3m. 61ch.	
			10		Slow No. 2 to and through Ferme Park Down Yard 3m. 38ch. and 3m. 77ch.	C. Up Slow at 3m. 59ch. (620 yards before reaching signal K414)



Hornsey	4 04	15	15	Carriage line 3m. 77ch. and 4m. 62ch. Carriage line and through Hornsey Carriage Sdgs., Hornsey EMU Depot and EMU Inlet/Outlet lines Nos. 1 and 2 $4\frac{3}{4}$m.p. and 3m. 34ch.	C. Down Slow No. 1 at 4m. 58ch. (550 yards before reaching signal K465)
		95		Fast line $4\frac{1}{2}$m.p. and 5m. 76ch.	
		30		Fast to Slow No. 1 at $4\frac{3}{4}$m.p.	
		30		Slow No. 1 to Slow No. 2 at $4\frac{3}{4}$m.p.	
			25	Goods to Slow at $4\frac{3}{4}$m.p.	
		30		Slow No. 1 to Slow No. 2 at 4m. 65ch.	
			30	Slow to Fast at 4m. 65ch.	
			35	Goods line 4m. 65ch. and 3m. 5ch.	
			25	Slow to Goods at 4m. 67ch.	
		25		Slow No. 2 to Slow No. 1 at 4m. 70ch.	
Wood Green South Jn. (See page 37)	4 68	30		Slow No. 2 to Hertford line.	
			20	Up Carriage to Up Goods 4m. 75ch. and 4m. 45ch.	
Alexandra Palace	4 78				
Wood Green North Jn. (See page 37)	5 07				C. Down Slow at 5m. 9ch. (650 yards before reaching signal K475)
OHNS	5 15				
		40		Slow to Fast at 5m. 27ch.	
			20	Up Carriage line 5m. 36ch. and $4\frac{3}{4}$m.p.	C. Down Slow at 5m. 39ch.
Wood Green Tunnel (705 yards)	5 41 to 5 73		95	Fast line 5m. 73ch. and 3m. 30ch.	
		100		Fast line 5m. 76ch. and 7m. 73ch.	
					C. Down Slow at 6m. 26ch. (724 yards before reaching signal K489)
New Southgate	6 35		40	Fast to Slow at 6m. 50ch.	C. Down Slow at 6m. 75ch. (700 yards before reaching signal K493)
			40/70	Slow line $7\frac{1}{2}$m.p. and $5\frac{1}{2}$m.p.	C. Down Slow at $7\frac{1}{2}$m.p. (740 yards before reaching signal K501)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
KING'S CROSS TO DONCASTER, MARSHGATE JN. — continued						
	Barnet Tunnel (605 yards)	7 42 to 7 70	105		**Fast line 7m. 73ch. and 18m. 69ch.**	C. Down Slow at 8m. 11ch. (740 yards before reaching signal K505)
	Oakleigh Park	8 30				C. Down Slow at 8m. 61ch. (715 yards before reaching signal K509)
				25	**Slow to Fast and Fast to Slow at 8m. 74ch.**	
	New Barnet	9 12	20		**Slow to Fast at 9m. 18ch.**	C. Down Slow at 9m. 39ch. (619 yards before reaching signal K513)
			55		**Slow line 9m. 67ch. and 10m.p.**	C. Down Slow at 10¼m.p. (773 yards before reaching signal K517)
	Hadley Wood South Tunnel (384 yards)	10 21 to 10 39				
	Hadley Wood	10 46				C. Down Slow at 10m. 72ch. (700 yards before reaching signal K525)
	Hadley Wood North Tunnel (232 yards)	10 60 to 10 70				C. Down Slow at 11m. 24ch.
	Potters Bar Tunnel (1214 yards)	11 25 to 12 00		65	**Slow line 12m. 01ch. and 11m. 24ch.**	C. Down Slow at 12m. 35ch. (740 yards before reaching signal K537)
				40	**Fast to Slow at 12½m.p.**	
			30		**Fast to Slow at 12m. 50ch.**	
				30	**Slow to Fast at 12m. 50ch.**	



Potters Bar	12 57		100	**Fast line 12m. 01ch. and 5m. 73ch.**
OHNS	13 21	40		**Slow to Fast at 13m. 03ch.**
		55	55	**Slow lines 14m. 25ch. and 14m. 47ch.**
Brookmans Park	14 37		40	**Slow line 15m. 45ch. and 15m. 35ch.**
			70	**Slow line 16m. 05ch. and 15m. 45ch.**
		50		**Slow line 17¼m.p. and 17m. 42ch.**
		35		**Fast to Slow at 17¼m.p.**
			50	**Slow to Fast at 17¼m.p.**
Hatfield	17 54			
		25	40	**Fast to Slow at 17m. 70ch.** **Slow to Fast at 17m. 77ch.**
			105	**Fast line 18m. 69ch. and 12m. 01ch.**
		115	115	**Fast lines 18m. 69ch. and 22m. 08ch.**
OHNS	19 29			
			40	**Flyover line to Up Slow at 19¾m.p.**
		35	35	**Flyover line 19m. 63ch. and 19m. 65ch.**
		25	25	**Flyover line and to and from Down Slow and Down Back Platform line 19m. 75ch. and 20m. 19ch.**
Welwyn Garden City	20 25	25	25	**Reversing line and to and from Flyover line and Up Back Platform line 19m. 68ch. and 20m. 17ch.**
		40		**Fast to Slow at 20m. 14ch.**
		25		**Slow over connection to and over Back platform line 20m. 12ch. and 20m. 36ch.**
			25	**Slow to Fast at 20m. 16ch.**
			25	**Slow to and over Back Platform line 20m. 36ch. and 20m. 14ch.**

C. Up Slow at 13m. 13ch. (878 yards before reaching signal K536)

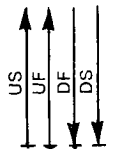
C. Up Slow at 16m. 75ch. (700 yards before reaching signal K560)

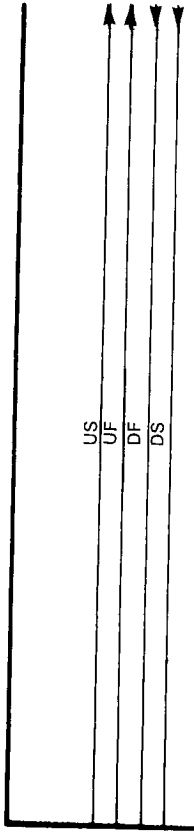
C. Up Slow at 17m. 74ch. (959 yards before reaching signal K582)

C. Down Slow at 19m. 12ch. (672 yards before reaching signal K595)

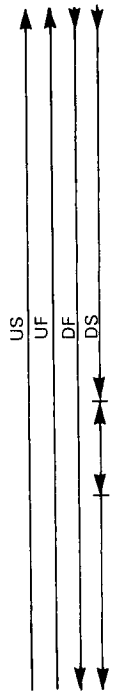
C. Down Slow at 19m. 75ch. (738 yards before reaching signal K605)

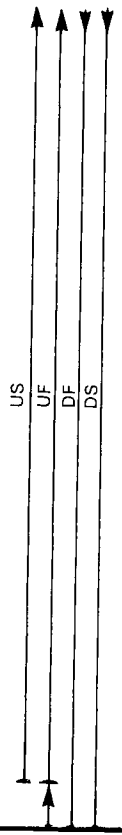
UPL 25
DPL 25

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
KING'S CROSS TO DONCASTER, MARSHGATE JN.—continued						
			25		Slow to EMU Depot at 20½m.p.	
			30		Slow to Fast at 20m. 42ch.	
				30	Fast to Slow at 20m. 43ch.	
			25		Up Fast to Down Fast at 20m. 47ch.	
			25		Fast to Slow at 20m. 47ch.	
	Digswell	21 20	70		Slow to Main	
				70	Main to Slow	
	Welwyn North	22 00				
	Welwyn South Tunnel (446 yards)	22 11 to 22 31	105	105	Fast lines 22m. 08ch. and 23m. 15ch.	
	Welwyn North Tunnel (1046 yards)	22 44 to 23 12	115	115	Fast lines 23m. 15ch. and 23m. 55ch.	
			120		Fast line 23m. 55ch. and 25m. 04ch.	
	Woolmer Green	23 73	70		Main to Slow	
				70	Slow to Main	
	Knebworth	25 03		120	Fast line 25m. 04ch. and 23m. 55ch.	C. Up Slow at 25m. 69ch. (705 yards before reaching signal K640) CW. Up Slow at 26m. 30ch. (700 yards before reaching signal K652)
	Langley Jn. (Up) (See page 39)	26 45		50	Slow to Hertford line	
	Langley Jn. (Down) (See page 39)	26 61	40		Fast to Slow at 27m. 34ch.	
				40	Slow to Fast at 27m. 34ch.	



Stevenage	27 45		40	**Fast to Slow at 27m. 59ch.**	
		40		**Slow to Fast at 27m. 59ch.**	
		55		**Slow line 27¾m.p. and 28m. 41ch.**	
			55	**Slow line 28¾m.p. and 28m. 25ch.**	C. Up Slow at 28m. 60ch. (700 yards before reaching signal K668)
					C. Up Slow at 29m. 40ch. (700 yards before reaching signal K674)
					C. Up Slow at 30m. 12ch. (700 yards before reaching signal K678)
					C. Up Slow at 30m. 71ch. (719 yards before reaching signal K686)
		70		**Fast to Slow at 31m. 22ch.**	
		20	20	**Up Slow to and from Engineers Stock Yard**	
					CW. Up Slow at 31m. 32ch. (452 yards before reaching signal K690)
		40	40	**Up Fast to Up Slow at 31m. 44ch.**	
		10	10	**Up Fast to Down Fast at 31m. 49ch.**	
			40	**Slow to Fast at 31m. 54ch.**	
Hitchin	31 74	25		**Slow to Fast at 32m.p.**	
		40		**Fast to Down Cambridge 32m. 03ch. and 32m. 37ch.**	
Cambridge Jn. (See page 39)	32 11	25		**Fast to Slow at 32m. 09ch.**	
			30	**Fast to Slow at 32m. 09ch.**	
					C. Up Slow at 32m. 23ch. (875 yards before reaching signal K698)
					C. Up Slow at 33m. 09ch.
Cadwell	33 42		40	**Slow to Fast**	
East Road LC (R/G)	39 34				C. Up Slow at 33m. 47ch. (740 yards before reaching signal K714)
Holme Green LC (R/G)	40 06				
			40	**Fast to Slow at 40m. 45ch.**	
		25	25	**Up Fast to Down Fast at 40m. 50ch.**	
		40		**Fast to Slow at 40m. 58ch.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
KING'S CROSS TO DONCASTER, MARSHGATE JN. — continued						
	**Biggleswade**	41 13		30	Slow line 41m. 21ch. and 40m. 66ch.	
				70	Slow line 41¾m.p. and 41m. 21ch.	
	No. 42 LC(R/G)	42 10	25	25	Up Fast to Down Fast at 43m. 59ch.	
			40	40	Up Slow to Up Fast at 43m. 62ch.	
			40	40	Down Fast to Down Slow at 43m. 64ch.	
	Sandy	44 10	40		Down Slow to Down Fast at 44m. 63ch.	URS 42
				40	Up Fast to Up Slow at 44m. 63ch.	
				70	Slow line 45m. 62ch. and 45m. 29ch.	
	Everton LC	46 31				
	Tempsford LC (CCTV)	47 38				
	No. 55 LC (R/G)	48 16				
	Little Barford	49 69	40	40	Down Slow to Down Fast at 51m. 27ch.	
			25	25	Down Fast to Up Fast at 51m. 37ch.	
			40		Fast to Slow at 51½m.p.	
			35	35	Up Slow to Up Fast at 51m. 44ch.	
	St. Neots	51 58				DRS 51, URS 56
				60	Slow line 51m. 70ch. and 50m. 04ch.	
				40	Fast to Slow at 52m. 24ch.	C. Up Slow at 52m. 76ch. (876 yards before reaching signal P314)
			60		Slow line 52m. 62ch. and 53m. 68ch.	
	No 63 LC (R/G)	54 07	110	110	Fast lines 54m. 46ch. and 56m. 17ch.	
	No. 65 LC (R/G)	54 52				



No. 66 Footpath LC (R/G)	54 73			
No. 71 Footpath LC (R/G)	55 70			
Offord and Buckden LC	55 72			
No. 74 LC (R/G)	56 30			
		40		Fast to Slow at 58m. 34ch.
			40	Slow to Fast at 58m. 38ch.
Huntingdon	58 70	40		Slow to Fast at 59m. 16ch.
			40	Fast to Slow at 59m. 16ch.
		25	25	Through fast lines trailing crossover
		60		Slow line 62½m.p. and 62m. 75ch.
			60	Slow line 64m. 75ch. and 64m. 65ch.
			70	Main to Slow at 67m. 15ch.
Connington South	67 30	40	40	Up Main to Down Fast at 67m. 24ch.
		40		Fast to Slow at 67m. 34ch.
		70		Slow line 67m. 35ch. and 68m. 28ch.

CW. Down Slow at 59m. 27ch. (844 yards before reaching signal P351)

CW. Down Fast at 59m. 27ch. (844 yards before reaching signal P353)

C. Down Slow at 60m. 20ch. (680 yards before reaching signal P355)

C. Down Slow at 61m. 09ch. (650 yards before reaching signal P359)

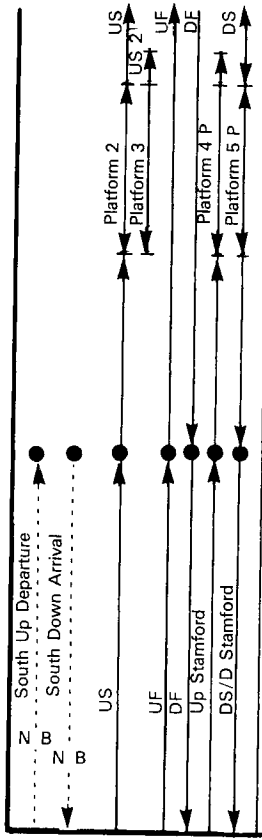
C. Up Slow at 63m. 54ch. (710 yards before reaching signal P366)

C. Up Slow at 64m. 40ch. (715 yards before reaching signal P370)

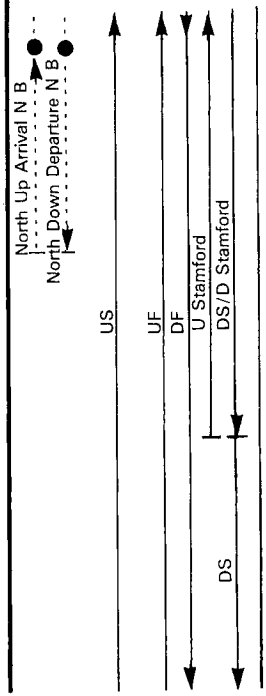
C. Up Slow at 65m. 28ch. (700 yards before reaching signal P374)

C. Up Slow at 66m. 45ch.

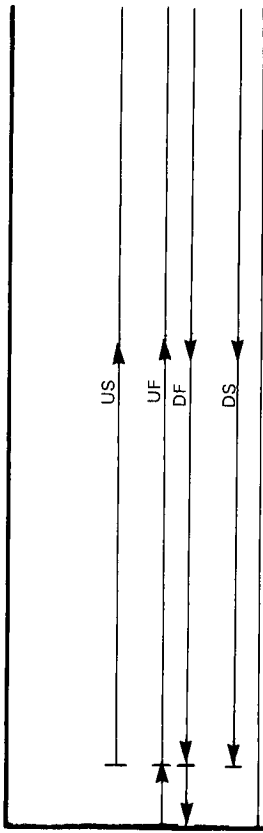
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Remarks
			Down m.p.h.	Up m.p.h.		
KING'S CROSS TO DONCASTER, MARSHGATE JN.—continued						
	Connington LC (CCTV)	68 28	50 70		Slow line 68m. 28ch. and 68m. 79ch. Slow to Main 68m. 79ch. and 69m. 12ch.	
UM DM	Holme LC	69 26	105	105	69m. 30ch. and 76m. 31ch.	
	Holme Lode LC (CCTV)	70 02				
US UF DF DS	Fletton Jn. (See page 41)	75 02	40 50 25	 25	Main to Slow at 74m. 71ch. Slow line 74m. 75ch. and 76¾m.p. Through facing crossover between Down Fast and Up Main lines	
				25	Slow to Main at 75m. 11ch.	
			30		Fast to Up Fast at 76m. 06ch.	
			25		Slow to Fly Ash Inspection Siding at 76m. 09ch.	
			30		Fast to Slow at 76m. 09ch.	
				70	Slow line 76m. 10ch. and 75m. 16ch.	
			25	25	Up Slow No. 2 to Up Fast at 76m. 13ch.	
			25	25	Up Slow 1 to Up Slow 2 at 76m. 14ch.	
			25	25	Platform 1 to Up Slow 1 at 76m. 18ch.	
			30	30	Down Slow to Up Stamford at 76m. 22ch.	
				30	Down Slow (Up direction) to Up March 76m. 18ch. and 100m. 18ch. (Liverpool Street to Peterborough via Ely mileage)	



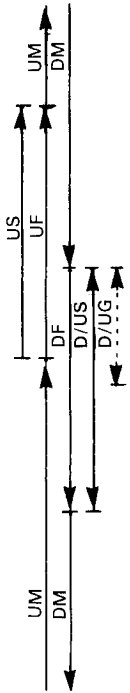
Crescent Jn. (See page 98)	76 25				
		40	40	Up Stamford 76m. 25ch. and 76m. 49ch.	
Peterborough	76 29				
		115		Fast line 76m. 31ch. and 78m. 10ch.	
		20	20	Two way Goods line to Down Stamford/Down Slow 76m. 37ch. and 76m. 41ch.	
		20	20	Down Stamford/Down Slow to Down Fast at 76m. 42ch.	
			20	Up Stamford to Down Slow/No. 5 Platform at 76m. 45ch.	
		25		Up Stamford to Down Fast at 76m. 46ch.	
			25	Down Fast to Down Stamford/Slow at 76m. 46ch.	
		30	30	Up Fast to and over Up Slow 2, 76m. 45ch. and 76m. 16ch.	
		25	25	Up Slow 2 to Up Slow 1 at 76m. 41ch.	
Peterborough (P)	76 47				Peterborough (P) signal box area between Sandy and Stoke.
		30		Up Stamford to Down Stamford/Slow at 76m. 53ch.	
		25	25	Down Fast to Up Fast at 76m. 50ch.	
		25	25	Up Slow to Up Fast at 76m. 54ch.	
		30		Up Fast to Down Fast at 76m. 57ch.	
			50	Slow line 76¾m.p. and 76m. 10ch.	
		15	15	Down South Arrival, Up Shunt and Up South Departure to and from Up Slow 76m. 57ch. and 77m.p.	

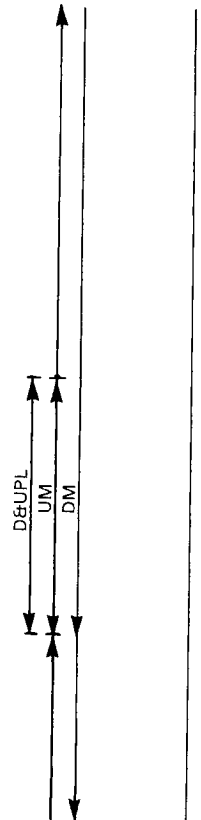


Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
KING'S CROSS TO DONCASTER, MARSHGATE JN.—continued						
	Eastfield	77 02		70	Slow line 77¼m.p. and 76¾m.p.	
			75		Down Slow/Down Stamford 77¼m.p. and 81m. 56ch.	
			15	15	Down North Departure and Up North Arrival 77m. 75ch. and 77m.p.	
			25	25	Up Fast to Up Slow at 77m. 78ch.	
			25	25	Down Fast to Up Fast at 78m. 03ch.	
			25		Down Fast to Down Slow/Down Stamford	
	New England North	78 06		25	Up Stamford to Up Fast or Up Slow	
				115	Fast line 78m. 10ch. and 76m. 31ch.	
	Werrington Jn. (See page 113)	79 34	40		Down Fast to Spalding line	
				40	Up Slow to Up Fast	
	Marholme LC	79 78		55	Stamford line, 80m. 53ch. and 76m. 49ch.	
	Woodcroft LC	81 23				
	Helpston Jn. (See page 41)	81 56	60		Down Slow/Down Stamford to Stamford line	
	Helpston LC	81 71	25		Down Slow/Down Stamford to Down Slow 81m. 56ch. and 81m. 75ch.	
	Maxey LC (CCTV)	82 38				
	Lolham LC (CCTV)	83 33				
	No. 115 LC (R/G)	84 06				



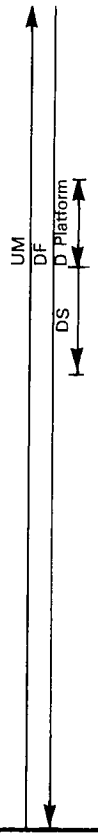
Tallington LC	84 64	40		Slow to Fast at 84m. 70ch.	
			40	Fast to Slow at 84m. 71ch.	
		25	25	Down Fast to Up Fast at 84m. 72ch.	
		40		Fast to Slow at 85m. 01ch.	
			40	Slow to Fast at 85m. 02ch.	
Greatford LC (CCTV)	87 08				
			75	Slow line 89m. 14ch. and 88¾m.p.	C. Down Slow at 89¾m.p. (700 yards before reaching signal P569)
		75		Slow line 91¼m.p. and 91¾m.p.	C. Down Slow at 91m. 18ch. (715 yards before reaching signal P577)
Little Bytham	91 70	40		Slow to Fast at 91m. 64ch.	
			40	Fast to Slow at 91m. 65ch.	
		25	25	Through fast lines trailing crossover	
		40		Fast to Slow at 91m. 75ch.	
			40	Slow to Fast at 91m. 75ch.	
					C. Down Slow at 92m. 14ch. (695 yards before reaching signal P581)
			75	Slow line 92m. 12ch. and 91m. 42ch.	
					C. Down Slow at 92m. 76ch.
					C. Down Slow at 93m. 56ch.
					C. Down Slow at 94m. 68ch. (695 yards before reaching signal P593)
					C. Down Slow at 95m. 58ch. (696 yards before reaching signal P597)
		75		Slow line 96½m.p. and 97m.p.	
			75	Slow line 97m.p. and 96¼m.p.	
					C. Down Slow at 97m. 38ch. (700 yards before reaching signal P605)
					C. Down Slow at 98m. 27ch. (695 yards before reaching signal P609)
		75	75	Slow lines, 99m. 10ch. and 99m. 48ch.	C. Down Slow at 99m. 10ch. (714 yards before reaching signal P613)
		70		Slow to Main 99m. 48ch. and 99m. 61ch.	
Stoke	99 61		70	Main to Slow 99m. 61ch. and 99m. 48ch.	
		40	40	Through trailing and facing crossovers	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
KING'S CROSS TO DONCASTER, MARSHGATE JN. — continued						
	Stoke Tunnel (880 yards)	100 39 to 100 79	**115**	**115**	**100m. 39ch. and 100m. 79ch.**	
			105		**100m. 79ch. and 101m. 50ch.**	
	Highdyke	101 46		**40**	**Up Slow to Up Main**	
			100		**Main/Fast line 101m. 50ch. and 106m. 27ch.**	C. Up Slow at 102m. 13ch. (700 yards before reaching signal D6B) C. Up Slow at 102m. 73ch. (710 yards before reaching signal D6) C. Up Slow at 103m. 65ch. (700 yards before reaching signal D10)
	Grantham South Jn.	105 05	**15**	**15**	**Down/Up Slow 105m. 05ch. and 105m. 41ch.**	
			15	**15**	**Down/Up Goods 105m. 07ch. and 105m. 46ch.**	
	Grantham	105 38	**25**	**25**	**Down/Up Slow 105m. 41ch. to Nottingham Branch Jn. and between Main lines and Down/Up Slow at Nottingham Branch Jn. 106m. 34ch.**	Permissive working is authorised on the Down/Up Slow Platform line.
			10	**10**	**Down Slow to and from Bay Platform at 105m. 48ch.**	
	Nottingham Branch Jn. (See page 42)	106 08	**20**		**To Nottingham line**	
				100	**Fast/Main line 106m. 27ch. and 100m. 79ch.**	
			115		**106m. 27ch. and 109m. 19ch.**	
	Peascliffe Tunnel (967 yards)	107 65 to 108 29				
			40	**40**	**Through trailing crossover at 109m. 03ch.**	
				115	**109m. 19ch. and 106m. 27ch.**	
			100		**109m. 19ch. and 110m.p.**	

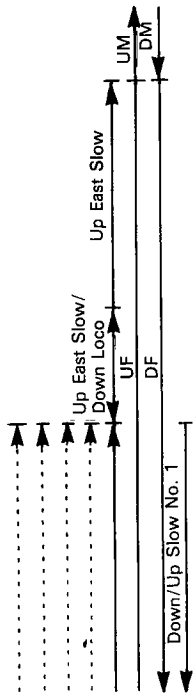


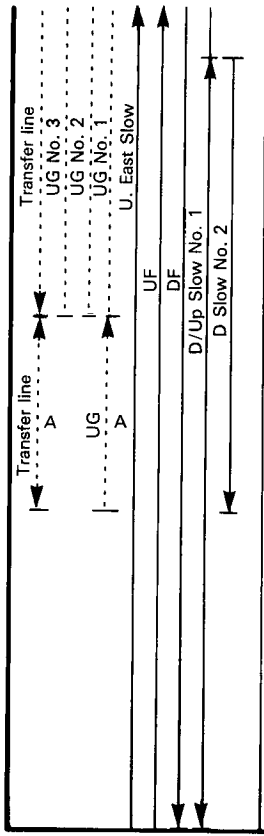
Barkston South Jn. (See page 43)	109 56	15		To Barkston East Jn. line	
			100	110m.p. and 109m. 19ch.	
			25	UPL to Up Main at 114m. 58ch.	
Claypole LC	115 27		40	Up Main to UPL and over UPL 115m. 24ch. and 114m. 61ch.	UPL92, DPL113
		40	40	Through trailing and facing crossovers.	
Osterfen LC (CCTV)	115 45	40		Through connection and along DPL 115m. 46ch. and 116m. 08ch.	
Barnby Lane LC (CCTV)	115 73	25		DPL to Down Main at 116m. 10ch.	
Balderton LC (CCTV)	116 70				
Bullpit Lane LC (CCTV)	118 26				
Barnby LC	119 03				
Newark South Jn. (See page 43)	119 73		30	Down Main to Bottesford line.	
		30	30	Main to Main at 119m. 75ch.	
		30	30	Up Main to and along Down/Up Passenger loop 119m. 77ch. and 120¼m.p.	
Newark Northgate	120 08				D&UGL76A
		40	40	Down/Up Passenger Loop 120¼m.p. and 120m. 54ch.	
		25	25	Down/Up Passenger loop to, over and from Down/Up Goods Loop 120m. 03ch. and 120m. 36ch.	
Whitehouse Lane Footpath LC (R/G)	120 40				
Newark Crossing South Jn. (See page 48)	120 48	25		To Newark Crossing East Jn. line	
		40	40	Up Main to Down Main at 120m. 58ch.	
Newark Crossing	120 63	100	100	120m. 62ch. and 121m.p.	
Church Lane LC (CCTV)	122 07				
Bathley Lane LC	122 78				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or between	
KING'S CROSS TO DONCASTER, MARSHGATE JN.—continued						
UM / DM	Norwell Lane LC (CCTV)	123 38				
	Cromwell LC (CCTV)	124 55				
			40		**To and along DPL 125m. 56ch. and 126¼m.p.**	
			25		**DPL to Down Main at 126m. 22ch.**	UPL80, DPL80
	Carlton LC	126 25				
				25	**UPL to Up Main at 125m. 58ch.**	
				40	**To and along UPL 126m. 25ch. and 125m. 61ch.**	
			40	**40**	**Through trailing and facing crossovers**	
	Eaves Lane Bridleway LC (R/G)	127 02				
	Barrel Lane Footpath LC (R/G)	127 08				
	Grasshorpe Lane LC	128 30				
	Egmanton LC (CCTV)	130 29				
			115	**115**	**130m. 41ch. and 131m. 45ch.**	
	Tuxford	131 50	**40**	**40**	**Through trailing and facing crossovers**	
			115		**132m. 48ch. and 138m. 64ch.**	
	Askham Tunnel (57 yards)	134 37 to 134 40				
				25	**UPL to Up Main at 135m. 57ch.**	

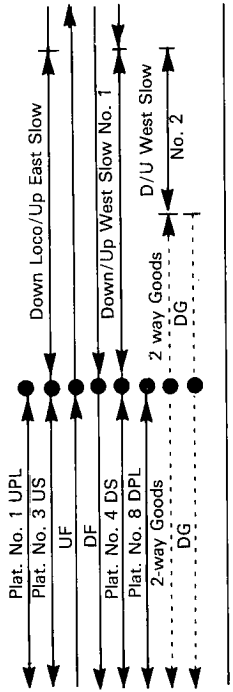


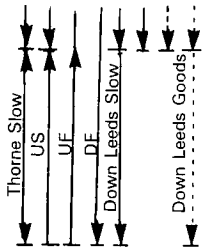
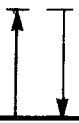
Gamston	136 28		40	Through connection and along UPL 136m. 22ch. and 135m. 59ch.	UPL82
		40	40	Through trailing and facing crossovers	
Grove Road LC	137 37				
		40	40	Trailing connection Down to Up Main at 138m. 21ch.	
		40	40	Down Main to Down Slow and along Down Slow 138m. 23ch. and 138m. 55ch.	
Retford (See page 48)	138 49				UPL54
		40		Slow line 138m. 55ch. and 139m. 46ch.	
		10		Slow line to Thrumpton West Jn. line.	
			40	To and from UPL 138m. 67ch. and 138m. 23ch.	
			115	138m. 64ch. and 132m. 48ch.	
Retford Emergency Crossover	139 69	40		Down Slow to Down Fast at 138m. 64ch.	
		25		Down Fast to Down Slow at 138m. 73ch.	
		40	40	Down Main to Up Main at 139m. 67ch.	
Botany Bay LC (CCTV)	140 53				
Sutton LC (CCTV)	141 56				
Torworth LC (CCTV)	143 17	40		Through connection and along DPL, 143m. 18ch. and 143m. 61ch.	
			25	UPL to Up Main at 143¼m.p.	
		25		DPL to Down Main at 143m. 63ch.	
			40	Through connection and along UPL 143m. 67ch. and 143m. 23ch.	
Ranskill LC	143 79	40	40	Through trailing and facing crossovers	DPL108, UPL108
No. 238 LC (R/G)	144 57				
		110	110	146m. 71ch. and 148m. 39ch.	
Bawtry	148 55	40	40	Through trailing and facing crossovers	
Rossington LC (CCTV)	151 28				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or between	
KING'S CROSS TO DONCASTER, MARSHGATE JN. — continued						
	Loversall Carr Jn. (See pages 48 and 49)	152 00	40 70	40 70	Through facing and trailing crossovers. To Flyover West Jn. line. Up East Slow to Up Main.	
	Loversall Jn. (See page 49)	152 36				
	Black Carr Jn. (See page 50)	153 18		60	Up East Slow/Down Loco to Bessacarr Jn. line.	
	Potteric Carr Jn. (See page 148)	154 02	70 25	 15 25	Down Fast to Down/Up Slow No. 1 Up Decoy Sidings to Low Ellers 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	



Decoy North Jn. (See page 118)	154 13	25	25	Down/Up Slow No. 1 to Down Slow No. 2
		50		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		Down Slow No. 2 to Down/Up Slow No. 1
			25	Up East Slow to Up Goods and over Up Goods to 154m. 50ch.
Balby Bridge Tunnel (95 yards)	155 34 to 155 39			

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
KING'S CROSS TO DONCASTER, MARSHGATE JN.—continued						
	Bridge Jn. (See page 49)	155 38	20	110	Down/Up Slow No. 1 to Hexthorpe Goods Line Fast line 155m. 55ch. and 154m. 36ch.	
	South Yorkshire Jn. (See page 158)	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 (D) signal box area between Highdyke and Marshgate Jn.
	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.

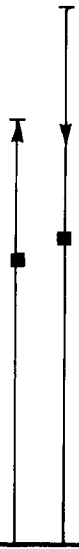
	Doncaster North Jn.	156 09	40	40	**Down Slow/Down Leeds Slow 156m. 06ch. and 156m. 37ch. including through connection to Down Leeds at Marshgate Jn.**	
			40	40	**Down Slow to Down Fast at 156m. 06ch.**	
				40	**Up Fast to Up Slow at 156m. 17ch.**	
				50	**Slow line 156¼m.p. and 156m. 08ch.**	
			40		**Down Leeds Goods 156¼m.p. and 156m. 43ch. including through connection to Down Leeds at Marshgate Jn.**	
	Marshgate Jn. (See page 145 and Northern Area Sectional Appendix)	156 26	30	30	**Through trailing crossover between Down and Up Fast lines**	
			70		**Down Fast to Down Leeds 156m. 29ch. and 156m. 72ch.**	
				70	**Up Main to Up Slow at 156m. 42ch.**	
				100	**Main/Fast line 156m. 53ch. and 155m. 55ch.**	
FREIGHT TERMINAL JN. TO CAMDEN ROAD EAST JN.			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided CW at 0m. 06ch. (745 yards before reaching signal at Camden Road East Jn.)
	Freight Terminal Jn. (See page 15)	0 00				†See Local Instructions on page 308)
	Camden Road East Jn.	0 34				
MOORGATE TO FINSBURY PARK						Line controlled by Kings Cross (K) signal box
MOORGATE AND DRAYTON PARK 2m. 64ch.			30	30	MAXIMUM PERMISSIBLE SPEED	
DRAYTON PARK, 2m. 64ch. AND FINSBURY PARK			35	40	MAXIMUM PERMISSIBLE SPEED	
	**Moorgate**	0 00	10	10	**0m.p. and 0m. 13ch.**	Lines run within Moorgate Tunnel between 0m.p. (Moorgate) and 2m. 52ch. (Drayton Park)
				20	**0m. 15ch. and 0m. 13ch.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
MOORGATE TO FINSBURY PARK—continued						
	Old Street	0 45	25		**1m. 49ch. and 1m. 61ch.**	
	Essex Road	1 59				
	Highbury and Islington	2 21				
	Drayton Park	2 56	10	10	**Through trailing crossover**	
	Finsbury Park Jn. (Up) (See page 16 and below)	3 37	25		**Down Moorgate to Down Slow**	
	Finsbury Park	3 41				
	Finsbury Park Jn. (Down) (See page 16 and below)	3 69	30		**Down Moorgate (No. 8 Platform) and connection to Down Slow 3m. 33ch. and 3m. 69ch.**	
CANONBURY JN. TO FINSBURY PARK			30	30	MAXIMUM PERMISSIBLE SPEED	
Up Canonbury / Down Canonbury	Canonbury Jn.	3 12	25	25	**3m. 12ch. and 3m. 20ch.**	Controlled by Dalston Western Jn signal box
	Canonbury Tunnel (545 yards)	3 21 to 3 45				
	Signals K375/K372		15	15	**Down Canonbury 3m. 63ch. and 4m. 33ch.**	
	Signals K377/K380					
	Finsbury Park (See page 16 and above)	4 33				

HARRINGAY PARK JN. TO HARRINGAY JN.

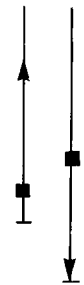
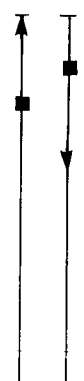
Harringay Park Jn. (See page 107)	0 25	15	15	MAXIMUM PERMISSIBLE SPEED	
Harringay Jn. (See page 16)	0 03				Controlled by Kings Cross (K) signal box

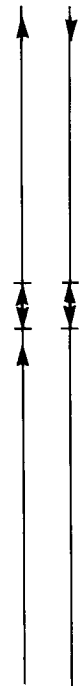
WOOD GREEN JN. TO LANGLEY JN. VIA HERTFORD

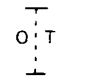
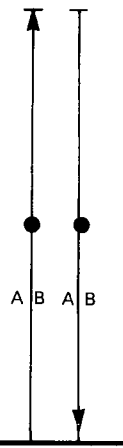


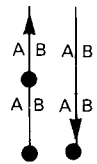
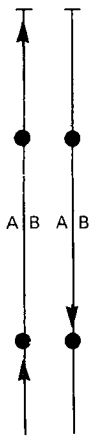
		75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER, PARCELS AND ECS TRAINS	
		60	60	MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN PASSENGER, PARCELS AND ECS TRAINS	
Wood Green South Jn. (See page 17)	4 68				All lines in this table controlled by Kings Cross (K) signal box
Alexandra Palace	4 78				
		15		**5m. 02ch. and 5m. 33ch.**	C. Down at 5m. 06ch. (600 yards before reaching signal K.831)
Wood Green North Jn. (See page 17)	5 07				
			30	**Up Hertford to Up Slow 5m. 33ch. and 5m. 07ch.**	
		70		**5m. 33ch. and 7m. 70ch.**	
Bowes Park	5 55				
OHNS	5 78				
OHNS	6 05				
Palmers Green	6 50				
Winchmore Hill	7 63				
			70	**7m. 70ch. and 5m. 33ch.**	
Grange Park	8 35				
Enfield Chase	9 09				
		35		**Down to Up at 9m. 51ch.**	
			25	**Down to Up at 9m. 59ch.**	

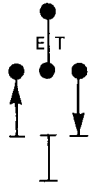
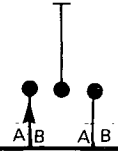
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
WOOD GREEN JN. TO LANGLEY JN. VIA HERTFORD—continued						
	Gordon Hill	9 69				C. Down at 10m. 05ch. (893 yards before reaching signal K875) C. Down at 10m. 67ch. (760 yards before reaching signal K879) C. Down at 11m. 32ch. (915 yards before reaching signal K881)
	Crews Hill	11 40				
	Cuffley	13 17				
	Ponsbourne Tunnel (1m. 924yds.)	14 59 to 16 21				
	Bayford	16 56				C. Up at 16m. 62ch. (872 yards before reaching signal K894) C. Up at 17m. 27ch. (678 yards before reaching signal K896) C. Up at 17m. 79ch. (697 yards before reaching signal K900) C. Up at 18m. 48ch. (690 yards before reaching signal K902) C. Up at 19m. 14ch. (628 yards before reaching signal K904)
	Hertford North	19 48				

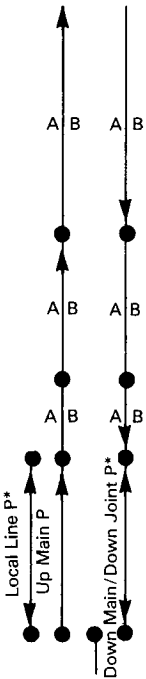
	Molewood Tunnel (364 yards)	20 14 to 20 31				
				55	22m.p. and 20m. 30ch.	
	Watton-at-Stone	23 72	60		27m. 35ch. and 28m. 07ch.	
	OHNS	27 47				C. Down at 27½m.p. (696 yards before reaching signal K939)
	OHNS	27 69				
	Langley Jn. (Up) (See page 20)	28 01		50	28m. 01ch. and 26m.p.	
	Langley Jn. (Down) (See page 20)	28 16	40		To Down Slow	
HITCHIN, CAMBRIDGE JN. TO SHEPRETH BRANCH JN.						
CAMBRIDGE JN. AND ROYSTON 44m. 70ch.			80	80	MAXIMUM PERMISSIBLE SPEED	
ROYSTON 44m. 70ch. AND SHEPRETH BRANCH JN.			60	60	MAXIMUM PERMISSIBLE SPEED	
	Cambridge Jn. (See page 21)	32 11		40	To Up Slow 32m. 37ch. and 32m. 11ch.	Lines between Cambridge Jn. and Royston (inclusive) controlled by King's Cross (K) signal box.
	OHNS	32 28				C. Up at 32m. 16ch. (701 yds. before reaching signal K698)
	OHNS	32 33				C. Down at 32m. 61ch. (716 yds. before reaching signal K945)
						C. Down at 33½m.p. (700 yds. before reaching signal K947)
	Letchworth	34 50				DRS70
			25	25	Up to Down at 34m. 61ch.	
			25	25	Down to Arrival/Departure at 34m. 65ch.	C. Up at 35m. 39ch. (700 yds. before reaching signal K952)
				25	Up to Down at 35m. 52ch.	

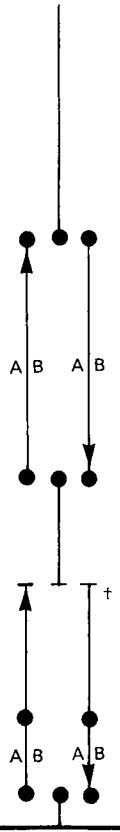
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
HITCHIN, CAMBRIDGE JN. TO SHEPRETH BRANCH JN.—continued						
	**Baldock**	36 47	**30**		**Down to Up at 36m. 37ch.**	C. Up at 36m. 17ch. C. Down at 36m. 70ch. C. Down at 37¾m.p. (719 yds. before reaching signal K961)
	Ashwell	41 00				C. Up at 42m. 12ch. (700 yds. before reaching signal K970)
	Litlington LC (AHB)	43 13				
	Ivy Farm LC (R/G)	44 19				CW. Up at 44½ m.p. (711 yds. before reaching signal K976)
			25	**25**	**Up to Down at 44m. 48ch.**	
	Royston	44 72				Permissive Working authorised on Up Platform line in both directions. DRS29 URS37
			30		**Down to Up**	
			50		**44m. 70ch. and 45m. 26ch.**	
			30		**Up to Down at 45m. 22ch.**	
				25	**Up to Down at 45m. 26ch.**	
				50	**46¼m.p. and 44m. 48ch.**	
	Meldreth	47 75				Lines between Royston (exclusive) and Shepreth Branch Jn. controlled by Cambridge (CA) signal box.
			50		**49m. 22ch. and 50m.p.**	
	Meldreth Road LC (AHB)	49 37				
	Shepreth LC (AHB)	49 67				
	Angle Lane LC (R/G)	50 05				
				50	**50m. 15ch. and 49½m.p.**	
	Foxton LC	50 77				

	Harston LC (AHB)	52 45				
	Hauxton LC (AHB)	54 01	40	40	**54m. 72ch. and 55m. 18ch.**	
	Shepreth Branch Jn. (See page 86)	55 26	30		**55m. 18ch. and 55m. 26ch.**	
FLETTON JN. TO ORTON MERE			10	10	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Fletton Jn. GF (See page 24)	0 00				Controlled by Peterborough (P) signal box
	Orton Mere	1 60				
HELPSTON JN. TO LUFFENHAM			60	60	MAXIMUM PERMISSIBLE SPEED	Controlled by Peterborough (P) signal box
	Helpston Jn. (See page 26)	16 71				
	Helpston LC	16 56	50		**16¼m.p. and 14¼m.p.**	
	Maxey LC (CCTV)	16 09				
	Bainton Green LC (AHB)	15 33				
	Bainton LC (AHB)	14 20		50	**13½m.p. and 15½m.p.**	
	Uffington LC	12 75	35	55	**10m. 55ch. and 10m.p.**	
	Stamford Tunnel (341 yards)	10 36 to 10 20				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or between	Remarks
HELPSTON JN. TO LUFFENHAM—continued						
	**Stamford**	10 11				
			55		**7¾m.p. and 7m.p.**	
	Ketton LC	6 60				AWS not provided between Ketton and Luffenham Jn.
			50	**50**	**6m.p. and Manton Jn. (LMR)**	
	Luffenham Jn. LC	4 11				
GRANTHAM, NOTTINGHAM BRANCH JN. TO BINGHAM			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	
	Nottingham Branch Jn. (See page 28)	106 08		**20**	**106m. 16ch. and 106m. 08ch.**	Controlled by Doncaster (D) signal box.
	Gonerby Tunnel (560 yards)	107 27 to 107 52				
	Allington Jn. LC (See page 47)	108 70		**15**	**To Barkston East Jn. line**	
	Sewerston Lane LC (R/G)	110 69				
	Bottesford	112 68				
	Normanton LC (AHB)	113 10				C. Up at 113m. 70ch. (335 yards after passing starting signal)
			50	**50**	**113m. 75ch. and 114m. 05ch.**	
	Bottesford West Jn. (See page 43)	113 78		**15**	**To Newark line**	UGL70

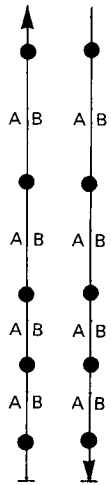
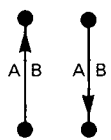
	Orston Lane LC (RC)	114 16				
	Elton and Orston	115 34				
	Aslockton LC	117 22				
	Scarrington Lane LC	117 72				
	Bingham	119 39				
	Bingham LC	119 57				AWS not provided at Bingham. DRS 15.
BOTTESFORD WEST JN. TO NEWARK SOUTH JN.			30	30	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Bottesford West Jn. (See page 42)	0 00		15	**0m. 05ch. and 0m. 00ch.**	
			20	20	**0m. 05ch. and 0m. 39ch.**	
	Lowfield	7 12				
				20	**8½m.p. and 7m. 58ch.**	
		9 01		25	**Through connection Single to Double**	
	Newark South Jn. (See page 29)	9 23				Controlled by Doncaster (D) signal box.
BARKSTON SOUTH JN. TO SKEGNESS						
BARKSTON SOUTH JN. AND SLEAFORD EAST JN.			50	50	MAXIMUM PERMISSIBLE SPEED	
SLEAFORD EAST JN. AND FORMER FIRSBY SOUTH JN. (122m. 02ch.)			60	60	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS	
			35	35	MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS	
FORMER FIRSBY SOUTH JN. (122m. 02ch.) AND SKEGNESS			50	50	MAXIMUM PERMISSIBLE SPEED	
	Barkston South Jn. (See page 29)	109 56		15	**109m. 58ch. and 109m. 55ch.**	AWS not provided except between Sleaford West and Sleaford East Jn.
			20	20	**109m. 58ch. and 110m. 12ch.**	
	Barkston East Jn. (See page 47)	110 10	25	25	**Through trailing crossover**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or between	Remarks
BARKSTON SOUTH JN. TO SKEGNESS—continued						
	Hough Lane LC (AOCR-X)	111 08	X25	X25	Approaching level crossing in wrong direction	
	Frinkley Lane LC (AOCR-X)	111 53	X25	X25	Approaching level crossing in wrong direction	
	Honington LC (AHB-X)	111 72	X25	X25	Approaching level crossing in wrong direction	
	Sudbrook Lane LC (AOCR-X)	113 72	X25	X25	Approaching level crossing in wrong direction	
	Ancaster LC	114 53				C. Up at 115m. 15ch. (700 yards before reaching Ancaster Home signal)
	Wilsford LC (AHB)	116 59				
	Kelby Lane LC (AHB)	117 47				
	Rauceby LC	118 39				
	Quarrington LC (AHB)	118 79				
	Sleaford West (SW) LC (see page 118)	120 33	25	20 25	To Sleaford North line Down Main/Down Joint and Up Main 120m. 35ch. and 120m. 67ch. including through Double to Single connection at Sleaford East	*Permissive Working authorised for trains proceeding from Sleaford West to Sleaford East only.
	Sleaford	120 53	15	15	To, over and from Local line	
	Sleaford East (SE) LC	120 58				



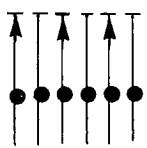
Sleaford East Jn. (see page 118)	121 21	25		**To Sleaford South line**	Controlled by Sleaford East (SE) signal box.
Kirkby Laythorpe LC (AOCR)	122 51				
Burton Lane No. 1 LC (AOCR)	123 58				
Burton Lane No. 2 LC (AOCL)	125 05	30 55	25 45	**Approaching level crossing**	
Heckington LC	125 54	50	25	**Up line to Single line 125m. 54ch. and 126m. 27ch.**	
Great Hale Drove No. 1 LC (AOCR)	126 27				
Great Hale Drove No. 2 LC (AOCR-X)	127 24	X30	X30	**Approaching level crossing in wrong direction**	
Swineshead LC (AHB)	130 20				
Swineshead	130 25				
Hubberts Bridge LC	133 46	25		**Double to Single line at 133m. 52ch.**	
Wyberton LC (CCTV)	135 58	40		**136½m.p. and 106m. 73ch.**	
	137 06	15		**Single to Double line at 106m. 74ch.**	†Controlled by West Street Jn. signal box
	106 70	40		**106m. 75ch. and 107m. 12ch.**	
Broadfield Lane LC	107 00		40	**107m. 12ch. and 136½m.p.**	
		15	15	**107m. 12ch and 107m. 56ch.**	
West Street Jn. LC	107 14				
Boston	107 24				
Grand Sluice Jn LC	107 41				

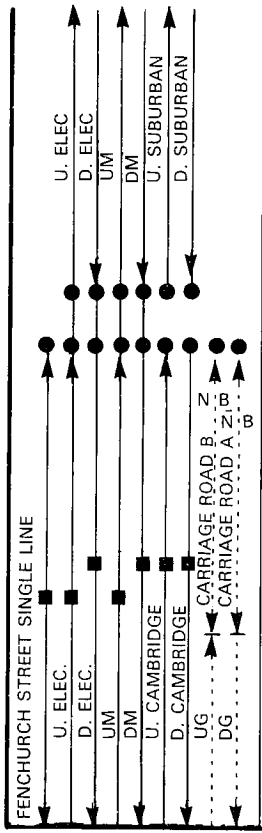
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
BARKSTON SOUTH JN. TO SKEGNESS—continued						
			20	**20**	**107m. 56ch. and 107m. 66ch.**	
			30	**30**	**107m. 66ch. and 108m. 13ch.**	
	Tattershall Road LC	107 69				
	Red Cap Lane LC (AOCL)	108 27	**45**	**55**	**Approaching level crossing.**	
	Maud Foster LC (AHB)	108 65				
	Willoughby Road LC (AOCR)	108 69				
	Pilleys Lane LC (AHB)	108 76				
	Willows Lane LC (AOCR)	110 15				
	High Ferry Lane LC	111 04				
	High Ferry LC (AHB)	111 23				
	Sibsey LC	112 07	**15**		**Single line to Down line**	
	Old Leake South LC	113 57				
	Old Leake North LC	113 59				
A B A B	Simmon House LC	114 11				
	Boston and Spilsby Road LC (AOCR-X)	116 24	**X30**	**X30**	**Approaching level crossing in wrong direction.**	
	Eastville LC	116 78				
	Bellwater Jn. LC	118 56				
A B A B						

	Little Steeping LC	120 20	15	15	**122m. 02ch. and 122m. 22ch.**	
	Former Firsby East Jn.	122 22				
		0 26				
	Lymn Bank LC	1 46				
	Thorpe Culvert LC	2 21				
	Brewster Lane LC	3 06				
	Matt Pitts Lane LC	3 62				
	Wainfleet LC	4 18	15	15	**4m. 12ch. and 4m. 34ch.**	
	Chain Bridge Lane LC	4 47				
	Havenhouse LC	6 00				
	Seacroft LC	8 02				
	Skegness	9 05	10		**When passing Down Home signal also through points between Down and Platform lines 8m. 75ch. and 9m. 17ch.**	
	Skegness	9 17				
BARKSTON EAST JN. TO ALLINGTON JN.			50	50	MAXIMUM PERMISSIBLE SPEED	
	Barkston East Jn. (See page 43)	0 39				AWS not provided at Barkston East Jn
		0 36				
		4 04				
	Allington Jn. (See page 42)	0 00	15		**Through junction**	

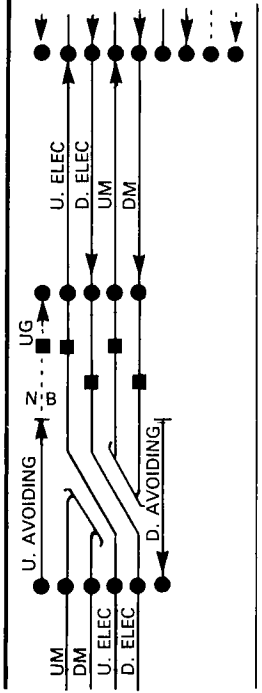
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
NEWARK CROSSING CURVE LINE			25	25	MAXIMUM PERMISSIBLE SPEED	Line controlled by Doncaster (D) signal box
	Newark Crossing South Jn (See page 29)	0 00				
	Newark Crossing East Jn (See page 119)	0 21				
RETFORD WESTERN JN. TO THRUMPTON WEST JN.			50	50	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Retford Western Jn. (See page 31)	64 29	10 25	10 25	**64m. 29ch. and 64m. 12ch.** **64m. 12ch. and 63m 67ch.**	Controlled by Doncaster (D) signal box
	Thrumpton West Jn (See page 132)	63 28				C. Up at 63m. 33ch (809 yds. before reaching signal D152)
LOVERSALL CARR JN. TO FLYOVER WEST JN. LOVERSALL CARR JN. TO FLYOVER WEST JN. FLYOVER WEST JN. AND CONNECTION TO ROSSINGTON COLLIERY			70	45	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	Line controlled by Doncaster (D) signal box.
	Loversall Carr Jn. (See pages 32 and 49)	152 00				
	Connection to Rossington Colliery	152 12				CW. Down direction at 152m. 40ch. (735 yards before reaching signal D207)
			50		**153m. 03ch. and 153m. 19ch.**	
	Flyover West Jn. (See page 118)	153 19				

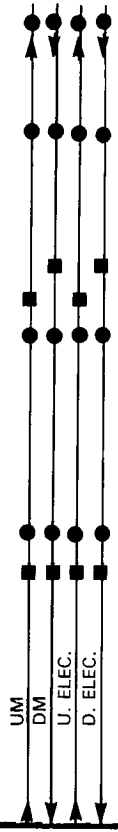
ROSSINGTON COLLIERY BRANCH			10	10	MAXIMUM PERMISSIBLE SPEED	AWS not provided
O T †	Loversall Carr Jn. (See pages 32 and 48)	151 69				Controlled by Doncaster (D) signal box
	Rossington Colliery	153 20				† No Staff
DONCASTER, BRIDGE JN. TO ST. JAMES JN.			20	20	MAXIMUM PERMISSIBLE SPEED	Line controlled by Doncaster (D) signal box.
A	Bridge Jn. (See page 34)	22 54				
	St. James Jn. (See page 158)	22 35				
FLYOVER EAST JN. TO LOVERSALL JN. (UP LOVERSALL CURVE)				50	MAXIMUM PERMISSIBLE SPEED	Line controlled by Doncaster (D) signal box
†	Flyover East Jn. (See page 117)	152 79		40	**152m. 79ch. and 152m. 58ch.**	†The direction of the line is UP.
	Loversall Jn. (See page 32)	152 36				
ST. CATHERINES JN. TO DECOY SOUTH JN. (ST. CATHERINES CURVE)			25	25	MAXIMUM PERMISSIBLE SPEED	Line controlled by Doncaster (D) signal box
	St. Catherines Jn. (See pages 146 and 147)	15 14				AWS not provided in the Up direction
	Decoy South Jn. (See page 118)	15 71				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
BESSACARR JN. TO BLACK CARR JN.			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	Line controlled by Doncaster (D) signal box
	Bessacarr Jn. (See page 117)	115 72				
	Black Carr Jn. (See page 32)	116 44				
LIVERPOOL STREET TO NORWICH						
LIVERPOOL STREET AND SHENFIELD (20m. 21ch.)			**60**	**60**	MAXIMUM PERMISSIBLE SPEED ON ELECTRIC LINES	
TRAINS MUST NOT EXCEED THE FOLLOWING SPEEDS ON THE DOWN AND UP ELECTRIC LINES BETWEEN 4m. 17ch. (STRATFORD) AND 14m. 04ch. (GIDEA PARK):—ELECTRIC AND DIESEL MULTIPLE UNITS, LINE SPEED **60 MPH** HAULED PASSENGER AND ECS TRAINS **50 MPH** ALL OTHER TRAINS **30 MPH**						
LIVERPOOL STREET AND SHENFIELD (20m. 40ch.)			**70**	**70**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES (OTHER THAN PASSENGER AND ECS TRAINS)	
LIVERPOOL STREET AND SHENFIELD (20m. 40chs.)			**80**	**80**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES (PASSENGER AND ECS TRAINS ONLY)	
SHENFIELD (20m. 40ch.) AND CHELMSFORD (30m. 32ch.)			**80**	**75**	MAXIMUM PERMISSIBLE SPEED (may be exceeded by **10 mph** by Electric Multiple Unit trains **except** on Up Main between 21m. 11ch. and 20m. 40ch. where the speed may only be exceeded by **5 mph**)	
CHELMSFORD (30m. 32ch.) AND IPSWICH (69m. 04ch.)			**100**	**100**	MAXIMUM PERMISSIBLE SPEED	
IPSWICH (69m. 04ch.) AND NORWICH			**95**	**95**	MAXIMUM PERMISSIBLE SPEED	
	**Liverpool Street**	0 00	**15** **10** **15**	**15** **10** **15**	**Main lines 0m. 00ch. and 0m. 27ch.** **Electric lines 0m. 00ch. and 0m. 27ch.** **Surburban lines 0m. 00ch. and 0m. 27ch.**	Portable AWS magnets not provided for Temporary Speed Restrictions between Liverpool Street and Shenfield 20½ m.p.
	Liverpool Street (L)	0 22	**30** **30**	**30** **30**	**Main lines 0m. 27ch. and 0½ m.p.** **Suburban lines 0m. 27ch. and 0m. 56ch.**	



Bishopsgate Tunnel (627 yds.) (Over Suburban lines only)	0 27 to 0 56	30 40	30 40	Electric lines 0m. 27ch. and 0m. 53ch. Main lines 0¼ m.p. and 1m. 05ch.	
Wheler Street Jn.		40 40 50 50	40 40 50 50	Electric lines 0m. 53ch. and 1m. 05ch. Suburban lines 0m. 56ch. and 1m. 18ch. Main lines 1m. 05ch. and 4¼ m.p. Electric lines 1m. 05ch. and 3m. 63ch.	Controlled by Liverpool Street (L) signal box.
Bethnal Green	1 10	20	20	Electric to Main and Main to Electric 1m. 07ch. and 1m. 11ch.	
Bethnal Green East Jn.	1 18	30		Main line to Hackney Downs line	
Bethnal Green Station Jn. (See page 82)	1 20				
Bow Jn. (See page 107)	2 69	40 15 40 30 20 40	40 15 40 30 20 40	Fenchurch Street single line Electric lines to and from Fenchurch Street single line Cambridge lines 2m. 75ch. and 3m. 01ch. Main to Cambridge line and Cambridge line to Main 2m. 72ch. and 2m. 75ch. Cambridge lines 3m. 01ch. and 3m. 03ch. Cambridge lines 3m. 03ch. and 4m. 14ch.	
OHNS	3 15				
OHNS	3 18				
Carpenters Road South Jn. (See page 61)	3 50	15 30 30	 30 30	Cambridge line to Carpenters Road North Jn. line Goods lines 3m. 61ch. and 3m. 74ch. Electric lines 3m. 63ch. and 4m. 17ch.	
Stratford Central Jn. West (See page 65)	3 70		10	Goods line to Channelsea South Jn. line	
Stratford Central Jn. East (See page 62)	3 75	15		Cambridge line to Loughton Branch Jn. South line	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Remarks
LIVERPOOL STREET TO NORWICH—continued						
	**Stratford**	4 03		15	**Electric line to Fenchurch Street Single line**	
			25	25	**Electric to Main and Main to Electric**	
			60	60	**Main line 4¼ m.p. and 11 m.p. (All trains other than passenger and ECS trains)**	
			70	70	**Main line 4¼ m.p. and 7m. 36ch. (Passenger and ECS trains)**	
	Maryland	4 39				
	Forest Gate	5 21				
			20	20	**Mains to Electrics and Electrics to Mains**	
	Forest Gate Jn. (See page 65)	5 63	20		**Electric line to Woodgrange Park Jn. line**	
	OHNS	5 71				
	OHNS	5 79				
	Manor Park	6 19				
			25	25	**Avoiding lines Ilford Flyover including inlet and outlet connections 6m. 48ch. and 7¼ m.p.**	C. Up Goods at 6m. 50ch. C. Down Passenger Avoiding line at 6m. 51ch. (Inlet end)
			40	40	**Electric lines 6m. 67ch. and 7m. 09ch.**	C. Up Passenger Avoiding line at 7m. 16ch. (Inlet end)
	Ilford	7 17				DPL70 UPL70
	Ilford	7 28				

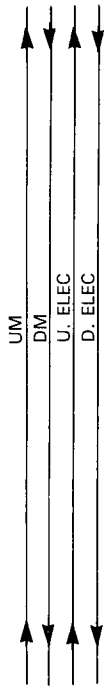


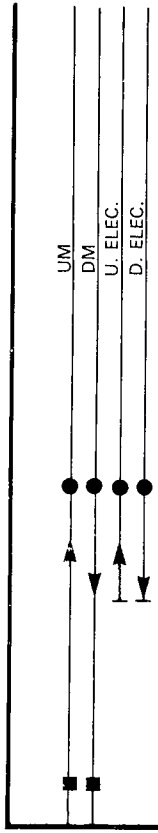
Ilford Car Sheds	8 14				DGL84
Seven Kings	8 45				
Goodmayes	9 23				
Goodmayes	9 36				UGL110
Chadwell Heath	9 79				
			50	**Electric line 10m. 20ch. and 9m. 70ch.**	
		25	**25**	**Mains to Electrics and Electrics to Mains 10m. 36ch. and 10m. 42ch.**	
OHNS	11 21				
OHNS	11 26				
Romford	12 11	**30**	**30**	**Mains to Electrics and Electrics to Mains 12m. 03ch. and 12m. 16ch.**	DGL65
Romford	12 30				
Romford Jn. (See page 66)	12 39	**15**	**15**	**Main lines to and from Upminster line**	
		40	**40**	**Electric lines 13m. 30ch. and 14m. 10ch.**	
Gidea Park	13 41				
			60	**Main line 13m. 55ch. and 13m. 35ch.**	
Gidea Park Jn.	13 63	**25**	**25**	**Mains to Electrics and Electrics to Mains**	UGL79
OHNS	14 45				
Harold Wood	14 76				

C. Down Electric at 15m. 69ch. (540 yds. before reaching Signal DE16)

C. Down Electric at 16m. 31ch. (570 yds. before reaching Signal DE16B)

C. Down Electric at 16m. 68ch. (505 yds. before reaching signal DE17)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or between	
LIVERPOOL STREET TO NORWICH—continued						
						C. Down Electric at 17m. 19ch. (507 yds. before reaching signal S21) C. Down Electric at 17m. 50ch. (567 yds. before reaching signal S25) C. Down Electric at 18m. 25ch. (600 yds. before reaching signal DE18B) C. Down Electric at 18m. 59ch. (485 yds. before reaching signal DE19) C. Down Main at 15m. 66ch. (538 yds. before reaching signal DM16) C. Down Main at 16m. 29ch. (574 yds. before reaching signal DM16B) C. Down Main at 16m. 69ch. (505 yds. before reaching signal DM17) C. Down Main at 17m. 19ch. (518 yds. before reaching signal DM17B) C. Down Main at 17m. 46ch. (514 yds. before reaching signal DM17C)



Brentwood	18 16			
		30	30	**Mains to Electrics at 19m. 57ch.**
		75	20	**UPL to Up Main at 19m. 72ch.** **Main lines 19m. 74ch. and 20m. 01ch.** **(Passenger and ECS trains)**
		25	25	**Electrics to Mains at 19m. 77ch.**
		25		**Down Electric to Up Electric at 20m. 02ch.**
		25	25	**Down Main to Up Main at 20m. 03ch.**
		25	25	**Up Loop/No 1 Platform to Up Main at 20m. 07ch.**
		50		**Down Electric 20m. 08ch. and 20m. 24ch.**
			30	**UPL 20m. 11ch. and 19m. 72ch.**
Shenfield	20 16		25	**Up Main to Up Side back Platform (No. 1)**
		25		**Down Electric to Down Main 20m. 21ch. and 20m. 44ch.**
			50	**Up Electric 20m. 21ch. and 20m. 08ch.**
Shenfield Jn. (See page 66)	20 22	25		**Main line through junction to Southend line**
			15	**Crossover between Southend Loop line and Up Electric at 20m. 23ch.**
		50		**End of Down Electric to Southend Loop line 20m. 24ch. and 21m. 31ch.**
			25	**Up Main to Up Electric at 20m. 33ch.**
		25		**Up to Down at 20m. 35ch.**
			75	**Main line 20½ m.p. and 19m. 74ch.** **(Passenger and ECS trains)**
OHNS	20 71			

C. Down Main at 18m. 25ch. (562 yds. before reaching signal DM18B)

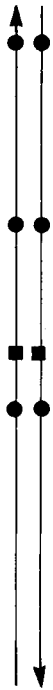
C. Down Main at 18m. 58ch. (488 yds. before reaching signal DM19)

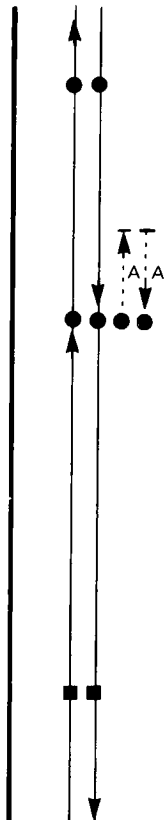
C. Up Main at 19m. 50ch. (455 yds. before reaching signal S40)

CW.UPL at 20m. 07ch. (711 yards before reaching signal S42)

UPL60

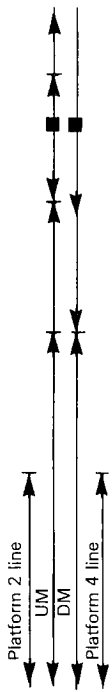
S. Down Main at 20m. 46ch. (89 yards ahead of signal S71)

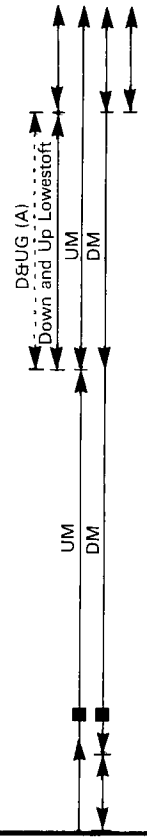
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or between	Remarks
LIVERPOOL STREET TO NORWICH—continued						
	Ingatestone LC	23 39				DPL70, UGL48
	Ingatestone	23 50				
	Church Lane LC	24 68				
	Hylands	26 41	**60**	**60**	**29 m.p. and 30m. 32ch. (Applicable to all trains)**	
	Chelmsford	29 65	**75**	**75**	**30m. 32ch. and 30m. 50ch. Electric Multiple Unit trains may travel at 10 m.p.h. in excess of this restriction**	DGL45
	New Hall	32 15				
	Hatfield Peverel	35 74				
	OHNS	38 12				C. Up at 38m. 14ch. (500 yards before reaching Signal W8)
	Witham (See page 68)	38 48	**35**		**Down to Up**	
			25	**25**	**All connections 38m. 34ch. and 38m. 64ch.**	DPL55, UPL45
			10		**Passenger Loop to Braintree Line**	
			25	**25**	**DPL to Down Main and Up Main to UPL**	
	Motts Lane LC	39 02				
	Church Street LC	41 57				
	Kelvedon	42 21				
	Hill House	44 07				
	Long Green LC	45 66				
	Marks Tey	46 49				



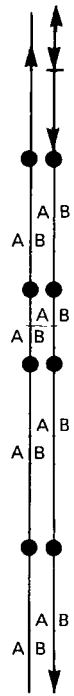
Marks Tey Jn. (See page 68)	46 57		20	**To Sudbury line**
Marks Tey Yard	46 67			UGL64, DPL71 C. Down at 47½ m.p. (750 yds. before reaching signal D47)
Stanway	48 78			
Chitts Hill LC	49 41			C. Up at 50 m.p. (619 yards before reaching signal U50)
		35	35	**Goods lines 50m. 72ch. and 51m. 39ch.**
		90		**51m. 28ch. and 52¼ m.p.**
		20	20	**All connections except Down Back Platform No. 1/Down Avoiding line 51 m.p. and 51m. 52ch.**
Colchester (CO)	51 37		40	**UPL 51m. 26ch. and 51m. 04ch.**
Colchester	51 52	20		**Down Back Platform No. 1 and Down Avoiding line 51m. 34ch. and 52m. 13ch.**
		40		**Avoiding line to Clacton line 52m. 13ch. and 52m. 65ch.**
		15	15	**Goods lines to and from Down Back Platform No. 1**
		30	30	**All connections Mains to Mains, Mains to Loops and Loops to Mains 51m. 63ch. and 52m. 18ch.**
			30	**No. 4 Platform line 51m. 65ch. and 51m. 52ch.**
			20	**No. 4 Platform line to Up Main.**
Colchester Jn. (See page 69)	51 65			
OHNS	52 21		90	**52¼ m.p. and 51m. 22ch.**
Ardleigh LC (CCTV)	56 04			

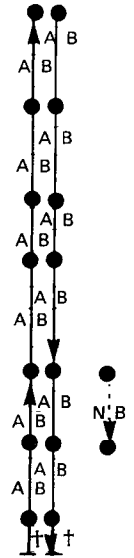
UPL60. DPL30.
Permissive working is authorised on No. 2, 3 and 4 Platform lines. No. 1 Platform line in both directions

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
LIVERPOOL STREET TO NORWICH—continued						
			70		$59\frac{1}{4}$ m.p. and $59\frac{3}{4}$ m.p.	
	Manningtree	59 35	25	25	Through trailing crossover	
	Manningtree South Jn. LC(CCTV) (See page 71)	59 43	25		To Harwich line	
	OHNS	59 47				
				70	$59\frac{3}{4}$ m.p. and $59\frac{1}{4}$ m.p.	
			80		$59\frac{3}{4}$ m.p. and 60m. 30ch.	
	Manningtree North Jn. (See page 72)	59 69		25	To North Curve line	
			25	25	Through trailing and facing crossovers	
				80	60m. 30ch. and $59\frac{3}{4}$ m.p.	
	Bentley LC (AHB)	63 07				CW. Down at 63m. 12ch.
	Halifax Jn. (See page 73)	67 67	40	40	Through trailing and facing crossovers	
			15		Up line to Griffin Wharf Branch	
			70	70	67m. 74ch. and 68m. 17ch.	
			45	45	68m. 17ch. and 68m. 31ch.	
	Ipswich Tunnel (361 yards)	68 31 to 68 47	30	30	68m. 31ch. and 68m. 48ch.	
			20	20	Through connection between Down Main line and Platform 4 line at 68m. 48ch. and over Platform 4 line	
			25	25	Through connection between Up Main line and Platform 2 line at 68m. 48ch. and over Platform 2 line	
			25	25	Through crossover between Up Main and Down Main lines at 68m. 52ch.	

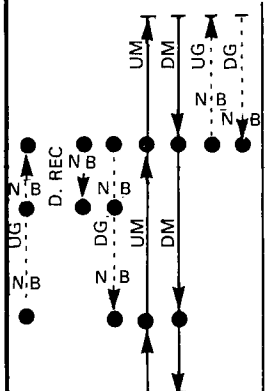


Ipswich	68 59	40	40	**Down Main and Up Main lines 68m. 48ch. and 69m. 04ch.**	Permissive Working is authorised in both directions on Platform 2, 3(DM) and 4 lines.
		40	40	**Down and Up Lowestoft, Norwich end of Platform 2 line and 69m. 04ch.**	
Ipswich Goods Jn.	68 72	25	25	**Through all connections between Running lines between the Norwich end of Ipswich station and Ipswich Goods Jn. except as otherwise shown (cut out signs not provided).**	
		40	40	**Through crossover between Down and Up Lowestoft and Up Main at 69 m.p.**	
		40		**Through crossover Up Main to Down Main at 69m. 07ch.**	
		85		**Down Main 69m. 04ch. and 69¾ m.p.**	
		50	50	**Down and Up Lowestoft 69m. 04ch. and 69m. 41ch.**	
East Suffolk Jn. (See page 73)	69 41	40	40	**Through crossover between Up Main and Down and Up Lowestoft at 69m. 31ch.**	
		25	25	**Through connection from and to Down and Up Goods line**	
		40		**Down and Up Lowestoft to Lowestoft line**	
		25		**Down and Up Lowestoft to Down Main**	
			25	**Up Main to Down and Up Lowestoft**	
			85	**Up Main 69¾ m.p. and 69m. 04ch.**	
Claydon LC (CCTV)	73 47				DGL42A
Barham	74 12				
Baylham LC (AHB-X)	75 17	X50	X50	**Approaching level crossing in wrong direction**	
Needham Market	77 07				
OHNS	79 10				
Stowmarket	80 03				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
LIVERPOOL STREET TO NORWICH—continued						
	**Stowmarket** LC	80 50				D&UGL84, DRS32
	Regent Street LC (RC)	80 68				
	Haughley LC (AHB)	82 70				
	Haughley Jn. (See page 94)	82 79	30		To Bury St. Edmunds line	
	Wassicks LC	83 79				
	Thornham Road LC	91 01				
	Mellis LC	91 34				
	Palgrave LC (AHB)	94 04				
	Diss	95 04				UGL20
	Ardley End LC	97 00				
	Burston LC (AHB)	97 42				
	Gissing LC	98 56				
	Hale Street LC (RC)	100 26				
	Tivetshall Jn. LC	100 60				UGL50
	Moulton LC (AHB)	101 51				
	Newton Flotman LC	108 17				

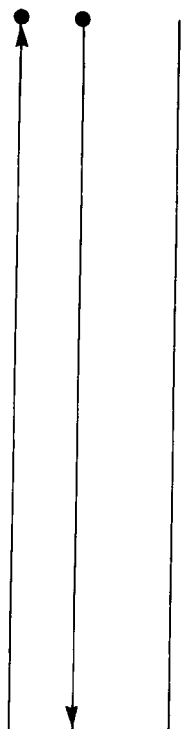


Swainsthorpe LC	109 54		90	**111m. 15ch. and 110m. 55ch.**	
		80	80	**111m. 15ch. and 112m. 62ch.**	
		40	40	**112m. 62ch. and 113m. 46ch.**	
Trowse Upper Jn. (See page 77)	112 67	15		**To Victoria Goods line**	
		35		**113m. 46ch. and 123¼ m.p.**	C. Up at 113m. 21ch. (590 yds. before reaching Home Signal)
Trowse Lower Jn. (See page 103)	113 68 123 00				C. Up at 113m. 61ch. (395 yds. before reaching Trowse Lower Jn. Starting Signal)
Trowse Yard	123 19	25		**123¼ m.p. and 123m. 33ch.**	
			25	**123m. 33ch. and 113m. 46ch.**	
		15	15	**123m. 33ch. and 124m. 08ch.**	C. Up at 123m. 30ch. (63 yds. ahead of Starting Signal (CW when Trowse Yard Signal box open)
Trowse Swing Bridge	123 40				
Norwich Thorpe Jn. (See pages 77 and 78)	123 56		15	**To Lowestoft line**	
		15		**To Goods Yard lines**	
Norwich Thorpe Passenger	123 72				
Norwich	124 09				† Station Yard Working
CARPENTERS ROAD SOUTH JN. TO CARPENTERS ROAD NORTH JN.		10	10	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CONVEYING COACHING STOCK VEHICLES AND DMU's	
		15	15	MAXIMUM PERMISSIBLE SPEED FOR ALL OTHER TRAINS	
Carpenters Road South Jn. (See page 51)	1 16				Line controlled by Stratford (S) signal box
					C. Down at 1m. 11ch. (378 yds. before reaching signal S157)

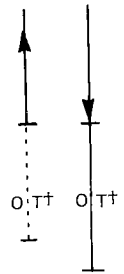
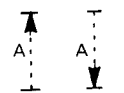
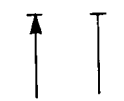
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
CARPENTERS ROAD SOUTH JN. TO CARPENTERS ROAD NORTH JN.—continued						
	Carpenters Road North Jn. (See page 65)	0 70				CW. Up at 0m. 74ch. (365 yds. before reaching signal S73)
STRATFORD CENTRAL JN. EAST TO COPPER MILL NORTH JN.			40	40	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
STRATFORD CENTRAL JN. EAST AND LEA BRIDGE LONDON SIDE—6m. 15ch.			30	30	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	
	Stratford Central Jn. East (See page 51)	3 75	25	25 15	**Goods lines 3m. 74ch. and 4m. 14ch.** **Main line 4m. 02ch. and 3m. 75ch.**	AWS not provided
	Loughton Branch Jn. South (See page 65)	4 45	20	20 20	**Goods line to Channelsea North Jn. line** **Up Main, Up Goods and Down Goods 4m. 47ch. and 4m. 52ch.**	Controlled by Temple Mills East (TE) signal box
	Temple Mills East (TE)	4 54	20 15		**Down Main 4m. 47ch. and 4m. 57ch.** **Down Main 4m. 57ch. and 5½ m.p.**	
	Manor Yard	5 05		30 20	**Main line 5m. 21ch. and 4m. 52ch.** **Main line 5m. 30ch. and 5m. 21ch.**	
			30 20		**Main line 5½ m.p. and 6m. 15ch.** **Goods line 5m. 48ch. and 5m. 53ch.**	
				20	**Goods line 5m. 50ch. and 5m. 43ch.**	
	Temple Mills West (TW)	6 08		30	**Main line 6m. 15ch. and 5m. 30ch.**	
	Lea Bridge	6 25				
	Copper Mill North Jn. (See page 83)	7 13				Controlled by Temple Mills West (TW) signal box.

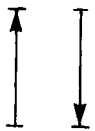
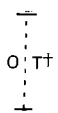
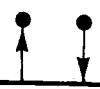
DALSTON WESTERN JN. TO NORTH WOOLWICH

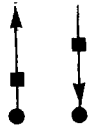
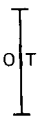
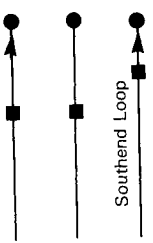
DALSTON WESTERN JN. AND HACKNEY WICK
HACKNEY WICK AND NORTH WOOLWICH
CUSTOM HOUSE AND SILVERTOWN (GOODS LINE)

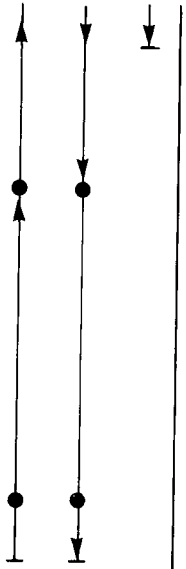


		35	35	MAXIMUM PERMISSIBLE SPEED	
		40	40	MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES	
		25	25	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	
Dalston Western Jn.	3 35	15		**To No. 2 line**	The direction of the line between Dalston Western Jn. and Lea Jn. in UP.
Dalston (Kingsland)	3 45				
	3 71				
	2 24				
Hackney Central	2 65				Stratford (S) signal box area between Hackney Central and Custom House.
Homerton	3 34				
	4 01				
	0 00	25	25	**0m. 00ch. and 0¼m.p.**	
Hackney Wick	0 20				
Lea Jn. (See page 64)	0 51	15		**To High Meads Jn. line**	
Channelsea North Jn. (See page 64)	0 64		15	**To High Meads Jn. line**	
Channelsea South Jn. (See page 65)	0 65	15		**To Carpenters Road North Jn. line**	
		15	15	**0m. 67ch. and 0m. 71ch.**	
		25		**0m. 71ch. and 1¼m.p.**	
Stratford Low Level Tunnel (77 yards)	1 16 to 1 20		25	**1¼m.p. and 0m. 71ch.**	
Stratford Low Level	1 20				
	1 30				
	3 78				
		30	30	**4m. 01ch. and 4m. 11ch.**	
Stratford Market (See page 65)	4 19		25	**4m. 63ch. and 4m. 51ch.**	

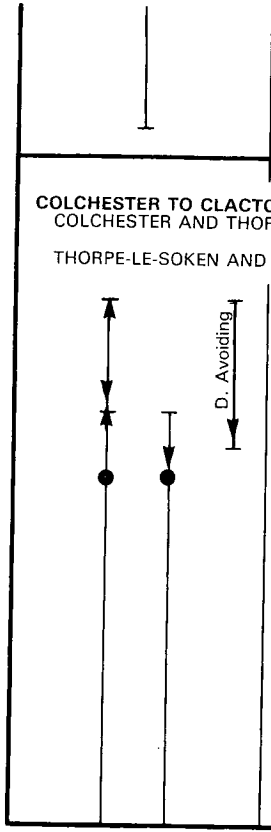
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
DALSTON WESTERN JN. TO NORTH WOOLWICH—continued						
	**West Ham**	4 70	30		**5m. 45ch. and 5m. 64ch.**	
	Canning Town	5 57		30	**5m. 58ch. and 5m. 54ch.**	
				25	**5m. 64ch. and 5m. 58ch.**	
			25	25	**6m. 09ch. and 6m. 36ch.**	
	Custom House	6 72				
	Silvertown Tunnel (600 yards)	7 29 to 7 56	30	30	**Passenger line 7m. 14ch. and 7m. 71ch.**	†No Staff—see page 281
	Silvertown	7 79				
	North Woolwich	8 60				
STRATFORD, LEA JN. TO HIGH MEADS JN.			15	15	MAXIMUM PERMISSIBLE SPEED	Line controlled by Stratford (S) signal box
	Lea Jn. (See page 63)	0 51				CW. Down at 0m. 53ch. (177 yds. before reaching signal S160)
	High Meads Jn. (See below)	0 65				CW. Up at 0m. 62ch. (35 yds. before reaching signal S151)
CHANNELSEA NORTH JN. TO LOUGHTON BRANCH JN. SOUTH			20	20	MAXIMUM PERMISSIBLE SPEED	
	Channelsea North Jn. (See page 63)	0 00				Controlled by Stratford (S) Signal box
				15	**0m. 15ch. and 0m. 00ch.**	
	High Meads Jn. (See above)	0 15		15	**To Lea Jn. line**	

	Stratford LIFT/R&M Depot LC (AOCL) Loughton Branch Jn. South (See page 62)	0 50 0 59				Controlled by Temple Mills East (TE) signal box
CHANNELSEA SOUTH JN. TO STRATFORD CENTRAL JN. WEST			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	Line controlled by Stratford (S) signal box
	Channelsea South Jn. (See page 63)	0 29		**15**	**Through junction**	
	Carpenters Road North Jn. (See page 62)	0 25	**15**		**To Carpenters Road South Jn. line**	
	Stratford Central Jn. West (See page 51)	0 00	**10**		**To Goods lines**	
STRATFORD MARKET TO BOW CREEK			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	AWS not provided. Controlled by Stratford (S) signal box. †No Staff—see page 281. Line runs parallel to the Dalston to North Woolwich line throughout.
	Stratford Market (See page 63)	4 19				
	Bow Creek	6 00				
FOREST GATE JN. TO WOODGRANGE PARK JN.			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	Portable AWS magnets not provided for Temporary Speed Restrictions C. Down at 5m. 68ch. (322 yds. before reaching signal WP49)
	Forest Gate Jn. (See page 52)	5 63		**20**	**5m. 68ch. and 5m. 63ch.**	

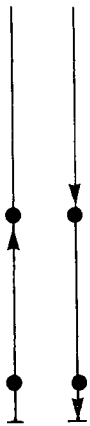
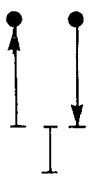
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
FOREST GATE JN. TO WOODGRANGE PARK JN.—continued						
	OHNS	5 75				
	OHNS	5 77				
	Woodgrange Park Jn. (See page 108)	6 14	15		6m. 06ch. and 6m. 14ch.	
ROMFORD TO UPMINSTER			30	30	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	**Romford** (See page 53)	0 00	20 25	20 25	0m. 13ch. and 0m. 18ch. 0m. 30ch. and 0m. 35ch.	
	Emerson Park	1 64				
	Upminster (See pages 105 and 112)	3 30				
SHENFIELD JN. TO SOUTHEND VICTORIA			80	80	MAXIMUM PERMISSIBLE SPEED	
	Shenfield Jn. (See page 55)	20 22		15	Crossover between Shenfield Dive under line and Up Electric at 20m. 23ch.	
				25	Up Southend to Up Main at 20m. 24ch.	
	OHNS	20 65		25	Up Southend to Up Side Back Platform No. 1 at 20m. 25ch.	
	OHNS	20 72	60	60	20m. 27ch. and 21m. 10ch.	
				50	Shenfield Dive under 21m. 25ch. and 20m. 24ch.	
			70		21m. 10ch. and 21m. 35ch.	
			50	50	End of Down Electric 20m. 24ch. and Mountnessing Jn. 21m. 31ch.	

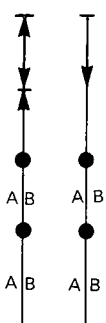
	Mountnessing Jn.	21 32		25	To Southend Loop line 21m. 35ch. to 21m. 25ch.	Controlled by Shenfield (S) signal box
	Billericay	24 28	70	70	24¼m.p. and 26¾m.p.	
	Wickford	29 00	25	25	Through trailing crossover at London end of station	DRS25, URS40
	Wickford Jn. (See below)	29 13	30		To Southminster line	
	Wick Lane LC (R/G)	29 50	70		32½m.p. and 32¾m.p.	
	Rayleigh	33 09	5	5	Through trailing connection at 33m. 16ch.	
			70		33¼m.p. and 33½m.p.	
				70	33½m.p. and 32½m.p.	
	Hockley	36 10				
	Rochford	38 54				
	Prittlewell	40 67				
	Southend Victoria	41 25	20	30	Down to Up at 41m. 16ch.	
				20	Through all other connections to and from platform lines.	
	Southend Victoria	41 42				
WICKFORD JN. TO SOUTHMINSTER WICKFORD JN. AND FAMBRIDGE (37⅛m.p.) FAMBRIDGE (37¼m.p.) AND SOUTHMINSTER			60	60	MAXIMUM PERMISSIBLE SPEED	AWS not provided
			50	50	MAXIMUM PERMISSIBLE SPEED	
E T	Wickford Jn. (See above)	29 13		30	29m. 19ch. and 29m. 09ch.	
			50	50	29m. 19ch. and 31½m.p.	
	Battlesbridge	31 40				

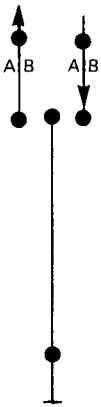
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
WICKFORD JN. TO SOUTHMINSTER—continued						
E T	**Woodham Ferrers** LC	34 05				
	Fambridge	37 23	**20**		**To, over and from crossing loop**	CL30
	Althorne LC	40 27				
E T	**Burnham-on-Crouch**	43 24				
	Southminster	45 32				
	Southminster	45 42				
WITHAM TO BRAINTREE			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	
	Witham (See page 56)	24 15	**10**	**10**	**24m. 16ch. and 23m. 75ch.**	
	White Notley LC	21 10				
	Cressing LC	19 75	**35**	**35**	**18m. 26ch. and 18m. 12ch.**	
	Braintree	17 72				
MARKS TEY TO SUDBURY			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Marks Tey Jn. (See page 57)	46 53		**20**	**Through junction**	
	Marks Tey	46 63				
O T	**Chappel and Wakes Colne**	50 18				



Mount Bures LC	52 61				
Bures	53 45				
Cornard LC	57 42				
Sudbury	58 36	20	20	**58m. 22ch. and 58m. 36ch.**	
COLCHESTER TO CLACTON					
COLCHESTER AND THORPE-LE-SOKEN		60	60	MAXIMUM PERMISSIBLE SPEED (May be exceeded by 15 m.p.h. by Electric Multiple Unit trains between 56¾m.p. and 63m. 35ch.)	
THORPE-LE-SOKEN AND CLACTON		50	50	MAXIMUM PERMISSIBLE SPEED	
Colchester Jn. (See page 57)	51 65	20	20	**Clacton Single line 51m. 65ch. and 52m. 33ch.**	
		20	20	**No. 5 Platform line 51m. 65ch. and 51m. 75ch.**	
			30	**Clacton Single line to Up Main 52m. 01ch. and 51m. 74ch.**	
	52 33	35	35	**52m. 33ch. and 52m. 55ch.**	C. Up at 52m. 40ch. (858 yds. before reaching Signal CO16)
	52 65	45	45	**52m. 55ch. and 53m. 55ch.**	
East Gate Jn. LC (See page 70)	53 14	10		**To Colne Jn. line 53m. 14ch. and 53m. 30ch.**	
Hythe Jn. (See page 71)	53 38		15	**To Colne Jn. line**	Controlled by East Gate Jn. signal box
Hythe Footpath LC (R/G)	53 49				
Hythe LC (CCTV)	53 53				
Wivenhoe	56 04	50	50	**55m. 25ch. and 56¾m.p.**	
			55	**57m. 30ch. and 56¾m.p. (Not applicable to Electric Multiple Unit trains)**	
Alresford LC	57 63				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
COLCHESTER TO CLACTON—continued						
	Colchester Road LC	58 03				
	Thorrington LC	59 42	55		**59m. 67ch. and 60m. 43ch. (Not applicable to Electric Multiple Unit trains)**	
	Frating LC (AHB)	59 74				
	Great Bentley LC	60 66				
	Weeley	62 76				
	Thorpe-le-Soken	65 07	20	20	**All connections 64m. 73ch. and 65m. 16ch.**	Permissive Working is authorised on the Up Clacton and Up Walton Platform lines
			50		**Down Platform to Walton-on-Naze line**	
	Thorpe-le-Soken Jn. (See page 71)	65 15	20		**To Walton-on-Naze line**	
	Burrs Road LC	68 04				
	Clacton	69 42				
	Clacton	69 56				
EAST GATE JN. TO ST. BOTOLPHS			30	30	MAXIMUM PERMISSIBLE SPEED	Line controlled by East Gate Jn. signal box
	East Gate Jn. (See page 69)	53 14		15	**53m. 30ch. and 53m. 14ch.**	
	Colne Jn. (See page 71)	53 30		15	**To Hythe Jn. line**	S. Down at 53m. 30ch. (440 yds. before reaching Signal EG101)
	St. Botolphs	53 63	15	15	**53m. 59ch. and 53m. 76ch.**	
	St. Botolphs	53 76				

COLNE JN. TO HYTHE JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	Line controlled by East Gate Jn. signal box
	Colne Jn. (See page 70)	0 00				
	Hythe Jn. (See page 69)	0 22				
THORPE-LE-SOKEN TO WALTON-ON-NAZE			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	
	Thorpe-le-Soken Jn. (See page 70)	65 15		**20**	**To Down and Up Clacton**	Permissive Working is authorised on the Up Clacton and Up Walton Platform lines
	Pork Lane LC (AHB)	66 65				
	Kirby Cross	67 53		**20**	**To, over and from crossing loop**	CL, Down 28, Up 30.
	Frinton LC	68 71	**30**	**30**	**67m. 60ch. and 69m. 60ch. (Not applicable to Electric Multiple Unit Trains)**	
	Walton-on-Naze	70 17				
MANNINGTREE SOUTH JN. TO HARWICH			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	
	Manningtree South Jn. LC (CCTV) (See page 58)	59 43	**25**	**25**	**59m. 43ch. and 59m. 74ch.**	CW. Down at 59m. 47ch. (326 yds. before reaching CO209 signal)
	Manningtree East Jn. (See page 72)	59 67	**25**	**25**	**To North Curve line**	Manningtree South Jn. to Manningtree East Jn. controlled by Colchester (CO) signal box
	Mistley	61 11			**Through trailing and facing crossovers**	
	Bradfield LC	62 40				
	Wrabness	65 03	**40**	**40**	**67m. 33ch. and 68m. 54ch.**	

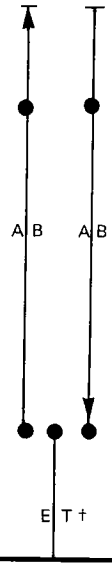
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
MANNINGTREE SOUTH JN. TO HARWICH—continued						
	Parkeston Goods Jn.	68 11	15	15	**Single line between Goods Jn. box and West Quay 68m. 18ch. and 68m. 46ch.**	
			15	15	**68m. 54ch. and 69m. 23ch.**	
	Parkeston West LC	68 65				
	Parkeston Quay	68 73				
	Parkeston East LC (CCTV)	68 78				
			45		**69m. 23ch. and 69m. 62ch.**	
			35		**69m. 62ch. and 70m. 15ch.**	
				45	**70m. 15ch. and 69m. 23ch.**	
	Dovercourt	70 19	15		**70m. 15ch. and 70m. 61ch.**	
	Alexandra Road LC (RC)	70 35				
	Harwich Town LC	70 44				
	Harwich Town	70 61		15	**70m. 61ch. and 70m. 15ch.**	
MANNINGTREE EAST JN. TO NORTH JN.			25	25	MAXIMUM PERMISSIBLE SPEED	Line controlled by Colchester (CO) signal box
	Manningtree East Jn. (See page 71)	0 24				
	OHNS	0 06				
	Manningtree North Jn. (See page 58)	0 00				

GRIFFIN WHARF BRANCH

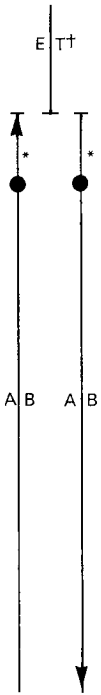
Halifax Jn. (See page 58)	0 00	15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided Controlled by Colchester (CO) signal box
Griffin Wharf	0 77				

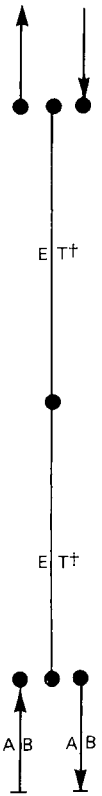
EAST SUFFOLK JN. TO OULTON BROAD NORTH JN.

EAST SUFFOLK JN. AND WESTERFIELD JN.
WESTERFIELD JN. AND OULTON BROAD NORTH JN.



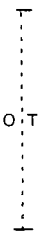
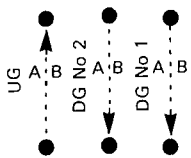
		60	60	MAXIMUM PERMISSIBLE SPEED	
		55	55	MAXIMUM PERMISSIBLE SPEED FOR CLASS 1, 2, 5 AND 0 TRAINS	
		40	40	MAXIMUM PERMISSIBLE SPEED FOR NUCLEAR FLASK TRAINS	
		20	20	MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS OTHER THAN NUCLEAR FLASK TRAINS	
East Suffolk Jn. (See page 59)	69 42	40	40	**69m. 41ch. and 69m. 52ch.**	Controlled by Colchester (CO) signal box
		20		**70m. 01ch. and 70m. 04ch.**	
		45		**72m.p. and 72m. 25ch.**	
Westerfield Jn. LC (See page 76)	72 20	40	40	**Through facing crossover at Ipswich end of station**	AWS not provided between Westerfield Jn. and Oulton Broad North Jn.
		35		**Up line to Felixstowe line**	
Bealings LC (AOCL-X)	75 79	50	50	**Approaching level crossing**	
		X25	X25	**Approaching level crossing in wrong direction**	
		25	25	**78m. 59ch. and 79m. 18ch.**	
Woodbridge	78 78				
Ferry LC	79 02				
Haywards LC	79 07				
Lime Kiln LC	79 29				
Sun Wharf LC	79 31				
Melton LC (AOCL)	80 28	**STOP**		**Before proceeding over level crossing**	
			45	**Approaching level crossing**	
Ufford LC	81 60	50	40	**Approaching level crossing**	
Wickham Market	84 43				†See Local Instructions on pages 321 and 322.

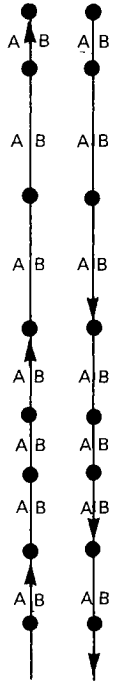
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
EAST SUFFOLK JN. TO OULTON BROAD NORTH JN.—continued						
	Blaxhall LC (AOCL)	86 31	45	45	Approaching level crossing	†See local Instructions on pages 321 and 322.
	Beversham LC (AOCL)	87 15	45	45	Approaching level crossing	
	Saxmundham	90 74	45		90m. 78ch. and 91m. 16ch.	*Within station limits
	Chantry Road LC (RC)	91 02				
	Saxmundham LC	91 08		45	91m. 16ch. and 90m. 78ch.	
	Saxmundham Jn. GF (See page 77)	91 40	25		Up line to Sizewell line	
	North Green LC (AOCL-X)	93 27	45 X15	45 X15	Approaching level crossing Approaching level crossing in wrong direction.	
	Middleton LC (AOCL-X)	94 52	45 X15	45 X15 45	Approaching level crossing. Approaching level crossing in wrong direction 95m. 22ch. and 93m. 26ch.	
	Darsham LC (AHB)	95 35		STOP	All trains 25 yards before reaching LC§	§See Local Instructions on page 322.
			30		95m. 62ch. and 96m. 09ch.	
	Willow Marsh LC (AOCL-X)	96 09	30 X20	40 X15	Approaching level crossing Approaching level crossing in wrong direction	
	Bramfield LC (AOCL-X)	99 19	45 X45	45 X45	Approaching level crossing Approaching level crossing in wrong direction	

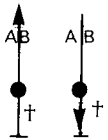
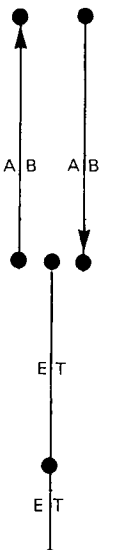


Wenhaston LC (AOCL-X)	99 52	45 X45	45 X45	Approaching level crossing Approaching level crossing in wrong direction	
			45	100m. 49ch. and 99m. 19ch.	
Halesworth	100 53	15	15	To and from single line	
Westhall LC (AOCL)	103 47	55	55	Approaching level crossing	
Brampton LC (AOCL)	104 49	40	40	Approaching level crossing	
Weston LC (AOCL)	106 30	40	55	Approaching level crossing	
Cromwell Road LC	107 43				†See Local Instructions on page 322.
London Road LC	107 69				
Ingate Street LC	108 60	25		108m. 57ch. and 109m. 50ch.	
Grove Road LC	108 70				
Beccles	109 02				
Beccles	109 13				
Beccles Bypass LC (AHB)	109 48		25	109m. 50ch. and 108m. 57ch.	†See Local Instructions on page 322.
			45	110m. 10ch. and 109m. 50ch.	
Dawdys LC	114 38				
Oulton Broad South	115 42	20	20	115m. 47ch. and 115m. 57ch.	
Victoria Road LC	115 60	30	30	115m. 75ch. and 115m. 79ch.	
Oulton Broad Swing Bridge	116 00	25		115m. 79ch. and 116m. 27ch.	
Gravel Pit LC	116 11				
Oulton Broad North Jn. (See page 79)	116 27				Controlled by Oulton Broad North signal box

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or between	Remarks
WESTERFIELD JN. TO FELIXSTOWE						
WESTERFIELD JN. AND FELIXSTOWE BEACH JN.			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	
FELIXSTOWE BEACH JN. AND FELIXSTOWE			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	
	Westerfield Jn. (See page 73)	72 24	**35**	**35**	**72m. 24ch. and 72m. 30ch.**	
			50		**72m. 30ch. and 74m. 73ch.**	
				50	**74m. 55ch. and 72m. 30ch.**	
	Derby Road	74 67		**20**	**Double to Single line 74¾m.p. and 74m. 55ch.**	CL35 AWS not provided between Derby Road and Felixstowe
			20		**Double to Single line 74m. 73ch. and 74m. 76ch.**	
			50		**74m. 76ch. and 76½m.p.**	
				50	**76½m.p. and 74¾m.p.**	
E T	Routes No 8 LC (R/G)	77 36				
	Levington No 6 LC	80 00				
	Thorpe Lane LC (AHB)	81 41				
	Trimley LC	82 67		**20**	**To, over and from crossing loop**	CL34
	Felixstowe Beach Jn. (See below)	83 57	**20**	**20**	**83m. 57ch. and 83¾m.p.**	Controlled by Trimley (T) signal box
			40		**To Felixstowe Beach line**	
	Felixstowe	84 30				
FELIXSTOWE BEACH JN. TO FELIXSTOWE BEACH			**40**	**40**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Felixstowe Beach Jn. (See above)	83 57				Controlled by Trimley (T) signal box
	Felixstowe Beach LC	84 59				

SAXMUNDHAM JN. TO SIZEWELL			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Saxmundham Jn. GF (See page 74)	91 40				
	Knodishall LC (TMO)	92 49				
	West House LC (TMO)	93 32				
	Saxmundham Road LC (TMO)	94 02				
	Leiston Station LC (TMO)	95 15				
	Sizewell LC (TMO)	95 79				
NORWICH VICTORIA GOODS BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Trowse Upper Jn. (See page 61)	112 67				†No Staff
	Victoria Goods	114 09				
NORWICH THORPE JN. TO NORWICH GOODS YARD			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Norwich Thorpe Jn. (See pages 61 and 78)	0 00				
	Norwich Goods Yard	0 16				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or between	Remarks
NORWICH THORPE JN. TO LOWESTOFT			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Norwich Thorpe Jn. (See pages 61 and 77)	0 29		**15**	**0m. 38ch. and 0m. 28ch.**	
	Whitlingham Jn. (See page 79)	1 69	**25**		**To Cromer line**	URS 55
	Brundall Gardens	4 66				
	Brundall LC	5 62				
	Brundall Jn. (See page 81)	5 73	**15**		**To Yarmouth line**	
	Strumpshaw LC	7 11				
	Buckenham LC	7 63				
	Cantley LC	9 79				
	Reedham	12 13				
				20	**12m. 26ch. and 12m. 18ch.**	
			15		**12m. 27ch. and 12m. 33ch.**	
	Reedham Jn. (See page 81)	12 29	**15**		**To Yarmouth line**	URS 63
	Reedham Swing Bridge	13 06	**20**	**20**	**12m. 54ch. and 13m. 45ch.**	
	Haddiscoe	16 16				
	Somerleyton Swing Bridge	17 60	**30**	**30**	**Over Swing Bridge**	
	Somerleyton	18 00				
	Oulton Broad North LC	22 06				

	Oulton Broad North Jn. (See page 75)	22 14		25	**To Beccles line**	
	Lowestoft	23 23	10	10	**Between Down and Up Mains**	†Station Yard Working
	Lowestoft	23 41				
WHITLINGHAM JN. TO CROMER			55	55	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
			45	45	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS, OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY	
	Whitlingham Jn. (See page 78)	1 69	25	25	**1m. 69ch. and 2m. 04ch.**	AWS not provided
						CW. Down at 1m. 76ch. (394 yards before reaching starting signal)
	Norwich Road LC (AHB)	4 20	45		**3¼m.p. and 5¼m.p.**	
	Great Plumstead LC (AHB)	4 52				
	Rackheath Road LC (AHB)	5 19				
	Salhouse	5 74		45	**6m.p. and 4¼m.p.**	
			35	35	**8m. 50ch. and 9m. 02ch.**	
	Wroxham	8 61	20	20	**To and from Single line 9m. 02ch. and 9m. 05ch.**	
			35	35	**9m. 05ch. and 9m. 15ch**	
	Tunstead Market Street LC	10 49				
	Sloley Church Lane LC	12 17				
	Worstead LC	13 10				
	North Walsham	15 77	20		**To, over and from crossing loop**	CL 65
	Walpole LC	18 67				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
WHITLINGHAM JN. TO CROMER—continued						
	Gunton	19 63	40	40	23¼m.p. and 23m. 78ch.	
		24 00				
		11 54				
E T	**Roughton Road**	11 55	40	40	13m. 10ch. and 13m. 50ch.	
		13 48				
		45 64				
	Cromer Jn. (See below)	46 27				
	Cromer	46 42				
CROMER TO SHERINGHAM			55	55	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
			45	45	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY	
	Cromer	46 42				AWS not provided
	Cromer Jn. (See above)	46 27				
O T	**West Runton**	44 39				
	Beeston Regis LC	43 69	20	20	**Over Level Crossing**	
	Sheringham	42 61				

BRUNDALL JN. TO YARMOUTH VIA ACLE

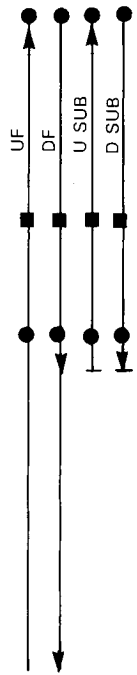
				MAXIMUM PERMISSIBLE SPEED	
		60	60		AWS not provided
Brundall Jn. (See page 78)	5 73	15	25	5m. 73ch. and 6m.p.	
Chapel Road LC	7 55				
Lingwood LC	7 78				
Acle	10 34	50	20	10¼m.p. and 10m. 50ch. To, over and from crossing loop	CL40
		50	50	17m. 04ch. and 17m. 79ch.	
Yarmouth (See below)	18 12				
Yarmouth	18 29				

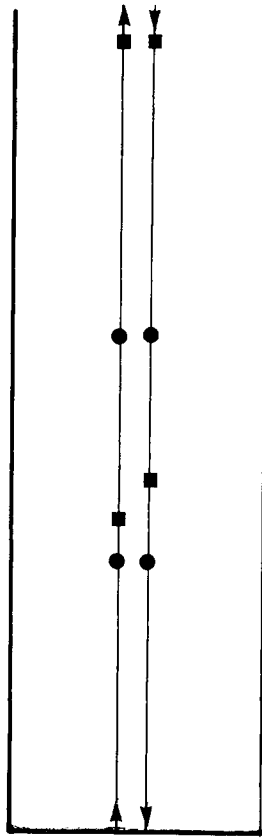
REEDHAM JN. TO YARMOUTH

				MAXIMUM PERMISSIBLE SPEED	
		60	60		AWS not provided
Reedham Jn. (See page 78)	12 29	15	15	12m. 32ch. and 12m. 43ch.	
Berney Arms	15 71	30	30	15¾m.p. and 19m. 24ch.	
		50	50	19m. 24ch. and 20m. 16ch.	
Yarmouth (See above)	20 29				
Yarmouth	20 46				†Station Yard Working

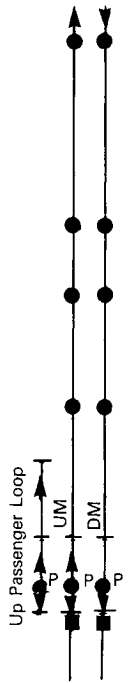
BETHNAL GREEN JN. TO KING'S LYNN

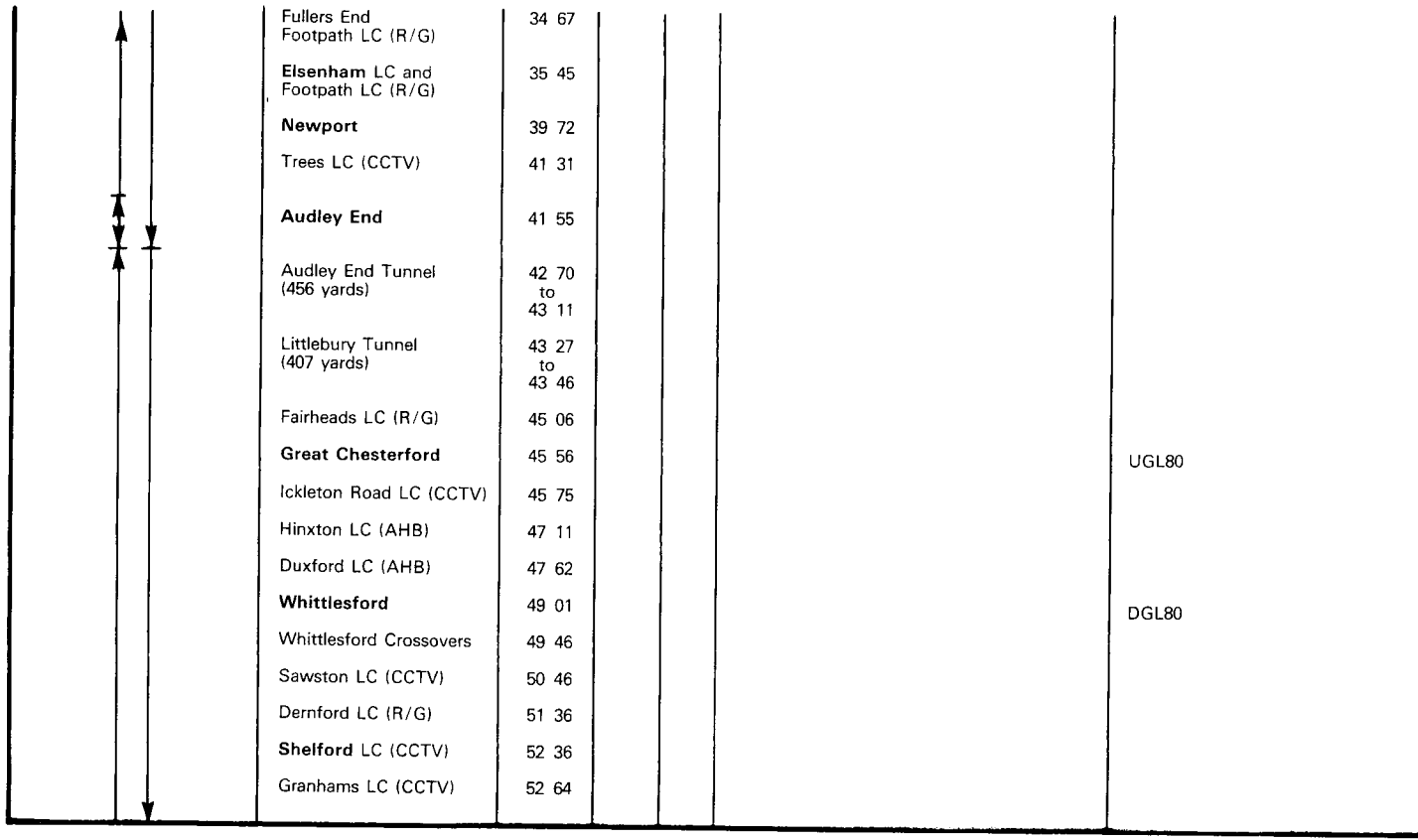
			MAXIMUM PERMISSIBLE SPEED
BETHNAL GREEN JN. AND BISHOP'S STORTFORD	80	80	
BISHOP'S STORTFORD AND ELY NORTH JN. (71m. 74ch.)	70	70	MAXIMUM PERMISSIBLE SPEED
ELY NORTH JN. (71m. 74ch.) AND KING'S LYNN	60	60	MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN UP TRAINS CONVEYING VEHICLES OF 15 FEET WHEEL BASE OR LESS
		35	MAXIMUM PERMISSIBLE SPEED FOR UP TRAINS CONVEYING VEHICLES OF 15 FEET WHEEL BASE OR LESS

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
BETHNAL GREEN JN. TO KING'S LYNN—continued						
	Bethnal Green Jn. (See page 51)	1 18	30 30 40	30 30 40	Fast lines 1m. 15ch. and 1m. 72ch. Suburban lines 1m. 18ch. and 1m. 30ch. Suburban lines 1m. 30ch. and 2m. 72ch.	
	Cambridge Heath	1 61	40 30	40 30	Fast lines 1m. 72ch. and 2m. 72ch. Suburbans to Fasts and Fasts to Suburbans.	
	London Fields (Suburban lines only)	2 35				
	OHNS	2 65				
	Hackney Downs	2 78	30 15	30 15	Main lines 2m. 72ch. and 3m. 19ch. Suburban lines 2m. 72ch. and 3m. 10ch.	
	Hackney Downs (H)	3 02				
	Hackney Downs North Jn. (See page 89)	3 04	15		Surburban line to Enfield line 3m. 04ch. and 3m. 07ch.	
	Queens Road Tunnel (445 yds.)	3 19 to 3 39	40	40	3m. 19ch. and 3m. 66ch.	
	Clapton Tunnel (284 yds.)	3 53 to 3 66	50	50	3m. 66ch. and 4m. 38ch.	
	Clapton	3 78				
	Clapton Jn. (See page 91)	4 38	50 35 60	35	To Chingford line 4m. 38ch. and 4m. 71ch. 4m. 71ch. and 6m.p.	Controlled by Hackney Downs (H) signal box.



OHNS	4 66				
Copper Mill North Jn. (See page 62)	4 74		40	**To Stratford line**	Copper Mill North Jn. to Angel Road controlled by Temple Mills West (TW) signal box.
Tottenham South Jn. (See page 91)	5 41	10		**To South Tottenham East Jn. line**	
Tottenham Hale	6 00		60	**6m.p. and 4m. 71ch.**	
Northumberland Park LC	6 73				
Angel Road	7 57				
Ponders End	9 71				
Brimsdown LC	10 61				UGL150A
Enfield Lock LC	11 65				
Waltham Cross	12 63				
Trinity Lane LC	13 22				
OHNS	13 50				
OHNS	13 67				
Cheshunt Jn. (C) (See page 90)	13 71		30	**To Southbury line**	DGL105
Cheshunt LC (CCTV)	14 01				
Slipe Lane LC	15 62				
Wharf Road LC (AHB)	16 05				
Broxbourne	17 17	40 25		**DPL 17m. 6ch. to 17m. 49ch.** **DPL 17m. 49ch. to 17m. 53ch.**	Permissive Working Authorised on Up Main and Up Loop lines. DPL65 UGL65 UPL35

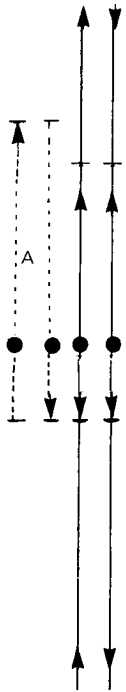
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
BETHNAL GREEN JN. TO KING'S LYNN—continued						
	Broxbourne	17 24		40 50 20	**UPL 17m. 30ch. to 17m.06ch.** **UPL 17m. 50ch. to 17m. 30ch.** **UGL 17m. 37ch. to 17m. 2ch.**	S. Down at 17m. 54ch. (from DPL Country end)
	Essex Road LC (CCTV)	18 24				
	Broxbourne Jn. (See page 92)	18 35	20		**To Hertford East line**	Controlled by Broxbourne box.
			70	70	**19½m.p. and 20m. 34ch.**	
	Roydon LC	20 09				
	Harlow Town	22 59				
	Harlow Mill	24 36	45	45	**Passenger Loops 22m. 45ch. and 22m. 79ch.**	UPL65, DPL65, DGL88.
	Sawbridgeworth LC (AHB)	26 57				
	Spelbrook LC	28 19				
			70 45	70 45	**29m. 17ch. and 29m. 51ch.** **29m. 66ch. and 30m. 53ch.**	
	Signal BS68	29 77				
				20	**Up Passenger Loop to Main at 30m. 19ch.**	
	Bishops Stortford	30 27		30	**Over Up Passenger Loop**	
				20	**Main to Up Passenger Loop at 30m. 35ch.**	
	OHNS	31 54				
	Stansted	33 28				DGL67

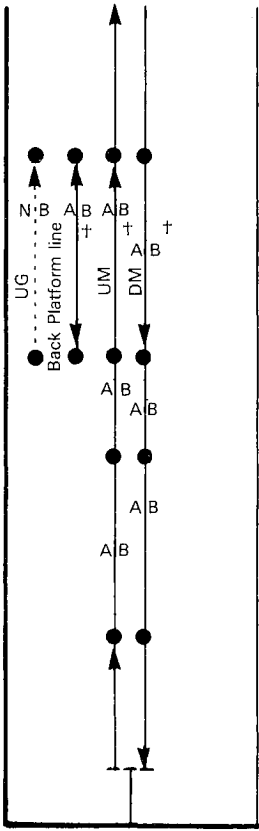


Fullers End Footpath LC (R/G)	34 67
Elsenham LC and Footpath LC (R/G)	35 45
Newport	39 72
Trees LC (CCTV)	41 31
Audley End	41 55
Audley End Tunnel (456 yards)	42 70 to 43 11
Littlebury Tunnel (407 yards)	43 27 to 43 46
Fairheads LC (R/G)	45 06
Great Chesterford	45 56
Ickleton Road LC (CCTV)	45 75
Hinxton LC (AHB)	47 11
Duxford LC (AHB)	47 62
Whittlesford	49 01
Whittlesford Crossovers	49 46
Sawston LC (CCTV)	50 46
Dernford LC (R/G)	51 36
Shelford LC (CCTV)	52 36
Granhams LC (CCTV)	52 64

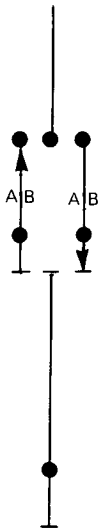
UGL80

DGL80

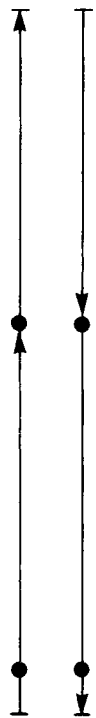
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
BETHNAL GREEN JN. TO KING'S LYNN—continued						
	Shepreth Branch Jn. (See page 41)	53 03		30	**To Hitchin line**	
			40		**Over connection Down Main to DGL (South) at 54m. 51ch.**	
	Signals CA 149/158		20	20	**All lines 55¼m.p. and 56m. 03ch.**	Cambridge (CA) signal box area between Stansted and Bannolds LC. DGL (South) 114 DGL (North) 89 Permissive working authorised on the Platform line
	Cambridge	55 35				
	Cambridge	55 52				
	Signals CA179/180		25		**To, over and from DGL (North) 56m. 10ch. and 56m. 50ch.**	
	Coldham Lane Jn. (See page 92)	56 51	25 10	25	**Through facing crossover.** **To Newmarket line and approaching Laundry Lane LC 0m. 23ch. and 0m. 29ch.**	
	Chesterton Jn. LC (CCTV) (See page 94)	57 54	20		**To Fen Drayton line**	
	Milton Fen LC (AOCR)	59 10				
	Waterbeach LC (AHB)	61 01	60		**61m.p. and 70¼m.p.**	
	Bottisham Road LC (AHB)	61 49				



Bannolds LC (AHB—X)	62 70	X35	X35	**Approaching level crossing in wrong direction.**	
Dimmocks Cote LC (AHB—X)	66 25	X35	X35	**Approaching level crossing in wrong direction.**	
West River LC	68 14				
Ely Dock Jn. (ED) (See page 95)	69 79	40		**To and over Down Goods Loop**	DGL100A
			25	**To Chippenham Jn. line**	
Ely	70 30	15		**Down Main 70¼m.p. and 70½m.p.**	†Station yard working is authorised on the Down and Up Main Platform lines and in both directions on the Back Platform line.
Ely Station North LC	70 38		20	**To and over Up Goods line 70½m.p. and 70m. 01ch.**	
		60		**70½m.p. and 71m. 74ch.**	
Kiln Lane LC	71 35				
Ely North Jn. (See pages 96 and 101)	71 65		25	**To Ely West Jn. line**	DRS55
		40		**To March line**	
		55		**To Norwich line**	
			60	**71m. 74ch. and 61m.p.**	
		40	40	**71m. 74ch. and 71m. 78ch.**	
Queen Adelaide LC	72 17				
Sandhill LC	75 35				
Littleport (L) LC and Footpath LC (R/G)	76 02	40		**75m. 77ch. and 76m. 36ch. including through connection Down line to Single line**	AWS not provided between Littleport and King's Lynn.
Littleport Bypass LC (AHB—X)	76 27	X20	X20	**Approaching level crossing in wrong direction**	
Littleport	76 36				

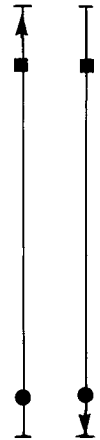
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
BETHNAL GREEN JN. TO KING'S LYNN—continued						
	Hilgay LC (AOCR)	81 39	$\frac{20}{40}$	$\frac{20}{40}$	**83m. 10ch. and 83m. 25ch.**	
	Denver LC (AOCR)	84 38				
	Downham Market (DM) LC and Footpath LC (R/G)	86 08		**40**	**Up line to Single line**	
	Stow Bardolph LC	88 30				
	Magdalen Road (MR) LC	90 70				
	Watlington Road LC (CCTV)	91 13	**40**		**Down line to Single line**	Controlled by Magdalen Road (MR) signal box.
	St. Germans LC (AOCR)	92 53				
	King's Lynn Harbour Jn. (See page 100)	95 27	10	**10**	**To South Lynn line** **To King's Lynn Harbour line**	Controlled by King's Lynn Jn. (KL) signal box.
	Extons Road LC	96 24	**35** **20**	**35** **20**	**96¼m.p. and 96m. 42ch.** **96m. 42ch. and 96m. 50ch.**	
	King's Lynn Jn. (KL) LC (See page 101)	96 50				
	King's Lynn	96 75				

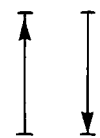
HACKNEY DOWNS NORTH JN. TO ENFIELD TOWN

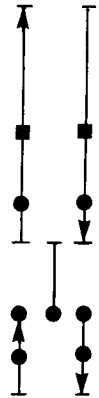


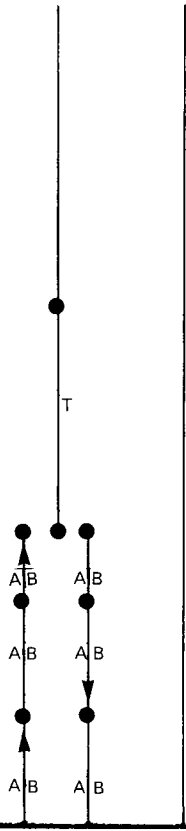
				MAXIMUM PERMISSIBLE SPEED	
Hackney Downs North Jn. (See page 82)	3 04	50	50		
		15	15	**3m. 07ch. and 3m. 04ch.**	
		25	25	**3m. 07ch. and 3m. 13ch.**	
Rectory Road	3 64				
Stoke Newington	4 16				
Stoke Newington Tunnel (60 yards)	4 19 to 4 22				
Stamford Hill	5 03				C. Up at 5m. 11ch. (285 yards before reaching signal U5)
Seven Sisters Jn. (See page 90)	5 42		15	**To South Tottenham West Jn. Curve**	
Seven Sisters	5 48				
Bruce Grove	6 28	40	40	**5m. 75ch. and 6m. 43ch.**	
White Hart Lane	7 11	40		**7m. 38ch. and 8m. 02ch.**	
Silver Street	7 75				
Lower Edmonton	8 45	40	40	**8m. 46ch. and 8m. 64ch.**	
Bury Street Jn. (See page 90)	9 20	50		**To Southbury line 9¼m.p. and 9m. 48ch.**	
Bush Hill Park	9 69				C. Down at 10m. 05ch. (400 yds. before reaching signal ET47)
Lincoln Road LC	10 25				
Enfield Town	10 40	15	15	**10m. 33ch. and 10m. 56ch.**	
Enfield Town	10 55				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
SOUTH TOTTENHAM WEST JN. TO SEVEN SISTERS JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
	South Tottenham West Jn. (See page 108)	0 13				
	Seven Sisters Jn. (See page 89)	0 00				
BURY STREET JN. TO CHESHUNT			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	
	Bury Street Jn. (See page 89)	9 20		**50**	**9m. 48ch. and 9¼m.p.**	Controlled by Enfield Town (ET) signal box.
	Southbury	10 32	**50**		**11m. 70ch. and 12m. 10ch.**	
	Turkey Street	12 16				
	Park Lane LC	13 15				
	Theobalds Grove	13 45				C. Up at 13m. 74ch. (400 yards before reaching signal U14)
	OHNS	14 25				
	OHNS Down line and Bay Platform line	14 27				
	Cheshunt Jn. (C) (See page 83)	14 28	**30**		**14m. 19ch. and 14m. 28ch.**	C. Up at 14m. 25ch. (434 yards before reaching signal C2)

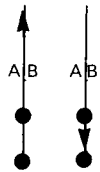
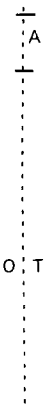
CLAPTON JN. TO CHINGFORD			50	50	MAXIMUM PERMISSIBLE SPEED	
	Clapton Jn. (See page 82)	4 38				
	OHNS	4 46				
	St. James Street	5 55				
	Walthamstow Central	6 16				C. Down at 6m. 28ch. (333 yards before reaching Signal DC 6C)
			40	**40**	**6m. 44ch. and 6m. 49ch.**	
	Hoe Street Tunnel (71 yards)	6 49 to 6 52	**25**	**25**	**6m. 49ch. and 7m. 25ch.**	
	Wood Street	7 07				
	Highams Park LC	8 45				
	Highams Park	8 52				
			40	**40**	**9¾m.p. and 10m.p.**	
	Chingford	10 17				
	Chingford	10 33				

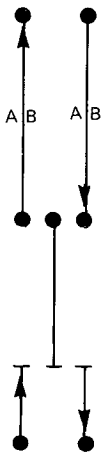
TOTTENHAM SOUTH JN. TO SOUTH TOTTENHAM EAST JN.			25	25	MAXIMUM PERMISSIBLE SPEED	
	Tottenham South Jn. (See page 83)	5 41				Controlled by Temple Mills West (TW) signal box.
		5 54		10	**5m. 54ch. and 5m. 41ch.**	C. Down at 5m. 48ch. (480 yards before reaching Signal S17)
		6 22				
	South Tottenham East Jn. (See page 108)	5 73				Controlled by South Tottenham (S) signal box.

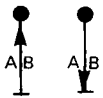
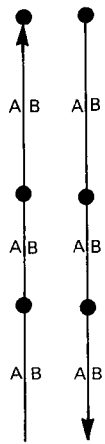
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
BROXBOURNE JN. TO HERTFORD EAST						
	Broxbourne Jn. (See page 84)	18 35	60	60	MAXIMUM PERMISSIBLE SPEED	Controlled by Broxbourne (BN) signal box.
				20	**Through Junction**	
			35	35	**18½m.p. and 18m. 50ch.**	
			50		**18m. 50ch. and 19¼m.p.**	
	Rye House	18 71				URS 35
	OHNS	19 13		50	**19¼m.p. and 18m. 50ch.**	
	St Margarets LC (CCTV)	20 21				
	St Margarets	20 25				
	Ware	22 07	15		**Down line to Single line**	
	Ware	22 18	20	20	**22m. 17ch. and 22m. 21ch.**	
	Ware LC	22 22	30		**Single line to Down line**	
	Hertford East	24 07	50	50	**23m. 73ch. and 23m. 78ch.**	
	Hertford East	24 19				
COLDHAM LANE JN. TO HAUGHLEY JN.						AWS not provided
COLDHAM LANE JN. AND CHIPPENHAM JN.			60	60	MAXIMUM PERMISSIBLE SPEED	
CHIPPENHAM JN. AND HAUGHLEY JN.			70	70	MAXIMUM PERMISSIBLE SPEED	
	Coldham Lane Jn. (See page 86)	0 23				
				25	**0m. 29ch. and 0m. 23ch.**	
	Laundry Lane LC (AOCL)	0 29	20		**0m. 29ch. and 0m. 46ch.**	
				10	**Approaching Laundry Lane level crossing**	
					0m. 34ch. and 0m. 29ch.	
				20	**0m. 46ch. and 0m. 34ch.**	

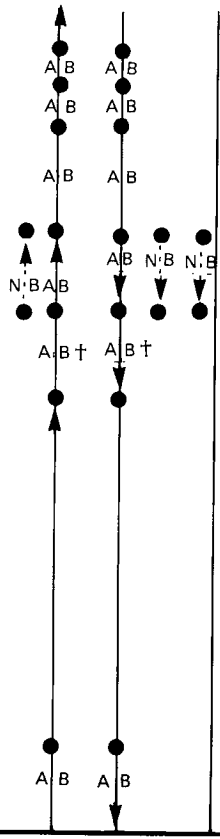


Cherry Hinton LC	2 17			
Fulbourn Old Drift Bridleway LC (R/G)	2 67		35	2m. 68ch. and 2m. 53ch.
Teversham LC (AHB)	3 44			
Fulbourn LC (AHB)	4 36			
Six Mile Bottom LC (AHB)	7 65			
Brinkley Road LC (AOCR)	7 78			
Westley Road LC (R/G)	8 74			
		40		Single to loop at 10m. 07ch. and over loop
Dullingham LC	10 54			CL
		30		Loop to Single at 11m. 07ch.
Wood Ditton LC	13 11			
		45	45	13m. 35ch. and 13m. 68ch.
Newmarket	13 61			
		25	25	13m. 68ch. and 13m. 71ch.
		40	40	13m. 71ch. and 15m. 65ch.
Warren Hill Tunnel (1100 yards)	14 31 to 15 01			
		25		16m. 04ch. and 16m. 09ch.
Chippenham Jn. (See page 95)	16 04		40	To Ely Line
			65	17m. 04ch. and 16m. 04ch.
		60		18m. 03ch. and 18m. 69ch.
Kennett	18 69			
				C. Down at 19¾m.p.
			60	20m. 25ch. and 18m. 69ch.
			60	21¼m.p. and 21m.p.
			60	28m. 36ch. and 26½m.p.
		60		27¼m.p. and 28m. 36ch.
Bury St. Edmunds Yard	28 33			DGL60
Bury St. Edmunds	28 44	30	30	28m. 36ch. and 28m. 52ch.
		60	60	28m. 52ch. and 32m.p.

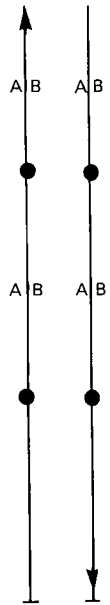
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
COLDHAM LANE JN. TO HAUGHLEY JN.—continued						
	Cattishall LC	30 51				
	Thurston	32 51	**60**		**36m. 36ch. and 37m. 11ch.**	
	Elmswell LC	37 11	**60**	**60**	**39m. 73ch. and 40m. 42ch.**	
	Haughley Jn. (See page 60)	40 52	**30**		**40m. 42ch. and 40m. 52ch.**	C. Up at 40m. 42ch. (935 yards before reaching signal HJ698)
CHESTERTON JN. TO FEN DRAYTON			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	
	Chesterton Jn. (See page 86).	57 54		**20**	**57m. 56ch. and 57m. 53ch.**	Controlled by Cambridge (CA) signal box.
	Start/End of OTW	58 17				
	Milton Road LC (TMO)	58 35				
	Histon LC (TMO)	60 21				
	Girton Road LC (TMO)	61 37				
	Oakington LC (TMO)	62 36				
	Long Stanton LC (TMO)	64 74	**10**	**10**	**64m. 73ch. and 66 m.p.**	
	Swavesey LC (TMO)	67 17				
	Middle Fen LC (Unmanned)	67 41	**5**	**5**	**Over Crossing**	

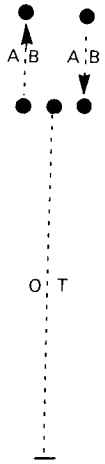
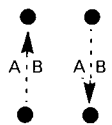
	Mow Fen LC (Unmanned)	67 59	5	5	Over Crossing	
	Fen Drayton LC (OPEN)	68 45	STOP	STOP	Before proceeding over level crossing	
CHIPPENHAM JN. TO ELY DOCK JN.						
CHIPPENHAM JN. AND 0 00 / 1 54			50	50	MAXIMUM PERMISSIBLE SPEED	
0 00 / 1 54 AND SOHAM (8m.p.)			60	60	MAXIMUM PERMISSIBLE SPEED	
SOHAM (8m.p.) AND ELY DOCK JN.			50	50	MAXIMUM PERMISSIBLE SPEED	
	Chippenham Jn. (See page 93)	0 63		40	**0m. 54ch. and 0m. 63ch.**	C. Up at 0m. 13ch. (584 yards before reaching Home signal)
		0 00 / 1 54				
A B A B	Fordham LC (AHB)	4 64				
	Cockspin Road LC (AHB)	5 10				
	Mill Drove LC	7 28				
	Soham	7 61				
	Middlemere LC (R/G)	8 25				
	Tiled House Farm LC (R/G)	8 66				
	Barway Sidings LC (AHB)	9 76				
	Ely Dock Jn.	12 06	25		**12m. 02ch. and 12m. 33ch.**	
	Ely Dock Jn. (See page 87)	12 33	10	25	**Through facing crossover at 12m. 27ch. 12m. 33ch. and 12m. 02ch. including through connection Up line to Single line.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
ELY NORTH JN. TO ELY WEST JN. (ELY WEST CURVE)			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	
	Ely North Jn. (See pages 87, 101 and below)	71 63				
	Ely West Jn. (See below)	72 63				Controlled by Ely North Jn. signal box.
ELY NORTH JN. TO PETERBOROUGH, CRESCENT JN.			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	
ELY NORTH JN. AND MARCH			**80**	**80**	MAXIMUM PERMISSIBLE SPEED	
MARCH AND PETERBOROUGH, CRESCENT JN.						
	Ely North Jn. (See pages 87, 101 and above)	71 65		**40**	**71m. 69ch. and 71m. 65ch.**	
	Queen Adelaide LC	72 12				
	Ely West Jn. (See above)	72 39		**25**	**To Ely West Curve line**	S. Down at 72m. 39ch. (623 yards before reaching Ely North Jn. Down Starting signal)
	Chettisham LC	73 55				DRS90
	Beald Drove LC	74 58				
	North Fen LC	74 79				
	Black Bank LC	75 23				
	Second Drove LC	75 58				
	Third Drove LC (AHB)	75 78				
	Welney Road LC (AHB)	79 50				



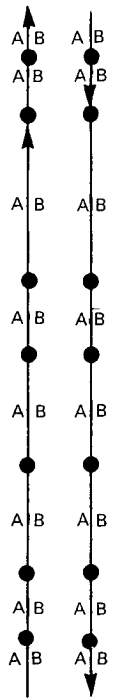
Manea LC	80 13				DRS65, URS60
Stonea LC	82 04				
Horsemoor LC	84 31				
Badgeney Road LC	85 07				
		10		**No. 1 and 2 Reception lines 85m. 32ch. and 85m. 64ch.**	
March South Jn. LC	85 35	40	40	**85m. 35ch. and 86m. 26ch.**	
March East Jn. LC (See page 99)	85 69	10		**To Whitemoor Jn. line**	
March	85 76				†TCB when March West Jn. signal box is closed
March West Jn. (See page 99)	86 16		10	**To Whitemoor Jn. line**	
		60		**86m. 26ch. and 87m. 30ch.**	
Norwood Road LC	86 30		25	**Goods Loop to Main at 86m. 32ch.**	UGL83
Whitemoor Drove LC (AHB)	87 31		25	**Main to Goods Loop at 86m. 66ch.**	
Middle Drove LC (R/G)	87 75				
Three Horse Shoes No. 1 LC (AHB-X)	90 03	X20	X20	**Approaching level crossing in wrong direction**	
Three Horse Shoes No. 2 LC (AHB-X)	90 42	X20	X20	**Approaching level crossing in wrong direction**	
Three Horse Shoes No. 3 LC (AHB-X)	90 76	X20	X20	**Approaching level crossing in wrong direction**	
Three Horse Shoes	91 05				

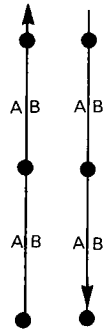
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
ELY NORTH JN. TO PETERBOROUGH, CRESCENT JN.—continued						
	Burnt House Drove LC (AHB-X)	91 15	X20	X20	Approaching level crossing in wrong direction	
	Eastrea LC (AHB-X)	93 28	X20	X20	Approaching level crossing in wrong direction	
				70	93m. 28ch. and 91m. 04ch.	
			60		94½m.p. and 100m. 18ch.	
	Whittlesea	94 61				
	Whittlesea LC	94 68				
	Harts Drove LC (R/G)	95 02				
	Ramsey Road LC (AHB)	95 28				
	Black Bush LC (AHB)	95 34				
	Star and Victory LC	96 46				
				60	96¾m.p. and 93m. 28ch.	
	Kings Dyke LC	96 73				
	Funthams Lane LC (CCTV)	97 16				
			30	30	100m. 18ch. and 100m. 66ch.	
			30	30	Down Main to Up Main at 100m. 44ch.	
				40	Down Main to Up Main at 100m. 16ch.	
				70	100m. 18ch. and 99¾m.p.	
			30	30	Down Main to and over Two way goods line 100m. 37ch. and 76m. 37ch. (King's Cross to York mileage)	
	Crescent Jn. (See page 25)	100 66				

MARCH EAST JN. TO WISBECH MARCH EAST JN. TO WHITEMOOR JN. WHITEMOOR JN. TO WISBECH			**10** **25**	**10** **25**	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	
	March East Jn. (See page 97)	85 69				
	Whitemoor Jn. (See below)	86 18	**10**		**Whitemoor Jn. to Elm Road level crossing**	Down trains must shunt at Whitemoor Jn. to gain access to the Wisbech line
	Elm Road LC (AHB)	86 60				
	Chain Bridge LC (AHB)	87 31	**10**	**10**	**Over Bridge at 87m. 30ch.**	AWS not provided between Whitemoor Jn. and Wisbech
	Coldham LC (TMO)	89 21				
	Waldersea LC (TMO)	90 29				
	Redmoor LC (AOCL)	92 09	**20**	**20**	**Approaching level crossing**	
	Wisbech Bypass LC (AOCL)	92 26	**20**	**20**	**Approaching level crossing**	
	Weasenham Lane LC	93 15	**10**	**10**	**93m. 15ch. and 93¾m.p. including to and from Goods Yard**	
	Wisbech Goods Yard	93 60	**15**	**15**	**To and from Yard**	
MARCH WEST JN. TO WHITEMOOR JN.			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	
	March West Jn. (See page 97)	0 00				
	Whitemoor Jn. (See above)	0 13				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
SOUTH LYNN TO KING'S LYNN HARBOUR JN.			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
O T †	South Lynn	35 27				†No staff.
	King's Lynn Harbour Jn. (See page 88 and below)	36 17				Controlled by King's Lynn Jn. (KL) signal box
KING'S LYNN HARBOUR BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
O T	King's Lynn Harbour Jn. (See page 88 and above)	95 31		**10**	**95m. 35ch. and 95m. 31ch.**	Controlled by King's Lynn Jn. (KL) signal box
	End of Branch	95 79				
KING'S LYNN TO MIDDLETON TOWERS			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
O T	King's Lynn Jn. (See page 88)	0 22				
	Middleton Towers LC	3 44				

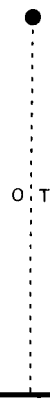
KING'S LYNN DOCKS BRANCH			5	5	MAXIMUM PERMISSIBLE SPEED	AWS not provided
†	King's Lynn Yard	0 00				†Local Instructions (See page 331)
	John Kennedy Road LC	0 45				
	King's Lynn Docks	0 46				
ELY NORTH JN. TO TROWSE LOWER JN.			**70**	**70**	MAXIMUM PERMISSIBLE SPEED	
A B A B	Ely North Jn. (See pages 87 and 96)	71 72	**55**		**71m. 72ch. and 78m. 30ch.**	
	Queen Adelaide LC	72 32				
A B A B	Padnal LC	73 17				
	Mile End LC (AHB)	74 76				
	Shippea Hill LC	77 22		**55**	**78m. 54ch. and 71m. 72ch.**	
			20		**Approaching Chivers level crossing**	
			35		**78m. 30ch. and 78m. 54ch.**	
A B A B	Chivers LC (AOCL)	78 54	**55**		**78m. 54ch. and 82½m.p.**	
				20	**Approaching Chivers level crossing**	
				35	**78m. 70ch. and 78m. 54ch.**	
	Lakenheath No. 8 LC (R/G)	80 65		**55**	**82½m.p. and 78m. 70ch.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
ELY NORTH JN. TO TROWSE LOWER JN.—continued						
	**Lakenheath** LC	82 44	**65**		**82½m.p. and 87m. 67ch.**	
	Brandon LC	86 32		**65**	**85¼m.p. and 82½m.p.**	
				40	**86m. 21ch. and 85¼m.p.**	DGL75
			40		**87m. 67ch. and 88m. 28ch.**	
			65		**88m. 28ch. and 92½m.p.**	
	Santon LC (AHB)	88 72				
	Two Mile Bottom LC (AHB)	91 10		**65**	**92½m.p. and 86m. 21ch.**	
	Thetford	93 50	**60**		**92½m.p. and 94¼m.p.**	
				60	**94¼m.p. and 92½m.p.**	
	Croxton LC (AHB)	96 46				
	Harling Road LC	101 38				
				40	**103m. 72ch. and 102m. 75ch.**	
	Heath No. 58 LC	104 09				
	Heath No. 59 LC	104 10				
	Eccles Road LC	104 39				
	Hargham No. 1 LC (AHB)	105 30				
	Poplar Farm LC	107 21				
	Attleborough LC	108 19				
	Spronces LC (AHB)	108 66				
	Spooner Row LC	111 27				
	Suton LC (AHB)	112 30				



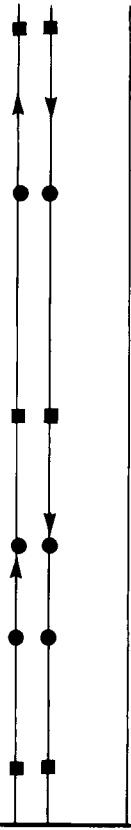
Wymondham (See below)	113 72				
Browick Road LC	114 35				
Spinks Lane LC	115 15				
Hethersett LC	117 73				URS48 C. Up at 118m. 04ch. (720 yards before reaching Home signal)
Intwood LC (AHB)	119 47				
Keswick LC (AHB)	120 00				
Eaton LC (R/G)	120 30				
Trowse Lower Jn. (See page 61)	123 00				

WYMONDHAM TO NORTH ELMHAM



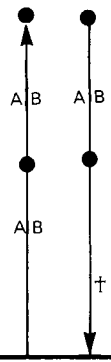
		30	**30**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
Wymondham (See above)	0 00		**15**	**0m. 13ch. and 0m.p.**	
Church Lane LC (TMO)	0 60				
Kimberley Park LC (TMO)	3 53				
Thuxton LC (TMO)	6 73				
Gaverstone LC (TMO)	7 39				
Yaxham LC (TMO)	9 41				
Yaxham Road LC (AOCL)	10 75	**5**		**10m. 72ch. and 11m.p.**	
Hall Lane LC (AOCL)	10 79				
Norwich Road LC (TMO)	11 38		**5**	**11m. 02ch. and 10m. 74ch.**	
Neatherd Road LC (TMO)	11 52				

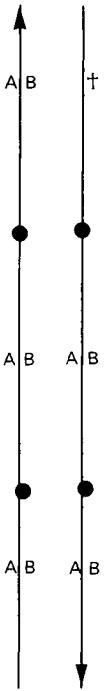
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
WYMONDHAM TO NORTH ELMHAM—continued						
O T	Swanton Road LC (TMO)	11 72				
	Hoe LC (TMO)	13 61				
	Worthing LC (TMO)	15 16				
	North Elmham LC (TMO)	15 77				
FENCHURCH STREET TO SHOEBURYNESS			75 50	75 50	MAXIMUM PERMISSIBLE SPEED (MULTIPLE UNITS) MAXIMUM PERMISSIBLE SPEED (LOCO HAULED)	
US DS UF DF	**Fenchurch Street**	0 00	15	15	**All lines 0m.p. and 0m. 27ch.**	Portable AWS magnets not provided for Temporary Speed Restrictions.
	Fenchurch Street (F)	0 20	40 40	 40	**Fast/Main line 0m. 27ch. and 1m. 43ch.** **Slow lines 0m. 27ch. and 0m. 61ch. including through connections at Christian Street Jn.**	AWS not provided at signals F73 and F86.
	Christian Street Jn.	0 61				Fenchurch Street to Gas Factory Jn. controlled by Fenchurch Street (F) signal box.
				40	**Main/Fast line 1m. 43ch. and 0m. 27ch.**	
	Stepney East	1 58	30	30	**1m. 43ch. and 1m. 63ch.**	
			50 30	50 30	**1m. 63ch. and 2m. 51ch.** **2m. 51ch. and 2m. 73ch.**	
	Gas Factory Jn. (See page 107)	2 57	20 60		**To Bow Jn. line** **2m. 73ch. and 6½m.p.**	

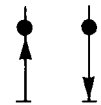
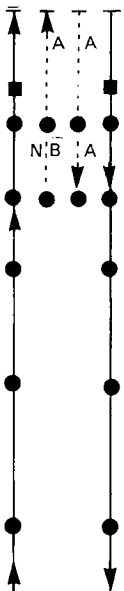


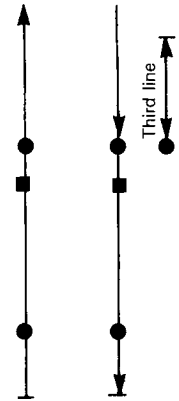
OHNS	3 75				
East Ham			60	6m.p. and 2m. 73ch.	
			55	6m. 50ch. and 6m.p.	
		40		6½m.p. and 7m. 08ch.	
Barking Tilbury Line Jn. West (See page 109)	7 05		45	7m. 8ch. and 6m. 50ch.	
		60	60	7m. 8ch. and 8m. 10ch.	S. UGL at 7m. 38ch. Jn. with Up Tilbury line at London end of No. 8 Platform.
		45	45	**Tilbury line through Barking Station 7m. 33ch. and 7¾m.p.**	
Barking	7 42				
			20	**UGL (No. 9 Road) 7m. 57ch. and 7m. 37ch.**	UGL36 (No. 9 line)
		20	30	**Up Tilbury—Fenchurch St. including connections 7m. 04ch. and 7m. 33ch.**	
		40		**Down Fenchurch St.—Tilbury line from Down through line to Down Tilbury line 7m. 14ch. and 7m. 33ch.**	
		20		**Connecting lines at East end of Barking Station 7¾m.p. and 7m. 74ch.**	
			20	**Connecting line East end of Barking Station 8m. 13ch. and 7¾m.p.**	
		60		**Towards Tilbury line (multiple units only)**	
OHNS	8 56				
Dagenham East GF's	11 25				
Upminster	15 20				
Upminster (See pages 66 and 112)	15 38	20		**To Ockendon line**	
West Horndon	19 15				
Laindon	22 69	30		**Reversing line 22m. 53ch. and 22¾m.p.**	
		25	25	**Reversing lines 22¾m.p. and 23m. 01ch.**	
			15	**Reversing line 22¾m.p. and 22m. 53ch.**	
			70	**23m. 03ch. and 22m. 45ch.**	
Basildon	24 26				
OHNS	25 69				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
FENCHURCH STREET TO SHOEBURYNESS—continued						
	**Pitsea**	26 42	**60**		**26m. 33ch. and 26m. 68ch.**	
				25	**To Tilbury line**	
				60	**26m. 68ch. and 26m. 33ch.**	
	Pitsea Jn. (See page 111)	26 52				
	Benfleet	29 11				
	OHNS	31 74				
	OHNS	32 02				
	Leigh-on-Sea	32 30				
	Leigh-on-Sea	32 43	**20**	**20**	**Reversing line 32m. 31ch. and 32m. 56ch.**	
			60	**60**	**32m. 46ch. and 33m. 06ch.**	
			55	**55**	**33m. 06ch. and 33m. 43ch.**	
	Chalkwell	33 69				
	OHNS	34 06				
	Westcliff-on-Sea	34 66	**65**		**33m. 43ch. and 35m. 16ch.**	
				70	**35m. 16ch. and 33m. 43ch.**	
	Southend Central	35 55	**50**	**50**	**35m. 16ch. and 35m. 70ch.**	DRS24 (8 EMU), DRS36 (12 EMU)
	OHNS	35 72				
	OHNS	36 08				
	Southend East	36 49	**70**	**70**	**35m. 70ch. and 36m. 42ch.**	
	Thorpe Bay	37 73				

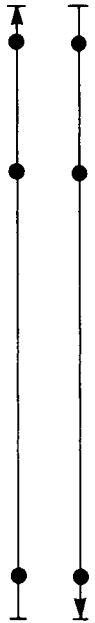
	Shoeburyness	39 23	15		**39m. 15ch. and Nos. 1 and 2 Platform lines.**	
	Shoeburyness	39 40	5	15 5	**Station and 39m. 18ch.** **To and from Carriage Sdgs**	
GAS FACTORY JN. TO BOW JN.			40	40	MAXIMUM PERMISSIBLE SPEED	Portable magnets not provided for Temporary Speed Restrictions.
	Gas Factory Jn. (See page 104)	2 57	20	20	**2m. 57ch. and 2m. 61ch.**	Controlled by Fenchurch Street (F) signal box.
	OHNS	2 78	30	30	**2m. 61ch. and 3m. 18ch.**	
	Bow Jn. (See page 51)	3 39	15	15	**Through former connection Double line to Fenchurch Street Single line.**	
UPPER HOLLOWAY TO BARKING, TILBURY LINE JN. WEST						
UPPER HOLLOWAY AND HARRINGAY PARK JN. (4m. 15ch.)			50	50	MAXIMUM PERMISSIBLE SPEED	
HARRINGAY PARK JN. (4m. 15ch.) AND BARKING, TILBURY LINE JN. WEST			45	45	MAXIMUM PERMISSIBLE SPEED	Portable AWS magnets not provided for Temporary Speed Restrictions.
	**Upper Holloway**	2 71	20		**3m. 28ch. and 5m. 36ch.**	
	Crouch Hill	3 65				
	Crouch Hill Tunnel (90 yards)	4 01 to 4 05		30	**4m. 12ch. and 3m. 28ch.**	
	Harringay Park Jn. (See page 37)	4 15	15		**To Harringay Jn. line**	†AB when Harringay Park Jn. and/or South Tottenham Station Jn. signal box is closed.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
UPPER HOLLOWAY TO BARKING, TILBURY LINE JN. WEST—continued						
	**Harringay Stadium**	4 61		20	4m. 77ch. and 4m. 12ch.	†AB when Harringay Park Jn. and/or South Tottenham Station Jn. signal box is closed.
A B †				10	4m. 79ch. and 4m. 77ch.	
			30		5m. 36ch. and 5m. 66ch.	C. Up at 5m. 21ch.
	South Tottenham West Jn. (See page 90)	5 65		15	**To Seven Sisters Jn. line**	
				20	**5m. 66ch. and 4m. 79ch.**	
	South Tottenham	5 69				
	South Tottenham Station Jn. (S)	5 71				
	South Tottenham East Jn. (See page 91)	5 73	25		**To Tottenham South Jn. line**	
			40	40	**5m. 73ch. and 5m. 77ch.**	
A B A B	**Black Horse Road**	7 21				
	Walthamstow Queens Road	8 11				
	Leyton Midland Road	9 22				
	Leytonstone High Road	10 00				
	Wanstead Park	11 15				
A B A B			40	40	**11m. 34ch. and 11m. 44ch.**	
			30	30	**11m. 72ch. and 12m.p.**	CW. Up at 11m. 74ch.
	Woodgrange Park Jn. (See page 66)	11 79		15	**To Forest Gate Jn. line**	

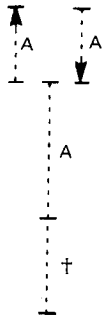
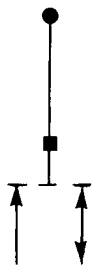
	**Woodgrange Park**	12 05				C. Down at 12m. 58ch. (580 yards before reaching BK48 signal)
	Barking Station Jn.	13 12	25	25	**To St. Pancras—Barking Terminating Line**	
	Barking, Tilbury Line Jn. West (See page 105)	13 42				
BARKING, TILBURY LINE JN. EAST TO TILBURY RIVERSIDE			**60**	**60**	MAXIMUM PERMISSIBLE SPEED	AWS provided on Passenger lines only.
	Barking, Tilbury Line Jn. East (See page 105)	7 60	**20**	**20**	**To, from and over all Goods lines 7m. 65ch. and 10m. 37ch.**	Portable AWS Magnets not provided for Temporary Speed restrictions.
	OHNS	7 79				
	Ripple Lane	9 07				
	Dagenham Dock LC	10 49				
	Manor Way LC (CCTV)	12 02				
	Rainham LC	12 54	**50**	**50**	**15m. 07ch. and 16m. 03ch.**	2 S. Up Trains Crew relief at Ripple Lane.
	Purfleet Rifle Range LC (CCTV)	15 27				
	Purfleet LC	16 02	**45**	**45**	**16m. 03ch. and 16m. 42ch.**	
	Thames Board Mills LC	16 38				
	Deep Wharf LC	16 67				
	Jurgens LC	17 09				
	West Thurrock Jn. LC	18 74				

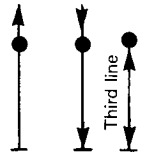
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or between	Remarks
BARKING, TILBURY LINE JN. EAST TO TILBURY RIVERSIDE—continued						
	West Thurrock Jn. (See page 113)	19 01	**30** **40**	 **40** **20**	**To Third line** **Third line 19m. 08ch. and 19m. 72ch.** **To Ockendon line**	
	Grays LC	19 70				
	OHNS	21 07				
	Tilbury Town	21 48	**25**	**25**	**22m. 05ch. and 22m. 21ch.**	
	Tilbury West Jn. (See below)	22 06	**20** **10**	 **10**	**Towards Tilbury East Jn.** **22m. 21ch. and 22m. 45ch.**	
	Tilbury Riverside (T) (See page 111)	22 30				
	Tilbury Riverside	22 45				
TILBURY WEST JN. TO TILBURY EAST JN.			**20**	**20**	MAXIMUM PERMISSIBLE SPEED	Line controlled by Tilbury Riverside (T) signal box.
	Tilbury West Jn. (See above)	22 06				
	Tilbury East Jn. (See page 111)	22 30				

TILBURY RIVERSIDE TO PITSEA



				MAXIMUM PERMISSIBLE SPEED (MULTIPLE UNITS) MAXIMUM PERMISSIBLE SPEED (LOCO-HAULED)	
		70 60	70 60		
Tilbury Riverside	0 00				
Tilbury Riverside (T) (See page 110)	0 15	10 50	10 50	**0m. 00ch. and 0m. 25ch.** **0m. 25ch. and 0m. 48ch. (22m. 38ch. Fenchurch St. to Pitsea via Tilbury Town mileage.)**	Portable AWS magnets not provided for Temporary Speed Restrictions.
Tilbury East Jn. (See page 110)	0 40 22 30		20	**Towards Tilbury West Jn.**	
Low Street (L) LC	24 11				
East Tilbury	25 07				
Muckingford LC	25 12	60		**25m. 67ch. and 27m. 65ch.**	
Mucking LC (AHB)	26 40				
Thames Haven Jn. (See page 112)	26 41	25		**To Thames Haven line**	Controlled by Low Street (L) signal box.
Stanford-le-Hope LC (CCTV)	27 17		60	**27m. 65ch. and 26½m.p.**	
Fobbing LC	30 34				
Gardners LC (R/G)	30 75				
Vange Wharf LC	31 43				
Pitsea Hall LC (CCTV)	32 24	40	40	**32m. 24ch. and 32m. 38ch.**	
Pitsea	32 37	25		**32m. 38ch. and 32m. 43ch.**	
Pitsea Jn. (See page 106)	32 43				

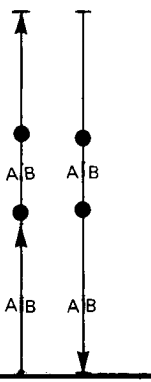
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or between	Remarks
THAMES HAVEN JN. TO THAMES HAVEN			**40**	**40**	MAXIMUM PERMISSIBLE SPEED	Controlled by Low Street (L) signal box. AWS not provided.
	Thames Haven Jn. (See page 111)	26 41	**25**	**25**	**26m. 41ch. and 27m. 05ch.**	
	Signals L37/42					
	Shell No. 1 GF (Curry Marsh Sidings)	28 46				
	Hydrocracker LC (AHB)	29 04				
	Signal L44 (Up)	29 30				
	No. 43 Gate LC (AOCL)	29 78	**10**	**10**	**Approaching level crossing**	†Under control of Thames Haven Yard Supervisor
	Thames Haven Terminus GF	30 44				
UPMINSTER TO WEST THURROCK JN.			**70**	**70**	MAXIMUM PERMISSIBLE SPEED	Portable AWS magnets not provided for Temporary Speed Restrictions
	**Upminster** (See pages 66 and 105)	0 00	**15**	**15**	**No. 1 Bay Platform line to and from Single line**	
				20	**0m. 05ch. and 0m. 00ch.**	
			40	**40**	**0m. 05ch. and 0¼m.p.**	
	Ockendon	3 05		**15**	**To, over and from crossing loop**	CL12EMU
	OHNS	6 15				
			60	**60**	**5¼m.p. and 6m. 23ch.**	
		6 33	**40**	**40**	**Main lines 6m. 23ch. and 6m. 45ch.**	
			40	**40**	**Third line 6m. 45ch. and 6¾m.p. (19m. 08chs. Barking—Tilbury mileage)**	



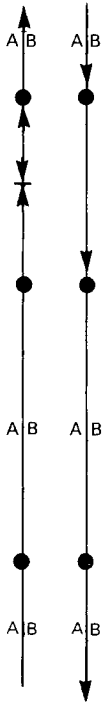
West Thurrock Jn. LC	6 46	20		**6m. 45ch. and 6m. 53ch.**	CW. Up at 6m. 48ch. (220 yds. before reaching signal WT125)
West Thurrock Jn. (See page 110)	6 53				

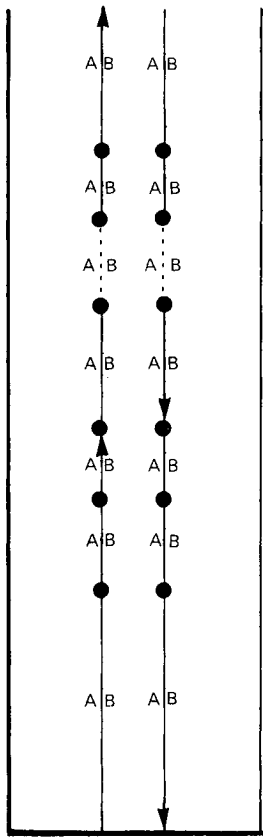
WERRINGTON JN. TO DECOY NORTH JN. VIA LINCOLN

WERRINGTON JN. AND SPALDING	60	60	MAXIMUM PERMISSIBLE SPEED
SPALDING AND LINCOLN, PELHAM STREET	55	55	MAXIMUM PERMISSIBLE SPEED
LINCOLN, PELHAM STREET AND GAINSBOROUGH TRENT WEST JN.	55	50	MAXIMUM PERMISSIBLE SPEED
GAINSBOROUGH TRENT WEST JN. AND FINNINGLEY (112m. 07ch.)	60		MAXIMUM PERMISSIBLE SPEED
HAXEY (106m. 24ch.) AND GAINSBOROUGH TRENT WEST JN.		50	MAXIMUM PERMISSIBLE SPEED
FINNINGLEY (112m. 07ch.) AND DECOY NORTH JN.	70		MAXIMUM PERMISSIBLE SPEED
DECOY NORTH JN. AND HAXEY (106m. 24ch.)		70	MAXIMUM PERMISSIBLE SPEED

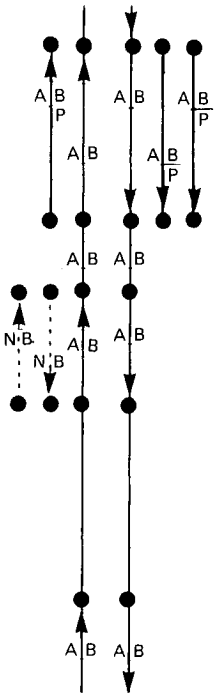


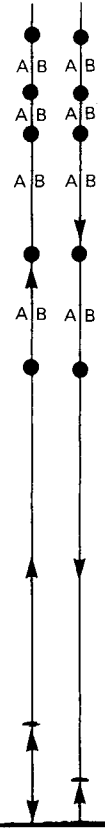
Werrington Jn. (See page 26)	79 34	40	40	**79m. 34ch. and 79m. 56ch.**	Controlled by Peterborough (P) signal box.
Fox Covert LC	80 73				
Folly Bank LC (AHB)	82 01				
St James Deeping LC	83 38				
Stowgate LC (AHB)	84 38				
Littleworth LC	87 61				
Lucks Road LC (AHB)	90 02				
South Drove LC (AHB)	90 63				
London Road LC (AHB)	91 61				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or between	Remarks
WERRINGTON JN. TO DECOY NORTH JN. VIA LINCOLN—continued						
	Hawthorn Bank LC (AHB)	92 08		45	92m. 51ch. and 91¾m.p.	
			15		92m. 51ch. and 44m. 57ch. (Spalding to Doncaster mileage)	
	Spalding (S) LC	92 64 / 44 13				
	Spalding	44 26		15	44m. 57ch. and 92m. 51ch. (Kings Cross to Spalding mileage)	
			40		44m. 57ch. and 44m. 74ch.	
	Park Road LC	44 65				
	Mill Green LC	44 74		40	44m. 74ch. and 44m. 57ch.	
	Blue Gowts LC	45 42				
	Cherry Holt LC (AHB-X)	46 00	X35	X35	Approaching level crossing in wrong direction	
	Flax Mill LC	46 66				
	Bearty Fen LC	47 22				
	No. 94 Water Drove LC	48 09				
	Cheal Road LC	48 31				
	Gosberton	49 13				DGL109
	Gosberton LC	49 26				
	Brewery Lane LC	50 19				
	Quadring LC (AHB)	51 10				



Church Lane LC	51 47				
Golden High Hedges LC	51 58				
Malting Lane LC (AHB-X)	52 29	X35	X35	**Approaching level crossing in wrong direction.**	
Blotoft LC	55 25				
Sleaford South (See page 118)	62 13	25	25	**To Sleaford East Jn. line** **Through connection Down to Up at 62m. 12ch.**	CW. Down Avoiding line at 62m. 13ch.
Sleaford North LC (See page 118)	63 48		25	**To Sleaford West line**	
Ruskington	65 65				
Rowston LC	69 33				
Scopwick LC	70 48				
Martin Road LC	72 09				
Blankney LC	72 79				
Metheringham	73 03				C. Down at 73m. 75ch.
Potterhanworth	76 70				
Branston and Washingborough Cross Roads Tunnel (60 yards)	79 44 to 79 47				
Sincil Bank LC (CCTV)	82 19	40 25	40	**82m. 16ch. and 82m. 23ch.** **Main line 82m. 23ch. and 82m. 75ch.**	C. Up at 82m. 16ch. (700 yards before reaching Pelham Street I.B. Home signal).

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or between	Remarks
WERRINGTON JN. TO DECOY NORTH JN. VIA LINCOLN—continued						
	Pelham Street (See page 140)	82 29	10	10	**To Barnetby line To Down Platform lines**	
	Lincoln Central	82 41				
	High Street LC	82 49				
	Brayford LC	82 57				
	East Holmes	82 60				
				25	**Main line 82m. 75ch. and 82m. 23ch.**	
	West Holmes (WH) (See page 120)	83 29	10 30	10	**To and from West Yard Down Main to Newark line**	
			25	25	**83m. 68ch. and 84m. 19ch.**	
	Pyewipe Jn. (See page 120)	84 13		30	**To Boultham Jn. line**	Controlled by West Holmes (WH) signal box.
	Kesteven LC (AHB-X)	87 41	X35	X35	**Approaching level crossing in wrong direction**	
	Saxilby LC	88 41				UGL98
	Saxilby	88 51				
	Sykes LC	89 15				

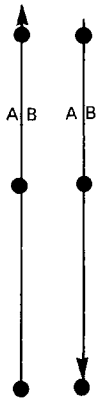


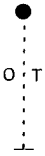
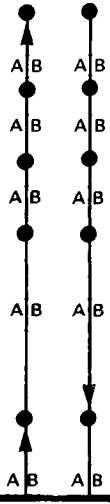
Sykes Jn. (See page 121)	90 04	15		**To Torksey line**	
Stow Park LC	93 13				
Gainsborough Lea Road	98 09	25	25	**98m. 02ch. and 98m. 56ch.**	URS40
					CW. Up at 98m. 48ch. (390 yards before reaching Trent Jn. Starting and Lea Road Outer Home signals)
Trent East Jn. (See page 131)	98 56	30 40	30 40	**98m. 56ch and 98m. 68ch. and to Barnetby or Sheffield lines**	
Trent West Jn. (See page 131)	98 69	30	30	**98m. 68ch. and 98m. 75ch.**	
Beckingham (B) LC	100 78	20	20	**Over Goods Loops**	DGL 100A, UGL 100A
North Carr LC	104 66				
Haxey LC (CCTV)	105 58				
Park Drain LC (CCTV)	108 52				Doncaster (D) signal box area between Park Drain LC and Decoy North Jn.
Beech Hill LC (AHB)	109 73				
Wroot Road LC (CCTV)	111 53				
Finningley LC	112 08				
Auckley LC (AHB)	112 73				
Bessacarr Halt LC (R/G)	115 48	50		**115m. 57ch. and 117m. 46ch.**	C. Down at 115m. 52ch.
Bessacarr Jn. (See page 50)	115 72	25		**Down to Up Lincoln or to Black Carr Jn. line**	
Flyover East Jn. (See page 49)	116 20		40	**Down Lincoln Flyover to Loversall Jn. line**	

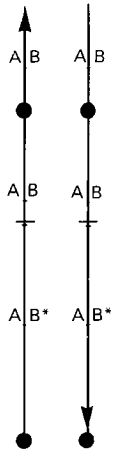
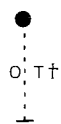
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
WERRINGTON JN. TO DECOY NORTH JN. VIA LINCOLN—continued						
	Flyover West Jn. (See page 48)	116 46		45	**To Loversall Carr Jn. line**	
	Decoy South Jn. (See page 49)	116 71		25	**Down Lincoln Flyover to St. Catherines Jn. line**	
	Decoy North Jn. (See page 33)	117 46		50	**117m. 46ch. and 115m. 57ch.**	
SLEAFORD SOUTH TO SLEAFORD EAST JN.			40	40	MAXIMUM PERMISSIBLE SPEED	
	Sleaford South (See page 115)	0 00		25	**Through junction.**	
	Sleaford East Jn. (See page 45)	0 43	25		**Through junction**	Controlled by Sleaford East (SE) signal box
SLEAFORD WEST TO SLEAFORD NORTH			60	60	MAXIMUM PERMISSIBLE SPEED	
	Sleaford West (See page 44)	1 34		20	**1m. 38ch. and 1m. 34ch.**	
	Sleaford North (See page 115)	3 42	25		**3m. 38ch. and 3m. 42ch.**	

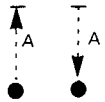
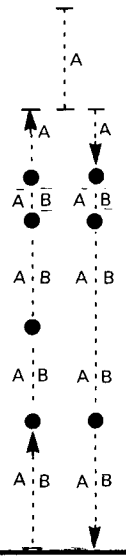
STAYTHORPE CROSSING TO WEST HOLMES

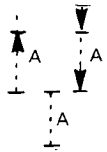
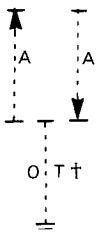
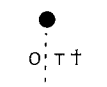
STAYTHORPE CROSSING AND NEWARK CASTLE		60	60	MAXIMUM PERMISSIBLE SPEED	
NEWARK CASTLE AND WEST HOLMES		50	50	MAXIMUM PERMISSIBLE SPEED except as shown below.	
COTTAGE LANE LC (21m. 16ch.) AND NEWARK CROSSING EAST JN. (17m. 72ch.)			65	MAXIMUM PERMISSIBLE SPEED FOR CLASS 253/254 TRAINS ONLY	
COTTAGE LANE LC (21m. 16ch.) AND 23¾m.p.		65		MAXIMUM PERMISSIBLE SPEED FOR CLASS 253/254 TRAINS ONLY	
23¾m.p. AND 30m. 50ch.		70		MAXIMUM PERMISSIBLE SPEED FOR CLASS 253/254 TRAINS ONLY	
SOUTH SCARLE LC (24m. 31ch.) AND COLLINGHAM (22m. 13ch.)			65	MAXIMUM PERMISSIBLE SPEED FOR CLASS 253/254 TRAINS ONLY	
31m. 75ch. AND SOUTH SCARLE LC (24m. 31ch.)			70	MAXIMUM PERMISSIBLE SPEED FOR CLASS 253/254 TRAINS ONLY.	
	Staythorpe Crossing	14 20			AWS not provided at Staythorpe Crossing.
			30	30	**16m. 70ch. and Newark Castle Station.**
	Newark Castle LC	17 02			
	Newark Crossing	17 66			Newark Crossing and Newark Crossing East Jn. controlled by Doncaster (D) signal box.
	Newark Crossing East Jn. (See page 48)	17 74		25	**To Newark Crossing South Jn. line.**
	Winthorpe LC (AHB)	19 01			
	Langford LC (AHB)	20 24			
	Cottage Lane LC (AHB)	21 16			
	Westbrook LC (R/G)	21 44			
	Collingham LC (AHB)	22 17			
	Cross Lane LC (AHB)	22 34			
	Swinderby Road LC (AHB)	22 46			
	South Scarle LC (AHB)	24 31			
	Swinderby LC	24 64	25	25	**Through trailing crossover.**
	Eagle Barnsdale LC (AHB)	25 64			
	Eagle and Thorpe LC (AHB-X)	26 53	X30	X30	**Approaching level crossing in wrong direction.**

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
STAYTHORPE CROSSING TO WEST HOLMES—continued						
	Thorpe-on-the-Hill LC	27 28				
	Hykeham LC (AHB-X)	29 44	**X30**	**X30**	**Approaching level crossing in wrong direction.**	
	Doddington Road LC (AHB-X)	30 18	**X30**	**X30**	**Approaching level crossing in wrong direction.**	
	Boultham Crossing (BC) LC	31 17				
	Skewbridge Tip LC (AOCR)	32 18				
	Boultham Jn. (See below)	32 40	**30**		**To Pyewipe Jn. line.**	Controlled by West Holmes (WH) signal box.
	Ruston's Tip LC (R/G)	32 52	**30**	**30**	**32½m.p. and 32m. 70ch.**	
	West Holmes (WH) (See page 116)	32 70				
BOULTHAM JN. TO PYEWIPE JN.			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	Line controlled by West Holmes (WH) signal box.
	Boultham Jn. (See above)	0 00				
	Pyewipe Jn. (See page 116)	0 65				

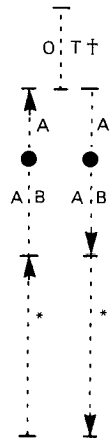
SYKES JN. TO TORKSEY			20	20	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Sykes Jn. (See page 117)	76 46		15	**76m. 41ch. and 76m. 46ch.**	
O T	Sykes Lane LC (TMO)	75 16				
	Torksey LC (TMO)	74 46				
	Torksey	73 50				
SHERWOOD COLLIERY SIDINGS SOUTH TO SHIREOAKS EAST JN.						AWS not provided.
SHERWOOD COLLIERY SIDINGS SOUTH TO REGIONAL BOUNDARY (143½m.p.)			45	45	MAXIMUM PERMISSIBLE SPEED	
REGIONAL BOUNDARY (143½m.p.) TO SHIREOAKS EAST JN.			60	60	MAXIMUM PERMISSIBLE SPEED	
	Sherwood Colliery Sidings South	141 50	20	20	**142m.p. and 142¾m.p.**	
	Shirebrook Sidings	144 07				
	Shirebrook Station (See page 122)	144 79	40		**145m.p. and 145m. 65ch.**	DRS40
	Shirebrook Jn. (SJ) (See page 123)	145 14	15		**To Warsop Jn. line.**	
	Shirebrook East Jn. (See page 124)	145 62		25 40	**To High Marnham line** **145m. 65ch. and 143½m.p.**	Controlled by Shirebrook Jn. (SJ) signal box. C. Up at 146m. 19ch. (703 yds. before reaching SJ.33 signal)
	Norwood LC	147 71				
	Elmton & Creswell Jn. (See page 153)	149 37	25		**To Seymour Jn. line.**	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
SHERWOOD COLLIERY SIDINGS SOUTH TO SHIREOAKS EAST JN.—continued						
	Whitwell Tunnel (544 yards)	150 03 to 150 28				
	Whitwell	150 45				C. Up at 151m. 03ch. (521 yds. before reaching Home signal)
						C. Up at 153m. 10ch. (265 yards after passing signal SS794)
	Woodend Jn. (See page 127)	153 71	**20**	**30**	**Down to Up at 153m. 66ch. To Shireoaks West Jn. line.**	Controlled by Shireoaks Station (SS) signal box.
			20	**20**	**153m. 71ch. and 154m. 30ch.**	C. Down at 153m. 74ch. (233 yards after passing signal SS796).
						CW. Up at 153m. 76ch. (423 yds. before reaching signal SE32).
						*The direction of the line between Woodend Jn. and Shireoaks East Jn. is UP.
	Shireoaks East Jn. (See page 132)	154 30				
WARSOP COLLIERY BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Shirebrook Station (Signals 17/18) (See page 121)	0 00				†No Staff—see page 281.
	Warsop Colliery (BR/NCB boundary)	0 49				

WARSOP JN. TO SHIREBROOK JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Warsop Jn. (See page 124)	0 00				Controlled by Shirebrook Jn. (SJ) signal box
	Shirebrook Jn. (SJ) (See page 121)	0 45				CW. Up at 0m. 40ch. (672 yards before reaching signal SJ20)
HIGH MARNHAM TO SHIREBROOK EAST JN.						
HIGH MARNHAM AND WARSOP JN.			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
WARSOP JN. AND SHIREBROOK EAST JN.			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	
	High Marnham (Signals S20/S21/S22)	27 48	**30**	**30**	**24m. 45ch. and 24½m.p.**	
	Tuxford	23 52				
	Boughton Jn. (See page 124)	20 15	**15**		**To Bevercotes Colliery line**	Controlled by Ollerton Colliery (OC) signal box.
				25	**Up line to Single line**	
	Ollerton Colliery (OC)	19 33				
	Thoresby Colliery (See page 124)	17 21				
			40	**40**	**15m. 45ch. and 15m. 35ch.**	
	Clipstone East Jn. (See page 125)	15 40	**25**		**To Clipstone South Jn. line**	
	Clipstone	15 20				
	Clipstone West Jn. (See page 127)	15 15		**15**	**To Clipstone South Jn. line**	
	Welbeck Colliery Jn. (See page 127)	13 20	**15**		**Up line to Welbeck Colliery line**	C. Up at 12¾m.p. (560 yards before reaching Home signal)

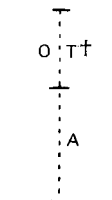
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
HIGH MARNHAM TO SHIREBROOK EAST JN.—continued						
	Warsop Jn. (See page 123)	10 60				Warsop Jn. to Shirebrook East Jn. controlled by Shirebrook Jn. (SJ) signal box.
	Shirebrook South Jn.	10 19				
	Shirebrook East Jn. (See page 121)	9 72				
BEVERCOTES COLLIERY BRANCH			**40**	**40**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Boughton Jn. (See page 123)	0 00	**15**		**0m. 00ch. and 0½m.p.**	Controlled by Ollerton Colliery (OC) signal box.
		0 30		**15**	**0½m.p. and 0m. 00ch.**	
	Boughton Brake Tunnel (350 yards)	1 49 to 1 65				†No Staff—see page 281.
	Bevercotes Colliery (BR/NCB Boundary)	4 22				
THORESBY COLLIERY BRANCH			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Thoresby Colliery (See page 123)	0 00				†No Staff—See page 281.
	Thoresby Colliery	1 18				

MANSFIELD COLLIERY TO CLIPSTONE EAST JN.
MANSFIELD COLLIERY AND RUFFORD JN.
RUFFORD JN. AND CLIPSTONE EAST JN.



Mansfield Colliery	6 32				AWS not provided.
		25	**25**	MAXIMUM PERMISSIBLE SPEED	
		40	**40**	MAXIMUM PERMISSIBLE SPEED	
					†No Staff—see page 281.
Rufford Jn. (See page 126)	9 22		**25**	**To Mansfield Colliery line**	Controlled by Concentration Sidings (C) signal box.
			40	**To Blidworth Colliery line**	
Concentration Sidings (C)	9 76				C. Up at 10m. 33ch. (795 yards before reaching Concentration Sidings Home signal).
Clipstone South Jn. (See page 127)	10 66	**15**		**To Clipstone West Jn. line**	Controlled by Clipstone signal box.
		25		**10m. 66ch. and 11m. 09ch.**	*Within Clipstone signal box station limits.
					C. Up at 11m. 06ch. (381 yards before reaching Clipstone Home 2 signal).
Clipstone East Jn. (See page 123)	11 09		**25**	**11m. 09ch. and 10m. 66ch.**	Controlled by Clipstone signal box.

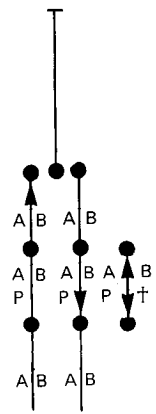
BLIDWORTH COLLIERY TO RUFFORD JN.

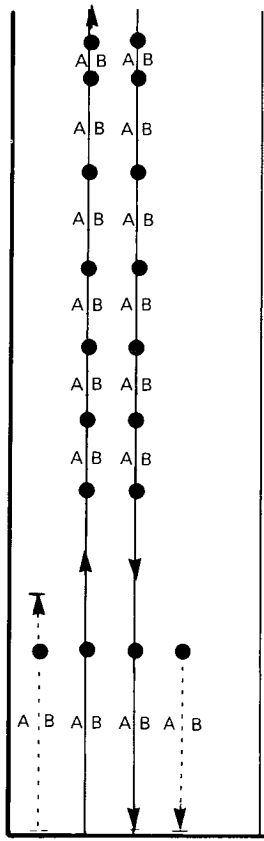


		40	**40**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
Blidworth Colliery	4 11	**15**	**15**	**Blidworth Colliery and 3½m.p.**	†No Staff—see page 281.
Inkersall LC(TMO)	1 35				
Bilsthorpe Colliery Jn. (See page 126)	1 08		**25**	**To Bilsthorpe Colliery line**	Bilsthorpe Colliery Jn. to Rufford Jn. controlled by Concentration Sidings (C) signal box.
Rufford Colliery Jn. (See page 126)	0 24		**25**	**To Rufford Colliery line**	

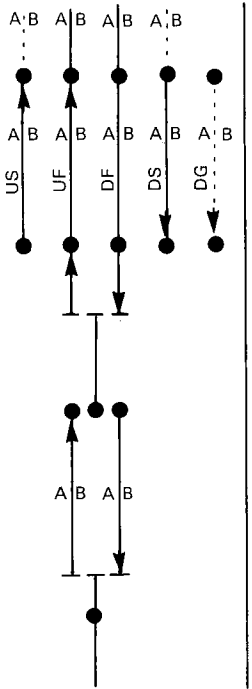
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
BLIDWORTH COLLIERY TO RUFFORD JN.—continued						
		0 00 / 9 08				
A	Rufford Jn. (See page 125 and below)	9 22	**25**		**Through junction**	
BILSTHORPE COLLIERY BRANCH			**40**	**40**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
O T †	Bilsthorpe Colliery	4 39	**25**	**25**	**1½m.p. and 1m. 08ch.**	†No Staff—See page 281.
	Bilsthorpe Colliery Jn. (See page 125)	1 08				Controlled by Concentration Sidings (C) signal box.
RUFFORD COLLIERY BRANCH			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Rufford Colliery	2 19				
O T †	Elmsley LC (TMO)	1 17				†No Staff—See page 281.
	Rufford Colliery Jn. (See page 125)	0 00				Controlled by Concentration Sidings (C) signal box.
CLIPSTONE COLLIERY BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Rufford Jn. (See page 125 and above)	9 13				Controlled by Concentration Sidings (C) signal box.
O T †	Clipstone Colliery	9 56				†No Staff—See page 281.

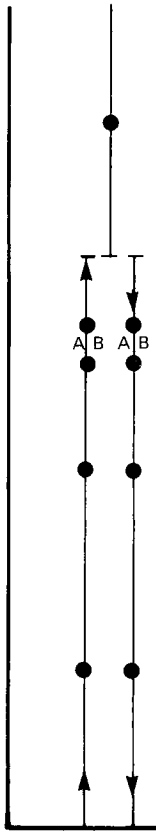
CLIPSTONE SOUTH JN. TO CLIPSTONE WEST JN.			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Clipstone South Jn. (See page 125)	10 66				
	Clipstone	10 74				*Within Clipstone signal box Station limits
	Clipstone West Jn. (See page 123)	11 04				
WELBECK COLLIERY BRANCH			30	30	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Welbeck Colliery Jn. (See page 123)	0 00	15	15	**0m.p. and 0½m.p.**	S at 0m. 37ch. Colliery end of run round loop. Normal lie for single line.
	Welbeck Colliery	2 62				
WOODEND JN. TO SHIREOAKS WEST JN.			20	20	MAXIMUM PERMISSIBLE SPEED	Line controlled by Shireoaks Station (SS) signal box
	Woodend Jn. (See page 122)	153 71				AWS not provided
	Shireoaks West Jn. (See page 132)	154 36				
CLEETHORPES TO NUNNERY MAIN LINE JN. VIA RETFORD						
CLEETHORPES AND GRIMSBY TOWN			60	60	MAXIMUM PERMISSIBLE SPEED	
GRIMSBY TOWN AND WRAWBY JN.			60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS CLASSIFIED 1–5 INCLUSIVE	
			45	45	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS CLASSIFIED 6–9 INCLUSIVE	
WRAWBY JN. AND KIRTON LIME SIDINGS (86m. 35ch.) See page 11.			60	60	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL, NEWSPAPER AND PARCELS TRAINS COMPOSED ENTIRELY OF BOGIE VEHICLES	
			40	40	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL, NEWSPAPER AND PARCELS TRAINS COMPOSED ENTIRELY OF BOGIE VEHICLES	
KIRTON LIME SIDINGS (86m. 35ch.) AND NORTHORPE (82m. 10ch.)			60	60	MAXIMUM PERMISSIBLE SPEED	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Remarks
CLEETHORPES TO NUNNERY MAIN LINE JN. VIA RETFORD—continued						
NORTHORPE (82m. 10ch.) AND 76½m.p.			60	60	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL, NEWSPAPER AND PARCELS TRAINS COMPOSED ENTIRELY OF BOGIE VEHICLES	
			40	40	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL, NEWSPAPER AND PARCELS TRAINS COMPOSED ENTIRELY OF BOGIE VEHICLES	
76½m.p. AND TRENT WEST JN. (73m. 08ch.)			40	40	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL, NEWSPAPER AND PARCELS TRAINS COMPOSED ENTIRELY OF BOGIE VEHICLES	
			30	30	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL, NEWSPAPER AND PARCELS TRAINS COMPOSED ENTIRELY OF BOGIE VEHICLES	
TRENT WEST JN. (73m. 08ch.) AND NUNNERY MAIN LINE JN.			60	60	MAXIMUM PERMISSIBLE SPEED	
	**Cleethorpes**	112 40				Controlled by Pasture Street (P) signal box
			30	30	**112¼m.p. and 112m.p.**	
	New Clee	110 78				
			15	15	**110m. 79ch. and 110m. 18ch.**	
	Fish Dock Road LC (CCTV)	110 31				
			40	40	**110m. 18ch. and 109m. 28ch.**	
	Grimsby Docks	110 11				
	Pasture Street (P) LC	109 48				
	Garden Street Jn. LC	109 27				
	Grimsby Town	109 20	15	15	**109m. 28ch. and 109m. 10ch.**	†Permissive working is authorised in the Down direction only
	Wellowgate LC	109 14				

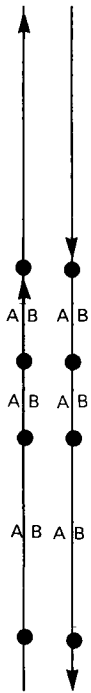


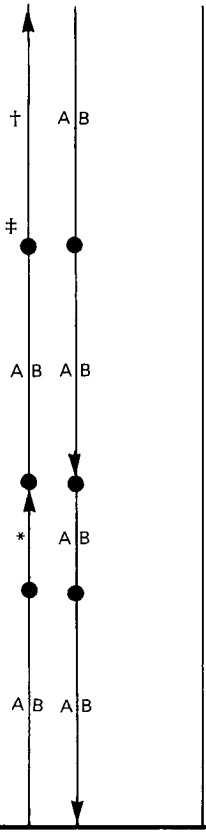
Friargate Crossing LC	109 03				
Littlefield Crossing LC	108 73				
Marsh East Jn. (See page 135)	108 08	10		**To Marsh North Jn. line**	
Marsh Jn.	107 77				
Marsh West Jn. (See page 135)	107 69		10	**To Great Coates line**	
Great Coates LC	107 19				1L1C Not booked to stop at **Grimsby Town**
Healing	105 75				
Stallingborough LC	104 72				1L1S Grimsby West Marsh Jn.
Little London LC (AHB)	103 56				
Roxton Siding LC	102 55				
Habrough Jn. LC	101 13				
Habrough Jn. (See page 138)	100 48	40		**To Ulceby line**	
		40	40	**99m. 44ch. and 99m. 39ch.**	
Brocklesby Jn. (See page 137)	99 39		40	**To Ulceby line**	
Brocklesby	99 33	30	30	**Goods to Main Main to Goods and over Goods and Slow lines 99m. 16ch. and 94m. 06ch.**	IS IL Brigg, IL 2S Lincoln line
New Barnetby LC	95 79				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
CLEETHORPES TO NUNNERY MAIN LINE JN. VIA RETFORD—continued						
	Barnetby East	94 64	40		**Fast line, 94m. 70ch. and 94m. 50ch.**	CW. Up Goods, 160 yards ahead of Barnetby East Home 2 signal.
	Barnetby	94 56		40	**Fast line, 94m. 50ch. and 94m. 70ch.**	
	Wrawby Jn. (WJ) (See pages 139 and 142)	94 12	15	30	**To Lincoln and Scunthorpe lines Over Up Slow and Up Goods lines, 94m. 06ch. and 99m. 46ch.**	
		93 30	40		**Down line to Single line**	Double to Single connection controlled by Wrawby Jn. (WJ) signal box.
	Kettleby LC (AOCR)	92 58				
	Brigg (B) LC	91 23	40	40	**Up line to Single line 91m. 10ch. and 90m. 35ch.**	
	Brigg	91 01		30	**90m. 35ch. and 90m. 47ch.**	
	Hibaldstow LC (AHB)	89 03		30	**88m. 25ch. and 89m. 04ch.**	
	Ermine Street LC	87 06				
		86 35	40		**Down line to Single line**	
	Kirton Lime Sidings	86 20				



Kirton Tunnel (1334 yards)	85 72 to 85 10				
Kirton Lindsey	84 65				
Northorpe LC	82 14	40 25	40 25	**Single line, 82m. 50ch. and 82m. 10ch. To, over and from crossing loop 82m. 17ch. and 82m. 67ch.**	D&UCL 'PF
Swinedyke LC (R/G)	81 38				
Bonsall Lane LC	80 23				
	76 06		40	**Up to single at 76m. 06ch.**	
Gainsborough Central	74 42				
Gainsborough Central	74 36				
Trent East Jn. (See page 117)	73 24		25	**To Lincoln line**	
Trent West Jn. (See page 117)	73 12	30		**To Doncaster line.**	
West Burton	71 40				
Clarborough Jn. (See page 141)	68 32		20	**To Cottam Power Station**	Controlled by Thrumpton (T) signal box
Clarborough Tunnel (658 yds.)	67 79 to 67 49				
Gringley Road LC (RC)	65 15				
Thrumpton (T) LC	64 47				1C2L. Not required to stop at Gainsborough. UGL 64.
Retford	64 32				
Thrumpton West Jn. (Down)	63 46				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Remarks
CLEETHORPES TO NUNNERY MAIN LINE JN. VIA RETFORD—continued						
	Thrumpton West Jn. (Up) (See page 48)	63 29		50 50	**To Retford North Jn. line 63m. 28ch. and 63m. 33ch.**	
	Rushey Sidings LC (AOCR-X)	62 45	**X25**	**X25**	**Approaching level crossing in wrong direction**	
	Mansfield Road LC (CCTV)	62 25				C. Down at 62m. 02ch. (700 yards before reaching Signal D62).
	Manton Wood	58 54				Controlled by Worksop East (WE) signal box.
	Worksop East (WE) LC	56 66				DRS35 1L1S Mansfield Branch
	Worksop	56 58				
	Worksop West	56 42				
	Worksop Sidings	56 06				
	Shireoaks East Jn. (See page 122)	55 62	**20**		**To Woodend Jn. line**	1C2L Light Locomotives from West of Shireoaks right away to Retford CW. Down at 55m. 55ch. (456 yds. before reaching SS531 Signal)
	Shireoaks West Jn. (See page 127)	55 00				Controlled by Shireoaks Station (SS) signal box
	Shireoaks (SS) LC	54 56		**25**	**Through facing crossover to Down Main at 54m. 47ch.**	



Brancliffe East Jn. (See page 146)	53 57	**15**	**To Dinnington line**
Kiveton Park LC	51 47		
Kiveton Bridge	50 34		
Brookhouse Colliery	48 12		

C. Down at 54m. 21ch. (865 yds. before reaching Brancliffe East Jn. Home Signal)

†The Rule Book Section M Clause 3.2.1 does not apply between Shireoaks and Brancliffe East Jn. Trainmen must regard the lines in this section as worked by Absolute Block at all times for the purpose of the Rule Book Section M.

5S1L Reception line at Shireoaks East Jn.

‡When Brancliffe East Jn. signal box is closed, AB applies on Up line between Kiveton Park and Shireoaks.

C. Down at 53m. 01ch.

C. Down at 52m. 27ch. (587 yds. before reaching KS515 signal)

C. Down at 51½m.p. (656 yds. before reaching KS513 signal)

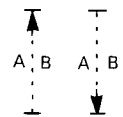
C. Up at 49m. 72ch.

C. Up at 49m. 02ch.

*When Brookhouse Colliery signal box is closed, AB applies between Woodhouse Jn. and Kiveton Park. The Rule Book, Section M, clause 3.2.1 does not apply between Brookhouse Colliery and Kiveton Park. Trainmen must regard the lines in this section as worked by Absolute Block at all times for the purpose of the Rule Book, Section M.

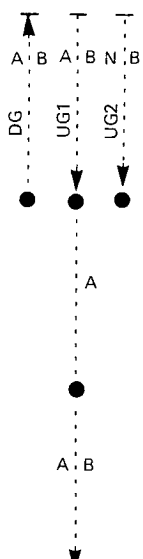
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or between	
CLEETHORPES TO NUNNERY MAIN LINE JN. VIA RETFORD—continued						
A B A B						C. Up at 47m. 44ch. (836 yds. before reaching Home signal)
	Woodhouse Jn. (See page 141)	46 56	40	40	**46m. 62ch. and 46m. 56ch. and to Beighton Jn. line**	
A B A B	**Woodhouse**	46 18				C. Down at 46m. 30ch.
	Orgreaves Colliery	45 10				
A B A B	**Darnall**	43 23		40	**44m. 15ch. and 44m. 75ch.**	
	Darnall West (See page 141)	43 04	20		**To Attercliffe Jn. line.**	
A B A B						
	Woodburn Jn. (See pages 141 and 160)	42 29		20	**To Attercliffe Jn. line**	CW. Up at 42m. 35ch. (919 yards before reaching Darnall West Home Signal)
			15		**To Deepcar line**	
		41 68				
		159 33	20		**159m. 33ch. and 158m. 77ch.**	C. Up at 159m. 23ch. (708 yards before reaching signal WJ63)
	Sheffield Victoria No. 4	159 20				
	Broad Street Tunnel (109 yards)	159 01 to 158 76				
	Nunnery Main Line Jn. (See page 150)	158 77		20	**158m. 77ch. and 159m. 33ch.**	Controlled by Sheffield (S) signal box

GRIMSBY, MARSH EAST JN. TO MARSH NORTH JN.

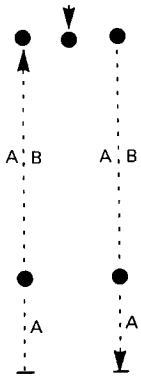
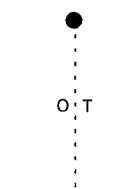


				MAXIMUM PERMISSIBLE SPEED	Line controlled by Marsh Jn. signal box.
Marsh East Jn. (See page 129)	0 00				AWS not provided
Marsh North Jn. (See below)	0 14				

GRIMSBY, MARSH WEST JN. TO HUMBER ROAD JN.

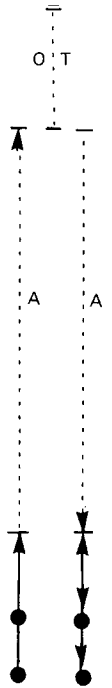


		20	20	MAXIMUM PERMISSIBLE SPEED	AWS not provided
Marsh West Jn. (See page 129)	107 69	10	10	**107m. 69ch. and 108m. 73ch.**	The direction of the line between Marsh West Jn. and Great Coates No. 1 is 'UP'.
					Marsh West Jn. and Marsh North Jn. controlled by Marsh Jn. signal box.
Marsh North Jn. (see above)	108 05	10		**To Marsh East Jn. line**	
Great Coates No. 1 (see page 136)	108 34				
BR/BTDB Boundary	108 44				
	108 73	10	10	**108m. 73ch. and 107m. 69ch.**	
	4 79				
BTDB/BR Boundary	4 33				
Pyewipe Road LC	4 19				
Woad Lane LC (AHB)	3 36				
Marsh Lane LC (AHB)	1 25				
Kiln Lane LC (AOCL)	0 51	20		**Approaching level crossing**	
	0 00				
	106 50				

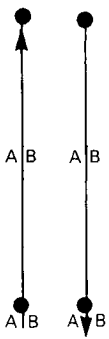
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or between	Remarks
GRIMSBY, MARSH WEST JN. TO HUMBER ROAD JN.—continued						
	Immingham East Jn.	106 34	**10**	**10**	**During fog or falling snow when approaching Texaco Ltd. occupation crossing. From commencement of the Texaco Ltd. installation to the occupation crossing.**	
			5	**5**	**All lines on East Jetty 107m. 35ch. and 107m.p.**	
			10	**10**	**Eastern Jetty to Immingham East Jn. 107m.p. and 106m. 35ch.**	
			10	**10**	**To and from No.3 Transit shed 106m. 30ch. and 107m. 30ch.**	
	Immingham Reception Sidings (IR)	104 30				
	Humber Road Jn. (see page 137)	104 05				Controlled by Immingham Reception Sidings (IR) signal box.
GREAT COATES NO. 1 TO UNION DOCK			**10**	**10**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Great Coates No.1. (see page 135)	108 34				
	BR/BTDB Boundary	108 44				
	Moody Lane LC (AOCL)		**10**	**10**	**Approaching level crossing**	
	BTDB LC (AOCL)		**10**	**10**	**Approaching level crossing**	
	End of OTW					

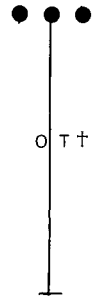
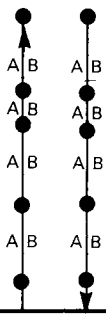
KILLINGHOLME TO BROCKLESBY JN.

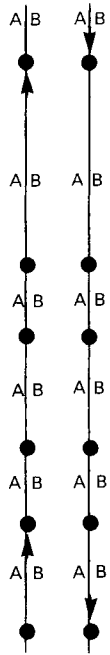
KILLINGHOLME AND IMMINGHAM WEST JN. WEST — 25 25 MAXIMUM PERMISSIBLE SPEED
IMMINGHAM WEST JN. WEST AND HUMBER ROAD JN. — 20 20 MAXIMUM PERMISSIBLE SPEED
HUMBER ROAD JN. AND ULCEBY NORTH JN. — 30 30 MAXIMUM PERMISSIBLE SPEED
ULCEBY NORTH JN. AND BROCKLESBY JN. — 40 40 MAXIMUM PERMISSIBLE SPEED

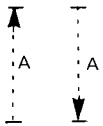
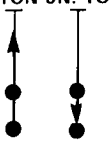
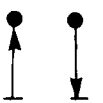
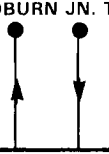


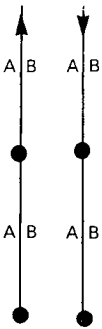
End of Branch	2 70				AWS not provided between Killingholme and Ulceby North Jn.
New Inn LC (OPEN)	2 19	10	10	**Approaching level crossing**	
		15	15	**0m. 07ch. and 0m. 01ch.**	
Humber Road LC (RC)	0 00	10	10	**Approaching level crossing**	
	105 10				
Immingham West Jn. West	104 76	15	15	**105m. 10ch. and 104m. 64ch.**	Controlled by Immingham West Jn. (IW) signal box.
			10	**To Immingham Dock Estate.**	
		10	10	**To and from Timber Storage Yard at 104m. 73ch.**	
		10	10	**To and from Mineral Quay at 104m. 72ch.**	
		3	3	**Over Truck Weighbridge on Mineral Quay line**	
		10	10	**To and from High level at 104m. 66ch.**	
Western Entrance LC (CCTV)	104 55				
Humber Road Jn. (See page 136)	104 05		20	**To Immingham East Jn. line**	Controlled by Immingham Reception Sidings (IR) signal box.
		10	10	**Curves to and from Lindsey Oil Company Sidings.**	
Ulceby North Jn. (See page 138)	100 44		25	**To Barton line**	
			25	**Down to Up**	
Ulceby	100 36				
Ulceby South Jn. LC (See page 138)	100 31				
Brocklesby Jn. (See page 129)	99 39				

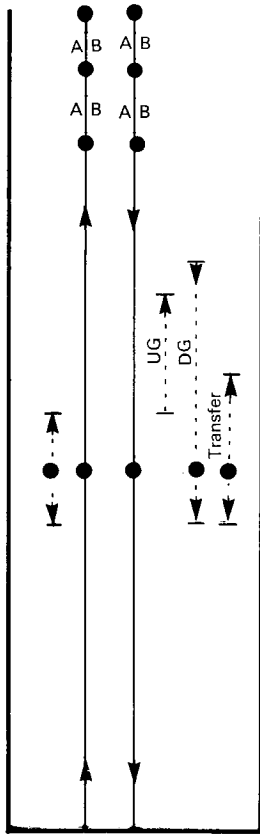
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
HABROUGH JN. TO ULCEBY SOUTH JN.			50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
			35	35	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY	
	Habrough Jn. (See page 129)	0 39		40	**Through junction.**	
	Ulceby South Jn. (See page 137)	1 45	40		**Through junction.**	
ULCEBY NORTH JN. TO BARTON-ON-HUMBER						
ULCEBY NORTH JN. AND OXMARSH CROSSING			60	60	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
OXMARSH CROSSING AND BARTON-ON-HUMBER			40	40	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
ULCEBY NORTH JN. AND BARROW ROAD CROSSING (WEST OF) 106m. 69ch.			40	40	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY	
BARROW ROAD CROSSING (WEST OF) 106m. 69ch. AND BARTON-ON-HUMBER			20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN PASSENGER TRAINS, LOADED OR EMPTY	
	Ulceby North Jn. (See page 137)	100 44		25	**Through junction**	AWS not provided.
	Bystable Lane LC	102 10				
	Thornton Abbey	103 04				
A B A B	Barton Road LC	103 12				
	Butterswood LC (AOCL-X)	103 52	35/45	35/55	**Approaching level crossing**	
			X30	X30	**Approaching level crossing in wrong direction**	
A B A B	Goxhill LC	104 55				

	Oxmarsh Crossing LC	106 38		15	**Single to Double at 106m. 37ch.**	
	New Holland	106 52	25	25	**106m. 37ch. and 106m. 69ch.**	
	Barrow Road Crossing LC	106 57				
O T †						†See Local Instructions—page 353
	Barrow Haven LC (OPEN)	108 05	STOP		**Before proceeding over level crossing**	
				10	**Approaching level crossing**	
			30	30	**108¾m.p. and 110m. 19ch. (Passenger trains only).**	
	Pasture Road LC (AOCL)	109 63				
	Barton-on-Humber	110 19				
WRAWBY JN. TO PELHAM STREET JN.						
WRAWBY JN. AND NORTH KELSEY (18m.p.)			50	50	MAXIMUM PERMISSIBLE SPEED, except as shown below.	
BETWEEN 12m. 55ch. and 16m. 10ch.			80		MAXIMUM PERMISSIBLE SPEED, FOR CLASS 253/254 TRAINS ONLY	
BETWEEN 16m. 10ch. and 12m. 65ch.				70	MAXIMUM PERMISSIBLE SPEED, FOR CLASS 253/254 TRAINS ONLY	
BETWEEN 16m. 30ch. and 18m.p.			80	70	MAXIMUM PERMISSIBLE SPEED FOR CLASS 253/254 TRAINS ONLY	
NORTH KELSEY (18m.p.) AND PELHAM STREET JN.			50	50	MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS	
			60	60	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, except as shown below.	
BETWEEN 27½m.p. and 36m. 55ch.			70		MAXIMUM PERMISSIBLE SPEED FOR CLASS 253/254 TRAINS ONLY	
BETWEEN 36m. 55ch. and 26m. 35ch.				70	MAXIMUM PERMISSIBLE SPEED FOR CLASS 253/254 TRAINS ONLY	
	Wrawby Jn. (See pages 130 and 142)	12 55		15	**12m. 65ch. and 12m. 55ch.**	AWS not provided
	Howsham LC	16 17				
	North Kelsey LC	18 03				
	Smithfield LC	18 25				
	Moortown LC	19 34				
	No. 18 Gatehouse LC	20 43				
	Holton-le-Moor LC	21 11	25	25	**Through trailing crossover.**	

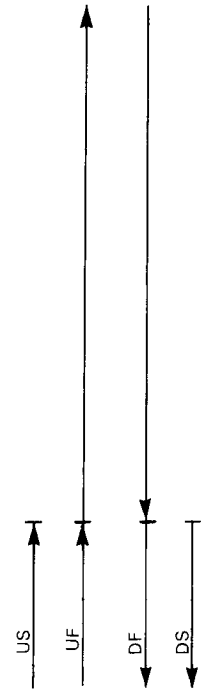
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
WRAWBY JN. TO PELHAM STREET JN.—continued						
	Claxby Gatehouse LC	22 07				
	Claxby & Usselby LC	23 69				
	Walesby LC	24 46				
	Market Rasen Footpath LC (R/G)	26 54	**50**		**26½m.p. and 27½m.p.**	
	Buslingthorpe LC	29 00				
	Lissingley LC	29 20				
	Wickenby LC	30 53				
	Snelland LC	32 15				
	Stainton LC	33 60				
	Scothern LC	34 51				
	Langworth LC	35 25				
	Reepham LC	36 61				
	Cherry Willingham LC A(HB)	37 55				
	Pelham Street Jn. (See page 116)	41 26	**40** **10**	**40** **10**	**40½m.p. and 41m. 21ch.** **41m. 21ch. and 41m. 27ch.**	

COTTAM POWER STATION BRANCH			20	20	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Cottam Power Station	71 79				
	Westbrecks LC (AHB)	71 22				
	Leverton LC (AHB)	70 16				
	Clarborough Jn. (See page 131)	68 32				Controlled by Thrumpton (T) signal box
BEIGHTON JN. TO WOODHOUSE JN.			55	55	MAXIMUM PERMISSIBLE SPEED	
	Beighton Jn. (See page 151)	48 06		25	**48m.p. and 48m. 06ch.**	Controlled by Sheffield (S) signal box
	Beighton Station Jn. LC	47 42				
	Woodhouse Jn. (See page 134)	46 56	40		**Through Junction.**	
DARNALL WEST TO ATTERCLIFFE JN.			20	20	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Darnall West (See page 134)	0 49				
	Attercliffe Jn. (See page 160)	0 00				C. Up at 0m. 04ch. (638 yds. before reaching Darnall West Home Signal)
WOODBURN JN. TO DEEPCAR			60	60	MAXIMUM PERMISSIBLE SPEED	AWS not provided.
	Woodburn Jn. (See pages 134 and 160)	42 29		15	**Through junction.**	CW. Down at 42m. 25ch.
			40	40	**42¼m.p. and 41m. 25ch.**	
			10	10	**41m. 25ch. and 41m. 15ch.**	
						C. Down at 39m. 71ch. (530 yds. before reaching Wadsley Bridge Distant Signal)

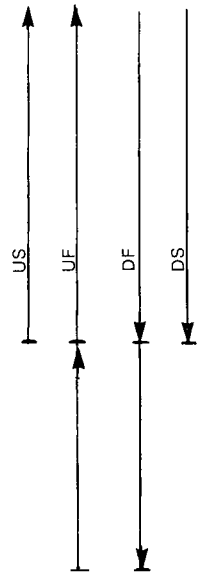
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
WOODBURN JN. TO DEEPCAR—continued						
						C. Down at 39m. 44ch. (880 yds. before reaching Wadsley Bridge First Home Signal)
						C. Down at 39m. 01ch. (800 yds. before reaching Wadsley Bridge Second Home Signal)
	Wadsley Bridge	38 36				DGL 75
				40	**37m. 58ch. and 37m. 61ch.**	
						C. Down at 36m. 74ch.
						C. Down at 34m. 02ch. (800 yds. before reaching Deepcar Home Signal)
	Deepcar	33 35				DRS 66
WRAWBY JN. TO MARSHGATE JN.						
WRAWBY JN. AND THORNE JN.			**55**	**55**	MAXIMUM PERMISSIBLE SPEED FOR TRAINS CLASSIFIED 1 TO 5 INCLUSIVE AND SPEEDLINK, M.G.R. TRAINS, BLOCK TRAINS OF TANK WAGONS, ROTARY IRON ORE TIPPLER TRAINS AND BLOCK TRAINS OF AIR BRAKED WAGONS.	
			35	**35**	MAXIMUM PERMISSIBLE SPEED FOR FREIGHT TRAINS CLASSIFIED 6 TO 9 INCLUSIVE EXCEPT SPEEDLINK, M.G.R. TRAINS, BLOCK TRAINS OF TANK WAGONS, ROTARY IRON ORE TIPPLER TRAINS AND BLOCK TRAINS OF AIR BRAKED WAGONS.	
SANTON (24m. 55ch.) AND SCUNTHORPE JN.			**25**	**25**	MAXIMUM PERMISSIBLE SPEED ON GOODS, RECEPTION AND OUTWARDS LINES.	
KIRTON LANE AND KIRK SANDALL JN.			**40**	**40**	MAXIMUM PERMISSIBLE SPEED DOWN SCUNTHORPE SLOW/UP SOUTH YORKSHIRE AND UP SCUNTHORPE SLOW LINES	
THORNE JN. AND 7m.p.			**60**	**60**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
7m.p. AND MARSHGATE JN.			**80**	**80**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	



Wrawby Jn. (See pages 130 and 139)	33 34		15	**33m. 26ch. and 33m. 34ch.**	
Elsham LC	31 33				
Appleby LC	26 59				
Scunthorpe Foreign Ore Branch Jn. (See page 145)	25 34	**15**		**To Foreign Ore Branch**	C. Up at 24m. 69ch. (700 yds. before reaching signal S358)
Signal S361					
Signal S350					C. Up Main at 24m. 25ch. (670 yds. before reaching signal S356)
North Lincoln Jn.	24 10	**25** **25**	**25** **25**	**Down Scunthorpe to Up Scunthorpe** **Up Scunthorpe to Down Scunthorpe**	
Signal S343/345					C. Down Main at 23m. 54ch. (700 yds. before reaching signal S335)
Trent Jn. (See page 146)	23 51	**15** **25**		**Up Goods towards Normanby Branch** **Scunthorpe to Transfer line**	
Scunthorpe (S)	23 27	**25**		**Scunthorpe to Reception No. 1**	
Scunthorpe West Jn.	23 15				C. Down at 22m. 77ch. (700 yds. before reaching signal S331)
Scunthorpe	22 54	**25**	**25**	**Down Scunthorpe to Up Scunthorpe at 22m. 33ch.**	
					C. Up at 21m. 66ch. (700 yds. before reaching signal S318)
					C. Up at 20m. 62ch.
Gunhouse Jn.	20 22				UGL 130
					C. Down at 20¼ m.p. (700 yds before reaching signal S307).

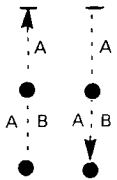
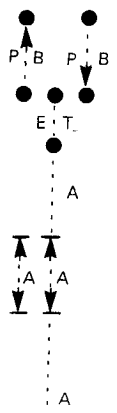
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
WRAWBY JN. TO MARSHGATE JN.—continued						
	**Althorpe**	19 21				C. Up at 18m. 71ch. (760 yds. before reaching signal S306)
						CW. Up at 18m. 20ch. (580 yds. before reaching signal S304)
	Keadby Canal LC	18 18	**30**	**30**	**18m. 25ch. and 18m. 15ch.**	CW. Down at 18m. 16ch. (530 yds. before reaching signal D601)
	Crowle	15 43				UGL 100
	Godnow Bridge LC	14 17				Doncaster (D) signal box area between Keadby Canal LC and Marshgate Jn.
	Medge Hall LC	13 02				
	Thorne No. 2 LC (AHB)	10 35				
	Thorne No. 1 LC (AHB)	10 12				
	Thorne South	9 41				C. Down at 10m. 8ch. (700 yds. before reaching signal D627)
	Kirton Lane Crossing LC (CCTV)	8 47		**25**	**Up Scunthorpe Slow to Up Main at 8m. 44ch.**	C. Up at 8m. 68ch. (690 yds. before reaching signal D626)

US UF DF DS

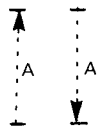


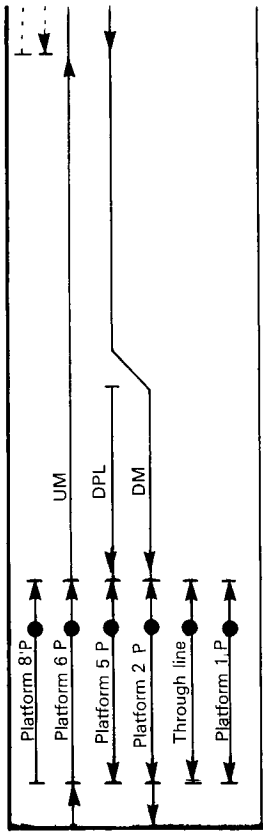
Thorne Jn. (See Northern Area Sectional Appendix)	8 08	40	40	**Down Fast to Down Slow and Up Slow to Up Fast**	
			35	**To Hull line**	
		35	35	**Up Fast to Up Slow**	
		20	20	**Up Slow to and from Hatfield Colliery**	
		35		**Up Fast to Down Slow**	
		35		**Down Fast to Down Slow**	
		25	25	**Through all connections between Slow and Fast lines 6m. 50ch. and 6m. 16ch.**	
Stainforth and Hatfield	6 40				
Stainforth Jn. (See Northern Area Sectional Appendix)	6 27	25		**To Bramwith line**	
		40		**Down Slow to Down Fast at 4m. 16ch.**	C. Up South Yorkshire line at 4m. 10ch. (918 yds. before reaching signal D657)
Kirk Sandall Jn. (See page 147)	3 24	25	25	**Through all connections between Fast and Slow lines 3m. 33ch. and 3m. 24ch.**	
		25		**To South Yorkshire Branch**	
			40	**Up Fast to Up Slow at 3m. 19ch.**	
Bentley Jn. (See page 148)	1 04	50		**To Hexthorpe Jn. line**	
		60		**1m.p. and 0m. 21ch.**	
			60	**0m. 21ch. and $1\frac{3}{4}$m.p.**	
		25	25	**0m. 21ch. and 0m. 03ch. including through facing crossover**	
Marshgate Jn. (See page 35 and Northern Area Sectional Appendix)	0 03				

SCUNTHORPE FOREIGN ORE BRANCH		15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided
Scunthorpe Foreign Ore Branch Jn. (See page 143)	25 34				Controlled by Scunthorpe (S) signal box
British Steel Corporation Foreign Ore Terminal					

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Remarks
SCUNTHORPE TRENT JN. TO CROSBY MINES			20	20	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Trent Jn. (See page 143)	0 00		15	**Through junction**	Controlled by Scunthorpe (S) signal box.
		0 28				
		0 25				
	Dawes Lane Jn. LC	0 32				
	Crosby Mines	1 45				
BRANCLIFFE EAST JN. TO KIRK SANDALL JN.			25	25	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Brancliffe East Jn. (See page 133)	0 00		15	**Through junction**	C. Down at $0\frac{3}{4}$m.p.
			10	10	**2m.p. and $2\frac{1}{4}$m.p.**	
	Dinnington Colliery Jn. (See page 147)	3 29	15	15	**To and from Dinnington Colliery line**	
	Maltby Colliery (M)	9 31	15	15	**To and from Maltby Colliery**	D&UCL 76
	Firbeck Jn. (See page 147)	11 20	15		**To Harworth Colliery line**	Controlled by Maltby Colliery (M) signal box.
		14 62				
	St. Catherines Jn. (See pages 49 and 147)	15 17	25		**To Decoy South Jn. line**	St. Catherines Jn. to Kirk Sandall Jn. controlled by Doncaster (D) signal box.
			15		**To Yorkshire Main Colliery line**	
	Low Ellers Curve Jn. (See page 148)	15 55	15		**To Low Ellers Curve line**	

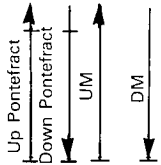
A	Markham Sidings	17 69				
	Kirk Sandall Jn. (See page 145)	20 49				
DINNINGTON COLLIERY JN. TO THURCROFT SIDINGS			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
●	Dinnington Colliery Jn. (See page 146)	3 29				
O T						
	Thurcroft Sidings	6 15				
FIRBECK JN. TO HARWORTH COLLIERY			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Firbeck Jn. (See page 146)	11 20				Controlled by Maltby Colliery (M) signal box.
O T †						†No staff, see page 281.
	Harworth Colliery	14 21				S. at exit from Run-round line, facing arriving trains.
ST CATHERINES JN. TO YORKSHIRE MAIN COLLIERY			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	St Catherines Jn. (See pages 49 and 146)	71 60				Controlled by Doncaster (D) signal box
A						
	Yorkshire Main Colliery	68 65				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Remarks
LOW ELLERS CURVE			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	Line controlled by Doncaster (D) signal box. AWS not provided.
	Low Ellers Curve Jn. (See page 146)	15 55				
	Potteric Carr Jn. (Decoy Up Sidings) (See page 32)	16 56				
BENTLEY JN. TO HEXTHORPE JN. (DONCASTER AVOIDING LINE)			**50**	**50**	MAXIMUM PERMISSIBLE SPEED	Line controlled by Doncaster (D) signal box. AWS not provided.
	Bentley Jn. (See page 145)	3 24				C. Down at 0m. 72ch. (950 yds. before reaching signal D687.) C. Down at 0m. 46ch. (962 yds. before reaching signal D695.)
	Hexthorpe Jn. (See page 158)	0 00				
HASLAND TO ALDWARKE NORTH JN. (MID) VIA SHEFFIELD						
HASLAND AND REGIONAL BOUNDARY (144m. 68ch.)			**90**	**90**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
REGIONAL BOUNDARY (144m. 68ch.) AND SHEFFIELD (158¾m.p.)			**80**	**80**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
SHEFFIELD (158¾m.p.) AND ALDWARKE NORTH JN. (MID)			**90**	**90**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
HASLAND AND TAPTON JN.			**45**	**45**	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	
MASBOROUGH STATION NORTH JN. AND ALDWARKE NORTH JN. (MID)			**60**	**60**	MAXIMUM PERMISSIBLE SPEED ON BARROW HILL/PONTEFRACT LINES	
	Hasland	144 15				Trent (TT) signal box area.
	Chesterfield	146 20				C. Up Goods at 146m. 33ch.



Tapton Jn. (See page 151)	146 59	20	20	**All connections to and from Barrow Hill lines 146m. 30ch. and 146m. 72ch.**	DGL 57 C. Down at 147m. 78ch. (820 yds. before reaching signal S33)
Dronfield	151 44				
Bradway Tunnel (1m. 266 yards)	152 49 to 153 61				
		50	50	**153¾m.p. and 154m.p.**	
Dore South Jn. (See page 155)	153 73	15 60	15 60	**To Dore West Jn. line** **154m.p. and 154m. 50ch.**	
Dore Station Jn. (See page 155)	154 52		35	**To Manchester line**	
Heeley	156 40				UPL 100
Signal S77		40		**Down Main to Down Passenger loop at 157m. 42ch.**	
		60	60	**157m. 70ch. and 158¼m.p.**	
East Bank Tunnel (80 yards)	158 01 to 158 05				
					CW. Up at 158m. 14ch. (533 yards before reaching signal S80)
Sheffield South Jn.	158 27				
Sheffield (S)	158 40	15	15	**All lines through station except, see below**	AWS gap in Station area. Sheffield (S) signal box area between Chesterfield and Aldwarke North Jn.
			40	**No. 6 Platform South end 158m. 32ch. and 158¼m.p.**	
			25	**No. 8 Platform 158m. 47ch. and 158¼m.p.**	
			25	**No. 6 Platform 158m. 47ch. and 158m. 32ch.**	
			25	**No. 5 Platform 158m. 47ch. and 158¼m.p.**	
Sheffield North Jn.	158 52	70		**158¾m.p. and 159m. 37ch.**	

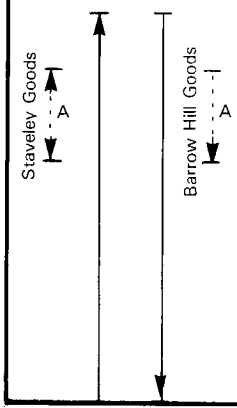
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Remarks
			Down m.p.h.	Up m.p.h.		
HASLAND TO ALDWARKE NORTH JN. (MID) VIA SHEFFIELD—continued						
	Nunnery Main Line Jn. (See page 134)	158 77	20		To Worksop line	CW. Up at 158m. 63ch. (80 yards after passing signal S150)
	Broad Street Tunnel (109 yards)	158 76 to 159 01				
	Attercliffe Road	159 34		70	159m. 37ch. and 158¾m.p.	
			80	80	159m. 37ch. and 160m. 47ch.	C. Up at 160m. 04ch. (650 yards before reaching signal S160)
UG	Mill Race Jn.	160 18				
DG	Brightside Station Jn. (See page 156)	161 06	15		To Shepcote Lane Jn. line	
	Brightside	161 27				
	Wincobank Jn. (See Northern Area Sectional Appendix)	161 52	40		To Barnsley line	
Rotherham DG			80	80	163m. 34ch. and 163m. 52ch.	
	Holmes Jn. LC (CCTV)	163 43	25		To Goods line	
		163 74	50	50	163m. 52ch. and 163m. 74ch./161m. 77ch.	
		161 77	75	75	163m. 74ch./161m. 77ch. and 162½m.p.	
	Rotherham	162 00				
Up Barrow Hill / Down Barrow Hill	Masborough Station North Jn. (See page 152)	162 24	40	40	All connections between Main and Barrow Hill lines 162m. 12ch. and 162m. 30ch.	
			80	80	Main lines 163¾m.p. and 164m. 13ch.	



Aldwarke South Jn. (Mid) (See page 159)	164 43	25 25	25	All connections between Main and Barrow Hill lines. Barrow Hill line to Aldwarke North Jn. (GC)	
Aldwarke North Jn. (Mid) (See page 159 and Northern Area Sectional Appendix)	164 48	25	25 25	Slow line to Aldwarke South Jn. (GC) All connections between Main and Pontefract lines	

TAPTON JN. TO MASBOROUGH STATION NORTH JN.

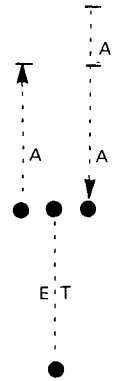
TAPTON JN. AND FOXLOW JN.		60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
FOXLOW JN. AND MASBOROUGH STATION NORTH JN.		75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
TAPTON JN. AND MASBOROUGH STATION NORTH JN.		45	45	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	



Tapton Jn. (See page 149)	146 59				Line controlled by Sheffield (S) signal box.
Barrow Hill South Jn.	148 76	25		To, over and from Staveley Goods line	
Barrow Hill North Jn. (See page 153)	149 46		25	To, over and from Staveley Goods line	
Foxlow Jn. (See page 154)	150 64		25	To Hall Lane Jn. line	
Renishaw Park	151 58				
Beighton Jn. (See page 141)	155 48	25	15	To former Westhorpe Colliery line To Woodhouse Jn. line	

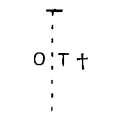
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
TAPTON JN. TO MASBOROUGH STATION NORTH JN.—continued						
A		157 40	20		**Goods line 158m. 29ch. and 158m. 62ch.**	
	Treeton Jn. (See page 157)	158 65	25		**To Catcliffe Jn. line**	
				55	**159¼m.p. and 159m. 05ch.**	
	Treeton North Jn. (See page 156)	159 19		25	**To Catcliffe Jn. line**	
	Canklow	160 06				
U Barrow Hill / D Barrow Hill / Masborough DG	Masborough Sorting Sidings South Jn.	160 61		20	**Through connection Masborough Goods line to Up Barrow Hill line 161m. 34ch. to 161m. 30ch.**	UGL 125 UGL 107
	Masborough Station South Jn.	161 73	25	25	**Through connections between Masborough Goods lines and Barrow Hill lines 161m. 68ch. and 161m. 73ch.**	
	Rotherham	162 00				
	Masborough Station North Jn. (See page 150)	162 24	40	40	**All connections between Main and Barrow Hill lines 162m. 12ch. and 162m. 30ch.**	

BARROW HILL NORTH JN. TO ELMTON AND CRESWELL JN.



Barrow Hill North Jn. (See page 151)	149 53				AWS not provided Barrow Hill North Jn. to Arkwright Colliery Jn. controlled by Sheffield (S) signal box
	150 24	25	25	MAXIMUM PERMISSIBLE SPEED	
Hall Lane Jn. (See page 154)	150 56		25	**To Foxlow Jn. line**	
Arkwright Colliery Jn. (See below)	151 04	25		**To Arkwright Colliery line**	
Seymour Jn. (See page 154)	152 20 155 06	25		**To Bolsover line**	
Oxcroft Jn. GF (No Signalman Token Instrument) (See page 154)	154 15	15		**To Oxcroft Colliery line**	
Elmton and Creswell Jn. (See page 121)	149 37				

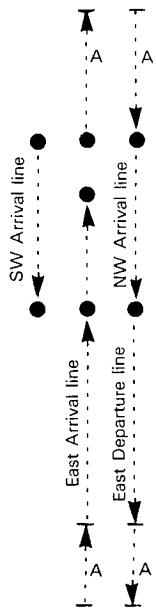
ARKWRIGHT COLLIERY BRANCH

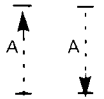
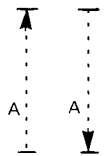
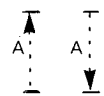


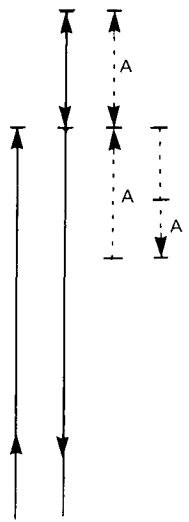
Arkwright Colliery Jn. (see above)	53 06	25	25	MAXIMUM PERMISSIBLE SPEED	AWS not provided Controlled by Sheffield (S) signal box
		15	15	**55m. 70ch. and 56m. 24ch.**	†No staff, see page 281
Arkwright Colliery	56 24				

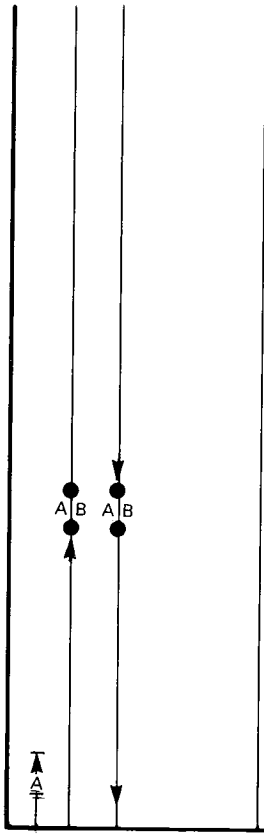
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or between	
OXCROFT BRANCH			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
O T	Oxcroft Jn. GF (No Signalman Token Instrument) (See page 153)	0 00				
	Oxcroft Opencast	1 00				
SEYMOUR JN. TO BOLSOVER			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
A	Seymour Jn. (See page 153)	7 61				
	Markham Colliery Jn.	7 05				Controlled by Seymour Jn. signal box
O T†						†No staff—See page 281
	Bolsover	5 23	**20**	**20**	**5½m.p. and 5m. 23ch.**	
HALL LANE JN. TO FOXLOW JN.			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Hall Lane Jn. (See page 153)	0 44				
A		0 00				Sheffield box area
		150 47				
	Foxlow Jn. (See page 151)	150 64				

DORE SOUTH JN. TO DORE WEST JN.			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	Line controlled by Sheffield (S) signal box
	Dore South Jn. (See page 149)	153 73				
	Dore Tunnel (91 yards)	154 00 to 154 04				
	Dore West Jn. (See below)	154 16				
DORE STATION JN. TO GRINDLEFORD			**70**	**70**	MAXIMUM PERMISSIBLE SPEED	
	Dore Station Jn. (See page 149)	0 60				
	Dore	0 27	**35**	**35**	**0¾m.p. and 0m.p.**	Dore Station Jn. to Dore West Jn. controlled by Sheffield (S) signal box.
	Dore West Jn.	0 00		**15**	**To Dore South Jn. line**	
	(See above)	154 16	**55**	**55**	**154m. 16ch. and 154m. 42ch.**	C. Down at 154m. 21ch. (483 yards before reaching signal TE11).
	Totley Tunnel East	154 62				DRS35 C. Down at 155m. 11ch. (100 yards before reaching Totley Tunnel)
A B A B	Totley Tunnel (3m. 950 yards)	155 20 to 158 63				Trolleys must not be taken into or through Totley Tunnel
	Grindleford	158 70				
	Grindleford	159 06				

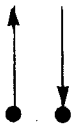
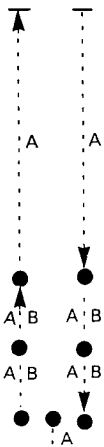
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or between	Remarks
BRIGHTSIDE STATION JN. TO TREETON NORTH JN.			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Brightside Station Jn. (See page 150)	162 35		**15**	**162m. 25ch. and 162m. 31ch.**	Controlled by Sheffield (S) signal box
			15	**15**	**161m. 32ch. and 161m. 21ch.**	
	Shepcote Lane West Jn.	161 24		**15**	**To Tinsley South Jn. line**	
	Shepcote Lane East Jn.	161 21		**15**	**To Broughton Lane Jn. line**	
	Shepcote Lane Jn. (See page 157)	161 13				
	Tinsley Park	160 65				
			20		**NW Arrival line $160\frac{1}{2}$m.p. and 160m. 13ch.**	
			15		**SW Arrival line $160\frac{1}{4}$m.p. and 160m. 10ch.**	
	Tinsley Yard (TY)	160 02				
	Catcliffe Jn. (See page 157)	159 15 0 25	**30**		**To Treeton Jn. line**	Controlled by Tinsley Yard signal box
	Treeton North Jn. (See page 152)	0 00				Controlled by Sheffield (S) signal box

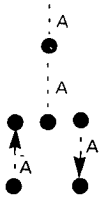
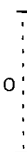
SHEPCOTE LANE JN. TO TINSLEY SOUTH JN.			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Shepcote Lane Jn. (See below and page 156)	161 24				
				15	**161m. 27ch. and 161m. 24ch.**	
	Tinsley South Jn. (See page 159)	161 63				CW. NW Arrival at 161m. 63ch. (700 yards before reaching signal SL10)
SHEPCOTE LANE JN. TO BROUGHTON LANE JN.			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Shepcote Lane Jn. (See above and page 156)	161 21		**15**	**161m. 28ch. and 161m. 21ch.**	Controlled by Shepcote Lane box CW. SW Arrival at 161m. 33ch. (733 yards before reaching signal SL6)
			15		**161m. 53ch. and 161m. 59ch.**	
	Broughton Lane Jn. (See page 159)	161 69				
CATCLIFFE JN. TO TREETON JN.			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	
	Catcliffe Jn. (See page 156)	159 15				Controlled by Tinsley Yard signal box
	Treeton Jn. (See page 152)	158 66	**25**		**158m. 70ch. and 158m. 65ch.**	Controlled by Sheffield (S) signal box

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
DONCASTER, SOUTH YORKSHIRE JN. TO WOODBURN JN.						
DONCASTER SOUTH YORKSHIRE JN. AND MEXBOROUGH EAST JN.			70	70	MAXIMUM PERMISSIBLE SPEED	
MEXBOROUGH EAST JN. AND ALDWARKE NORTH JN.			50	50	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES	
			40	40	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES	
ALDWARKE NORTH JN. AND WOODBURN JN.			40	40	MAXIMUM PERMISSIBLE SPEED	
	South Yorkshire Jn. (See page 34)	22 58				South Yorkshire Jn. to Conisbrough Tunnel controlled by Doncaster (D) signal box.
			25	25	**Passenger and Goods lines and through all running connections between 22m. 58ch. and 22m. 35ch.**	
	St. James Jn. (See page 49)	22 35		20	**To Bridge Jn. line**	
	Signal D701					C. Down Main at 22m.p. (571 yards before reaching signal D703)
	Hexthorpe Jn. (See page 148)	20 76	40	40	**From and to Goods lines**	
				50	**To Bentley Jn. line**	
						C. Up at 20m. 22ch. (833 yards before reaching signal D710)
						C. Up at 19m. 59ch. (712 yards before reaching signal D712)
	Conisbrough Tunnel (237 yards)	19 00 to 18 69	50	50	**19 m.p. and 18m. 69ch.**	
	Cadeby	18 60				



Conisbrough	18 13				UGL54
					C. Up at 17m. 51ch. (800 yds. before reaching Signal S880.)
Denaby LC (CCTV)	17 12				
Mexborough	15 71				DGL120
Mexborough East Jn. (See page 160)	15 64 / 10 17	40 / 15	15	**To Wath line 10m. 17ch. and 9m. 78ch.**	Lines between Conisbrough and Aldwarke South Jn. controlled by Sheffield (S) Signal box.
Kilnhurst	8 50				UGL98
					CW. Down at 8m. 48ch. (955 yds. before reaching Signal S719)
Thrybergh Jn. (See page 162)	7 73	25		**To Silverwood line**	
Aldwarke North Jn. (G.C.) (See page 151)	7 00	25		**To Aldwarke South Jn. (Mid) line**	
Aldwarke South Jn. (G.C.) (See page 151)	6 69		25	**To Aldwarke North Jn. (Mid) line**	
		35	35	**5m. 53ch. and 5m. 46ch.**	C. Up at 6m. 09ch. (735 yds. before reaching signal SA25)
Rotherham Road	5 41				
Tinsley East Jn.	2 68				C. Down at 4m. 40ch.
Tinsley Station Jn. (See page 163)	2 24		20	**To Tinsley West Jn. line**	
Tinsley South Jn. (See page 157)	2 22	25		**To Shepcote Lane Jn. line**	
					C. Down at 2m. 15ch. (636 yds. before reaching Signal SL11)
					C. Down at 1m. 53ch. (607 yds. before reaching Signal SL13)
Broughton Lane Jn. (See page 157)	1 38 / 0 58		25	**To Shepcote Lane Jn. line**	C. Down at 0m. 59ch. (512 yds. before reaching signal SL21)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Remarks
DONCASTER, SOUTH YORKSHIRE JN. TO WOODBURN JN.—continued						
	Attercliffe Jn. (See page 141)	0 28	20		To Darnall Jn. line	
			20	20	0m. 28ch. and 0m.p.	
	Woodburn Jn. (See pages 134 and 141)	0 00				
MEXBOROUGH EAST JN. TO QUARRY JN.			40	40	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Mexborough East Jn. (See page 159)	15 64				Controlled by Sheffield (S) signal box C. Down at 14m. 75ch. (604 yds. before reaching signal W857)
	Adwick Crossing LC (CCTV)	14 44				
	Staithe Crossing LC (CCTV)	14 26				
	Wath Central Jn. (See page 161)	14 07		15	To Dearne Curve line	Controlled by Wath Central Station (W) signal box
	Wath Central Station (W)	13 45				
			15	15	13m. 25ch. and 13m. 15ch.	
	Elsecar Jn. LC	12 14		35	12m. 03ch. and 12m. 12ch.	
				20	10m. 70ch. and 10m. 75ch.	
	Darfield Main LC	10 55		15	Single to Double	

	Mitchells Main LC (See page 162)	10 16	15		**To Dovecliffe line**	
			15	15	**9m. 77ch. and 9m. 70ch.**	
	Stairfoot Jn.	8 45	15 20		**Single to Double line** **8m. 48ch. and 7m. 47ch.**	
				20	**8m. 42ch. and 8m. 52ch.**	C. Down at 8m. 36ch.
	Quarry Junction (See Northern Area Sectional Appendix)	7 50				
DEARNE CURVE			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Dearne Jn. (See Northern Area Sectional Appendix)	0 73				Controlled by Sheffield (S) signal box
	Manvers Colliery No. 2 LC	0 22				
	Wath Central Jn. (See page 160)	0 06				Controlled by Wath Central Station (W) signal box
WATH YARD SIDINGS TO CORTONWOOD LOOP GF			15	15	MAXIMUM PERMISSIBLE SPEED	AWS not provided
	Wath Yard Sidings	12 79				
	Elsecar Jn. LC	12 14 0 00				
	Mapplebeck LC (TMO)	0 29				
	Cortonwood Loop GF	0 70				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Remarks
MITCHELLS MAIN TO DOVECLIFFE			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
● O T ⊥	Mitchells Main (See page 161)	14 08				
	Dovecliffe LC	12 33				
THRYBERGH JN. TO SILVERWOOD COLLIERY						AWS not provided
THRYBERGH JN. AND SILVERWOOD JN.			**25**	**25**	MAXIMUM PERMISSIBLE SPEED	
SILVERWOOD JN. AND SILVERWOOD COLLIERY			**15**	**15**	MAXIMUM PERMISSIBLE SPEED	
T O T†	Thrybergh Jn. (See page 159)	13 13				Controlled by Sheffield (S) signal box
	Silverwood Jn.	11 08				†No Staff—See pages 281 and 368.
	End of Branch	10 39				
ECCLESFIELD EAST GF TO TINSLEY STATION JN.			**30**	**30**	MAXIMUM PERMISSIBLE SPEED	AWS not provided
— O T	Ecclesfield East GF	5 27				
	Grange Lane LC (TMO)	4 40				
T T O T O T	Meadow Hall GF	3 20	**5**	**10**	**3m. 19ch. and 3m. 14ch**	

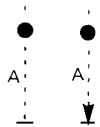
	Tinsley West Jn. LC	2 55				
	Tinsley Station Jn. (See page 159)	2 24	**20**		**2m. 29ch. and 2m. 26ch.**	

TABLE B—SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with 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	Authorities	Restrictions
KINGS CROSS TO DONCASTER, MARSHGATE JN.				
Ferme Park EMU Reversing Sidings	Harringay (rear of Signals K81, 419 or 421)	Flyover	F	12 EMU empty stock. Up direction only.
Hornsey Control Cabin	Harringay (rear of Signals K81, 419 or 421)	Up Slow Up Goods	F	ECS. In clear weather only.
Peterborough	Eastfield	South Up Departure	G	Freight vehicles with or without brakevan.
Decoy Up Sidings	Bessacarr Jn.	Up East Slow—Down Locomotive/ Up Lincoln—Down Locomotive	F	15 SLU BV. In clear weather only.
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.
BARKSTON SOUTH JN. TO SKEGNESS				
Boston, West Street Jn.	Grand Sluice Jn.	Down, Up	F	BV when freight vehicles are propelled.
		Down	G	5 freight vehicles may be propelled without a brakevan leading.
		Up	G	Drawn only.
		Up	H	20 SLU.

TABLE B—SPECIAL WORKING ARRANGEMENTS— continued

Between		Lines	Authorities	Restrictions
BARKSTON EAST JN. TO ALLINGTON JN.				
Allington Jn.	Barkston East Jn.	Up	F	1 freight brakevan. In daylight and clear weather only.
RETFORD WESTERN JN. TO THRUMPTON WEST JN.				
Retford (rear of position light Signal 1341—Up ECML)	Thrumpton West Jn. (rear of position light Signal 31)	Down Slow/ Down	F	20 SLU BV.
LIVERPOOL STREET TO NORWICH				
Stratford Station	Bow Jn.	Up Goods Up Cambridge	F	5 Freightliner vehicles or ECS.
Trowse Upper Jn.	Trowse Lower Jn.	Down	F	1 freight brakevan.
Trowse Lower Jn.	Norwich Thorpe Jn.	Down Main	F	3 fitted SLU. In clear weather only.
Trowse Yard	Trowse Lower Jn.	Up Main	F	Freight trains.
Norwich Thorpe Jn.	Trowse Swing Bridge	Up	F	2 coaching stock vehicles BV.
Norwich Thrope Jn.	Norwich Thrope Passenger	Down Main, Up Main	F	Freight trains BV and ECS. A propelled movement from Crown Point Nos. 1 or 2 Reception lines to Norwich station must not commence until Signal NJ15 or NJ8 is displaying a green aspect.
		Down Main	G	Drawn movements only.
STRATFORD MARKET TO BOW CREEK				
Stratford Market	Berks Sidings	Single	F	11 SLU (7 tank wagons) Down direction only. BV if not fully fitted.
COLCHESTER TO CLACTON				
Colchester Station	Hythe Station	Down, Up	F	1 freight brakevan.
East Gate Jn.	Hythe Station	Down	F	15 SLU BV. In clear weather only.
GRIFFIN WHARF BRANCH				
Halifax Jn.	Griffin Wharf	Single	F	20 SLU BV. Down direction only.

TABLE B—SPECIAL WORKING ARRANGEMENTS— continued

Between		Lines	Authorities	Restrictions
SAXMUNDHAM JN. TO SIZEWELL				
Leiston	Sizewell	Single	F	13 fitted SLU BV. Down direction only. In daylight and clear weather only.
NORWICH THORPE JN. TO NORWICH GOODS YARD				
Norwich Thorpe Jn.	Norwich Goods Yard	Down Goods Nos. 1 & 2, Up Goods	F	ECS. 20 SLU in clear weather only. BV during fog or falling snow or above 20 SLU.
		Up Goods	H	—
BETHNAL GREEN JN. TO KING'S LYNN				
Cambridge Yard	Chesterton Jn.	Down	F	1 freight brakevan.
ELY NORTH JN. TO PETERBOROUGH, CRESCENT JN.				
March East Jn.	March West Jn.	Down, Up	F	ECS or 10 SLU. In clear weather only.
		Down	G	Vehicles drawn and light locomotives.
MARCH EAST JN. TO WISBECH				
March East Jn.	Whitemoor Jn.	Down, Up	F	ECS or 10 SLU. In clear weather only.
		Up	G	Vehicles drawn and light locomotives.
MARCH WEST JN. TO WHITEMOOR JN.				
March West Jn.	Whitemoor Jn.	Down, Up	F	ECS or 10 SLU. In clear weather only.
SOUTH LYNN TO KING'S LYNN HARBOUR JN.				
South Lynn	King's Lynn Harbour Jn.	Single	F	Freight trains BV.
KING'S LYNN HARBOUR BRANCH				
King's Lynn Harbour Jn.	Harbour Branch Sidings	Single	F	30 SLU BV. In clear weather only.
KING'S LYNN JN. TO MIDDLETON TOWERS				
King's Lynn Jn.	Middleton Towers	Single	F	1 freight brakevan.
KING'S LYNN DOCKS BRANCH				
King's Lynn Town Yard	King's Lynn Docks	Branch	F	30 SLU BV. In clear weather only.
		Branch	H	50 SLU in either direction.
King's Lynn Docks	Private Sidings	Branch	F	20 SLU.

TABLE B—SPECIAL WORKING ARRANGEMENTS— continued

Between		Lines	Authorities	Restrictions
FENCHURCH STREET TO SHOEBURYNESS				
Southend Central station (all platforms)	Rear of position light Signal 54 or 52	Up	F	EMU empty stock.
BARKING, TILBURY LINE JN. EAST TO TILBURY RIVERSIDE				
Ripple Lane	Dagenham Dock	Down Goods Down Through Siding Up Goods	H	60 SLU. In clear weather only.
West Thurrock Jn.	Grays	Down Main and Third line.	F	20 SLU BV. In clear weather only.
		Up Main	H	30 SLU.
WERRINGTON JN. TO DECOY NORTH JN. VIA LINCOLN				
Pelham Street	Blankney	Up	F	1 freight brakevan.
Pelham Street	High Street	All	F	—
		Down Main Platform 6 Platform 7	G	Vehicles drawn. ECS or 18 SLU BV may set back
		Up Main	G	15 SLU drawn and light locomotives. 15 SLU BV may set back in clear weather only.
Pelham Street	West Holmes	Down, Up	H	25 SLU.
High Street	West Holmes	Down Main, Up Main	F	15 SLU BV. In clear weather only.
SYKES JN. TO TORKSEY				
Sykes Jn. Signal box	Sykes Jn. run-round loop	Single	F	Class 6 and 7 trains.
SHERWOOD COLLIERY SIDINGS SOUTH TO SHIREOAKS EAST JN.				
Shirebrook Sidings	Shirebrook Station	Up	G	MGR trains.
Shirebrook Station	Shirebrook Jn.	Down	F	15 SLU BV. Trains for WH Davis Sidings only.
		Down	G	30 SLU from WH Davis Sidings. Drawn only.
THORESBY COLLIERY BRANCH				
Thoresby Colliery	Thoresby Colliery Signal box	Single	F	68 SLU fully fitted. Up direction only. **Speed must not exceed 10 m.p.h.**

TABLE B—SPECIAL WORKING ARRANGEMENTS— continued

Between		Lines	Authorities	Restrictions
CLIPSTONE COLLIERY BRANCH				
Rufford Jn.	Clipstone Colliery	Single	F	Fully fitted freight vehicles. Down direction only.
CLEETHORPES TO NUNNERY MAIN LINE JN. VIA RETFORD				
Garden Street Jn.	Pasture Street	Down	G	—
Wrawby Jn.	Barnetby East	Down Goods	G	—
Worksop West	Worksop East	Up	F	15 SLU
GRIMSBY, MARSH WEST JN. TO HUMBER ROAD JN.				
Great Coates No. 1	Pyewipe Road	Single	F	Vehicles for British Titan Products and Jonathan Potts Sidings. Down direction only.
Immingham East Jn.	Immingham Reception Sidings	Down, Up Up	F G	1 freight brakevan. Light locomotives.
KILLINGHOLME TO BROCKLESBY JN.				
Immingham Storage Company Sidings	Immingham West Jn. West (rear of Signal IW262 or IW264)	Single/Down/ Up	F	40 SLU BV. In clear weather only.
Immingham West Jn. West	Humber Road Jn. (rear of Signal IR212 or IR213)	Down, Up	F	40 SLU. In clear weather only.
Immingham Reception Sidings	Lindsey Oil Refinery Sidings via East Curve OR Continental Oil Company Sidings via East connection	Down, Up	F	35 SLU. In clear weather only.
Immingham Reception Sidings	Ulceby	Down, Up	F	2 freight brakevans.
ULCEBY NORTH JN. TO BARTON-ON-HUMBER				
Ulceby	Barton-on-Humber	Down/Single	F	1 freight brakevan.
WRAWBY JN. TO PELHAM STREET JN.				
Pelham Street Jn.	Wickenby	Up	F	1 freight brakevan.
BRANCLIFFE EAST JN. TO KIRK SANDALL JN./LOW ELLERS CURVE				
St. Catherines Jn.	Decoy Up Sidings	Single	F	10 SLU. In clear weather only. BV if not fully fitted

TABLE B—SPECIAL WORKING ARRANGEMENTS— continued

Between		Lines	Authorities	Restrictions
HASLAND TO ALDWARKE NORTH JN. (MID) VIA SHEFFIELD				
Tapton Jn. (Steelbreakers GF)	Tapton Jn.—Signal S20	Down Goods Loop	G	15 Freight vehicles. BV if propelled.
Holmes Jn.—Signal S213	Rotherham (rear of position light Signal 1068)	Down Main/ Down Rotherham Goods	F	13 SLU BV.
SEYMOUR JN. TO BOLSOVER				
Seymour Jn.	Bolsover Colliery Empties Sidings GF	Single	F	Freight trains BV.
Bolsover Colliery Loaded Sidings GF	Bolsover run round loop	Single	F	25 SLU BV. In clear weather only.
DONCASTER, SOUTH YORKSHIRE JN. TO WOODBURN JN.				
Wards Siding GF	Broughton Lane Yard GF	Up Goods	G	25 SLU
WATH YARD SIDINGS TO CORTONWOOD LOOP GF				
Wath Yard Sidings	RCE Tip Sidings	Single	F	40 SLU BV. Down direction only.

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
Peterborough or Orton Mere	Peterborough	Station Chargeman (Down Side)
Romford to Upminster	Romford Station	Station Supervisor or responsible person
Wickford to Southminster	Wickford	Station Supervisor or responsible person.
Marks Tey to Sudbury	Marks Tey	Person in charge
Griffin Wharf Branch	Ipswich Upper Yard Supervisor's Office	Yard Supervisor
King's Lynn Harbour Branch	King's Lynn Jn.	Shunter
King's Lynn Dock Branch	Down Yard Hut	Person in charge
Markham Main Colliery Empties Branch	Shunters' Cabin	Shunter (Including Annetts key)
Oxcroft Branch	Oxcroft Jn. GF	Guard accompanying train
Wath Yard Sidings to Cortonwood Loop GF	Wath Yard Sidings	Person in charge

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'.

From	To	Type of train	Conditions	Remarks
Halifax Jn.	Griffin Wharf	F	—	The brake to be operative throughout
Griffin Wharf	Halifax Jn.	F	—	
Seymour Jn.	Elmton and Creswell Jn.	F	—	MGR trains only.

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

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

Between		Lines	
		Down	Up
WERRINGTON JN. TO DECOY NORTH JN. VIA LINCOLN			
Sleaford South	Sleaford North	Avoiding	Avoiding
CLEETHORPES TO NUNNERY MAIN LINE JN. VIA RETFORD			
Brocklesby Jn.	Barnetby East	Goods	Goods
BENTLEY JN. TO HEXTHORPE JN., (DONCASTER AVOIDING LINE)			
Bentley Jn.	Hexthorpe Jn.	Avoiding	Avoiding

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.

The following is a list of places where movement by road vehicles or towing is authorised.

Places	Line	Remarks
KINGS CROSS TO DONCASTER, MARSHGATE JN.		
Sandy	All	Towing prohibited.
LIVERPOOL STREET TO NORWICH		
Ipswich Lower Yard	All	7 loaded or 10 empty SLU.
Ipswich Dock	St. Peters Wharf	To place vehicles into Eastern Counties Farmers Duke Street Siding when requested by firm 7 loaded or 10 empty vehicles.
Ipswich Griffin Wharf	Wharf	7 loaded or 10 empty vehicles.
Claydon	Kings Sidings	—
Diss	Up Yard	—
MANNINGTREE SOUTH JN. TO HARWICH		
Mistley Station Yard and Quay	All	Towing prohibited.
WESTERFIELD JN. TO FELIXSTOWE		
Derby Road	Roe Bros Siding	—

TABLE U—continued

Places	Line	Remarks
NORWICH THORPE JN. TO LOWESTOFT		
Lowestoft Harbour North Quay	—	Empty or loaded vehicles
BETHNAL GREEN JN. TO KING'S LYNN		
Bishops Stortford	Coal Concentration Sidings	2 vehicles. Propelling prohibited.
Whittlesford	All	Towing prohibited.
King's Lynn Docks	—	—

This is the last page of the section containing Tables A to U. The next section commences with the index on page 258.

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

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SECTION C—FIXED SIGNALS

Clause 3.1.5—Shunting signals

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

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

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

Signal Box	Signal	Remarks
Lincoln St. Mark's station	Down Main Home	Applies to Passenger Trains booked to stop at the Station.
Elsenham	Down Main Home	In clear weather only.
Stowmarket	Down First Home	—
March East Jn.	Up Home No 1	Applies to Passenger trains booked to stop at March Station
Trimley Station	Down Main Second Home	In clear weather only.
Trimley Station	Felixstowe Beach Jn. Home Signals from Felixstowe Beach and Felixstowe Town	—

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

Clause 8—Duties of Drivers

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

SECTION F—DETONATORS

Clause 1.8—Failure to explode, or injury from explosion

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

Stations/Depots north of Peterborough

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

Stations/Depots south of and including Peterborough

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

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

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

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

SECTION H CLAUSES 3.6 AND 11.2 STATION YARD WORKING

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

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

2. Before a train is signalled into an occupied platform line, the Signalman must be aware, or have ascertained from the Person in charge of the Platform, that there is room for the train to be accommodated.

Section H, Clause 7.1. Headlights, Marker Lights and/or Headcode G.N. Class 313 trains

If the headlight should fail whilst a train is in service it may be allowed to continue to its destination except that it may not enter the tunnel between Drayton Park and Moorgate. If the train arrives at a terminating station, it must only start on its return journey, other than to proceed to a maintenance depot, provided the headlight is available at the front of the train. The train on which a headlight has failed must not be allowed to leave Moorgate until the preceding train has arrived at Drayton Park.

STATION LIMITS—T.C.B. LINES

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

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

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

Signal Box	Up Main	Down Main	Up Electric	Down Electric	Up Sub.	Down Sub.
Liverpool Street	Commencing at signal L35	Up to and including signal L60	Commencing at signal L1	Up to and including signal L18	Commencing at signal L87	Up to and including signal L92

Signal Box	Up	Down
Temple Mills East	Between signals TE1 and TE21 or TE1 and TE23	Between signals TE14 and TE8
		Down line from High Meads
		Between signals TE2 and TE8
Temple Mills West	Between signals TW1 and TW3	Between signals TW2 and TW6

SECTION J—SHUNTING

Clause 3.17.2

Loose or gravitation shunting of all passenger stock is **PROHIBITED**.

SECTION K—DETENTION OF TRAINS ON RUNNING LINES

Automatic and Semi-Automatic Stop signals

Drivers of trains stopped at automatic or semi-automatic stop signals in the Suburban Area, London side of Hitchin and branches, London side of Broxbourne and Chelmsford including branches and London, Tilbury and Southend line, must, after waiting one minute, communicate with the Signalman by means of the telephone. If the Signalman instructs the Driver to wait at the signal and the signal does not show a proceed aspect within three minutes, the Driver must again communicate with the Signalman to obtain further instruction. The Rule Book—Section K is modified accordingly.

Clause 3.2.2—When detained at signal provided with telephone or call plunger

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

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

TELEPHONES AT STOP SIGNALS

At telephones at other than automatic and semi-automatic signals in the London Surburban Area as defined below:

London side of Hitchin
London side of Chelmsford
London side of Broxbourne
} including Branches,
London—Tilbury and Southend line

Trainmen must, after establishing communication with the Signalman in accordance with the Rule Book, Section K, communicate with the Signalman at intervals of not more than three minutes until the signal clears or, if the signal is defective or cannot be cleared, until Signalman instructs the Driver to pass the signal at Danger.

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

Approach lighted colour light signals protecting crossover roads used for single line working

Where crossover roads to be used for single line working are protected by 'approach lighted' colour light home and distant signals, or by 'approach lighted' colour light automatic and semi-automatic signals, these signals except as shown in following clause, a, will not be illuminated during single line working when a train passes on the opposite line to which they normally apply.

a. **Crossover Roads controlled from signal boxes.** Switches on the signal posts or adjacent to the signals have in some cases been provided for the purpose of continuously lighting these signals when they are approached by up trains travelling over the down line or down trains over the up line. Keys for these switches are kept in the signal boxes at each end of the section concemed.

When instituting single line working the person acting as Pilotman must obtain the key from the Signalman before commencing to distribute the necessary forms, and operate the switches whilst passing through the section.

When single line working is terminated the Pilotman or a man deputed by the Station Manager must again operate the switches to restore the approach lighting to the signals, and return the key to the Signalman.

The signalman must advise the S & T Technician when the switches are operated to light the signals continuously.

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

b. **Crossover Roads controlled from intermediate ground frames.** Where these crossover roads are worked from track circuit controlled intermediate ground frames, these switches are not provided, and Handsignalmen must be stationed opposite the automatic and semi-automatic signals acting as home and distant signals for trains approaching the crossover road in the wrong direction.

c. **General.** Until the Handsignalmen referred to in a and b above are provided, Drivers must be specially warned by the Pilotman to be prepared to stop clear of the crossover road.

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

The instructions contained in clause 7 under the above heading do not apply in the area covered by this Appendix.

WORKING OF DIESEL MULTIPLE UNIT TRAINS

Referring to the instructions contained in the General Appendix the following additional instructions apply in the Eastern Region:

Clause 4. Tail Traffic

Tail traffic in the form of bogie vehicles or four or six wheeled vehicles having a wheelbase not less than 15 feet, may be attached to Diesel Multiple Unit trains working over the routes shown below subject to the over-riding limitation that the tail load attached to a unit of lightweight construction must not exceed 25 tonnes gross. All units of lightweight construction are clearly identified by the letters 'LW' stencilled on their headstocks. The normal speed limits and permanent speed restrictions must be observed together with the instructions in regard to the conveyance of four-wheeled vehicles by passenger trains.

Route	Train Formation	Minimum Horsepower	Maximum Tail Load
Between—In both directions			
Cambridge and Kings Lynn			
Doncaster and Cleethorpes			
Doncaster, Lincoln and March			
Doncaster and Leeds			
Hitchin, Cambridge and Ipswich	2 car	300	25 tonnes gross
Ipswich and Norwich	4 car	600	40 tonnes gross
Kings Cross and York	2 car	400	
Peterborough and Ely	4 car	800	65 tonnes gross
Norwich and Ely	3 car	600	65 tonnes gross
Brundell and Yarmouth via Acle			
Norwich and Lowestoft	2 car	600	90 tonnes gross
Reedham and Yarmouth			
Grantham and Skegness	5 car	900	90 tonnes gross
Lincoln and Cleethropes			
Peterborough and Stamford			
Peterborough and Spalding	4 car	900	120 tonnes gross
Sheffield, Doncaster and Hull	4–6 car	1200	
Sheffield and Leeds (All routes)			
Sheffield, Retford and Cleethropes			
Sheffield and York			

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

Barnsley to Sheffield	2 car	400	75 tonnes gross

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

	Loaded	Empty
NOV, NPV, NRV	25 tonnes	17 tonnes
NCV, NDV, NDX, NEV, NEX, NFV, NJV, NJX, NLV, NLX, NNV, NRV	40 tonnes	32 tonnes

2. The addition of a tail load will add to the journey time. This additional time is allowed for in the timings of certain trains only and tail loads should not be attached unless diagrammed or specially authorised by the Regional H.Q.

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

Inter-Regional D.M.U. Trains: Eastern and L.M. Regions
Notation 'D1, D1(T), D2, D3, D4 or D5' shown in Working Timetables

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

D1 Trains composed of the following formations:

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

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

also diesel parcels trains.

D2 Trains composed of the following formations:

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

D3 Trains composed of the following formations:

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

D4 High Density Suburban Trains composed of the following formations:

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

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

D5 Trans-Pennine sets composed of:

Motor Coach	Trailer	Total No. of Vehicles
4	2	6

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

Clause 8—Propelling of Tail Vehicles

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

LINESIDE HOT AXLE BOX DETECTORS

The following modification and supplementary instructions apply in the Eastern Region.

When a steam heated class 1 train has activated the detectors approaching Grantham or Newark, it may, provided the initial train crew examination does not reveal a hot axle box and the Signalman does not instruct otherwise, proceed at normal speed.

PERMANENT SPEED RESTRICTIONS—INDICATOR SIGNS

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

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

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

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.

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

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

(a) Special train consisting of locomotive except Class 40 one vehicle No.99500/1/2 or 3 and one vehicle No.99200/1/2/3 or 4. Maximum speed 100 m.p.h.

(b) Special train consisting of locomotive except Class 40 and one or two of the undermentioned Officers' Saloons—
DE 902260, DE 900580—Maximum speed 90 m.p.h.

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

FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM

ECS to work trains from terminal points will be identified by the appropriate train number for the passenger train it is to form, except that the first digit will be '5' instead of '1' or '2'; e.g. ECS to work train 1N01 will be 5N01. ECS after working train will be similarly identified.

Light locomotives to work trains when proceeding from Motive Power Depot or other points are identified by the appropriate 2nd, 3rd and 4th characters of the train to be worked prefixed by '0'.

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

0B01 King's Cross
0B02 Clarence Yard
0B05 Hitchin
0B06 Peterborough
0B07 Cambridge
0C01 Stratford
0C02 Temple Mills
0D01 Doncaster
0D02 Worksop
0D06 Goole
0D08 Hull Botanic Gardens
0L01 York
0L50 Holbeck
0L51 Neville Hill
0L53 Healey Mills
0L60 Knottingley
0L61 Hammerton Street
0F01 Parkeston
0F02 Colchester
0N01 Norwich
0H01 Stratford
0D03 Frodingham
0D05 Lincoln
0D07 Immingham
0J01 Barrow Hill
0J03 Tinsley Servicing Depot
0J04 Shirebrook West
0J05 Wath
0J08 Rotherwood
0P01 March
0N10 Thornaby
0N11 Darlington
0N12 Hartlepool
0N20 Gateshead
0N25 Blyth Cambois
0N32 Tyne Yard Depot
0P01 March
0K01 Ipswich
0L01 Cambridge
0–01 Ripple Lane

WRONG DIRECTION MOVEMENTS OVER CERTAIN AUTOMATIC LEVEL CROSSINGS

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

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

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

Whistle boards will be provided where necessary.

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

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

The following Rule modifications apply:

Section M, clause 6.6

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

Section N, clause 3.1 (f) (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.

DIESEL AND ELECTRIC LOCOMOTIVES RUNNING LIGHT

The following is a list of locations where authority is given for driving light locomotives from the rear cab:

Signal box/location	Line	Between
King's Cross	All	King's Cross Station to rear of shunt signals at South End of Gas Works Tunnel West and Centre Bores.
Liverpool Street	Down Suburban	Signal No.95 and station.
Liverpool Street	Down Main	Signal No.45 and station.
Liverpool Street	Down Electric	Signal No.15 and station.
Liverpool Street	Up Main	Limit of Shunt and station.

CONVEYANCE OF 'DEAD' DIESEL MULTIPLE UNIT STOCK

Referring to the instructions contained in the General Appendix:

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

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

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

HEATING OF PASSENGER TRAINS

STEAM HEATING

The information concerning the periods during which steam heating must be applied or discontinued on passenger trains, in accordance with the instructions contained in the General Appendix Part 1, Section 3 is qualified by para. 11 hereof.

1. Operating staff are responsible for the proper coupling up of the hose pipes throughout the train, with the exception of those cases where it is the duty of the Drivers Assistant

to couple or uncouple the locomotive from the train, when he will also couple or uncouple the brake and steam heating pipes.

2. Before coupling hose pipes, the faces of the couplings should be examined to see that they are clean and free from grit.

The couplings must then be connected and both cocks opened; immediately this has been done, the Driver must ensure that the steam is turned on and kept on continuously to the end of the journey unless instructed to the contrary.

Locomotives and vehicles fitted with steam heating equipment are provided with end-coupling cocks. To open the valve, the operating handle must be placed in the horizontal position and, to close, it must be turned upwards into the vertical position.

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

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

The Driver must ensure that the steam is shut off by closing the valve on the boiler before the locomotive is detached from the train.

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

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

When there are vehicles to be detached or attached en route, the Guard must advise the Driver so that the latter may arrange for the heating apparatus to be shut off 5 minutes before reaching the place concerned.

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

The clips should be lifted back and by lifting the heater pipes, the couplings will fall apart. Should there be no escape of steam through the by-pass of a cock when the handle is placed in the closed position, it is evidence that the cock is not properly closed or is out of order; or should the escape continue unduly this would indicate that one of the cocks is out of order and in either case the operator must protect himself by shutting the next pair of cocks immediately to the front and rear of the defective one before uncoupling the hose pipes.

4. All pipes after being disconnected must be suspended by the chain link provided for the purpose. The hook must be placed in the eyelet or link and not in the end of the coupling.

5. The staff should take care to stand clear when uncoupling steam heating hose pipes in case all water in the coupling has not drained off. In all cases when coupling or uncoupling heated pipes a cloth must be used.

6. All coupling must be steam tight. If there is any leakage the C. & W. Examiners' attention must be called to the matter. In all cases, however, when the steam is first turned on, the drain valves will blow for a few seconds after the water has passed through them, but if they continue to do so the valves should receive attention at the first opportunity.

7. When non-passenger carrying vehicles fitted with steam heating pipes are attached to passenger trains, the steam heating couplings should be connected even if the vehicles are in the rear, as unless this is done the Examiners do not see the pipes in regular use and, therefore, cannot properly detect defects.

8. All regulator handles in compartments must be turned to the 'On' position before trains commence their journeys and, where possible, before empty sets are shunted or sent to sidings.

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

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

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

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

9. Drivers of locomotives working empty train sets from the sidings to stations for traffic, must in all cases ensure that the steam is turned on as soon as the locomotive is coupled to the empty train.

Locomotives working empty trains that are to form passenger trains or passenger trains that are to form other passenger trains must, if practicable, remain coupled and heating be continued at terminal stations until five minutes before trains are due to depart as passenger trains unless instructions are given by the Operating staff to the contrary.

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

Loaded vehicles not fitted with heating apparatus or the through heating pipe, should, where it can be done conveniently, have their contents transferred to fitted vehicles if it is found that the unfitted vehicle cannot be attached in the rear of the train by which it is intended to send it forward.

Where vehicles require to be transferred from one train to another at a junction station, the forwarding station must state on the advice message to the transfer station if any of the vehicles are not fitted with heating apparatus or through pipe, using the code letters 'N.S.H.'

11. Guards will be held responsible for seeing that their trains are properly heated; they must, before starting, be sure that all intermediate cocks are open, the end cock closed, and that the apparatus is working satisfactorily. Should the steam heating apparatus of a locomotive or on coaches fail before starting or during a journey, the Guard must report the

matter to the Area Manager or person in charge at the starting or next stopping point. The Area Manager or person in charge will be responsible for initiating the arrangements for remedial action and if, after consulting with the Control, it is decided that in the circumstances the train should proceed, he must instruct the Guard accordingly.

Steam heating must be turned on whenever the station thermometer where provided registers less than 10°C – 50°F and the Guard in charge of the train must, in the event of unusual climatic conditions, use his discretion as to whether or not steam is to be applied when the temperature registered is 10°C – 50°F or more, especially where night trains are concerned.

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

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

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

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

12. Should any passenger have cause to complain of the train heating, each case must be specially reported at once. If the coach apparatus is found to be out of order, the C. & W. Examiners attention should be called to it at the earliest possible moment.

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

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

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

14. Where vehicles are heated from a stationary boiler, the Operating staff will advise the person responsible when the steam should be shut off and care should be taken to see that the pipe is disconnected from the train before the signal to start is given.

15. When trains or separate vehicles have finished working and are being set aside for storage, the cocks at both ends must be opened and left open. Care must be taken to shut the cock at the rear of the train before heat is turned on from the locomotive on the next journey.

The Carriage and Wagon Department staff will be held responsible for these duties at stations where such staff are available and during their regular hours of duty; in other circumstances the Operating staff must attend to the work.

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

16. When it is known that the boiler is working satisfactorily, but the pressure of steam at the rear of the train is inadequate, the C. & W. Examiner, a suitable member of the station staff, or the Guard, should open the rear cock and ensure that all surplus water is drained away.

INSTRUCTIONS TO DRIVERS

17. The steam pressure of steam heating boilers and generators is controlled automatically by means of a pressure switch which must not be adjusted by footplate staff.

On taking charge of a locomotive, Drivers must satisfy themselves that the steam heating apparatus where provided on their locomotive is in proper working order. Should the steam heating apparatus of a locomotive fail during a journey the driver must intimate, by horn-code, that a fresh locomotive is required and must inform the guard of the failure at the next stopping point.

18. When stabling or immobilising a locomotive, the Driver must, after ensuring steam from the boiler has been shut off, open the end shut-off cocks to ensure the draining off of all condensation.

19. Drivers must report any defects such as faulty rubber hose or washers, or any irregularity in the working of the steam heating apparatus on their locomotives and they will be held responsible for any such defect not reported on any locomotive of which they may have had charge.

NOTE: The switching on/off of the steam heating
as outlined in:
Clause 2, paras. 2 and 9
Clause 3, para. 1
Clause 9, para. 1
and Clause 18
must be performed by the Drivers Assistant but the Driver must ensure these duties have been duly performed.

INSTRUCTIONS TO CARRIAGE EXAMINERS

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

In the case of standard couplings, if it is found that the valve is leaking, a gentle tap will frequently cause it to work but on no account must a hard blow be struck.

21. Examiners must test the apparatus to ensure it is in order in accordance with the Chief Mechanical and Electrical Engineer's standing orders and instructions.

22. Hose pipes showing signs of bursting must be changed to avoid putting the apparatus out of use. The couplings must be regularly examined and the rubber washers maintained in good condition and the clips in working order.

INSTRUCTIONS TO SHED EXAMINERS

23. The heating apparatus on locomotives mut be thoroughly inspected at least once a month and more frequently in frosty weather to see that the parts are in proper working order and particular care must be taken to keep regulating valves adjusted so as not to exceed the standard pressure laid down in Clause 17.

2. Rules and Regulations

2.1

3.6 When left unattended a vehicle must be left in gear and secured handbrake; wheelchocks must also be used under all conditions.

3.7 Should the vehicle fail and be unable to run under its own power, be moved by a locomotive using the emergency tow bar carried vehicle. The speed must not exceed 10 m.p.h. on plain line and over points and crossings. The driver must ride on the vehicle.

3.8 When the vehicle is transferred clear of the line under possess Person-in-Charge of the Possession must be advised accordingly

not less than 10 detonators, a ha lamp, two wheelchocks and 2 sets of track circuit operating cl be carried on the vehicle. In addition, 2 red banner flags and capable of showing a red light along the line in both directions carried, for use should it be necessary for the M. & E. Engineer's charge of the vehicle to take an Absolute Possession (Ru Section TIII).

2.5 The vehicle must be driven by a member of the M&EE's staff. passed as competent to carry out the necessary arrangen protection should an incident occur resulting in the fouling of a line open to traffic, must accompany the vehicle.

3. Working Instructions

3.1 Before a vehicle is placed on, or allowed to travel over, any run the Engineer must first have taken Absolute Possession of concerned, in accordance with the Rule Book, Section TIII. In the permission of the Person-in-Charge of the Possession obtained before the vehicle is placed on the line.

3.2 During the process of transferring to and from rail, or turning th to face in the opposite direction, if the adjacent track is a run open to traffic, the provisions of the Rule Book, Section TII or be applied.

3.3 When transferring from road to rail, the driver must:—

(a) Check that the vehicle is equipped as shown in clause 2.4

(b) Check that the marker tail lights, are illuminated as laid clause 2.3.

(c) Test the hand brake, and also the main power brake.

(d) Test the warning horn.

(e) Ensure that the Stemlight is fully retracted.

(f) Check that the steering wheel is locked in the straig position.

3.4 The maximum permissible speed of the vehicles on rail in th direction is 35 m.p.h., and 15 m.p.h. over points and crossings must, however, be regulated in accordance with the Rule Book TIII, Clause 15.2.

3.5 Movements in reverse must only be made for short distance extreme caution, under the control of a competent person on th giving handsignals to the driver.

Ploughing must not commence until the overhead line equipment has been isolated and the Permit to Work has been issued to and received by the Civil Engineer's representative responsible for clearing the line.

The snow clearance operations will be in the overall charge of the Civil Engineer's representative who must consult the responsible member of the Area Maintenance Engineer (Fixed equipment) Organisation on site to determine the best method of clearing the line quickly with the minimum consequential damage to the overhead line equipment.

Operating Instructions

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

Snow ploughs not fitted with an automatic brake (i.e. ADB981—ADB992) must at all times be accompanied by a Guard. When ploughing, two locomotives, other than those in Classes 40, 44, 45 and 46, should be marshalled with a plough each end, crewed by a Driver and Assistant and accompanied by a Traction Supervisor or other competent person and a representative of the Divisional Civil Engineer.

When travelling to site the maximum speed of these ploughs will be 25 m.p.h. but when actually ploughing this may be varied at the discretion of the Traction Supervisor or other competent person.

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

Emergency Equipment

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

RESTRICTIONS

These vehicles may be permitted to work over all lines maintained by the Eastern Region with the exception of the following:

TO BE TOTALLY PROHIBITED

Silvertown Tramway Private Sidings
Thos. W. Ward & Co. Ltd.
Augustus Barnett
John Knight Ltd. Royal Primrose Soap Works
Kings Lynn Docks and Harbour Branches
Lincoln—St. Mark's Goods Yard Sidings Bridge No. 79

BR STANDARD MINIATURE SNOWPLOUGHS

Sets of 3 part miniature snowploughs (2 centre sections, 2 left hand blades and 2 right hand blades comprising one set) will be held at the following Traction Maintenance Depots and

TOILET WATER HEATERS

24. In toilet compartments of vehicles fitted with conventional under-seat radiators, the washbasin hot water supply is heated from the locomotive.

ELECTRIC TRAIN HEATING—Part 2 Section 15

BRAKE APPLICATION NOT INITIATED BY DRIVER

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

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

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

SNOW CLEARANCE ARRANGEMENTS

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

Tender Mounted Ploughs

York	Colchester
Norwich	Stratford
Worksop	Cambridge
Lincoln	Lincoln
Shirebrook	

Large Plough with Guards compartment—Hand brake only fitted

Tyne Yard	Thornaby TMD
Gateshead MPD	Healey Mills TMD

BR Standard Independent

Peterborough	Norwich
Doncaster	Tinsley
Immingham	

Electrified Lines 4+9 6.9-6.10

Referring to Paragraph ~~10~~ of the instructions on page ~~6-16~~ the General Appendix; the Electric Traction Engineer/~~Divisional Maintenance Engineer referred to in Clause~~ (c) is defined as follows so far as electrified lines in the Eastern Region are concerned:

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

Delete heading and instruction and **substitute**:—

BROKEN WINDOWS ON PASSENGER COACHING STOCK

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

1. Outer pane of double glazing scored three inches or more or brok

The appropriate full seating bay(s) of the vehicle must be taken out of passenge The Guard must advise the Driver of the circumstances and instruct him to proce a speed not exceeding 100 m.p.h. to the next place where C & W staff are avialat

The C & W staff must remove all the glass from the defective outer pane and adhesive tape over the intact inner pane. The train may then continue in service the appropriate full seating bay(s) remaining out of passenger use. The spe the train must not exceed 100 m.p.h. and the Guard must advise the Driver accord

2. Inner pane or both panes or single glazed pane scored three inch more or broken.

Train must be stopped as soon as possible and all the defective glass rem Remove passengers from coach (if the damage affects an open coach, or the co side of a corridor coach) or from the compartment affected and label "out of us access through coach is required the Guard or other competent member of the must be in attendance. The speed of the train must not exceed 100 m.p.h. an Guard must advise the Driver accordingly.

Train must be stopped as soon as possible and all defective glass removed window frame must be put in dropped position.

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

4. A number of perspex replacement windows for H.S.T. trailer cars an conditioned MK.II def vehicles are allocated to principal intermediate and ter stations on the East Coast Main line and East Anglia. When C. & W. staff have f one of these perspex windows to replace a broken double glazed window, the a restrictions no longer apply i.e., the HST set or MK. II def vehicle can reve running at line speed with full use of the coach seating bays restored.

The perspex windows are each supplied within individual packing sheet transportation purposes, together with a special spanner or key, although a star carriage key may be used to fit the MK.II def window. Each packing sheet bear name of the allocated station and when a perspex window has been fitted packing sheets and special spanner or key must be placed in one of the brake partments of the train to enable the Depot replacing the window to return it t owning station, suitably protected, together with the spanner or key. An entry sl be made in the train's defect book to the effect that an emergency window has fitted.

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

OTHER GENERAL INSTRUCTIONS

LINESIDE AUDIBLE WARNING SYSTEMS

1. Audible lineside warning systems actuated by track circuit occupation are provided at the locations, detailed in Paragraph 9, to give warning to staff of approaching trains. Switches are provided at each location to enable the systems to be switched on or off as necessary.

2. When a warning system is switched on, the alarm will give a bleep note at intervals of two to seven seconds indicating the system is operational. The bleep note will change to a continuous note when a train approaches and whilst it passes through the area covered by the system.

3. When the alarm's continuous note sounds, staff must move to a safe position and remain there until the continuous note ceases and the bleep note is again heard. **It may not be safe for staff to leave refuges immediately a train is seen to pass** as a further train may be approaching and will cause the continuous note of the alarm to remain sounding.

4. When entering a warning system area, staff must check whether the system is already switched on and if not, the nearest convenient switch must be operated.

5. When leaving the area, staff must ascertain whether any other persons are to remain behind and if so the warning system must be left switched on and those persons informed. If no other persons are to remain in the area the warning system must be switched off.

6. If staff are to work on a line equipped with a warning system and an absolute possession has been taken of an adjacent line or an engineer's materials train/'on-track' machine is working between trains on that line, the warning system must not be switched on whilst work on the adjacent line is proceeding.

7. If staff are already working on a line equipped with a warning system and such is in use and an occupation of an adjacent line is to be made as described in paragraph 6, the warning system must be switched off.

8. Paragraphs 6 and 7 will not apply in respect of the East and West bores of Wood Green Tunnels.

9. **Details of Warning Systems**

Location	**Description**
Kings Cross to Doncaster Marshgate Junction	
Wood Green Tunnels	Three independent systems: (a) Down Slow Line—West bore. (b) Fast Lines—Middle bore. (c) Up Slow Line—East bore.
Potters Bar Tunnels	Two independent systems: (a) Down Lines—West bore. (b) Up Lines—East bore.

the Chief Operating Manager will allocate suitable locomotives to which they will be fitted, as required, during the period 1st November to 1st May.

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

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

Operating Instructions

A locomotive fitted with these ploughs will be used for patrol work where the depth of snow is not expected to exceed 1' 6" (0.5 metre). Attempts to deal with a greater depth of snow could result in distortion of the locomotive underframe. Locomotives engaged on snow patrol should be supplied with 2 shovels for use in emergency (e.g. 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.

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

Referring to the instructions contained in General Appendix under the heading 'Equipment for Brake Vans', the following additional instructions apply:

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

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

*Welwyn Tunnels	Three independent systems each covering both lines: (a) Welwyn South Tunnel. (b) Cutting between tunnels. (c) Welwyn North Tunnels.
Huntingdon Overbridge 144	Covers Down Lines only.
†Egmanton Curve	Covers both lines between a point South of Egmanton level crossing and Tuxford Emergency Crossovers.
†Bawtry Curve	Covers both lines between the North end of Bawtry Viaduct and Bawtry Emergency Crossovers.

NOTES:

* In the event of the emergency crossovers being in use or required to be used at Woolmer Green and/or Digswell, the warning systems must not be switched on.

† In the event of the emergency crossovers being in use or required to be used the warning system must not be switched on.

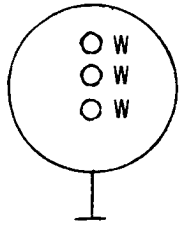
FRESH LOCOMOTIVE REQUIRED

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.

SPECIAL SIGNALS FOR CONTROLLING LOADING/UNLOADING MOVEMENTS AT PARTICULAR TERMINALS

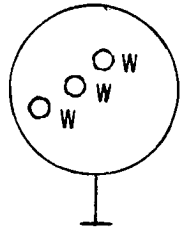
Where special signals are provided for controlling loading/unloading movements, the following aspects will be exhibited:

(a)



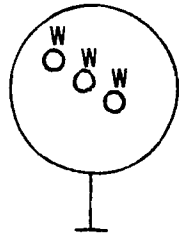
MOVE AT LOW SPEED IN DIRECTION FOR LOADING/UNLOADING

(b)



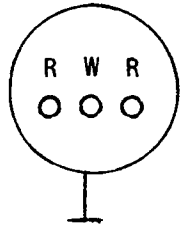
MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING/UNLOADING (FLASHING LIGHTS)

(c)



PREPARE TO STOP

(d)



STOP IMMEDIATELY

W = WHITE
R = RED

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

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.

COUPLING OF DIESEL MULTIPLE UNITS

The coupling arrangements for DMU's bearing Blue Square symbols or no symbols are as follows:

Any combination of 2, 3 and 4 car sets may be coupled together providing no more than 6 power cars are normally included in one train.

A small number of power cars are still fitted with driving panels which limit the number of power cars in any one train to four.

WORKING OF TRAFFIC ON A RECEPTION LINE/SIDING

When vehicles are to be placed on a Reception Line/Siding through a connection not operated from a signal box, the person-in-charge must first obtain permission from the

Signalman, giving details of the movement involved. Should the movement be contrary to the direction in which trains normally enter the Reception Line/Siding the Signalman must be advised when the vehicles are at a stand, and no further backward movement is to be made. In such circumstances the Signalman must not allow a train to enter the Reception Line/Siding until he has received this advice. A tail lamp must be placed on the rearmost vehicle facing the direction from which trains normally enter the Reception Line/Siding. Where a Reception Line/Siding is normally worked in both directions a tail lamp must be placed at both ends of the vehicles. The lamp must show a red light after sunset or during fog or falling snow.

SINGLE LINES—ONE TRAIN WORKING WITHOUT TRAIN STAFF

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

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

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

4. (a) If a train becomes disabled and requires assistance, the Driver after ensuring that the train cannot be moved must communicate with the Signalman by the most expeditious means and inform him of the precise location of the train.
   (b) If Working by Pilotman is in operation, the Pilotman must remain with the train.
   (c) The disabled train must be protected by placing three detonators, 20 yards apart, 300 yards from the train in the direction from which the assisting train will come.
   (d) The Signalman controlling the entrance to the single line, after coming to a clear understanding with the Driver of the disabled train and having received an assurance that the disabled train will not be moved and has been protected, also when appropriate, that the Pilotman is with the disabled train, may allow the assisting train to pass the signal controlling the entrance to the single line at danger.

5. (a) If owing to a failure of the signalling equipment, it is not possible to clear the signal controlling the entrance to the single line, Working by Pilotman must be introduced.
   (b) The Signalman must make an appropriate entry in the Train Register when Working by Pilotman is commenced and terminated and, at each change of duty of the Signalmen while working by Pilotman is in operation, the Signalman taking duty must make an appropriate entry in the Train Register.

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

MODIFICATION TO INSTRUCTIONS FOR AC ELECTRIFIED LINES—BR29987

Instruction 16
Page 40 Clause (e)
Special two part aluminium ladders are provided at Kings Cross Station, which must only be used for cleaning the windscreens of HST power cars. Long handled brushes must not be used by persons working on these ladders. After use, the ladders must be returned to their location on the platform.

INSTRUCTIONS 44 AND 55
PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT
The procedure as shown in Instructions 44(ii) and 55(ii) applies on all Electrified lines under the control of Kings Cross signal box.

The following modifications only apply to GE and LT&S Lines.

INSTRUCTION 93
COMPOSITION OF MULTIPLE UNIT TRAINS
Class 309 units can only be coupled to units of their own type.

INSTRUCTIONS 94 AND 95 AMPLIFIED
Where Buckeye couplings are fitted to multiple unit electric stock, they must be kept in the raised position and the buffers retracted. See NOTE.

Whenever it is necessary to combine or divide two portions of an electric multiple unit train in service, the undermentioned additional instructions must be observed:

Coupling

(i) The Driver of the front portion must make a full application of the Automatic brake and in addition also apply hand brake. The Driver must remove ALL keys and place in the auxiliary cupboard in the Battery Driving Trailer Coach.

(ii) The Driver of the rear portion must bring his train to a stand six feet short of the front portion and await instructions from the Shunter before drawing forward to couple.

(iii) The Shunter must, after ensuring that the knuckle of the coupler head on the front portion is open and he has satisfied himself that it is safe to do so, give a signal to the Driver to draw forward to engage the coupler.

In the case of Class 309 Stock these duties are performed by the second Shunter.

(iv) When the Buckeye couplers have engaged, the Driver of the rear unit must ease away slightly to ensure that the units are securely coupled and then place the brake valve handle in the 'shut-down' position. The Driver must then remove the brake and controller keys, switch off Headlight/marker lights and destination indicators and proceed to cab of front unit and hand the keys to the Driver. The Shunter—the second Shunter for Main Line Stock, must then couple the air hoses and open the cocks, after which the control jumper must be coupled.

(v) In the case of Class 309 Stock, before leaving the cab of the rear unit the Driver must also secure the driving compartment door drop light in the closed position and lock the driving compartment door.

The air hoses and control jumpers at unit ends of Class 309 Stock are duplicated and must be coupled at one side of the train only. The second Shunter must enter the front cab of the rear portion and unlock the vestibule door, place the vestibule curtains and handrail in position, and raise the blind on the vestibule sliding door. The first Shunter must enter the rear cab of the front portion and unlock the vestibule door, place the vestibule curtains and handrail in position, and raise the blind on the vestibule sliding door. Should only one Shunter be available, the duties of the first Shunter must be performed by the Guard of the front portion.

(vi) The Driver of the front unit must insert the keys and place brake valve handle in the EP position and release the hand brake.

(vii) When coupling has been completed satisfactorily, the Guard of the front unit must ensure that the tail light and destination indicator of that unit have been switched off.

(vii) In the case of the Class 309 Stock, the Guard of the front unit must ensure that the tail light has been switched off and the drop light in the driving compartment door of that unit is secured in the raised position and the door itself is left locked.

(ix) The Guard of the rear unit must then test the brake.

Uncoupling

(x) Before commencing a journey which will involve splitting the train the Driver of the front unit must ensure that ALL operating keys of the unit are in use.

(xi) On arrival at the point where detaching is to take place the Driver of the front unit must apply the Automatic brake leaving the handle in the Lap position and the Guard must, except as shown in paragraph iii, enter the rear driving compartment of the front unit and await the Shunter's signal to ease couplings.

(xii) In the case of Class 309 Stock, the duty of entering the rear driving compartment will be performed by the first Shunter (when provided) and he must also release the vestibule curtains and handrail, and close and bolt the vestibule door.

Should only one Shunter be available the duties of the first Shunter must be performed by the Guard.

(xiii) The Shunter—the Second Shunter in the case of Class 309 Stock, or other authorised person responsible for uncoupling the units must enter the front cab of the rear portion and make an emergency application of the Westinghouse Automatic Brake leaving the Driver's brake valve handle in the emergency position. He must then leave the cab, disconnect the control jumper and place it in its dummy receptacle, and uncouple the air hoses.

(xiv) In the case of Class 309 Stock, before leaving the cab, the Shunter must also release the vestibule curtains and handrail, and close and bolt the vestibule door. Before leaving the cab to disconnect the jumper and air hoses, he must also check that the opposite side jumper and hoses are also split.

(xv) The Shunter must then pull and hold the Buckeye uncoupling chain, whilst the Guard of the front unit gives the 'ease coupling' signal, four bells, to the Driver of the front unit who must release the Automatic brake and ease the units together to permit the Shunter to disengage the couplings.

The Guard must then give the draw forward signal, six bells, to the Driver of the front unit and when it has been established that the couplings have been properly disengaged the Guard must give the signal for the front portion to stop.

(xvi) The Guard of the front unit is responsible for setting destination indicator and switching on tail lights before leaving cab and locking door. He must then return to the Guard's compartment and when ready to leave, give the starting signal.

(xvii) In the case of Class 309 Stock, the Guard is responsible for switching on the tail light. Before leaving the cab, and locking the vestibule sliding door, he must pull down the blind in this door to exhibit the 'No Entry' sign.

(xviii) In the meantime the Driver of the rear unit must obtain the train operating keys from the appropriate Battery Driving Trailer coach on this unit and after ascertaining that the jumpers between the units have been split, he must insert the Train Line Key. The Driver must then insert the operating keys in the leading cab of the rear unit and if uncoupling has finished release brakes, set destination and route indicators switch on Headlight/marker lights and await Guard's brake test.

(xix) In the case of Class 309 Stock, the Driver must also pull down the blind in the vestibule sliding door to exhibit the 'No Entry' sign.

(xx) The Guard of the rear unit, after testing the Automatic brake from the rear driving cab, must proceed to the Guard's compartment, and may give the starting signal.

NOTE: — In emergency, or whenever it is necessary to give or receive assistance in front or rear and the Buckeye coupling cannot be used, the coupler head must be lowered and the buffer saddles placed upon the buffer spindles. Similarly, stock fitted with screw couplings must not be shunted against multiple unit electric stock, nor must multiple unit electric stock be shunted against stock fitted with screw couplings, until the Buckeye coupler heads have been lowered and the buffer saddles placed upon the buffer spindles.

Instruction 102, paragraph 4 does not apply.

Additional instructions to be observed by Guards when train heating is necessary:

Guards must leave the appropriate passenger heating switches in the 'ON' position before leaving their trains at a stabling point.

INSTRUCTION 109 (a) (i)

This paragraph does not apply to multiple unit trains which have been stabled only in maintenance depots.

INSTRUCTION 116

Multiple unit electric stock may assist trains of comparable weight ratio as follows:

A 2-, 3- or 4-car unit may assist another multiple unit electric or diesel train not exceeding 4 cars or a diesel hauled train with a load not exceeding two coaches or their equivalent.

A 6- or 8-car multiple unit electric train may assist another multiple unit electric or diesel train not exceeding 8 cars, or a diesel hauled train with a load not exceeding 6 coaches or their equivalent. In the case of freight trains, two vehicles should be equated as one coaching stock vehicle. The assistance in these cases must be given at reduced speed with the Master Controller not beyond 'Notch 2'.

WORKING OF WEED-KILLING TRAIN

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

1. **Classification and Signalling**

The train must always be signalled and dealt with as an ordinary fully-fitted express freight train class '6b'.

2. **Formation of train**

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

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

OR

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

OR

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

3. **Vacuum Brake**

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

4. **Attaching Additional Tanks**

Additional Tanks or a Vanfit may be attached to the train provided they are marshalled next within the rear brake.

5. **Speed**

The maximum speed must not exceed **45 m.p.h.** Should any case arise where these speeds are exceeded, the facts must be at once reported to the Chief Civil Engineer, YORK, quoting the date and time, locomotive number and the location of the train at the time.

6. **Propelling**
The train may be propelled in accordance with the provisions of the Rule Book, Section H and the instructions contained in the preamble to Table 'F' of the Sectional Appendix provided the vacuum is connected throughout.

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

8. **Electrified lines with conductor rails**
Spraying operations must not be carried out on electrified sections of lines with conductor rails **unless the electric current has been cut off.**

Where the train has to cross or pass over a portion of electric line which is not scheduled for weed-killing and the electric current has not consequently been cut off, the spraying operation must be suspended until the train has passed clear of such lines.

When spraying operations are being carried out on electrified lines the baffles or guards must be placed in the appropriate positions to avoid the weed-killing solution being deposited on the surface of the conductor rails.

9. **Control of Train and Spraying Operations**
The Guard will be responsible for the working of the train. He must travel in the rear brake van when the train is being hauled and in the leading van when propelling except that, when spraying is taking place and the train is being hauled, he must travel in the leading van.

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

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

10. 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.

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, 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:

Ecclesfield West 23505	Royston Herts 53003
Gainsborough Lea Road 26103	Torksey 44011
North Walsham 48014	Tuxford 28521

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

In addition to these Depot-based reach wagons there are other reach wagons which work permanently between certain terminals, travelling with the trains. These vehicles are stencilled accordingly.

COUPLING OR UNCOUPLING OF LOCOMOTIVES

It is the duty of the Operating staff to couple or uncouple locomotives to or from trains except at such places where it has been agreed for the Driver's Assistant to do the work and in the following circumstances.

When a second locomotive is coupled to or uncoupled from a train, it is the duty of the Driver's Assistant of such locomotive to couple it to or uncouple it from the train locomotive.

When a Driver is acting as a Driver's Assistant, or in the case of single manned locomotives it is the duty of the Operating staff to do this work.

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

SHUNTING LOCOMOTIVES—OPERATION OF TRACK CIRCUITS

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

When working with one vehicle only, the vehicle, except in the case of a brakevan, must be regarded as part of the locomotive; it must be of low sided, open type, with 2 lamp brackets at each end and with the vacuum brake in operation. One such vehicle may be propelled without restriction.

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

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

MATISA CURVE CORRECTOR

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

ENGINEER'S GAUGING TRAIN—PROPELLING

An Engineer's gauging train consisting of a locomotive, gauging van, and saloon may be regarded as an Officer's Special Train for the purposes of propelling as provided for in the Rule Book Section H provided the automatic brake is operative and the Guard has access to the automatic brake in the leading compartment in which he must ride.

BALLAST TRAINS RETURNING TO SIGNAL BOX IN REAR

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

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.

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

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

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

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

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

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

5. In the event of any failure of the apparatus, the operator must act in accordance with the instructions given by the Signalman.

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

7. If the Signalman is unable to obtain a normal indication when the ground frame/switch panel is relocked, he must:

(a) **In the case of a ground frame,** when the release switch in the signal box is in the normal position, or the release lever in the signal box is in the check lock position, ascertain from the operator if the levers at the ground frame which are released by the signal box are locked in the normal position. If the appropriate levers at the ground frame are locked in the normal position, trains may be allowed to proceed, but the signal immediately in rear of the ground frame must be treated as defective. If the appropriate levers at the ground frame are not locked in the normal position, a train must not be allowed to pass the signal immediately in rear of the ground frame until the points worked from the ground frame have been clipped, padlocked and scotched in the normal position.

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

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

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

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

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

LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS

Running signals. Except during fog or falling snow the signals should not be lighted on lines where the train service is confined to the hours of daylight, but the lamps must be kept in readiness for immediate use if necessary.

When it is necessary for any signal which forms one of a group to be alight, the whole of the lamps must be lighted.

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

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, or Driver in the case of a light locomotive must see that the signal is cleared before any movement is made over points to which such signals apply.

FAILURE OF OIL TAIL OR SIDE LAMPS

Should a train be stopped owing to the 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.

EVA CARGOWAGGON AND VTG HIGH CAPACITY GERMAN BOGIE TRAIN FERRY WAGONS

The above wagons may run at a maximum speed of 75 m.p.h. on the Ford Motor Company AB container trains, which run between Ford Sidings, Halewood/Parkeston and between Parkeston/Ford Sidings, Halewood, providing the following special conditions are observed.

1. The trains run under the single pipe system at all times.

2. The proportion of bogie vans must not exceed a ratio of one bogie van to two freightliner vehicles (vehicles and not sets). If this proportion cannot be complied with, the trains concerned must not exceed a speed of 60 m.p.h.

3. On the German Bogie Vans.

   (a) The "Passenger/Goods" changeover lever must be in the passenger position.

   (b) The "Empty/Loaded" changeover lever must be:—
   in the loaded position for 'M' label load (41t—60t GLW)
   in the empty position for 'L' label load (27t—40t GLW)
   in the empty position for 'E' label load (tare 26t).

N.B. Wagons with an 'H' label load (61t—80t GLW) are not acceptable under these conditions and must not be attached to these trains.

CLOCKS AND WATCHES—REGULATION AND MAINTENANCE

CLOCKS

All Station and public clocks must show the correct time.

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

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

pendulum being detached and securely fastened to the side of the clock. Winding keys unless requiring replacement should not be sent. Guards' and stop watches must be sent by 'Value'.

The label must show the name of the forwarding station.

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

WATCHES

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

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

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

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

POINT SWITCH HEATERS USING LIQUEFIED PETROLEUM GAS

1. Liquefied petroleum gas is marketed under various trade names, e.g. Bottogas, Butagas, Calor Gas, Propogas, Rural-gas.

2. It has a distinct smell thus enabling low concentrations to be detected, but this cannot be relied upon if other odours predominate. The gas is heavier than air and leakage will accumulate at low level in hollows etc. and will explode violently particularly in confined spaces if there is any source of ignition present.

3. Bulk storage areas and switch heater equipment is to be operated by **authorised personnel** only. No attempt should be made to adjust or remove **any** valves, regulators, pipes or other fittings and in the event of failure of these controls, the DCE should be informed. In the case of **Automatic** heaters no attempt to adjust **any** controls should be made, and in the event of failure notify the DCE and DS & TE. Where electrically operated gas valves are in use, disconnection and connection of gas input and output lines will only be made by staff authorised by the DCE.

4. Where suspicion of gas leakage exits, arrangements should be made for the DCE to be immediately advised.

5. The following precautions regarding fires in or near to storage vessels, cylinders, pipe lines etc. must be adhered to by all staff.

5.1 SMOKING IS NOT PERMITTED within 20 feet of propane storage vessels or cylinders.

5.2 All inflammable materials must be kept clear from the immediate area of storage vessels and cylinders.

5.3 Naked lights, Tilley lamps or Oil lamps must not be used within 20 feet of storage vessels or cylinders.

6. In cases where propane gas leaking from storage vessels or cylinders has become ignited or in the event of a fire in the vicinity of storage vessels or cylinders, the Local Authority and railway Fire Brigade must be notified immediately and the DCE advised. Attempts should be made to keep the storage vessels or cylinders cool by copious applications of water. Where fire extinguishers are provided attempt to extinguish fire following the instructions for the type of extinguisher provided. When the fire is in the vicinity of coaching stock or property, steps should be taken to notify persons of the danger of possible explosion. When the fire is in the vicinity of running lines the Signalman must be advised so that the lines may be protected.

WORKING OF LONG CLASS 4, FREIGHTLINER AND CAR-CARRYING TRAINS IN THE LIVERPOOL STREET DIVISION AND BETWEEN MANNINGTREE AND FELIXSTOWE IN THE NORWICH DIVISION

1. Signalmen at the originating point in the Liverpool Street Division and at Ipswich and Felixstowe must be advised the length of the train.

2. The following special 'Is Line Clear/Train Description' signals must be used: —

	Bell signals
(a) Train composed of 20 Freightliner vehicles or Car carrying train between 50 and 64 SLU	2 – 3 – 2 – 5
(b) Train composed of 25 Freightliner vehicles or Car carrying train between 65 and 80 SLU	3 – 3 – 2 – 5
(c) Train composed of 30 Freightliner vehicles or Car carrying train exceeding 81 SLU	3 – 3 – 2 – 5

3. Where catch or spring points exist the following instructions must be observed in respect of trains signalled by the special bell signals if the distance between such points and the stop signal next in advance of them is less than the distance quoted in the table below for the type of train to be dealt with.

Type of Train	Minimum distance between points and stop signal
Train signalled by the bell signal 2 – 3 – 2 – 5	500 yards
Train signalled by the bell signal 3 – 3 – 2 – 5	600 yards
Train signalled by the bell signal 4 – 3 – 2 – 5	700 yards

On other than Track Circuit Block Lines

Where the points concerned are less than the minimum distance in rear of the Home signal the train must not be accepted from the box in rear until it can be allowed to proceed to the next signal ahead or to the box in advance.

Where the points concerned are not controlled from the signal box and are less than the minimum distance in rear of the Section signal or an Intermediate Block Home signal the train must not be allowed to proceed to such signal to await acceptance.

On Track Circuit Block Lines

Where the points concerned are less than the minimum distance in rear of an Automatic or Semi-Automatic signal beyond the last controlled signal at one box up to and including the first controlled signal at the next box ahead, the Signalman at the rear box must notify the Signalman in advance of the description of the train to be dealt with. The train must then be signalled in accordance with Track Circuit Block Regulation 3.5, except that the 'Train Out of Section' signal will not be given for the train signalled by the Special Bell Signal and a following train may be allowed to proceed provided the line is clear in accordance with the Track Circuit Block Regulations. Where, however, there are catch points less than the minimum distance in rear of the first controlled signal at the box in advance, the Signalman at that box must not accept the train if it will be required to come to a stand at that signal.

Where there are catch points less than the minimum distance in rear of an Automatic or Semi-Automatic signal within the controlled signals of a signal box a train must not be allowed to proceed to the signal concerned if it will be required to come to a stand at that signal.

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

1. Working to and from site of work

Before proceeding to or from the site of work, the RM&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; Alternatively, 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 Engineers' Trains Working on a running line not in the Absolute Possession of the Engineer) may be applied.

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

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

2.3.1 Before work is commenced, the RM&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 in the track side or on the spoil vehicle. Work must not re-commence until the train has passed the site of work.

2.4 **When working towards a line which is open for traffic or if all the provisions of Clause 2.3.1 cannot be complied with.**
The provisions of the Rule Book, Section T, Part IV must be complied with. Telephone/radio communication must be provided where necessary between the Operating Dept. Supervisor and the signalman and Handsignalman.

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

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

INSTRUCTIONS TO TRAINCREWS WORKING OTHER THAN DC ELECTRIC TRAINS AND OTHER STAFF CONCERNED WORKING OVER OR IN THE VICINITY OF DC ELECTRIFIED LINES

1. **Description of System**

1.1 DC electrified lines may consist of either:—

(a) one (positive) conductor rail located on the sleeper ends in the cess and/or six-foot ways in addition to the two running rails, one of the running rails is electrically bonded over the joints and acts as a conductor for the return (negative) current.

(b) one (positive) conductor rail located on the sleeper ends in the cess and/or six-foot ways and one (negative) conductor rail is installed in the centre of the four-foot way, the (negative) conductor rail is electrically bonded to the running rail used for the return traction current.

2. **Danger of Live Equipment**

2.1 It must be assumed that the conductor rails and connections are **always live.**

2.2 **The conductor rail is charged with electricity and it is dangerous to step upon, touch or come into contact with either the conductor rails or their connections. In addition, staff must not step upon conductor rail protection boarding.**

2.3 **On no account must a broken or displaced conductor rail be touched until it has been isolated.**

2.4 Although the traction return current flows through the running rails and the negative conductor rail where provided, these rails are not dangerous to human life.

2.5 It is dangerous to pour water, on to, or in the immediate vicinity of, the live conductor rail, or to allow water issuing from locomotives, hose pipes, hydrants, etc., to come into contact therewith.

2.6 **Not to Cross Track more than Absolutely Necessary**
Staff are warned against crossing the conductor rail more than is absolutely necessary in the discharge of their duties and great care must be taken to avoid contact with the conductor rail. When possible use must be made of lifts, subways, overbridges, barrow or other crossings where these are provided.

3. **Electrification Telephones**

3.1 Special telephones are provided on the London Midland Region at signal boxes, ground frames, passenger stations, inspection sheds and other points on the electrified lines. The locations of electrification telephone instruments are indicated by an identification plate showing a red telephone on a white background together with the word 'electrification' printed in red.

3.2 Special ETD telephones are provided on the platforms at stations between Hackney Central and North Woolwich and they may be used to communicate with Romford Electrical Control Room.

3.3 These telephones must only be used for communicating with the Electrical Control Operator and all messages must be repeated back to ensure that they are correctly understood.

3.4 **Contact With Electrical Control Room.** Contact with the Electrical Control Operator can be made either by the electrification telephones described above, or by ringing the numbers shown below:—

Location	British Telecom	ETD	NRP
Romford	0708–43545	021–8235 or 021–8346	500
Willesden	01–965 4071 or 7080	063–6335 or 063–6336	500

4. **Switching off Electricity in Emergency**

4.1 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 Electrical Control Operator at once, or arrange for this to be done.

4.2 If it would save time, radio or any lineside or other telephone may be used for communicating with the Electrical Control Operator as an alternative to using an electrification or special ETD telephone.

4.3 When a lineside telephone communicating with a signal box is used, the messages between the Person requesting the isolation and the Electrical Control Operator must be relayed by the Signalman without delay.

4.4 Before telephoning for the electricity to be switched off, Traincrews must ensure that where a line(s) other than that on which their train is standing is obstructed, such line(s) is protected in accordance with the provisions of the Rule Book, Section M.

4.5 The person contacting the Electrical Control Operator must:—

(1) state that this is an EMERGENCY call,

(2) state his name, grade and department or employer,

(3) state where speaking from,

(4) state the location of the incident and line(s) concerned,

(5) state why it is necessary to have the electricity switched off and in all cases state whether any person is in danger. Particular mention must be made if emergency services (Fire Brigade, Ambulance, Police) are waiting to render assistance.

(6) remain in contact until either:–

(a) assured by the Electrical Control Operator that the electricity has been switched off and the equipment made safe, or

(b) alternative arrangements have been agreed.

4.6 The person making the request will be known as the Person in charge of the Isolation and he alone must be responsible for dealing with the Electrical Control Operator in these circumstances. If this person is relieved, he must advise the Electrical Control Operator the name and grade of the man left in charge of the isolation, who must also confirm to the Electrical Control Operator that he is now in charge. The Electrical Control Operator must satisfy himself that the relief is fully aware of the limits of the isolation. Electricity will be restored only for, or after consultation with, the Person in charge of the isolation.

5. **Procedure in Case of Fire**

5.1 Any outbreak of fire on or near to the electrified lines must be reported immediately to the Electrical Control Operator.

5.2 In reporting fire, care must be taken to state the exact location and which line(s) are affected.

5.3 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.

5.4 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.

5.5 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.

6. **Damage to Conductor Rails and Cables**

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

7. **Interference with Electrical Equipment**

7.1 All staff must exercise vigilance to prevent interference with any portion of electrical equipment.

8. **Flooding of Permanent Way**

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

9. **Wagon Sheets**

9.1 Great care must be exercised in securing sheets on wagons routed over electrified lines so as to prevent the sheets being dislodged by wind. Sheet strings must not be allowed to hang loosely.

10. **Securing of Couplings and Brake Pins**

10.1 Guards and Shunters working trains passing over electrified lines must see that brake pins or long couplings are not allowed to hang down. The attention of the RM&EE's C&W staff must be called to all brake levers which are found to be less than 6 inches from the rail level when in their lowest position. Guards and Shunters are responsible for walking round their train to see that all is in order in this respect prior to leaving the last depot or yard before they pass over electrified lines. The middle link of loose couplings must be pushed up in order to clear the conductor rail.

10.2 Drivers are responsible for seeing that screw couplings attached to their locomotives are clear of the conductor rails.

10.3 Trainmen when pinning or unpinning hand brakes, coupling or uncoupling vehicles, etc., must as far as practicable, work on the side of the vehicles at which there is no conductor rail.

11. **Traincrew alighting from Locomotive and/or Examining etc. their train**

When working over electrified lines, traincrews must not alight from the locomotive more than is necessary. Before examining, adjusting, repairing, etc. any part of a vehicle which is near to the conductor rail, arrangements must be made for the current to be switched off.

12. **Flooding of Permanent Way**

12.1 All concerned are warned that when flood water is lying on the surface of the permanent way, they must take care not to step into the water, as it may be highly charged with electricity.

12.2 Where circumstances arise causing it to be necessary for any person to step into the water, the conductor rail must be isolated before he does so.

13. **Detraining of Passengers in Emergency**

Should it be necessary for passengers to be detrained, other than at a platform, the current must be switched off before they are allowed to leave the train. The conductor rail of the line upon which the train is standing and also any conductor rails alongside or over which the passengers may have to walk must be isolated.

14. **Prevention of Damage and Obstruction to Conductor Rail**

Contact must be prevented between any object or ballast and a live conductor rail and material must not be dragged across or dropped on such a rail.

15. **Dangerous to touch Collector Shoes**

Collector shoes of an electric multiple unit are connected together by cables and whether in contact with the conductor rail or not must be considered dangerous to life.

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KINGS CROSS TO MARSHGATE JN.

KINGS CROSS

Gasworks Tunnel—train entering tunnel for setting back. The illumination of the 'off' indicators will be the Drivers 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 or Shunter when the latter comes into view.

Copenhagen Tunnel—setting back of trains on down slow. When the stencil indicators display the "FT" indication for setting back, it will not be necessary for a 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 handsignal from the Guard or Shunter, when he comes into view.

KINGS CROSS FREIGHTLINER TERMINAL

The Terminal Overseer is responsible for all rail movements in the Terminal area. Movements in the Terminal area must not exceed 5 m.p.h. BR yard staff are responsible for uncoupling portions of trains as necessary and must inform the Terminal Overseer when this has been done. Light locomotives arriving for attaching to a train must be stopped immediately north of the sleeper crossing until authority is received to enter the terminal. The Terminal Overseer's authority must be obtained before movements are made into No. 4 Midland Road and the Full Hopper Road. Movements into No. 1 Reception Road are under the control of BR staff.

FREIGHT TERMINAL JN.

Light locomotives setting back to Goods Yard. Drivers of light locomotives, required to set back on to any line in the Goods Yard, must unless and until they receive a handsignal from the Shunter, stop immediately inside the Outlet signal.

HARRINGAY

Shunting towards EMU Depot. All EMU's shunting towards the stop boards on the Depot Inwards and Outwards Roads from the Up Goods, Up Slow and Up Reversing Siding must be driven from the leading end.

DOWN CARRIAGE LINE BETWEEN FERME PARK RECEPTION SIDINGS AND WOOD GREEN: TRAIN SERVICING

1. Wrong direction movements must not be made along the Down Carriage line from Wood Green to Ferme Park Reception Sidings without the authority of the person in charge at Ferme Park Reception Sidings.

2. Before a train departs along the Carriage line from Ferme Park Reception Sidings, trainmen must ensure all windows and doors are fully closed. Inwards opening doors must be locked.

3. Should the 'WAIT/PROCEED' indicator fail to display an indication, the train must not proceed until authorised by the person in charge.

4. **Automatic Washing Plant**
Drivers of DMU and Class 253/254 trains must stop and press the plunger provided, before proceeding to the washing plant.

5. When trains are worked through the washing plant, speed *must not exceed 3 m.p.h.* until the last vehicle is clear of the equipment.

6. **Toilet Discharge Plant**
When train toilet retention tanks are to be discharged, only one other vehicle may be formed between the locomotive and the leading vehicle for discharge.

7. When receiving a train for discharge, the person in charge must, after authorising it to approach the discharge area, hand signal the train into position as required.

8. No train must be moved without the authority of the person in charge.

9. The protection arrangements as shown in the General Appendix under the heading 'Regulations for the Protection of Carriage Cleaners, Lampmen and others working on coaching stock' do not apply to staff operating the extraction pump, but should a failure occur preventing protection by the interlocking provided, protection by red lamp/flag as prescribed must be provided.

10. Before discharge operations commence, the person in charge must ensure the appropriate hoses are properly connected.

11. When discharge operations are completed, the person in charge must ensure all hoses, after disconnection, are stowed clear of the line and then sound the staff warning siren in readiness for the train to depart.

12. **Toilet Flushing Apron**
When a train is being serviced over the flushing apron, the person in charge must, after authorising the train to approach, hand signal it into the position required.

13. **Departures**
The person in charge must, when a train is ready to depart from the Carriage line, advise the Signalman of the train details.

BETWEEN BOUNDS GREEN DEPOT AND FERME PARK RECEPTION SIDINGS

Movement of a Class 253/254 Power Car for turning. Whenever it is necessary to use the turntable at Ferme Park reception sidings to turn a Class 253 or 254 Power Car from Bounds Green depot, the following instructions apply.

1. **Power car with driving cab at south end prior to turning.**
The vestibule end must be fitted with:—

(a) a lamp bracket,

(b) a window,

(c) a Guard's brake valve,

(d) buzzer communication with driving cab,

(e) whistle, or other audible warning device.

A Driver must be provided in the driving cab and another Driver must be provided in the vestibule end to transmit instructions by buzzer code to the driving cab and apply the Guards brake valve if necessary when the vestibule end is leading.

When the vestibule end is leading, the speed must not exceed 10m.p.h. If any one of the conditions (a) to (e) above cannot be met, the movement must be carried out as shown below.

2. **Power Car with driving cab at North end prior to turning.**
A locomotive, which must provide the tractive power throughout the movement, must be attached to the vestibule end of the power car.

An HST trained Driver must be provided in the driving cab of the power car. The locomotive must be manned in accordance with the Manning Agreement. A Guard, Shunter or man in the line of promotion will be provided in the vestibule end of the power car to transmit buzzer code signals to the locomotive driver whilst being propelled.

Both Drivers must be able to apply the brake on both vehicles. (See clause 7.8 of the Working Instructions for Class 253 & 254 trains).

A propelled movement must not exceed 10m.p.h.

3. Prior arrangements must be made between the Supervisors at Bounds Green and Ferme Park.

4. The movement must travel from Bounds Green depot via the Up Goods line, over the fly-over to signal K440, and through Ferme Park Reception Sidings (No. 10 siding). From the turntable, the movement will travel through Ferme Park Reception Sidings to Bowes Park station, then to Bounds Green depot.

HORNSEY

Electric Multiple Unit Depot. Guards of trains must ensure all windows are fully closed before entering the depot.

Carriage Sidings. Propelling movements must not exceed a speed of 5 m.p.h.

Trains setting back from Down Slow No. 2 line to Ferme Park Carriage Sidings. When signal K440 clears, 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 handsignal from the Guard or Shunter when he comes into view.

WOOD GREEN SOUTH JN.

Trains setting back from Up Goods line to Bounds Green Sidings. When signal K111 clears, 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 handsignal from the Guard or Shunter when he comes into view.

NEW BARNET

Propelling down slow to down sidings. The illumination of the 'R' indicator will be the Driver's authority to proceed with a propelling movement to the down sidings 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 handsignal from the Guard or Shunter when he comes into view. In an emergency the person operating the ground frame may extinguish the 'R' indicator and the Driver must stop immediately.

OFFORD AND BUCKDEN

Movements from Superior International ground frame over level crossing via down slow. Any train to service this siding and formed of more than 40 SLU must stop to the rear of signal P329 to enable the Superior International portion to be detached and hauled to the ground frame.

Before a setting-back movement is made from the Superior International ground frame to vehicles standing to the rear of Signal P329 on the Down Slow, the Guard/Shunter must obtain the permission of the Crossing Keeper for the movement to pass over the crossing.

FLETTON FLY ASH DISPOSAL SIDINGS

When a train is detained awaiting acceptance into the unloading station the Driver must inform the Plant Controller the position of his train by telephone from Signal 'A'.

Should the emergency red lights on the departure line become illuminated any train thereon must be stopped immediately and the Guard must telephone the Plant Controller. The train must not be re-started until authorised by the Plant Controller.

Marker Boards

The Driver of a train to be unloaded must ensure that, in the case of class 45, 47, 56 or 58 locomotives, the locomotive is stopped with the centre of the leading cab door alongside the appropriate illuminated marker board.

Should a train be hauled by a locomotive other than 45, 47, 56 or 58, the Guard must hand signal the Driver into the Correct Position for unloading the train.

Upon the white light at the appropriate marker board flashing the Driver must communicate with the Plant Controller by telephone from this marker board.

A train for cleaning will receive the illuminated **'WASH'** signal approaching the Washing Plant and the Driver must stop the locomotive with the centre of the leading cab door opposite the red & white marker pole. Control of the train will then be by means of hand signals to the Driver from the Plant Operator.

Unloading

The Driver of a train for unloading must stop his train at the appropriate indication on the first marker board and the brakes must be applied and maintained during the unloading operation. The Driver must press the 'Train ready for unloading' plunger and the illumination of a red light at the marker board signifies that unloading will be commenced.

The train must not again be moved except on the verbal instructions of the Plant Controller, until the signal in advance of the unloading station is cleared. When this signal is cleared the train must be drawn forward to the second marker board for unloading the second half of the train.

Cripples
When necessary to detach vehicle(s) into the Cripple Siding, the Guard must obtain the Annetts Key from the Station Control room and supervise operations. On completion of detaching the cripples, the Guard must return the Annetts Key to the Control Room.

Special Movements
When necessary, Guards must assist or supervise any special movements of their train whilst in the siding. When within the Unloading Station they must do so at the request of the Plant Controller.

Warning
There is restricted clearance through the Washing Plant and at the Marker Boards and train crews must take particular care at these points.

Speed Limits

Arrival line approaching Washing Plant	15 m.p.h.
Washing plant, to and along Departure line	5 m.p.h.

PETERBOROUGH

Crescent Sidings Oil Terminals—Working Manual for Rail Staff BR30054, pink pages, clause E3/1 applies, except as follows:

Paragraphs 3, 4 and 14 do not apply.

Paragraph 7—first sentence not applicable.

Paragraph 8—does not apply. Vehicles must be left adjacent to the appropriate discharge pipes.

Paragraph 9—the words 'inside the siding gate' are not applicable.

Paragraph 11—for DEPOT SUPERVISOR read FIRM'S REPRESENTATIVE.

Paragraph 12—for DEPOT SUPERVISOR read FIRM'S REPRESENTATIVE. The Certificate of Readiness must be signed by the shunter in charge.

Nene Carriage Sidings. All staff detraining from vehicles being stabled in Siding 4 must do so only on to the Siding 5 side of the vehicles.

Peterborough Station Train Crew Relief. Drivers, when relieved must advise Peterborough signal box when they are ready to depart.

PETERBOROUGH PARCELS TERMINAL

Departures via Depot Two way line (North Exit). When a departing train is stopped at signal P483 the Driver must immediately contact the Signalman.

Internal movements. All internal movements within the Depot will be controlled by the Shunter in charge under the direction of the Supervisor. Drivers must not make any movements on any of the Depot lines or sidings without the authority of the Shunter in charge.

Drivers of all movements must sound horns before passing over the through Platform line adjacent to the Parcels Loading Bank and before entering or leaving the Parcels Loading Bank Bay line. Locomotives must not stand within the covered area.

TALLINGTON

Redland Aggregates—rapid unloading facilities. Trains for discharge must be propelled over the hopper line and will be controlled by the unloading signals.

GRANTHAM

Grantham Station. Drivers of trains approaching the station on the Main lines during darkness and/or fog or falling snow must sound the locomotive horn.

DONCASTER

The 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.

FREIGHT TERMINAL JN. TO CAMDEN ROAD EAST JN.

The single line between Kings Cross Freight Terminal Ground Frame and Camden Road East Jn. is controlled by track circuits and the clearing of the appropriate signal will be the Driver's authority to proceed onto the single line. If the signal cannot be cleared, the Driver will be instructed to pass the signal at Danger provided the track circuits show clear or it has been ascertained that the line is clear. If there is a complete failure of communication between Kings Cross Freight Terminal Ground Frame and Camden Road Jn. an Operating Supervisor will be appointed to accompany all trains over the single line.

MOORGATE TO FINSBURY PARK

Prohibition on Diesel Traction. Diesel locomotives and Diesel powered trains are prohibited from working between Drayton Park and Moorgate Station.

WOOD GREEN JN. TO LANGLEY JN.

BOWES PARK

Empty Coaching Stock Trains, setting back into Bounds Green Depot from Bowes Park

1. When signal K192 or K194 is cleared for a set back movement into Bounds Green Depot, this will indicate that the line is clear, the route set and the carriage shed doors are open to allow the set back movement to clear the running line. 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.

2. From the point where the propelling locomotive is level with Bounds Green Ground Frame, the Driver must obey the hand signals of the Shunter. In the absence of the Shunter the train must be stopped with the locomotive at a point opposite the ground frame and further instructions awaited.

3. After the locomotive has been detached from a train at the north end of the carriage shed, the Driver must not proceed towards the ground frame without the authority of the Shunter.

4. The use of warning horns must be kept to the minimum necessary for safety of staff in the area.

HITCHIN CAMBRIDGE JN. TO SHEPRETH BRANCH JN.

ROYSTON

Working over up platform line. Drivers of terminating trains arriving in the Up platform from either direction must stop at the 'S' board situated near the road overbridge. After stopping at the 'S' board, the Driver must not move towards the signal ahead until either the signal is cleared, or he is personally instructed to do so by the Person-in-charge of the platform.

BARKSTON SOUTH JN. TO SKEGNESS

ANCASTER

Up Siding. When attaching or detaching vehicles to or from a train at this location, the rear portion of the train must be left on the main line outside the Up Home signal. The locomotive must not be uncoupled until the hand brakes on at least one-third of the vehicles have been applied and in addition, at least two scotches applied to the wheels.

Vehicles detached into the siding must be placed on the **approach side of** the gantry.

SLEAFORD EAST

Failure of track circuits. During a failure of a track circuit on the Single line between Sleaford East box and Sleaford East Jn., Working by Pilotman will not be introduced

provided the Signalman at Sleaford East 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 affected portion of the line at Danger. If the train subsequently stops on the affected portion of line owing to accident or failure, detonator protection must be carried out.

SWINESHEAD AUTO HALF-BARRIERS LEVEL CROSSING

When a Driver is authorised to pass the Up Main signal U130 at Danger, he must, before passing the signal, operate the special plunger in the telephone box or, if a Handsignalman is in attendance, ensure that this has been done. Before proceeding over the level crossing he must satisfy himself that the barriers are in the fully lowered position.

BOSTON

Boston Swing Bridge. Trains must not exceed **5 m.p.h.** when passing over the bridge.

Boston Goods to Boston Dock. Trains to or from Boston Goods Yard and Boston Dock must carry a tail lamp attached to the rear of the last vehicle or a lamp attached to the leading vehicle when propelling. After sunset or during fog or falling snow the tail lamp must show a red light and when propelling, the lamp on the leading vehicle must show a white light.

LIVERPOOL STREET TO NORWICH

LIVERPOOL STREET

Locomotives detached from trains in platform lines. If a locomotive is at the buffer stops after the departure of a train, the Signalman must be immediately advised by the platform staff.

Movement of Locomotives. During darkness or during fog or falling snow, locomotives must display a white light at each end when moving in the yard, or to or from any platform and locomotive dock, and care must be taken to extinguish the white lights before the locomotive works a train away.

No. 10 Locomotive Dock. When the Regulator requires a locomotive on No. 10 locomotive dock to draw down to the Regulators Cabin he will sound the bell fixed on the wall alongside the dock.

STRATFORD

Trains conveying Carflat vehicles requiring relief at No. 10 Platform. No train conveying Carflat Vehicles must be relieved in No. 10 platform. All special trains conveying such vehicles originating from the London Midland, Western and Southern Regions for

Parkeston Quay, Harwich, Felixstowe and Dagenham Dock must be routed via the Tottenham and Hampstead line, South Tottenham, Temple Mills East, Channelsea and Stratford. Crew relief must, when necessary be effected at Temple Mills East.

ILFORD CAR SHEDS

The connection from No. 8 to No. 6 road (repair shop) must not be used by EMU's unless the pantograph is in the lowered position.

EMU movements in the Depot area. When a multiple unit train is to depart from, or shunt within the Depot area involving movements in each direction, it must be manned by a Driver in each outermost cab.

In the case of a departing train the Pilot Driver taking over control in the leading cab must first advise the train crew.

When a forward movement has been completed, the Driver at the leading end must, after removing the control keys, send the bell signal 4–4 to the Driver in the trailing cab and obtain acknowledgement.

The Driver receiving the bell signal 4–4 must not insert the control keys until he has acknowledged the bell signal 4–4.

CHELMSFORD

Lower Yard—Incline Working. No movement along the incline must exceed 15 SLU.

Rowntrees Siding. Drivers of all movements must sound the locomotive horn before entering or leaving the Warehouse.

COLCHESTER

Up passenger trains working into No. 1 Platform Line. Up passenger trains booked to call at Colchester and routed over platform 1 must not pass signal CO20 unless the signal has been cleared for the train to proceed to the Up Main line at the London end of the platform. In such cases the locomotive must stop at the end of the platform.

When it is necessary for passenger trains to proceed over the Up Goods line, signal CO20 must not be passed by trains booked to stop at Colchester until authorised by the person in charge of the platform or until station duties have been completed.

Signal CO-X. Drivers must not pass signal CO-X immediately in front of the signal box when not showing any lights until a hand signal is received to proceed.

Trains or locomotives leaving the Carriage Sidings or Diesel Depot. Stop Boards are provided at the London end of the Diesel Depot Sidings and also at the station end of the Diesel Depot and Carriage Sidings in rear of Signal CO45 and these boards must not be passed until the authority of the Shunter or Signalman has been obtained.

Diesel Depot. Drivers entering either of the Depot lines must proceed with caution and be prepared to find a red flag by day or red light at night in rear of any diesel loco/unit

that may be fuelling or standing on these lines. On no account must these be passed but the loco/unit should be drawn up close to the flags or lights and when stopped an additional red flag/light will be placed at the first socket in rear of this loco/unit. The flag/light in advance will then be removed. This procedure will be followed in the event of further vehicles requiring to enter the line concerned. Trainmen entering the Depot must at all times keep a sharp lookout for such red flags or lights.

In addition to the red flags/lights positioned on the line on which fuelling is taking place, Trainmen must be prepared to find red flags or lights on the adjacent Depot line even though fuelling is not taking place on that line.

IPSWICH

Warning bells at station end of tunnel. Two electric bells are provided, one on the Down side and the other on the Up side at the station end of the tunnel. The ringing of the bells will be an intimation that a **Down** train or locomotive is passing through the tunnel or that shunting movements are being made into or out of the tunnel.

Working between Lower and Upper Yards

1. Freight trains in either direction between the Lower and Upper Yards must not exceed 45 SLU. Except as shown below, the locomotive must be leading and unless the train is fully fitted, a brakevan properly equipped must be attached to the rear with a competent person in charge. When working other than a fully fitted train from the Upper to the Lower Yard, the person in charge must apply the hand brake sufficiently to keep the couplings tight.

2. Not more than 4 AB vans fully fitted without a brakevan may be propelled from the Lower to the Upper Yard in clear weather only.

3. Before any propelling movement commences the Shunter or person in charge must be in attendance at Ranelagh Road level crossing.

4. Trains must approach Ranelagh Road level crossing with caution.

INSTRUCTIONS FOR WORKING ON IPSWICH DOCK BRANCH

1. Only Diesel Shunting locomotives of Route Availability Group 1 may work on this branch. Double heading is not permitted.

2. Where the Dock Lines run along a public road the maximum permitted speed is 4 m.p.h. Over the level crossing at Stoke Bridge and through the junctions between the Dockside and New Cut lines at St. Peter's Wharf the maximum permitted speed is 2 m.p.h.

3. The Driver must act under the direction of the Senior Railman who will be assisted by a Leading Railman for the purpose of coupling and uncoupling vehicles, working points, etc. When vehicles are being propelled, the Leading Railman must walk abreast of the leading vehicle. The Senior Railman and the Driver must be prepared to act on any handsignal given by the Leading Railman.

4. When proceeding from the Dock or the New Cut towards the Lower Goods Yard, the locomotive must be stopped on the Dock side of St. Peter's Wharf and the horn sounded.

5. Stoke Bridge level crossing is an AOCL controlled crossing where trains are required to STOP. The activation and extinguishing of the road traffic signals is controlled by plungers which must be operated by the Leading/Senior Railman. The road traffic signals must not be extinguished until a movement is clear of the level crossing.

If the road traffic signals fail to operate, two members of staff, with red hand signals, must be appointed to Stop road traffic. When road traffic is at a stand clear of the track, a green hand signal must be exhibited to the Driver as authority to pass over the crossing.

Care must be taken to ensure that the green handsignal is not taken by road users.

6. Before a locomotive is allowed to pass over the Dock Swingbridge the Senior Railman must obtain permission from the Harbour Master's man in charge at the Swingbridge and also observe that the proceed signal is exhibited, i.e., a green hand signal.

7. In the course of movements over the Swingbridge, except in emergency no locomotive or rail vehicle must stop on any part of the Swingbridge and no application of the brake may be made on any vehicle whilst on the bridge.

8. When towing operations are being performed, where these are authorised and the Senior and Leading Railmen are engaged in manipulating the tow chain and points, the Driver must sound the horn before each movement of the locomotive and all concerned must keep a special lookout during the time such operations are being carried out.

9. While tankers are discharging motor spirit at Cliff Quay, shunting operations may continue except that during such time that any tank of a petroleum ship is open for ullaging or any other purpose or the openings of any pipe used for the discharge of petroleum spirit are uncovered, all shunting by locomotives in the vicinity of the tanker must cease, and no locomotive must be allowed to approach or remain within 60 feet of any opening to the cargo tanks or pipes. When it is necessary to apply these restrictions the Owner of the tanker will provide and exhibit on the Quay between the two sets of railway tracks furthest from the river at a distance of not less than 60 feet in both directions from any openings of the cargo tanks or pipes, red flags during daylight and red lights during darkness or during fog or falling snow, and will remove such red flags or red lights immediately all openings to pipes and tanks have been securely closed. The Senior Railman in charge of the movement of rail traffic must not allow a locomotive to pass such red flags or lights as long as they are exhibited.

10. Before passing the Eastern Counties Farmers Ltd. elevator and transporter on Pilot Quay, all locomotives and vehicles must stop and the Senior Railman must ensure that there is no one between the stanchions supporting the elevator and transporters and the track before allowing the movement to proceed.

11. Rail vehicles must not be left on portions of line so as to obstruct access to buildings.

TROWSE

Swing Bridge Jn. Freight Trains turned into Down Goods Line. When Down freight trains are turned into the Down Goods line at Trowse Swing Bridge Jn., Guards need not remain with their trains after the rear portion has been drawn clear inside the Thorpe Jn. Goods Yard Home signal.

NORWICH THORPE

Loose shunting of vehicles into any of the platform lines is prohibited.

Starting of Trains. When a train is of such a length that the locomotive stands on the track circuit immediately in advance of any of the Starting signals for Platforms 1 – 6 so that the signal concerned cannot be cleared, Drivers are authorised, after receiving the 'Right Away' signal, to proceed when the relative disc signal situated below the Platform Starting signal concerned is turned off.

The Rule Book, Section C, Clause 3.2.4 and Clause 2.1 of the instructions headed 'Trains Not Completely Within Fixed Signals' in the General Appendix are modified accordingly.

STRATFORD CENTRAL JN. EAST TO COPPER MILL NORTH JN.

STRATFORD

The Signalman at Stratford Station box must be advised when a shunting movement requires to be propelled towards Temple Mills East box on the Down Goods line prior to proceeding forward in the Up direction on the authority of signal S89.

Light Locomotives, London or Stratford to Stratford Depot via the Goods line or Stratford Carriage Sidings. When a locomotive or locomotives are detained on the Down Goods line at signal TE16 or Carriage Sidings signal TE18 at Temple Mills East, Drivers must telephone the Signalman that they are waiting to proceed into the Depot and the order in which they are detained at the signal.

Working to and from Diesel Depot

Diesel Rail Cars

Outwards—To depart via Jubilee outlet line and signal TE30 to Temple Mills East.

Inwards—To arrive via Jubilee inlet line.

Locomotives

Outwards towards Temple Mills East—To depart via New Shed line and signal TE52.

Outwards towards Stratford Station—To depart via signal TE52 to spur and signal TE39.

Inwards—To arrive via Jubilee inlet line.

A man is stationed in the sidings to regulate the movement of locomotives. Drivers must act on his instructions, but these must not in any way supersede or interfere with the Driver observing the fixed signals.

Locomotives to or from the New Shed. The Driver of a locomotive proceeding to the New Shed must, when stopped at a signal, telephone the Signalman at Temple Mills East.

Drivers of locomotives requiring to depart from the New Shed must communicate with the Signalman at Temple Mills East and state destination.

TEMPLE MILLS

Temple Mills: yard safety. In order to safeguard staff performing duties in Sorting Sidings, Reception and Departure lines, the Rule Book, Section J, Clauses 3.9 and 3.20, together with the following instructions, must be complied with.

Departure Lines and Sorting Sidings: Manor Yard—Manor End

Before a Guard commences work on a Sorting Siding or on a Departure Line in connection with train formation or preparation, he must first report or telephone to the person indicated below, and receive assurance that protection has been carried out.

Location	
Manor Yard Sidings, Main Yard (A & B Fans)	Senior Railman (Frame) Manor Yard Telephone ext. 5223.
Main Yard (C to H Fans)	Senior Railman (Book) Manor End Telephone ext. 5467.

On completion of shunting and/or train preparation the Guard must immediately advise the same point at which protection was arranged.

Temple Mills Reception Sidings. In all cases, when a locomotive is being released, or vehicles have to be worked forward, the Driver must sound the locomotive horn when he is ready to move.

Temple Mills East, Departure Sidings. A starting indicator is provided at the exit from each of these sidings and a Driver may proceed when signal TE5 is 'Off' providing the siding number applicable to his train is illuminated.

The Rule Book, Section C, Clause 5.4.2 is modified accordingly.

DALSTON WESTERN JN. TO NORTH WOOLWICH

CARPENTERS ROAD LEVEL CROSSING

When making shunting movements that will pass over or foul the crossing, the Shunter must ensure that no road vehicles are crossing or are about to cross the line, before authorising the locomotive to move.

STRATFORD

Drivers working freight trains via the Down Carpenters Road Curve or the Up Channelsea Jn. curve, must in all cases bring the locomotive well up to Signals S157 or S159 to ensure the whole of the train clearing the track circuit at the junction in rear.

STRATFORD FREIGHTLINER TERMINAL

1. The Terminal Overseer is responsible for all movements within the terminal. All movements in the crane area must not exceed 10 m.p.h. or 5 m.p.h. during fog or falling snow or hours of darkness.

2. **Train Arrival**

2.1 Trains will normally be berthed by the Terminal shunting locomotive.

2.2 When the Terminal shunting locomotive is not available the following arrangements will apply:—

2.2.1 The Guard must, on arrival in the Reception siding, remain at the Temple Mills end of the train. It will not be necessary for him to apply handbrakes on the train and the Rule Book Section H, Clause 6.9.1 and 6.9.2 is modified accordingly.

2.2.2 When the Leading Railman has set the points for the correct berthing road, he will illuminate the 'set back' indicator and no handsignal will be given. However, when a train is standing short of the end of the Headshunt, the Leading Railman will authorise the Driver to set back by hand signal.

2.2.3 The Driver must stop when the locomotive reaches the 'stop for instructions' board, or earlier if he receives a hand signal to do so. All further movements beyond the board must be carried out under the direction of the Leading Railman to ensure that the train is correctly berthed.

SILVERTOWN

Thomas W. Ward and Co. Ltd.
Connection from Silvertown Yard.

Loaded or empty 4-wheeled vehicles with a wheelbase exceeding 10' 6" (3.2 m), 80 to 100t AB 4-axled bogie vehicles and 6-wheeled vehicles must not be taken into this private siding.

BCV, BDV, BEV, BHV, BPV and BQV's must be shunted into this siding at **dead slow speed.**

NORTH WOOLWICH

Platform Buffer Stops. The Rule Book Section B Clause 7 is modified in that the buffer stops beam is painted white and no red light is provided.

ROMFORD TO UPMINSTER

ROMFORD

After the Train Staff has been obtained from the Person-in-Charge at Romford for the first train of the day, the Driver must, unless otherwise instructed, retain the Staff on each occasion he arrives back at Romford from Upminster and hand it to the Driver relieving him who will similarly retain the Staff. The Driver of the last train of the day must, on arrival at Romford Branch platform line, hand the Staff to the Person-in-Charge of the ground frame.

Disabled train. The train staff must be returned to the Person in charge of the ground frame at Romford. When the assisting train has arrived on the single line, the staff must be returned to the Driver of the failed train and he must conduct the assisting train to the disabled train.

WICKFORD TO SOUTHMINSTER

WOODHAM FERRERS

Multiple Unit trains conveying Passengers are authorised to return from Woodham Ferrers to the signal box in rear.

BURNHAM-ON-CROUCH

Multiple Unit trains conveying Passengers are authorised to return from Burnham-on-Crouch Station to the signal box in rear.

WITHAM TO BRAINTREE

WITHAM STATION

The Guard of a Down passenger train must travel in the brakevan of the leading unit.

BRAINTREE

No. 2 Siding

1. Vehicles with a fixed wheelbase of between 14 feet and 26 feet must be shunted singly with extreme caution.
2. Vehicles with a fixed wheelbase of 26 feet and over must not use this siding.
3. Bogie Vehicles must be shunted singly with extreme caution.

MARKS TEY TO SUDBURY

Two minutes prior to departure from Sudbury, the Driver must telephone the Signalman at Marks Tey Jn. box and obtain permission for the train to depart from Sudbury.

If the telephone at Sudbury has failed, the Driver may depart from Sudbury without the permission of the Signalman at Marks Tey Jn. Box, but must approach the following level crossings cautiously and not proceed over them until satisfied it is safe to do so. In

addition, if a train in either direction is delayed during the course of its journey, the Driver must approach these level crossings cautiously and not proceed over them until satisfied it is safe to do so.

Sudbury, Ladysbridge level crossing at 58m. 25ch.
Cornard level crossing
Shalfords level crossing at 56m. 73ch.
Sewage Works Lane level crossing at 56m. 62ch.
Mount Bures level crossing

COLCHESTER TO CLACTON

GREAT BENTLEY

Frating Level Crossing — Signal U9. When a Driver is authorised to pass signal U9 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 Frating level crossing he must satisfy himself that the barriers are in the fully lowered position.

THORPE-LE-SOKEN

The front portion of all multiple-unit trains, to which a rear portion is to be attached, must be stopped as near to the Platform Starting signal as possible.

BETWEEN EAST GATE JN. AND ST. BOTOLPHS AND BETWEEN HYTHE JN. AND COLNE JN.

Class 9 trains working on the Down line between East Gate Jn. and St. Botolphs and on the Up line between Hythe Jn. and Colne Jn. must have a locomotive attached in rear.

EAST GATE JN. TO ST. BOTOLPH'S

ST. BOTOLPH'S

Load of passenger trains. A passenger train running via St. Botolph's Station must not exceed 530 feet in length for reversing at the platform.

MANNINGTREE SOUTH JN. TO HARWICH

MISTLEY

Working of Incline to and from Quay

1. Before descending or ascending the incline, the Shunter/Guard must see that all vehicles are securely coupled.

2. When working unfitted trains, the incline brakevan in which the Shunter/Guard must ride, must be attached at the opposite end to the locomotive.

3. In descending or ascending the incline, the load must not exceed 18 SLU. In the event of the rails being slippery, or from other causes, the load must be reduced so that the operation can be performed with safety at all times.

4. Before any movement descends the incline, the Shunter must give an assurance to the Signalman that the crossing on the incline is clear and that it is safe to proceed.

5. Locomotives, except those of Classes 03 and 08, must not be allowed to run along the spur at the foot of the incline for a distance of more than 100 feet, beyond the hand points.

6. When locomotives on vehicles are ready to ascend the incline, the Shunter/Guard must telephone the Signalman accordingly.

PARKESTON YARD

Internal movement of locomotives at East End not requiring to pass signal 44. When any internal movement is made with a light locomotive at the East End of the yard, the Driver must carry out the following procedure:

1. Contact the Yard Supervisor by telephone beforehand and request permission to make the movement.

2. Keep a good lookout while the movement is being made.

3. Advise the Yard Supervisor when the movement has been completed.

All trains requiring to pass signal 44 at East End of yard. Before any movement is made towards signal 44, permission must be obtained from the Signalman at Parkeston West using the telephone at the east end of the Yard. The Signalman must be told that the train or locomotive is ready to depart, its destination and the siding on which it is standing. If the Signalman does not give immediate permission for the movement to pass signal 44 when it is cleared, he must be telephoned again at five minute intervals. In the absence of a Shunter, the duty of telephoning the Signalman must be carried out by the following staff:

For trains with double manned locomotives	— by the Driver's Assistant
For trains with single manned locomotives	— by the Train Guard
For light locomotives	— by the person acting as Driver's Assistant

The Rule Book, Section C, Clause 5.4.2 is amended accordingly.

Freightliner trains. Drivers of Freightliner trains entering the Yard must stop with the locomotive opposite the Shunter's cabin to enable the Guard to hand the 'train consist' to the Yard Supervisor.

PARKESTON QUAY

Freightliner Terminal. The person in charge of the Freightliner Terminal is responsible for all internal movements and the operation of hand points and Trainmen must work in accordance with instructions received. A speed of 5 m.p.h. must not be exceeded in the

sidings or over connections between the Through Sidings and Terminal Sidings.

Two illuminated yellow indicators are provided adjacent to the Loop Siding to assist set back movements from this line into the Freightliner Depot.

When the indicators are illuminated, it will not be necessary for a 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 handsignal from the Guard or Shunter when the latter comes into view.

In the event of the light in the indicator becoming extinguished, the Driver must stop the movement and await instructions from the Guard or Shunter.

Departure of Freightliner trains. The Guard must uncouple the locomotive from the country end of the train after the train has been drawn from the Depot on to the Through siding prior to departure and the Shunter must couple the locomotive to the London end of the train.

When a Departure train locomotive is required to run round the train the Guard must when necessary, travel with the locomotive and act as Driver's Assistant and afterwards return to the Country end of the train while the Shunter is coupling the locomotive to carry out the brake continuity test. If the locomotive is required to run round the train via Dovercourt Bay ground frame the Shunter must accompany it to operate the ground frame.

80 tonnes VTG bogie ferry vans and 80 tonnes bogie hoppers must not be worked in either direction between the single line and inwards sidings 7 and 8.

BETWEEN PARKESTON WEST AND DOVERCOURT

Bay Ground Frame: Stabling of vehicles on Down Through Siding. Whenever vehicles are placed on the Through Siding during darkness, fog or falling snow, the person in charge is responsible for attaching lamps exhibiting red lights on the ends of each outermost vehicle.

HARWICH

Train Ferry Terminal

1. All staff concerned with loadings or unloadings of wagons must, before working wagons on to and from ferries be in possession of UHF radio sets.

2. When withdrawal of and placing of wagons on the ferry is to commence, the two Guards must contact the Person-in-Charge at White Hart Level Crossing and advise him of the movements required.

3. Before withdrawal of wagons from the ferry, the locomotives must be brought to a stand at the special signals situated at the entrance to the Link Span.

4. Authority to haul the wagons from the ferry will be by means of the special signals displaying the aspect 'Move at low speed in opposite direction to that required for loading/unloading'. Upon completion of the movements the wagons must be brought to a stand clear of the special signals on the London side.

5. Before wagons are placed on the ferry, the movements must be brought to a stand in rear of the special signals.

6. Authority to propel the wagons onto the ferry will be by means of the special signals displaying the aspect 'Move at low speed in direction for loading/unloading'.

7. Whilst wagons are being moved on or off the ferry, the two guards must remain at the Link Span and should any emergency arise, must immediately advise the person in charge at White Hart Road Level Crossing to have the movements stopped.

Movement of wagons to and from ferries

1. **General**

All concerned are warned that extra care must be exercised whilst wagons are worked on to and from ferries due to restricted clearance on the train decks between wagons and the ferry structure.

The automatic air-brake must be in use for all wagon movements to and from ships. Wagons not fitted with the automatic air brake (piped only) must be marshalled so they do not become first or last wagons on the train deck. They must remain attached to and between fully fitted wagons.

2. **To the ferry**

After wagons have been brought to a stand at the buffer stops on the ferry, the couplings, where provided, must be fixed to the hook of the leading wagon and the buffers throughout the train must be in contact. Hand brakes must be applied to the last three wagons at the Link Span end BEFORE the automatic air brake is applied. Securing chains and scotches must be applied to the last vehicle (Link Span end) before the locomotive or wagon attached thereto is uncoupled.

3. **From the ferry**

The securing chains for the last wagon (Link Span end) must not be removed until the buffers of the locomotive or wagons to which it is to be attached are in contact. When the locomotive or train is coupled to the wagons on the train deck, the hand brakes must be released BEFORE the automatic air brake is applied.

EAST SUFFOLK JN. TO OULTON BROAD NORTH JN.

BETWEEN MELTON AND SAXMUNDHAM

The General Appendix instructions headed "Single Lines Worked by Electric Token—Instructions to Trainmen" will apply with the following modifications:—

Where reference is made to token station or token this should be read as staff station or train staff and/or metal ticket respectively.

The following three clauses are amended to read:—

1.1 A train staff or metal ticket indicating that the train staff will follow must be carried by each train and no train must leave Melton or Saxmundham with a metal ticket unless the train staff is at that box.

2.1 A Driver will render himself liable to dismissal if he leaves Melton or Saxmundham without the train staff, or if he leaves with a ticket without having first seen the train staff, unless the staff has been shown to him as provided in

clause 2.2. or except as provided in clauses 6 and 10 and in the instructions respecting "Working of trains to and from point of obstruction" and when entering a line under the "Absolute Possession" of the Engineer.

6.6.1 If it is found necessary for the rear portion to be removed by a train admitted to the section at the staff station in rear, the Driver must hand the train staff or ticket to the Signalman. If the disabled train was conveying a ticket the assisting train at the other end of the section will be issued with the train staff. If the disabled train was conveying the train staff the Signalman will arrange for it to be transferred to the other end of the section for issue to the Driver of the assisting train.

10.1 **Add:**—

If there is a failure of the signalling apparatus it will not be necessary for Working by Pilotman to be introduced provided the train staff is available for issue to Drivers.

DARSHAM

Down trains must not stop with the rear fouling the level crossing.

All Up trains must stop in the Up platform. A 'Stop' board has been provided at the London end of the station and trains must not proceed past this until the white flashing light appears. The horn must be sounded before proceeding. If the barriers fail to lower or the white light fails to appear, the Driver must advise the Signalman by means of the telephone in the cabinet near the 'Stop' board. A special plunger has been provided in the cabinet and the Driver must press this plunger to lower the barriers, regardless of the approach of Down trains. The train may then proceed over the level crossing when the Driver is satisfied that it is safe to do so, but the horn must be sounded before proceeding.

OULTON BROAD SWING BRIDGE

1. During a failure of the swing bridge preventing trains passing over it, Diesel multiple unit trains may be worked between Beccles and Oulton Broad South Station in accordance with Rule Book, Section N, Clause 11.

2. Trains must not be allowed to proceed beyond the Lowestoft end of Oulton Broad South Station platform and both lines must be protected by placing 3 detonators, 20 yards apart at the Lowestoft end of the platform.

3. If single line working is to be introduced from Oulton Broad Swing Bridge in accordance with Rule Book, Section N, clause 3.1.2., a Down train may be allowed to proceed from Beccles to Oulton Broad South, before single line working is commenced, in accordance with Regulation 5, provided protection has been carried out in accordance with Clause 2 above. Single line working may then be introduced.

4. During the time working of DMU trains to and from the Point of Obstruction is in operation, it will not be necessary to maintain block working, but the Down line block indicator at Oulton Broad Swing Bridge must be maintained at Train on line.

5. The Pilotman must obtain permission for the train to return from Oulton Broad South in accordance with Rule Book Section N, clause 11.3.2. via the Signalman at Oulton Broad Swing Bridge.

6. Should a train fail on the Single line, the Pilotman may use the telephones at Common Lane, Black Dam, Worlingham, North Cove, Barnby Hillings Road or Spratts Water unmanned level crossings, Dawdy's level crossing or Beccles Bypass level crossing as convenient to make the necessary arrangements with the Signalman for assistance and where practicable to suitably instruct the Driver of the assisting train what is required.

FELIXSTOWE BEACH JN. TO FELIXSTOWE BEACH

FELIXSTOWE FREIGHTLINER TERMINALS (NORTH AND SOUTH)

1. Radio sets provided by the Felixstowe Dock and Railway Company are used to assist in controlling movements to and from the Terminals and for general liaison. One is supplied for use by the BR Supervisor or Shunter who must ensure that it is placed in secure storage when leaving duty. It must be returned to the FDRC as necessary for battery charging etc.

2. The BR Supervisor or Shunter must advise the FDRC Shunter of the approach of a train or locomotive for either terminal.

3. Except where otherwise stated, the speed over Dock Company's lines not to exceed 10 m.p.h.

4. **Incoming Trains/Locomotives**

(i) BR Supervisor or Shunter, after being advised by the Signalman at Felixstowe Beach Signal Box that a train or loco is approaching for the Terminals, must advise the FDRC Shunter of the Train/Loco identity.

(ii) The BR Supervisor or Shunter, having ascertained that FDRC can accept the movement, must conduct it to the Dock End of No. 1 or 2 Reception Sidings, or if the train is to travel via the Creek sidings, to hold it on the Trimley side of Felixstowe Beach Station Gates until the FDRC Shunter authorises the forward movement.

(iii) **Additional Instructions for Propelling to the South Terminal**

The speed, when propelling must not exceed 5 m.p.h. The BR Supervisor or Shunter must, when ready to commence propelling, join the driver in the cab, and establish radio contact with the FDRC Shunter. This Shunter is responsible for setting the route into the terminal, operating the crossing gates and signals, and will authorise the movement to begin. He will walk ahead giving instructions by radio to the BR Supervisor or Shunter who must relay them to the driver.

THE RADIO LINK MUST BE KEPT OPEN CONTINUOUSLY WHILST THE PROPELLING MOVEMENT IS BEING MADE, AND IF CONTACT IS LOST THE BR SUPERVISOR OR SHUNTER MUST IMMEDIATELY INSTRUCT THE DRIVER TO STOP.

(iv) **Additional instructions for trains or locos for the North Terminal**

All trains to the North Terminal to be conducted over the FDRC Lines through to the terminal by a FDRC Shunter.

5. **Departing Trains**

When a train is ready to leave either terminal the FDRC Shunter will advise the BR Supervisor or Shunter.

South Terminal

The movements must not start until authorised to do so by the FDRC Staff, and then must proceed to the STOP FOR ORDERS board at the junction with BR lines and there await orders from the BR Supervisor or Shunter.

North Terminal

The movements must not start until authorised to do so by the FDRC staff, and all trains must be conducted by the FDRC Shunter to the STOP FOR ORDERS board at the junction with BR lines at either the Dock end of 1 and 2 Reception Roads or the Beach end of the Creek sidings, and there await orders from the BR Shunter or Supervisor, who should be present on arrival of the train ready to authorise immediate forward movement to avoid blocking the Dock Road level crossing.

FELIXSTOWE BEACH

The Driver of the FDRC locomotive must obtain permission from the person in charge at Felixstowe Beach when required to enter either of the BR Reception Sidings.

Felixstowe Dock and Railway Creek Sidings. Speed of movements must not exceed 5 m.p.h. when working through the connections into and out of Creek Sidings.

NORWICH THORPE JN. TO LOWESTOFT

CROWN POINT DEPOT

Propelling movements through carriage washer. The Driver of a propelled movement through the carriage washer from the shunt spur, is authorised to commence the propelling movement when the 'W' route indicator is illuminated. If the Driver has not received a handsignal from the Guard/Shunter when the locomotive has reached signal 1494 the movement must be stopped until further instructions are received.

CANTLEY

BSC Sidings Ground Frame. When it is necessary for a movement to be made between the Main line and the BSC Sidings, the Guard or Shunter in charge of the movement must ensure than no conflicting movement will be made by the BSC Locomotive before unlocking the points.

When the movement between the Main line and the BSC Sidings has been completed and the points restored to normal the Guard or Shunter must restore the bolt-lock on the points and where practical, advise the Signalman at Cantley.

WHITLINGHAM JN. TO CROMER

NORTH WALSHAM

Working of Down freight trains to Goods Yard. Down Freight trains requiring to call or terminate at North Walsham will normally be required to enter the Goods Yard via the ground frame connection. Whenever it is necessary to vary this arrangement the Driver of each train concerned must be verbally instructed by the Signalman at Wroxham.

BETHNAL GREEN JN. TO KING'S LYNN

WALTHAM CROSS

Messrs. W.C. Jones and Company, Private Siding. Owing to the severe curvature of the lines in this siding the following restrictions apply:

1. Four or six-wheeled vehicles with a fixed wheelbase of 14 feet or more are prohibited.
2. Bogie vehicles must only be worked into the siding singly.

BROXBOURNE

Coal Railhead. Two sidings in the Down side yard are equipped with under-rail hoppers and steel cables connected to a winch house at the station end of the yard. Staff must keep clear of the hoppers and sidings between there and the winch house.
CEGB sidings. All trains using the sidings must be fully fitted and formed with a fitted brake van as the rearmost vehicle.

BISHOP'S STORTFORD

Working over Up Main and Up Passenger Loop Platform Lines. Drivers of trains terminating at Bishop's Stortford, on passing signal BS56 in the Up direction or signal BS55 in the Down direction, must be prepared to stop at either of two illuminated "STOP HERE" signs on these platform lines.

After stopping at a "STOP HERE" board, a Driver must not move towards the signal ahead until either the signal is cleared or he is personally instructed to do so by the Person in charge even though the "STOP HERE" sign may have ceased to be illuminated.

Vehicles may be stabled on the Up Passenger Loop. It is the responsibility of the Person in Charge of the Platform to arrange with the Signalman the movements required and to ensure a tail lamp is provided on the rear vehicle. During Fog or Falling Snow no movement must be made to or from the Loop until the Person in Charge of the Platform has come to a clear understanding with the Signalman what is required.

In addition, during Fog or Falling Snow, a red light must be placed between the rails and 3 detonators 20 yards apart placed on the rail 100 yards from the vehicles, or, if vehicles are stabled within that distance, as far as possible without affecting other running lines.

CIBA Geigy Sidings

1. On arrival the Guard must contact the CIBA Geigy representative and obtain permission for the train to enter the private sidings. If necessary, the train, or part thereof, may be set back into the refuge siding before permission is obtained.

2. When the signal has been cleared for the train to set back from the Down line, the Guard, having received an assurance from the CIBA Geigy representative, that it is safe to set back, must authorise the Driver to commence the movement. If the CIBA Geigy representative is not present, the Guard may authorise the Driver to set back into the refuge siding.

3. The Guard must obtain an assurance from the CIBA Geigy representative that the level crossing gates have been closed across the public road before authorising any rail movement over the crossing.

4. When the Guard has received an assurance from the CIBA Geigy representative that the level crossing gates have been closed and secured across the public road and it is safe to commence the propelling movement towards the level crossing, the Guard may authorise the Driver to pass the STOP board and proceed over the crossing. The propelling movement must not convey more than 22 SLU.

BETWEEN GREAT CHESTERFORD AND CAMBRIDGE

When it is necessary to introduce single line working in accordance with Rule Book, Section N, on the Up Main line South of Shepreth Branch Junction during the time that trains are also running to and from Royston, the following method of working may be introduced: —

(a) the single line working on the Up Main line may be extended to Cambridge. Signals 145 and 149 (Down Main) will not apply to Down trains on the Up Main line. A Handsignalman must be appointed on the Up Main line (for down Bishops Stortford trains) opposite signal 145 and all trains will be stopped by the Handsignalman until authority is received from the Signalman for the train to proceed to signal 647. All signals may be worked for Up trains to Bishops Stortford.

(b) trains to and from Royston must be worked over the Down Main line between Shepreth Branch Junction and Cambridge in accordance with Rule Book, Section N and a 'Down Main line Pilotman' appointed. All signals may be worked for Down trains, Signals 140 and 142 will not apply to Up Royston trains on the Down Main line. A handsignalman must be appointed at Shepreth Branch Junction to authorise trains to the Up Royston line.

(c) The Pilotmen must clearly identify themselves to Signalmen, Drivers etc. as the 'Down Main line Pilotman' or the 'Up Main Line Pilotman'. The Down Main line Pilotman must wear a red armlet on both arms as a visual indication of his appointment.

CAMBRIDGE

Disposal of Locomotives. Trainmen bringing locomotives to the old locomotive sidings should report to the Traincrew Supervisor.

Relief of Trainmen. Trainmen who are sent to Cambridge for relief purposes must, on arrival, report to the Traincrew Supervisors office at Cambridge Joint signing-on point.

Trains standing at Main Platforms not to be set back without special authority. Drivers working trains into and out of the Main Platforms at Cambridge station, must not make a set back movement without the authority of the Signalman.

CHESTERTON JUNCTION

Down Reception line 'Open' level crossing.

An Open level crossing is provided 200 yards from the entrance points. Maximum speed of trains is:— Down direction 10 m.p.h., Up direction 5 m.p.h.

An Advance Warning board (St. George's Cross) and combined Whistle and speed restriction board are provided in the Down direction and a combined whistle and speed restriction board in the Up direction.

The 'Dead End' line (in front of the relay room) must not be used for stabling purposes.

KING'S LYNN

Working into Dows private siding. The approach to Dows private siding is controlled by a colour light signal showing a red or green aspect.

A green aspect indicates that the line is clear to the inner security gate where a telephone is provided to enable the person in charge to obtain authority to enter the internal siding. When a red aspect is displayed, the train must be stopped at this signal and the person in charge advise a member of Dows staff that a B.R. train requires to enter the siding and request that the signal be cleared.

Should this signal fail, no train must be allowed to pass it into the private siding until authority of a member of Dows staff has been obtained.

BROXBOURNE JN. TO HERTFORD EAST
WARE

Failure of Track Circuits. During a failure of a track circuit on the Single line, Working by Pilotman will not be introduced provided the Signalman 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 affected portion of the line at Danger. If the train subsequently stops on the affected portion of line owing to accident or failure, detonator protection must be carried out.

NEWMARKET

Multiple unit trains terminating at Newmarket station are authorised to return to the signal box in rear. The Driver of a train on the return journey to Dullingham must approach Wood Ditton level crossing cautiously and not proceed over it until he is satisfied it is safe to do so.

Level crossing (Weatherby's) in Goods Yard Sidings. Vehicles must not be shunted over this level crossing unless attached to the locomotive, and the Guard or other person in charge of the shunting must not allow any vehicles to be shunted over the crossing until he has ascertained that the level crossing is clear.

KENNETT

Single line working. When it is necessary to introduce Single Line Working between Kennett box and Chippenham Jn. box over the Up Main line, the following special instructions will apply:

A Handsignalman will be stationed at the Up Starting banner repeating signal to act as the signal immediately controlling the entrance to the Single line for trains travelling in the right direction. The Handsignalman must maintain a detonator on the line and exhibit a hand danger signal to stop all trains proceeding towards the Single line.

The Up Main Home and Distant signals will be maintained at danger and caution respectively and Drivers of Up trains will be instructed by the Signalman to pass the Up Home signal at danger and to proceed cautiously as far as the Handsignalman stationed at the Up Starting Banner repeating signal.

Redland Roadstone Ltd. private sidings

1. On obtaining release of the ground frame, the Guard must obtain permission of the firm's Discharge Operator on the telephone provided, for the train to propel into the siding.

2. On the train being stopped in the siding, the Guard must normalise the ground frame and proceed to the unloading point.

3. Unloading of the train will be controlled by means of the special unloading signals.

4. The Guard will be instructed by the firm's Discharge Operator when to uncouple the locomotive and on receiving assurance that the wagons are under the control of the firm's equipment, he must release the brake on the fitted wagons.

5. The locomotive must not be re-coupled until request is made by the firm's Discharge Operator for either the locomotive to render assistance with a movement over the discharge pits or that the unloading has been completed, with the exception of the last wagon which must always be placed over the pit by the locomotive after it has been re-coupled.

BURY ST. EDMUNDS

ARC private siding. When it is required to shunt in the siding, the Shunter or other person in charge of rail movements must obtain an assurance from the person in charge

of the Private Siding that the level crossing has been protected and that it is safe for shunting to commence.

Should none of the firm's staff be available, the shunter or other person in charge of rail movements must satisfy himself that it is safe to shunt over the level crossing before allowing rail movements to commence.

ELY NORTH JN. TO CRESCENT JN.

MARCH SOUTH JN.

When the signals are cleared for a train to set back from the Up Main line to the Up Reception line or Up Sidings, 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 handsignal from the Guard or Shunter when he comes into view.

MARCH EAST JN.

Relief of Trainmen. Down freight trains or light locomotives must not stop on the Main line at East Jn. for the purpose of relief unless specially booked to do so.

Trains detained on Down Goods lines Nos. 1 or 2. Drivers of trains detained on these lines between March South Junction and March East Junction may contact the Signalman at March East Junction by means of the telephone in the Goods Shed, adjacent to Down Goods lines Nos. 1 and 2.

WHITTLESEA

Harts Drove level crossing. After moving towards the Down Main Starting signal at Danger, for shunting purposes, Down trains must be set back behind the Down Main Second Home signal before proceeding into the section towards King's Dyke.

MARCH EAST JN. TO WISBECH

MARCH MOTIVE POWER DEPOT

Trainmen must advise the Signalman from the outlet signal, the trains they are booked to work. Whenever the telephone bell is rung during the time locomotives are standing there, the Driver of the first locomotive, if there is more than one, must send his Assistant to the telephone to receive the Signalmans instructions.

WHITEMOOR: MAIN YARD

Train Arrivals. The Guard of an arriving train must, when a brakevan is provided, set the train back on to the brakevan sufficiently to allow the couplings to be lengthened. The Guard must then report to the South End Senior Railman.

Train preparation/examination

1. Staff dealing with rakes of wagons in the Main Yard Sorting Sidings must ensure that an adequate number of wagon brakes are pinned hard down before any person proceeds beneath or between wagons. If it cannot be confirmed that sufficient wagon brakes are already applied on those stabled in the siding concerned, the person concerned must himself pin down sufficient brakes at the point where he is to go between or beneath the wagons to ensure no movement takes place.

2. When any person requires to enter the sidings to prepare or examine a train he must advise the Supervisor.
The Supervisor must enter details, including times, in the book provided and this entry must be countersigned by the person concerned.

3. If the train preparer/examiner is to enter Nos. 1–20, A, B, C, D or E sidings, he must set the points away from the sidings concerned and place a scotch in the open end of the appropriate points.

4. No movement must be made into the siding concerned until the Supervisor has made an entry in the book, stating that work has been completed and this has been countersigned by the person concerned, except that a movement may be made into a siding under the personal supervision of the train preparer/examiner who will be responsible for ensuring any persons working with him are instructed to stand clear before the movement commences.

5. At the completion of train preparation/examination, the person concerned, having removed the scotch from the open end of the points concerned must inform the Supervisor. The Supervisor must then make an entry in the book stating work has been completed and this must be countersigned by the person concerned.

6. Before the Brakevan Preparer/Examiner proceeds to prepare brakevans on the Brake Hump/Kip and also when he has completed this work, he must inform the Departure Chargeman. Before any movements are made on the Brake Hump/Kip during the time the Brakevan Preparer/Examiner is working there, the Departure Chargeman must inform him of the movement to be made.

WHITEMOOR: DEPARTURE SIDINGS

Train preparation/examination

1. Where a train preparer/examiner requires to enter the sidings for train preparation/examination, he must advise the Departure Chargeman or Person in Charge who must amend the reminder board provided. The person concerned must satisfy himself the reminder board has been so amended.

2. On completion of train preparation/examination, the train preparer/examiner must inform the Departure Chargeman or Person in Charge.

No movement must be made into the siding concerned until the Departure Chargeman or Person in Charge has amended the reminder board to show no person is present in that siding.

Where advice of completion of train preparation/examination is given by the train preparer/examiner to the Departure Chargeman by telephone, the instructions in the Rule Book Section B Clause 5.4 must be strictly adhered to.

A movement may be made into the sidings under the direction of the train preparer/examiner who will be responsible for ensuring any persons working with him are instructed to stand clear before the movement commences.

3. A Driver must be reminded that the Locomotive must stand clear of the vehicles until called on to them. When train preparation has been completed the train preparer must control the movement of the locomotive on to the train.

4. The Signalman at Whitemoor Junction will obtain permission before allowing a movement into these sidings from the Departure Chargeman or Person in Charge. When a train is ready to depart in the direction of Whitemoor Junction, the Departure Chargeman or Person in Charge must advise the Signalman accordingly.

Speedlink trains

5. When Speedlink trains require to be handled and shunted, the Departure Leading Railman must be advised of the work to be performed.

6. No movements of Speedlink trains must be made into the sidings where Arrivals staff or examiners are present, until those staff have been advised by the Departure Chargeman or Person in Charge and have confirmed they are standing clear.

CHAIN BRIDGE AND ELM ROAD AUTOMATIC HALF BARRIERS: WORKING OF UP TRAINS

Before passing over Chain Bridge Level Crossing, the Driver of every Up train must telephone the Signalman at Whitemoor Junction to enquire whether the Signalman wishes to give him any special instructions.

Should the telephone have failed, the Driver must approach Chain Bridge and Elm Road level crossings cautiously, prepared to stop short of each crossing and not proceed until he has either:

1. Received authority to do so from the Crossing Keeper,
   or
2. Should the Crossing Keeper not be in attendance, he is satisfied it is safe to do so.

KING'S LYNN DOCK BRANCH

The Dock line extends from the fouling point to the Fleet sidings (Dock end) to a locomotive's length from the crossover between the Up and Down Dock line and locomotive stop boards are provided at these points.

The Train staff must be collected from the Yard hut by the Shunter in charge and handed to the Driver of the first locomotive to go on the Single line. The Driver must retain the Staff until it is required for a second locomotive to proceed on to the Single line when the Shunter must collect the Staff from the Driver of the first locomotive, proceed to the yard,

and hand the staff to the Driver of the second locomotive and travel with the train over the Single line. The Staff must be retained on the second locomotive until it is required for a further trip and no locomotive must foul the Single line unless accompanied by the Shunter.

The Dock line is for a part of its length a Goods yard and between this line and the adjoining sidings vehicles are shunted from time to time. A movement must not be made over any portion of this line at a greater speed than **5 miles per hour**, and Trainmen must keep a good look-out and be prepared to stop promptly when necessary.

Level Crossing Keepers must control the passage of trains over the following crossings by the exhibition of handsignals:

Savages
New Road
Cuckoo
Stantons

When ships are discharging at Alexandra Dock into road and rail vehicles at the Quay adjacent to the Princess Margaret transit shed, the Shunters accompanying the shunting pilot must have a clear understanding with the Foreman Stevedore and/or Transit Shed Foreman as to when the shunting locomotive may come along the Quay, to avoid, where necessary, cargo being unloaded on to the Quay whilst shunting is in progress.

At the three places near the petrol storage depots where the railway line crosses Estuary Road, shunting movements must be stopped at the stop boards at each crossing and the Shunters must position themselves on the road, one at each side of the crossing, before the movement is allowed to proceed.

The movement of mobile cranes with lifts of timber at Bentinck Dock Quayside and the traversing of the running lines by forklift trucks and straddle carriers with loads of timber for stacking must cease as necessary whilst shunting movements are taking place alongside the Quay.

In view of the curves on certain parts of the Dock line one of the two Shunters accompanying the pilot locomotive must proceed on foot 30 yards in advance of the movement and the second Shunter must keep in such a position to enable him to transmit to the Driver the handsignals given by the leading Shunter.

Whenever a locomotive is required to propel, a competent man must precede the train, and be prepared to signal the Driver when to stop.

A Shunter, prepared to signal to the Driver, must precede, on foot, all propelling movements from the Town Yard to the pedestrian crossing, and he must protect that crossing while the trip is passing, thence proceeding on foot or riding on the leading vehicle to the Stop Board protecting the John Kennedy Road crossing and again proceeding on foot to operate the points to the Docks. In the case of trips propelled from the Docks to the Private sidings, the Shunter must precede these on foot as far as the pedestrian crossing which he must protect. The Shunter is responsible for the opening and closing of John Kennedy Road level crossing gates, and shunting movements and trains from both King's Lynn and the Docks must be held at the Stop Boards protecting the gates until the crossing gates have been opened and authority has been given by the Shunter for the movement to proceed. The gates must be replaced and locked across the railway immediately after the movement has passed.

The locomotive horn must be sounded when approaching level crossings, and a white light must be carried on the leading vehicle at night or during fog or falling snow.

During fog or falling snow, additional Shunters as necessary must accompany the trips to maintain communication between the Shunter preceding the trip and the Driver.

ELY NORTH JN. TO TROWSE LOWER JN.

WYMONDHAM

Tail lamp advice. Up Platform Line. Guards of Up trains arriving at the Up Platform line must, if the Up Main Second Home signals are at Danger and the whole of the train has arrived complete with tail lamp attached, at once inform the Signalman at Wymondham South Jn. by the telephone fixed at the Norwich end of the Up Platform.

Ketton's Private Siding

Before any rail movement is made towards the private siding, during the firms working hours, the person in charge of shunting operations must contact Ketton's staff for the scotch block to be removed from across the siding.

When shunting operations have been completed at the siding, Ketton's staff must be advised accordingly.

FENCHURCH STREET TO SHOEBURYNESS

LONDON TRANSPORT ELECTRIFIED LINES

Staff are warned to be vigilant when working near the London Transport lines which are electrified by the conductor rail system and run parallel with the London, Tilbury and Southend lines between Bromley and Upminster.

Employees must, in the absence of specific instructions to the contrary, regard all electrified lines as being alive continuously. All concerned are warned that it is dangerous to touch the current rails and that they must at all times keep clear of the current and running rails and avoid touching them with tools, wires or metal gear of any description.

If the permanent way is flooded to such an extent that the water has reached the current rails, employees must be careful not to come in contact with the water until they have ascertained that the current has been switched off.

In the event of an accident, failure, obstruction or other exceptional cause fouling or obstructing the London Transport lines, train crews must protect the British Railways and London Transport lines concerned in accordance with the rules applicable to British Railways lines.

When, in any emergency, it is necessary from a safety point of view for the London Transport traction current to be switched off, British Railways staff must proceed to the nearest London Transport signal telephone, station or signal box and request that the current be switched off. Where at a Station there are no staff available, the request must be made to the Line Controller by means of the automatic telephone, dialling 832 (If no reply is received within a reasonable time dial a second '2' without replacing the receiver). If, however, it would be more expedient to use a British Rail telephone this must be done, care being taken to ensure that it is understood that the request applies to the London Transport lines and must be communicated to the London Transport Line Controller immediately.

In all cases the person requiring the current to be switched off must give his name and grade, the reporting number or other description of his train, the location from which the current is required to be switched off and the reason to the person to whom the request is made and must wait until an assurance is received from that person that the current has been switched off.

In the case of train crews, where a line or lines other than that on which their train is standing, is obstructed they must ensure that such line or lines is protected in accordance with the Rules before telephoning for the current to be switched off.

EAST HAM DEPOT

The maximum speed over all sidings and connections must not exceed **5 m.p.h.**

BARKING

Up Goods No. 9 Road. Immediately a train is stopped at signal 79, the Driver must telephone the Signalman and, if the latter so instructs him, the train must be shut down, secured and vacated by the entire train crew until the Signalman gives permission for them to return.

BETWEEN UPMINSTER AND BROMLEY CAMPBELL ROAD

Detraining of Passengers. If a BR train is stopped for any reason, between Upminster and Bromley Campbell Road and it becomes necessary to detrain passengers, this must not be carried out until an assurance has been received from the Signalman concerned that the opposite line is blocked and a LTE representative has arrived to take charge of the passengers and conduct them to the nearest station.

SHOEBURYNESS

Carriage Sidings. The maximum speed over all sidings and connections must not exceed **5 m.p.h.**

BARKING TILBURY LINE JN. EAST TO TILBURY RIVERSIDE

RIPPLE LANE

Preparation of trains and incoming trains. All Guards must report to the person in charge at West Sidings.

Spring points. One-way hand spring points, lying normally for the Through Siding are provided at the Diesel Depot connection. A position light ground signal is provided at these points and will not display an 'on' aspect but will display two white lights when the points are set for the Through Siding. Drivers of locomotives proceeding from the Through Siding towards signal RL140 must not pass the signal unless the two white lights are displayed. No signal indication will be shown whilst the spring points are being held for the Diesel Depot.

Relief of train crews. Train crews requiring relief at Ripple Lane will be relieved at the following points:

Up Goods line—signal RL113.

Down Main line—signal RL106.

Down Goods line—signal RL124.

Down Through Siding adjacent to Diesel Depot.

DAGENHAM DOCK

Up Reception Line. Before any movement is made over the Up Reception line towards Dagenham Dock signal box the person in charge must obtain the permission of the Signalman, and advise him when the Reception line is again clear.

BARKING FREIGHTLINER TERMINAL

1. The Terminal Overseer is responsible for all rail movements within the terminal. He will maintain liaison with the Yard Supervisor, Ripple Lane.

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

3. **Train Arrival**

3.1 On receipt of advice from the Ripple Lane Yard Supervisor that a train is approaching, the Terminal Overseer will arrange for the hand points to be set for the appropriate berthing road.

3.2 The Senior Railman operating the West end ground frame must inform the Terminal Overseer when a train is ready to be berthed and must receive the Terminal Overseer's permission for the train to enter the terminal, on receipt of which he must start the movement.

3.3 The Driver of a hauled train or a train being propelled into the terminal, will be stopped at the berthing position by a hand signal from the Terminal Overseer.

3.4 After the Guard has uncoupled the locomotive from the train he must advise the Terminal Overseer.

3.5 **Trains requiring to be berthed on more than one siding.**

3.5.1 Should it be necessary to berth a train on more than one siding the Guard must uncouple the front portion and report that he has done so to the Terminal Overseer.

3.5.2 The Terminal Overseer will set the hand points as necessary and authorise the Senior Railman operating the East end ground frame to shunt the front portion to an adjacent road, using the train locomotive. The Terminal Overseer will hand-signal the Driver to stop when the front portion is in its final berthing position.

3.6 The Terminal Overseer will then authorise the Driver to move the locomotive away from the crane area and advise the Senior Railman controlling the ground frame that the locomotive is ready to depart.

4. **Train Departure**

4.1 **Arrival of Locomotive**

4.1.1 The Ripple Lane Yard Supervisor must telephone the Terminal Overseer immediately before the train locomotive departs for the west end ground frame and the Terminal Overseer will then ensure that the hand points within the terminal are correctly set.

4.1.2 When the locomotive arrives at the west end ground frame the Senior Railman must advise the Terminal Overseer and obtain his permission for the locomotive to enter the terminal.

4.1.3 After entering the terminal the Driver must stop his locomotive short of the train and await the Guard's hand-signal.

4.1.4 The Guard must, immediately on arrival, report to the Terminal Overseer that the locomotive is ready to be attached to the train.

4.2 **Procedure**

4.2.1 After work in the crane area has ceased, the Terminal Overseer will instruct the Guard to attach the locomotive to the train.

4.2.2 The Terminal Overseer will give authority to the Guard for the train to start.

PURFLEET

Movements from Up Sidings Ground Frame to Signal 154

Movements in the wrong direction from the Up Sidings ground frame to Signal 154 are authorised.

When advised that the movement from the Up Sidings to the Up line has been completed, the Signalman will lower the level crossing barriers and clear Signal 154 before restoring the Ground Frame release.

Foster Yeoman Private Siding

1. Radio sets are provided for use by the Chargeman and Guard as an aid for arranging train movements to and from the siding.

2. **Incoming trains**

The Chargeman must obtain assurances from the level crossing keepers that the level crossing barriers have been lowered before authorising a train movement to commence from the Arrival Siding.

Before the propelling movement into the siding commences, the Chargeman must come to a clear understanding with the Driver and Guard.

The speed when propelling must not exceed 5 m.p.h.

3. **Trains leaving the Siding**

The Chargeman must obtain assurances from the appropriate level crossing keepers that the level crossing barriers have been lowered before authorising train movements to commence.

Before a train movement from the siding commences the Chargeman must come to a clear understanding with the Pilot Locomotive Driver, Train Driver and Guard.

4. **Cripple Wagons**
When it is necessary to detach defective wagons from the train, the Chargeman must advise the Depot Supervisor, Driver and Guard. Adapter wagons are provided specially for local use.

Deep Wharf Level Crossing at 16m. 67ch. STOP boards worded 'PRESS PLUNGER, OBTAIN WHITE LIGHT BEFORE PROCEEDING' are provided 28 yards from the crossing on the approach from (a) the Arrival/Long Siding, (b) Long Siding and (c) Deep Wharf Siding.

Should the white lamp unit(s) fail, Drivers must advise the Crossing Keeper and not proceed over the crossing until authorised to do so.

GRAYS

Alexander Bruce Ltd: Private Sidings

1. Vehicles must not be loose shunted and a reach wagon must be in use at all times.

2. 100 tonne Steel AB's, 45 tonne Rail Tank Cars and four-wheeled vehicles with a wheelbase of 20ft. 9ins., must be placed into and/or removed from the siding individually.

3. 80 tonne Block/Clasp Brake BDA Wagons and four-wheeled vehicles with a wheelbase exceeding 20ft. 9ins. are prohibited.

4. 80 tonne Disc Brake BDA Wagons (i.e., the BDA with the white painted hand brake wheel) are permitted, subject to the following conditions being observed:

(a) Before being placed into and/or being removed from the Private Siding, the wagon's screw coupling must be disconnected.

(b) Instanter couplings, retained on site for this purpose, must then be placed over the mouths of the adjacent wagon hooks. These couplings must be in the extended position.

(c) When wagons have been drawn clear of the siding the instanter couplings must be removed and the 80 tonne Disc Braked BDA Wagons coupled with the wagon's screw coupling, in accordance with F1, Green Pages, Working Manual.

Seabrooks Sidings. The BR Shunter will be responsible for the acceptance and despatch of trains into and out of Seabrooks Sidings and for the operation of all hand-points.

The BR Shunter must obtain permission from the Signalman at Grays before authorising a movement past the 'Stop and Await Instructions' board situated at the Grays end of the sidings, towards Grays Station.

PLA DOCK ESTATE

NORTHFLEET HOPE MINI-FREIGHTLINER TERMINAL AND PLA GRAIN SILO SIDING

Working between Northfleet Mini-terminal and PLA Grain Siding

1. All movements over the line between Tilbury RCT Sidings and Northfleet Hope run-round loop must be made under the control of the BR Guard (or Shunter on unfitted trains). Trains must be hauled in either direction. Before a movement with Freightliner vehicles commences the Driver and Guard must carry out a brake continuity test.

2. Drivers must proceed with caution at a speed not exceeding 10 m.p.h. for Freightliner trains and 5 m.p.h. for unfitted trains, be prepared to stop short of any obstruction and sound frequent audible warnings, particularly when approaching level crossings. The Guard (or Shunter) must, before allowing the movement to pass over a level crossing, ensure that it is clear.

3. During fog or falling snow, the Driver must stop on the approach side of each level crossing and await advice from the Guard (or Shunter) that the crossing is clear.

4. Trains travelling in the direction Northfleet Hope to Exchange Sidings must stop at the Main Perimeter Road/RCT Crossing Stop board and the Guard (or Shunter) must obtain the permission of the Freightliner Shift Supervisor before proceeding to the exchange sidings.

5. If the locomotive warning light and/or audible warning apparatus fails, movements must be made at reduced speed. The Driver must stop on the approach side of each level crossing and await advice from the Guard (or Shunter) that the crossing is clear.

6. Should the white lamp unit(s) at the electrically operated barrier crossing near the PLA Grain Siding fail to illuminate after the locomotive horn has been sounded, the Driver must act as follows:—

(a) When Mardorf Peach staff are on duty. Advise those staff of the failure and not proceed over the crossing until authorised to do so.

(b) When the firm's staff are not on duty. Not to proceed over the crossing until he is satisfied it is safe to do so and to subsequently inform the Supervisor at Northfleet Hope Mini-Freightliner Terminal or the Rail Container Terminal, as appropriate, of the failure.

NORTHFLEET HOPE MINI-TERMINAL

1. After the run-round movement has been completed, no movement into or out of the Mini-Terminal must take place without the authority of the Freightliner Supervisor. After receiving the authority of the Freightliner Supervisor, the Guard will set the train back into the Mini-Terminal. Drivers must not exceed 5 m.p.h. while propelling trains into the Terminal.

2. The movement of trains and locomotives into and out of the Mini-Terminal crane area must be carefully controlled to ensure safe working at all times. No rail movements are permitted into or out of the crane area until all persons have been warned. No other movement must be made. While rail movements are taking place into or out of the Mini-Terminal crane area, work will be prohibited. Responsibility for movement of the train into and out of the Mini-Terminal rests with the Freightliner Supervisor employed at the Terminal.

Inwards train movements

3. The Freightliner Supervisor will maintain liaison with the BR Guard and the train must stop outside the Mini-Terminal at the stop sign and the Driver and Guard must await instructions from the Freightliner Supervisor.

4. The Freightliner Supervisor will then:

4.1. Advise the Tilbury Container Services Supervisor that the train is about to arrive and ensure the advice is acknowledged.

4.2. When the train arrives at the stop board at the entrance to the Terminal, move the level crossing barriers across both roadways and signal to the Guard when it is safe for the movement to be made into the Terminal.

The Guard must then:

4.3. Ensure the track on which the train is to be berthed, is clear of obstruction and hand signal the train into position in the crane area.

5. After the train has been berthed, the Guard must advise the Freightliner Supervisor. The Freightliner Supervisor will then release the locomotive and when it has gone he will move the level crossing barriers across the track and authorise resumption of work in the Terminal.

Outwards train movements

6. The Guard must report to the Freightliner Supervisor immediately on arrival, but before the locomotive is allowed to enter the Terminal the Freightliner Supervisor will carry out similar precautions to item 4 above.

7. The Guard must attach the locomotive to the wagons advising the Freightliner Supervisor when it has been done.

8. The Freightliner Supervisor will then hand the Guard the document bag and authorise the removal of the train which must be drawn clear on to the run-round loop. When the train has departed, the Freightliner Supervisor will move the level crossing barriers across the track and authorise resumption of work in the Terminal.

9. When Inwards and Outwards trains are to be exchanged at the Mini-Terminal, the appropriate provisions of these instructions are to be applied as necessary.

10. The Freightliner Supervisor will also be responsible for checking the condition of containers and operation of twist locks and TOPS reporting as appropriate.

TILBURY FREIGHTLINER DEPOT

Tilbury RCT Arrival of Freightliner Trains

1. The Grays Signalman will advise the BR Shunter who must advise the Freightliner Agent when the train is approaching.

2. On arrival at the first STOP board in Seabrook's Sidings, the Driver must await instructions from the BR Shunter to draw the train into the Loop up to the second STOP board.

2.1. If it is **not** necessary to propel the train from Seabrook's Sidings, the Shunter must advise the Freightliner Agent that the train is ready to enter the Exchange Sidings and he must then lower the level crossing barriers and authorise the Driver to proceed into the Exchange Sidings. The Guard must then uncouple the locomotive for running-round.

2.2. If it is necessary to propel the train from Seabrook's Sidings upon arrival at the second STOP board, the Guard must uncouple the locomotive from the train for running round under the Shunters instruction at the Tilbury end of the loop and Guard's instructions when at the Grays end. The Guard must remain at the Grays end of the train until the run-round movement has been completed.

3. In either case, the following procedure then applies: On the successful completion of a brake continuity test, the BR Shunter must notify the Freightliner Agent and the Shunter must then proceed to the entrance of the Berthing roads to await berthing of the train.

4. On occasions when an incoming train locomotive is required to shunt within the Terminal before berthing the train, the Guard must apply hand brakes on arrival.

5. When notified that the train is ready to enter the Terminal, the Freightliner Agent will stop work in the crane area. The Shunter must then lower the level crossing barriers and instruct the Driver to enter the Terminal. Drivers must not exceed 5 m.p.h. whilst propelling trains into the Terminal and on reaching the PLA STOP board at the Terminal entrance, await the BR Shunter's instructions.

6. After the train has stopped at the final berthing position, the Driver must fully apply the air brakes on the train, after which, the BR Shunter must immediately uncouple the locomotive from the train and the Driver must wait for further instructions from the Shunter.

7. Immediately the train is finally berthed, the Guard must advise the Freightliner Agent.

Tilbury RCT Departure of Freightliner Trains

8. The BR Shunter must ensure that all hand points within the Terminal are properly set and advise the Freightliner Agent in charge of the Terminal when locomotives are waiting to enter the Terminal. On receipt of this advice the Freightliner Agent will stop work in the crane area and give permission for the locomotive to enter. The BR Shunter will, after receiving permission, lower the level crossing barriers and authorise the Driver to enter the Terminal.

9. On arrival, the Guard must immediately report to the Freightliner Agent. The Freightliner Agent will authorise the Guard to attach the locomotive to the train.

10. Before departure, the Guard must have advice from the Mechanical Foreman that a complete brake test has been carried out. When the train is ready for departure, the Freightliner Agent will advise the BR Shunter who must advise the Grays Signalman.

11. The BR Shunter must ensure all hand points within the Terminal are properly set and advise the Freightliner Agent when he is ready to accept the train into Seabrooks Sidings. On receipt of this advice the Freightliner Agent will stop work in the crane area. The BR Shunter must then lower the level crossing barriers before authorising the Driver to start the train.

THAMES HAVEN JN TO THAMES HAVEN

Working of locomotives coupled together. All types of diesel locomotive individually manned may be coupled to one another (couplings and brake pipes only) when running in either the Up or Down direction between Thames Haven and Thames Haven Jn., provided:

1. That they only run light or with brakevan(s) attached.
2. That the power brake on all the coupled locomotives is under the control of the Driver of the leading locomotive.
3. That they neither exceed **20 m.p.h.**, nor any lesser speed limit laid down for any of the locomotives so coupled.

Drivers must be prepared to arrange for their locomotives to be coupled at short notice on instruction from the staff at either end of the Thames Haven Branch.

THAMES HAVEN

Fisons sidings. Guards of trains required to service these sidings must, after obtaining the release for the ground frame, telephone the Supervisor at Fisons for permission to enter the sidings.

Shell Oil Sidings

1. **General**
   1.1 No movements must be made within the oil sidings area without the authority of the Shell Depot Supervisor.
   1.2 BR Staff must operate all hand points within the sidings for BR movements.

2. **Arriving Trains**

The Guard of an arriving train must, upon its arrival in the reception line, hand the tail lamp and TOPS list to the Rolling Stock Technician in the departure sidings.

3. **Departing Trains**
   3.1 The Rolling Stock Technician is responsible for the compilation of TOPS details.
   3.2 When a train or locomotive is ready to depart the Guard must advise the Shell Depot Supervisor accordingly.

4. **Crippled Wagons**

When crippled wagons require to be detached from a loaded train in the departure sidings during the time Shell Depot Shunting staff are not on duty, the Guard must make arrangements for them to be detached and stabled on an adjacent departure siding for subsequent removal by Shell staff.

5. **Battery Electric Tail Lamps**

Use of Bardic battery electric tail lamps on arriving and departing trains is authorised, but the lamps must be confined to the area of the Main rail sidings. The lamps must enter and leave the refinery by the rail access only and under no circumstances must a lamp be taken within a radius of 50ft. of the loading gantry area.

THAMES HAVEN YARD

Drivers must not push their trains back on to the sliding buffer stops unless specially instructed to do so by the Guard or Yard Staff.

Protection of brake fitters etc.

1. Before any work commences on wagons, the fitter must arrange for the person in charge at Thames Haven to block the nominated siding.

2. When the possession of the siding has been agreed, the hand points leading thereto must be clipped for another route.

3. A red banner flag must be placed on the blocked line just clear of the fouling point within the siding by day and a red light after sunset or during fog or falling snow.

4. Upon completion of work, the red banner flag/red light and point clip must be removed and the person in charge advised.

WERRINGTON JN. TO DECOY NORTH JN. VIA LINCOLN

LINCOLN

Pelham Street, Lincoln Central Diesel Depot. On arrival at the stop board at the entrance to the Diesel Depot the Driver must give three short blasts on the horn and wait until authorised to proceed by the Guard, Shunter or person in charge. The latter will be responsible for ascertaining that no conflicting movements are being made before handsignalling the movement past the board. In the case of diesel shunting locomotives the duties of the Guard or Shunter must be undertaken by the Driver's Assistant. Trains composed of empty Loco, hauled coaching stock which are propelled in to the depot must stop with the leading vehicle opposite the stop board.

Incoming trains which have arrived at this notice board must be given priority over other internal movements in the diesel depot.

All shunting movements within the depot must be accompanied by a competent person who must not authorise any movement until he has ascertained that the line is clear and that no conflicting movement will be made.

The Guard or Shunter in charge will be responsible for ascertaining that it is safe for a train leaving the depot to proceed to the Outlet signal.

A telephone giving direct communication with Pelham Street signal box is provided adjacent to the Outlet signal from the depot and Drivers of trains ready to leave the depot must advise the Signalman at Pelham Street of the movements required by means of the telephone provided and await the latter's advice as to whether they are to proceed via the normal route or facing route into the station.

Holmes Yard:—Working of trains on Down and Up Goods lines. During the times when Holmes Yard is unstaffed, i.e. nightly 21.00 **FSX** to 05.00 **MSX** and at weekends 20.00 **FO** to 06.00 **MO**, Drivers must, upon arrival of trains at the 'Stop' board on the Down Goods line or the Up Goods line, as the case may be, telephone the Signalman for instructions.

STAYTHORPE CROSSING TO WEST HOLMES

BETWEEN NEWARK CROSSING EAST JUNCTION AND SWINDERBY

When a Driver is authorised to pass signals S22, D90 or D94 at Danger he must before passing the signal, operate the special plunger in the telephone box, or if a handsignalman is in attendance ensure that this has been done. Before proceeding over Cross Lane level

crossing after passing signal S22, Langford level crossing after passing signal D90 or Collingham level crossing after passing signal D94 the Driver must satisfy himself that the barriers are in the fully lowered position.

SYKES JN TO TORKSEY

TORKSEY, SHELL MEX LTD. OIL DEPOT

The reach wagon stabled in the short spur, adjacent to the oil tank depot is secured by means of a padlocked moveable stop-block, and the key to this padlock must be handed to the Guard by the Signalman at Sykes Jn., and must be returned to the Signalman when the train returns from the oil depot.

Trains working into the depot must stop on the straight line at the Torksey end of the single line, the locomotive must then be uncoupled, be run forward and attached to the reach wagon. The locomotive and reach wagon must be run round via the run round loop for propelling the loaded tanks into the discharge sidings, the reach wagon subsequently being returned to the spur and secured.

Locomotives arriving to remove trains of empty tanks must first attach the reach wagon and then attach the vehicles out of the two roads. When the train has been drawn out of the depot the reach wagon must be replaced in the spur and secured.

When awaiting completion of unloading, the Driver must place the locomotive at the Sykes Junction end of the run-round loop at Torksey, clear of the caravan site.

SHERWOOD COLLIERY SIDINGS SOUTH TO SHIREOAKS EAST JN

LANGWITH JN. DOWN YARD

When it is necessary for a BR movement to be made into Langwith Jn. Down Yard, the Person-in-charge of the movement must instruct Messrs. W. H. Davis & Sons staff to stand their locomotive clear in the group of sidings 3 to 6 until the BR movement has been withdrawn from the sidings.

WHITWELL

Steetley Doloma Processing Ltd. sidings. Empty train proceeding to the sidings must not exceed 32 SLU's and must be propelled. Loaded trains from the sidings must not exceed 25 SLU's.

Guards must inform the Signalman at Whitwell box the number of vehicles to be taken to the sidings.

Drivers must stop at the 32 marker board.

Guards must inform the person-in-charge at the weighbridge office of their arrival.

Before leaving the sidings, Guards must obtain an assurance from the person-in-charge at the weighbridge office that the level crossing between the Empty Sidings and the Arrival and Departure Roads is protected and that the Signalman has given permission for the train to proceed to the Sidings outlet signal.

HIGH MARNHAM TO SHIREBROOK EAST JN.

HIGH MARNHAM

Should a disaster situation occur at the Power Station a Hazard Warning will sound. This warning is an intermittant note on the station sirens and should not be confused with a continuous note, which is the fire alarm nor with a warbling note which is the first aid alarm. Trainmen must, immediately the locomotive has been shut down, proceed to the West Gate and report to the CEGB Coal Plant Foreman who is responsible for accounting for BR staff on the site.

OLLERTON COLLIERY DOWN SIDINGS

When it is necessary for a train to proceed to or from the sidings, the person in charge of the train must obtain the Annetts Key for working the points from the Down Main line to the sidings from the signal box and after the train has passed over the points, the points must be replaced to their normal position and the Annetts Key returned to the Signal box.

Before the line between the connection to the former LMR loaded line and the double sided notice board 450 yards on the Eakring side of the National Carbonising Company's line connection is occupied by trains either from the Eakring direction, from the former LMR loaded line, or from the National Carbonising Company's line, the person in charge must ascertain that this portion of line is clear before requesting the permission of the Signalman to occupy it. The speed of trains in the sidings must not exceed 10 m.p.h.

OLLERTON EMPTY SIDINGS

When a BR movement is required to be made towards the empty sidings, the Guard or Senior Railman must, after ensuring that no conflicting movement is taking place or is about to take place and that the points are correctly set for the movement, operate the switches in the box attached to the side of the Weigh office to place the two-way signals applicable to NCB movements to the 'On' position and clear the two-way signal for the BR movement.

After the BR movement has been completed and the train drawn clear of the Empty Sidings, the Guard or Senior Railman must reverse the switches to replace the signal applicable to BR movements to the 'On' position and clear the signals for NCB movements.

WELBECK COLLIERY JN.

Trains setting back from the Up Main line to the Welbeck Colliery Branch. When the shunting signal is cleared for a train to set back from the Up Main line to the Welbeck Colliery Branch, 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 look out and be prepared to act on any hand signal received from the Guard or Shunter.

Propelled movements from the Welbeck Colliery Branch to the Up Main line. A red light is permitted to be carried on the leading vehicle of a propelling movement between the Colliery Branch Up Inner Home signal and the Up Main line. The Rule Book, Section H, Clause 8.2 is modified accordingly.

Trains setting back from Up Warsop line to Warsop Up Yard. The Guard must ensure that the hand points within the Yard are correctly set for the reception of the train before advising the Signalman that the train may be signalled to set back from the main line.

When signal 38/28/28R clears it will not be necessary for the Driver to comply with Rule Book, Section J, clause 4.1 but he must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal from the Guard when he comes into view.

MANSFIELD COLLIERY TO CLIPSTONE EAST JN.

MANSFIELD COLLIERY

1. When a train is required to work at either the Empty or the Loaded Sidings ground frames, the Annett's Key for this operation must be obtained from the Person in charge at Mansfield Concentration Sidings and must be returned to him when the train returns from Mansfield Colliery

2. The sand drag connection in the Loaded line must normally remain set, clipped and padlocked for the sand drag; the padlock key being attached to the Annett's Key.

3. Movements to the loaded sidings must be stopped short of the sand drag connection for the Guard to operate the points accordingly.

4. When work at the loaded sidings has been completed and the departing train has cleared the sand drag connection, the Guard must re-set, clip and padlock the points for movements towards the sand drag.

BLIDWORTH COLLIERY TO RUFFORD JN.

When a train is required to work at Blidworth Colliery Ground frame or at Rufford No. 1 Coal Stacking Site ground frame, the Key for the ground frames and for Inkersall level crossing gates must be obtained from the Person-in-charge at Mansfield Concentration Sidings and returned to him when the train arrives back.

CLIPSTONE COLLIERY BRANCH

1. All trains must be propelled from the Arrival/Departure line at Rufford Jn. to the Exchange Sidings.

2. When the locomotive of a propelled train for the Exchange Sidings is at a stand at the "Drivers wait for bell signal before propelling" board, the Guard must obtain permission from the weigh office for its reception and, after ensuring the level crossing gates are closed and secured against road traffic and the route is set, authorise the train to be propelled to the sidings.

3. **Speed Restrictions.** Trains and light locomotives must not exceed a speed of 4 m.p.h. when proceeding over the weigh plate.

WELBECK COLLIERY BRANCH

WELBECK COLLIERY

Full length Automatic Barriers are located on the Welbeck Colliery Empty Wagon line. The instructions relative to an AHB level crossing must be carried out as necessary.

Rapid Loading Bunker. An NCB level crossing is situated approximately one locomotive length beyond the Bunker. The crossing is protected by automatic Half-Barriers.

During or after loading has been completed, if it is necessary to detach a cripple vehicle to the Empty Wagon Sidings, or move towards the Empty Wagon Sidings, the assistance of the NCB staff must be obtained to place or maintain the crossing barriers in the lowered position before the movement commences.

Conventional trains of empty vehicles must proceed over the Bunker line at a speed not exceeding **10 m.p.h.**

CLEETHORPES TO NUNNERY MAIN LINE JN. VIA RETFORD

GRIMSBY DOCKS

Level crossings. Locomotives must not exceed 4 m.p.h. when passing over level crossings in the Docks area. Drivers approaching **all** level crossings in the Docks area must sound the locomotive horn.

Working at Marsh Jn. and Great Coates No. 1, Grimsby Docks. Guards of trains arriving at Marsh Jn. must remain in charge until the brakevan is clear of the connection between the Up Branch line and No. 1 siding, irrespective of whether their train stands on the Branch or on No. 1 siding, and they must advise the Signalman at Marsh Jn. when they are clear of his connection. When the Signalman has been so advised, Guards must proceed immediately to Great Coates No. 1 signal box and hand to the person in charge particulars of the composition of their train.

BARNETBY

Nos. 1 and 2 Reception Sidings. Drivers of trains arriving in Nos. 1 and 2 reception sidings in the Up direction must as far as practicable, stop clear of the inlet points and Guards must signal the Drivers accordingly when the train is inside clear.

KIRTON LIME SIDINGS

Failure of track circuits. During a failure of a track circuit between the double/single line connection and signal KL3, Working by Pilotman will not be introduced provided the Signalman 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 affected portion of line at Danger. If the train subsequently stops on the affected portion of line owing to accident or failure, detonator protection must be carried out.

KIRTON LINDSEY

Multiple unit trains terminating at Kirton Lindsey station are authorised to return to the signal box in rear.

WEST BURTON POWER STATION

1. The sections of lines between Signals C1 and C5, D1 and D5, E1 and E5, F1 and F5, together with the associated special signals are under the control of the CEGB Hopper Operator. Signals C1, D1, E1, F1, K1 and L1 are under the control of the CEGB Controller. Signals C5, D5, E5, F5, K2 and L2 are controlled from West Burton signal box.

Dust Lines E and F

2. When loading has been completed, the Guard must inform the Signalman that the train is ready to depart. In the event of the train being required to continue loading on the adjacent Dust Line the Guard must advise the Signalman accordingly.

Oil Sidings K and L

3. Trains directed to these sidings will be stopped at Signal K1 or L1. When the subsidiary signal is cleared the train must proceed forward and the Driver must stop his train so that the leading buffers of the first tank are opposite the white post at the end of the oil unloading gantry.

4. The Guard must secure the train uncouple the locomotive and instruct the Driver to proceed forward to marker board 'B' to await completion of unloading. The CEGB Operator in charge of the oil sidings, on completion of discharge will give authority for the locomotive to set back on to the empty tanks. The Guard must telephone the Signalman when the train is ready to depart.

Speed Limits

5. The following speed limits apply within the power station:

Over weighbridges	$\frac{1}{2}$ m.p.h.
Over coal hoppers, when discharging	$\frac{1}{2}$ m.p.h.
Over coal hoppers, Light locomotives only	5 m.p.h.
Over coal hoppers, Train not discharging	$\frac{1}{2}$ m.p.h.
Over dust hoppers when positioning vehicles	1 m.p.h.
Over dust hoppers when not loading	5 m.p.h.
Over oil sidings	5 m.p.h.
Over remainder of lines	15 m.p.h.

General

6. Snowploughs, either independent, or fitted to locomotives, must not work over the weighbridges, or over the track hoppers unless directly supervised by the CEGB Shift Foreman.

7. Only trains authorised by the CEGB Controller may pass over oil sidings K and L.

8. Loaded 100 ton tanks are prohibited from passing over the Emergency Coal Discharge Viaduct and the coal hoppers.

West Burton Power Station Automatic Open Level Crossing

The Instructions in the General Appendix, Section 7, headed "Automatic Open Crossings, Locally Monitored (A.O.C.L.)" apply, except that advance warning boards are not provided.

Reference to the white light not flashing in Instruction 4.2 refers to the failure of the appropriate plunger and/or position light signal applicable for a movement towards the power station.

MANTON WOOD

1. The Guard of an arriving train in the Reception Siding must proceed into the Colliery, set the route into the nominated empty siding and then advise the Signalman by telephone.

2. The loud sounding bell in the Reception Siding will operate when the position light signal controlling entrance into the Colliery is cleared for the movement to proceed. It will not be neccessary for the Driver to comply with the Rule, Section J, clause 4.1, but he must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

3. After an empties train has been placed in the empties sidings, all subsequent movements must be made under instructions given by the NCB staff at the weighbridge, when open.

4. When the weighbridge is closed, the Guard must obtain details of traffic to be taken out of the loaded sidings, from the Signalman.

5. When the train is ready to depart from the Colliery the Guard must advise the Signalman.

6. BR locomotives must not pass along the Weighbridge Road.

WORKSOP

Worksop Sidings. Drivers of trains approaching the foot crossing on the Main line during darkness and/or fog or falling snow must sound the horn.

KIVETON PARK COLLIERY

When signal KS10 is cleared for a train to set back from the Down line to the Colliery Sidings, 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 look out and be prepared to act on a hand signal from the Guard or Shunter when he comes into view.

GRIMSBY, MARSH WEST JN. TO HUMBER ROAD JN.

IMMINGHAM DOCK AREA LEVEL CROSSINGS

With the exception of the level crossings listed below, locomotives must not exceed a speed of 4 m.p.h. when passing over the level crossings in the Dock area—

Western Entrance level crossing
North Western Entrance level crossing
Humber Road level crossing
Trainsit Quay level crossing

Drivers of locomotives, when approaching **all** level crossings in the Dock area must sound the locomotive warning horn to give warning of approach.

BETWEEN PYEWIPE ROAD AND IMMINGHAM EAST JN.

Courtaulds private siding. To avoid the possibility of shunting movements activating the barrier cycle at Marsh Lane level crossing, not more than 30 SLU's may be shunted into or out of this siding at any one time.

IMMINGHAM EAST JN.

Working at junction of Up Locomotive Line and Up Goods Line at East End of Locomotive Shed. Before locomotives leaving the Locomotive Depot upon the Up Locomotive line at the east end of the Locomotive Depot are permitted to foul the Up Through Siding, Drivers must satisfy themselves that no train is approaching on the Up Goods line. Similarly before trains running on the Up Through Siding are permitted to foul the Up Locomotive line, Drivers must satisfy themselves that no locomotives are leaving the Locomotive Depot.

Fison's Fertilizers Limited Sidings

Inward Trains. Drivers must draw their trains along the Dock Inwards line up to the stop board. The train locomotive must then be uncoupled and returned to East Jn. via the Grain Store Outwards line. Fisons locomotive will pull the train into the Nitrate Sidings. The Transit Shed Yard Foreman will advise the Signalman at East Jn. Signal Box when the train has been drawn inside, clear of the Docks Inwards line.

Outward Trains. Trains are marshalled by Fisons in the Nitrate Sidings and placed complete at the sidings exit where the BR locomotive will be attached. When ready to depart, the Guard or Docks Supervisor must so advise the Signalman at East Jn. Guards must not place a lighted tail lamp on the last vehicle until the train has been drawn clear of the Nitrate Sidings, but do so immediately the train occupies the Grain Store Outwards line.

UP THROUGH SIDINGS: IMMINGHAM RECEPTION SIDINGS TO EAST JN.

1. Drivers must proceed cautiously, not exceeding 5 m.p.h. and be prepared to stop short of any obstruction.

2. Except in emergency, no movement must be made towards Immingham Reception Sidings.

3. In the event of emergency, before a movement is made towards the Reception Sidings, permission must be obtained from the Docks Supervisor at Reception Sidings.

4. A shunting movement must not foul the Up Through Siding when a train is approaching.

5. Propelling movements must only take place in daylight and clear weather.

IMMINGHAM: RECEPTION SIDINGS TO HUMBER ROAD JN.

1. Before a movement leaves the Reception Sidings on the Down line or the Storage Sidings on the Up line for Humber Road Jn. the Guard or Shunter must advise the Signalman if the train is fully fitted and if it is not fully fitted whether there is a brakevan at the rear of the train.

2. When the movement has arrived complete to the rear of signal 213, the Guard or Shunter must so advise the Signalman.

LINDSEY OIL REFINERY & HUMBER OIL REFINERY

Train Departures. When a train or locomotive is ready to leave the Departure Sidings, the Driver must operate the appropriate 'train ready to start' plunger.

Train Arrivals. After arrival in the South Arrival Sidings (1—7) the locomotive must be uncoupled and proceed to signal CT 14.

Trains for the North Arrival Sidings will, after arrival in South Arrival Siding 8 be accompanied by the Lindsey Oil Refinery ground staff to the appropriate siding as will the light locomotive to the engine siding line.

Battery Electric Tail Lamps. Use of Bardic, Adlake MC 1400 and Lydd RL 001 lamps on trains arriving at, and departing from the Refineries is authorised within the confines of the refineries subject to the following conditions:—

(a) **Bardic Lamps**—The on/off switch must not be operated inside the Refineries except in the locomotive cab.

Guards making a change of lamps at Lindsey Oil Refinery must operate the on/off switch in the charging room located at ground level in the Control Tower building.

(b) **All Lamps**—confined to the area of the main rail sidings. The main lamps must enter and leave the refineries by the rail access only, and under no circumstances must a lamp be taken within a radius of 50 ft. of the loading area.

STABLING OF WAGONS ON BRANCH AT CEGB SITE

1. A maximum of 32 SLU including a brakevan at each end may be stabled for unloading/loading at the CEGB site.

2. All trains must come to a stand with the leading vehicle at the "Stop and Wait Instructions" board located at the CEGB site. The Guard must ensure that loading/unloading operations have ceased and that all personnel and equipment are clear of the line before authority is given for a movement to be made.

3. When stabling, the Guard must secure the hand brakes on five wagons before the locomotive and adjacent brakevan are detached.

4. The brakevan at the further end of the wagons must them be detached and secured.

5. Wagon couplings must be left in the long position.

6. The brakevan next to the locomotive must be stabled and secured at the "Stabling of Wagons Limit" board, and a tail lamp attached, to be illuminated continuously.

7. When wagons are to be removed, the brakevan at the stabling board must be attached to the locomotive and the movement authorised towards the stabled wagons, coupled up and the brakevan at the further end of the wagons re-attached.

PROPELLED MOVEMENTS: HUMBER ROAD JN. TO IMMINGHAM WEST JN.

Drivers of propelled movements on the Up Killingholme line must, unless signal IW266R indicates that signal IW266 is clear, stop with the cab of the locomotive opposite signal IW266R and telephone the Signalman.

IMMINGHAM ORE TERMINAL

Train Arrivals

1. Trains must stop on the reception siding with the rearmost vehicle clear of points 101 and the Guard must inform the Bunker Operator of a train's arrival.

2. Should the emergency flashing red lights become illuminated whilst a train is being propelled along the Arrival line, the Driver must stop the train immediately and the Guard must communicate with the Bunker Operator. The train must not recommence propelling until authorised to do so by the Bunker Operator.

3. If, in emergency, the locomotive is required to pass through the bunker, trainmen are warned that they must not put their heads out of the cab windows.

Loading

4. Upon the train arriving at the loading position, the Guard, when informed by the Bunker Operator that the air brakes may be released must so instruct the Driver.

5. The Driver must confirm the brakes have been released by sounding one short blast on the locomotive horn and then place and maintain the power controller in the 'off' position until loading is completed.

6. **It should be specially noted that although the train is under the control of the Bunker Operator, the Driver can apply the brakes to stop the train in emergency. The brake application in an emergency will trip an over-pressure switch in the hydraulic system of the vehicle positioner and the brakes must not be released until verbal confirmation has been obtained from the Bunker Operator that the apparatus has been restored and that he is again in control of the train. In these circumstances the Guard should telephone to obtain confirmation from the Bunker Operator before instructing the Driver to release the locomotive and train brakes.**

Train Departures

7. Should the white light at the 'Stop for Train Examination' board on the departure line commence to flash on arrival of the train at the board, the Guard must immediately contact the Bunker Operator by telephone.

8. The Examiner is responsible for carrying out the provisions of the Rule Book, Section H, Clause 6.3.1., or the Guard, if the Examiner is not available.

9. Upon completion of examination, the Guard must instruct the Driver to move the train forward to the departure signal and also inform the Signalman at Immingham West Jn. the train is ready to depart.

Cripples

10. When cripples require to be detached, the Examiner must inform the Guard who must instruct the Driver.

11. The Guard must telephone the Bunker Operator from the Stop board on the departure line and make the necessary arrangements. **Under no circumstances must the train be set back without the permission of the Bunker Operator.**

12. When arrangements with the Bunker Operator have been agreed, the Guard must operate the ground frame and supervise operations.

13. After the wagons have been detached, the ground frame must be normalised and after reforming the train and carrying out examination, the Guard must advise the Bunker Operator. The train must be drawn forward to the departure signal where the Guard must then inform the Signalman that the train is ready to depart.

Changing Vehicle Sets or placing train into sidings

14. The propelled train must be stopped at the marker board on the arrival line with the trailing locomotive cab adjacent thereto and the Guard must proceed to the ground frame, obtain its release from the Bunker Operator, operate the ground frame and supervise operations.

15. Upon completion of operations, the Guard must normalise the ground frame and inform the Bunker Operator accordingly.

16. The Guard must then obtain permission from the Bunker Operator before authorising any movement towards the bunker.

Failure of Wagon Positioner Equipment

17. Should this equipment fail, the Bunker Operator will advise the trainmen and will issue a portable radio receiver to the Driver for communication purposes.

18. The radio receiver must be placed on the locomotive console and switched to and maintained in the 'listen' position throughout loading operations.

19. The Driver must maintain control of the train continuously.

20. The button on the right hand side of the radio receiver must be pressed by the Driver when he requires to speak to the Bunker Operator and released for reply.

21. **The channel selector must not be altered or the off switch operated.**

22. All instructions to the Driver will be preceded by the words 'Train driver' and the appropriate instructions will be received in accordance with the following code:

(a) 'Train driver — testing before loading commences'.

(b) 'Train driver — move forward'.

(c) 'Train driver — set back'.

(d) 'Train driver — prepare to stop'.

(e) 'Train driver — stop'.

(f) 'Train driver — emergency stop'.

(g) 'Train driver — loading completed'.

23. The Driver must, when calling the Bunker Operator use the call sign 'Mobile' with the number shown on the radio receiver.

24. The Driver must immediately acknowledge he has received and understood each instruction except in the case of an emergency stop (f) when the acknowledgement must be given after the appropriate action has been taken.

25. When the train is fully loaded the Bunker Operator will advise the Driver and the radio receiver will be withdrawn before the train departs from the loading area.

ULCEBY NORTH JN. TO BARTON-ON-HUMBER

BETWEEN OXMARSH CROSSING AND BARTON-ON-HUMBER

The Regulations for One Train Working on Single Lines as contained in the General Appendix apply between Oxmarsh Crossing box and Barton-on-Humber Station as modified below. The 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 Associated Chemical Co's Siding.

Regulation 3. Unless the train requires to shut in at Associated Chemical Co's Siding, the Driver must retain the Token until the train returns to Oxmarsh Crossing box.

Regulation 10—Additional Instructions regarding 'No Signalman' key token instrument. A 'No Signalman' key token instrument is provided in a hut at Associated Chemical Co's Siding. The Key to the hut is kept at Oxmarsh Crossing box and must be.

handed to the Driver of a train proceeding to the sidings together with the token, both of which must be returned to the Signalman at Oxmarsh Crossing box on return.

When the whole of the train has been shunted into the siding and the Single line is again clear, the key token must be inserted into the instrument, and the Signalman at Oxmarsh Crossing box so informed.

When the train requires to leave the siding, the Guard or Shunter must obtain the permission of the Signalman at Oxmarsh Crossing box before withdrawing a token from the 'No Signalman' Key Token instrument. The Signalman must be informed when the key token has been extracted.

The same procedure must be observed when it is necessary to extract a key token for shunting purposes and to insert it after the shunting is completed and the single line is again clear.

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 ACC Ltd. Siding.

Associated Chemical Co's Siding. When propelling into the sidings, the couplings between all vehicles must be lengthened and the speed must not exceed 5 m.p.h. on the curves and 10 m.p.h. on the straight.

Before a train of tanks proceeds to the siding, the Area Traffic Supervisor, Immingham must inform the firm that a train is en route and, must obtain permission from the firm for the train to go forward.

On arrival, the Guard must obtain permission from the firm's representative for the vehicles to be placed in the firm's sidings. When permission has been obtained, the vehicles must be propelled forward and positioned in the discharge sidings at the direction of the firm's representative.

Before any movement is made to remove Outwards traffic, the Guard must obtain an assurance from the firm's representative that all internal shunting has ceased.

Trains leaving Barton Station or Associated Chemical Co's Siding without having been shut inside. The Guard must inform the Signalman at Oxmarsh Crossing box when the train is ready to leave.

COTTAM BRANCH

COTTAM POWER STATION

Working of Trains into the Oil Sidings

1. The Driver must stop with the cab door opposite marker board 'A' located at the East end of the siding.

2. When the locomotive on the train is other than Class 37 the Guard must instruct the Driver to proceed a short distance ahead of the marker board 'A' and stop the train so that the leading buffers of the first tank are opposite the white post at the end of the oil unloading pipeline.

3. The Guard must, after detaching the locomotive, instruct the Driver to proceed to Signal 33 to await the completion of the unloading operation.

4. The CEGB Operator in charge of the oil sidings, on completion of discharge, will clear Signal 33 for the locomotive to set back on the empty tanks.

5. The Guard must advise the CEGB Controller when the train is ready to depart.

6. Loaded 100-ton tanks are prohibited from passing over the coal hopper.

7. **Speed Limits**

Over weighbridges	½ m.p.h.
Over coal hoppers, when discharging	½ m.p.h.
Over coal hoppers, light locomotives only	5 m.p.h.
Over coal hoppers, train not discharging	½ m.p.h.
Over oil sidings	5 m.p.h.
Over remainder of power station lines	10 m.p.h.

8. If it becomes necessary for snow ploughs either independent or fitted to locomotives to operate on the CEGB lines, they must not work over the weighbridges or through the hopper house unless directly supervised by the CEGB Shift Foreman.

WRAWBY JN. TO MARSHGATE JN.

SANTON SLAG SIDINGS/SANTON BRANCH

The inward route to Santon Slag Sidings and Santon Branch is via Entrance 'C' Siding (termed Arrival line), the BSC single line 'Santon Ore Route' and the slued connection to No. 6 Slag Siding which forms a two way running line for BR trains.

The Outward route will be via the two way BR running line, the BSC single line 'Santon Ore Route' and Entrance 'C' Siding 'C' (termed Departure line).

Handworked points exist as under:

Arrival line to Single line

Single line to BSC Anchor Plant

Single line to two way BR running line

Special signals have been provided to avoid conflicting movements over the portion of the single line connecting Entrance 'C' Sidings to No. 6 Slag Siding at Santon.

The location of signals so far as they concern BR trainmen are as follows:

For movements to the Slag Sidings—on the left hand side of the Arrival Line at clearance from the Single Line. This signal is numbered BSC11. All BR movements must be hauled.

For movements from the Slag Sidings—on the left hand side of the BSC. 'Santon Ore Route', east of the Slag Plant Loco Shed. This signal is numbered BSC12.

Each signal is capable of displaying a red, a white, and a green aspect. Two plungers marked 'A' and 'B' are affixed on each signal post.

When no movement is being made over the route, the signals will display a white aspect. Any train movements arriving at a signal displaying **other than a white aspect** must stop until the white aspect is displayed.

All BR movements must be hauled.

Method of working BR trains to and from Santon Sidings and Santon Branch. Trains proceeding to Santon must stop at Signal BSC11 on the Arrival Line. The Guard or person in charge of the movement on observing the white aspect displayed, must press plunger 'A'. This changes the white aspect to a green aspect and also changes the white aspect to a red aspect in the signal at the other end of the route. When the movement has cleared the single line and arrived at Signal BSC12 controlling the entry to the single line from the opposite direction, the Guard or person in charge of the movement must press plunger 'B' on that signal to give a white aspect in all signals applicable to all routes.

On departing from Santon, the train will proceed via the two way BR line to Signal BSC12 controlling entry on to the single line. The Guard or person in charge of the movement, must if the signal shows a white aspect, operate plunger 'A' to obtain a green aspect. When the movement arrives on the Departure Line (Entrance 'C' Sidings 'C') and clear of the single line the Guard or person in charge of the movement must operate plunger 'B' on Signal BSC11 controlling entry to the single line to display a white aspect in all signals applicable to all routes.

If there is any failure of of the signals authorising movement on to the single line, no BR movement must be made without the authority of the BSC. Arrangements will be made by the BSC to rectify any signal failure.

Santon Ore Terminal

1. Before a loaded train is positioned on the tippler line, the Guard must, whilst his train is proceeding from the stop board on the arrival line to the wagon marker board on the spur, proceed to the tippler plant and, provided the previous train has been unloaded, partially apply at least three hand brakes thereon and inform the BSC Control Operator.

2. When the BSC Control Operator is ready to accept the loaded train in the tippler plant he will clear the two shunt signals which is the authority for the Driver to propel the train towards the tippler plant, stopping when the rear cab in the direction of travel is level with the first stop board.

3. The Guard must, after obtaining permission from the BSC Control Operator, handsignal the Driver to continue the propelling movement. The Driver must stop the propelling movement when the rear cab in the direction of travel is opposite the stop board situated in advance of the 19 wagon marker board.

4. The Guard must then secure the empty train, remove the tail lamp from the loaded train, and, after obtaining permission from the BSC Control Operator handsignal the Driver to move the loaded train forward away from the tippler. The Driver must then stop with the leading cab opposite the appropriate wagon marker board.

5. The Guard must then apply three hand brakes on the loaded train and release the locomotive to the spur.

6. The Guard must advise the BSC Control Operator that the locomotives have been released from the train and after receiving confirmation that the wagon positioner has been engaged with the train he must walk along the right hand side of the train releasing all automatic and hand brakes.

On arrival at the rear end of the train he must advise the BSC Control Operator that the brakes are released and receive confirmation that the train is under control of the BSC.

7. The BSC Control Operator will then clear the signals to allow the locomotives to run-round and the Driver must stop at the tippler during this movement to pick up the Guard.

8. When the train is ready to depart the Guard must advise the BSC Control Operator.

Cripples

9. When necessary to detach defective wagons, the Guard must advise the Driver and the BSC Control Operator by operating the plunger provided for this purpose.

10. The Guard must obtain the key for the cripple siding and inform the BSC Control Operator the position of wagons to be detached and reach a clear understanding with him as to the movements required.

11. Upon return to Immingham Foreign Ore Terminal, the Guard must give details of wagons so detached.

General

12. Due to limited clearances **locomotives must not pass through the tippler plant.**

13. Trains must proceed over the arrival line at a speed not exceeding 5 m.p.h.

SCUNTHORPE

BSC Entrance 'C' Sidings Anchor Exchange

Inward Sidings. The Inwards Sidings consist of 1, 2 and 3 Reception Sidings with No. 4 Siding as the BR Locomotive Release Line, and No. 4 Loop Siding which is used for stabling brakevans.

A notice board worded 'BR movements must not pass this point' is situated on the BSC Return Line at the east end of the Sidings, approximately 2 locomotive lengths beyond the end of No. 4 Sidings.

Trains will be signalled into No's. 1, 2 or 3 Sidings and Drivers must stop at the east end of the Sidings. When the locomotive has been released, the Trainmen must return to the west end of the Sidings via No. 4 Siding.

Outward Sidings. The Outward Sidings consist of No's. 5 to 16 Sidings and are used for BSC forwarded loaded traffic. **No BR movement must be made into these Sidings without the authority of the BR Chargeman at North Lincoln.**

Before a Train Preparer or Guard proceeds into one of these Sidings to carry out train preparation duties, he must first obtain permission, by telephone, from the BSC Controller in charge of the Sidings before train preparation duties are commenced. The BSC Controller must be notified when the train preparation is completed.

Working between Goods Yard Exits, Shunt Spur and Goods Yard Reception Siding No. 1

Before shunting movements are allowed to commence between the Goods Yard Sidings No. 2 to 9, the Guard, Shunter or Person-in-Charge must first obtain the permission of the Signalman at Scunthorpe box.

When shunting has ceased, the Signalman at Scunthorpe must be immediately informed.

British Steel Corporation Sidings Entrance 'A'

1. All movements into, within or from the sidings are controlled by colour light signals, capable of displaying white, red and green aspects.

2. When no movement is being made into, within or from the sidings, the signals display the white aspect.

3. A movement requiring to enter the sidings must be stopped at the appropriate signal and, provided the white aspect is displayed the Guard or Shunter must depress the plunger provided at the signal marked 'Yard Occupied' to obtain the green (proceed) aspect, after which the movement may proceed.

4. When the movement clears the sidings, the Guard or Shunter must depress the plunger provided at the signal, marked 'Yard Clear', causing all signals to again display the white aspect.

5. All movements into the sidings must be propelled and accompanied by a Guard and Shunter or two Shunters.

6. No BR locomotive must travel more than a locomotive length along the Slag Bank Siding.

Signal Failures

7. In the event of a failure of the signal Controlling movements into the sidings, no movement must be made beyond the signal without the authority of the BSC Controller at Entrance 'B'.

8. Not more than one movement must be authorised to work within the sidings at any one time.

BSC Entrance 'E' Branch: Inwards/Outwards Lines

1. No train must be stabled on either No. 1 Branch (Inwards Line) or No. 2 Branch (Outwards Line).

2. Propelling movements may be made in clear weather only provided a brakevan is the leading vehicle in which the Guard or Shunter must ride. Such movements must be routed as follows:

(a) Trains entering 'E' Branch—via No. 1 Branch

(b) Trains leaving 'E' Branch—via No. 2 Branch

3. All movements must carry a headlight (where fitted) marker lights and a tail lamp.

4. The middle crossover must only be used under the authority of a Supervisor specially nominated for this purpose and no movement must take place without his authority.

Inwards Line. Guards working trains terminating on the Inwards Line must, when no other train is standing on this line, secure the train and release the locomotive.

West Yard.

1. **Movement and Speed Restrictions**

1.1 Locomotives of Class 56 are prohibited from working over lines and sidings in the West Yard equipped with 'Downty' retarders.

1.2 Locomotives of classes 40, 45 and 46 must not proceed over the hump.

1.3 The maximum number of wagons in any cut to pass over the hump must not exceed four. speed must not exceed 1 m.p.h.

1.4 Maximum speed over the retarders must not exceed 8 m.p.h. and trains leaving the Yard via the retarders must not exceed this speed until the rear of the train is clear of the equipment.

1.5 Four-wheeled vehicles with a GLW exceeding $34\frac{1}{2}$ tons or four-axled bogie vehicles with a GLW exceeding 60 tons must only be lowered into the sidings when a locomotive is attached.

1.6 Coaching stock or Continental Ferry wagons are not permitted to proceed over the hump.

1.7 No vehicles must be permitted to enter sidings 18 or 19 unless attached to a locomotive.

2. **Locomotive Sanding Equipment: Restriction on use**

Sanding equipment must, in no circumstances, be used within areas where retarders are installed.

3. **Working of Runner Wagons to Hump**

When a runner wagon is to be worked to the hump from the runner standage siding, the wagons between the locomotive and the relevant uncoupling point must not be cut until the runner is in position on the hump.

4. **Train Preparation/Examination**

4.1 The Person in charge of train preparation/examination must inform the Train Preparer/Examiner the location of the train and class of locomotive allocated.

4.2 Before proceeding to the siding, the Train Preparer/Examiner must advise the Hump Operator the siding in which he is to work.

4.3 The Hump Operator must set the points away from the siding concerned and place a reminder appliance on the points switch concerned and advise the Train Preparer/Examiner accordingly. The Train Preparer/Examiner must not proceed to the siding concerned until he has been advised the siding is protected.

4.4 When train preparation or examination has been completed, the Train Preparer/Examiner must telephone the Hump Operator who must remove the reminder appliance.

Battery Electric Tail Lamps. The Guard of an incoming British Oxygen Company train, which is worked with a battery electric tail lamp, must ensure, on arrival at Scunthorpe, that the tail lamp is conveyed to Frodingham MPD.

When a British Oxygen Company train is required to work away from Scunthorpe, the booked Guard must ensure that he receives the electric tail lamp from Frodingham MPD.

Hatfield Colliery Bunker Loading Sidings. Shutting in facilities apply in respect of trains arriving for Bunker loading only.

KIRK SANDALL JN.

Rockware Sidings. Freight trains with a Guard riding in the leading brakevan may be propelled from the Up Fast or Up Slow line at Kirk Sandall Jn. to the Rockware Siding and must be stopped with the leading cab of the locomotive opposite the notice board which reads:—'Thorne Lane Level Crossing 300 yards'.

Trains being drawn or light locomotives must be stopped before reaching the fouling point of the connection at the level crossing end of the run-round sidings. The shunting signals which authorise inward movements detect all points up to and including the spring points which are normally set for the left hand siding at the Kirk Sandall Jn. end of the run-round siding, and the latter points, except in the case of run-round movements, are not subject to the provisions of the Rule Book, Section J, Clause 3.13.1(b).

When an inward train has stopped on the siding and is ready to enter the private siding the Guard must proceed to Thorne Lane Crossing, open the gates for the passage of the train and padlock them in that position. The gates in the factory boundary fence will be operated by the firm's staff. When all gates are open for the train and the Guard is satisfied the movement can be made safely, he must signal the Driver, by means of the bell plunger provided near the crossing and in accordance with The Rule Book, Section J, Clause 3.2.2, or by hand signals. A speed restriction of **3 miles per hour** must be observed during this movement.

During the time that a train is completely within the private sidings, the level crossing gates may be closed across the railway but in these circumstances no movement must be made beyond the notice board which controls trains leaving these sidings until the gates have again been opened for rail traffic and padlocked in that position.

When a train which has left the private siding is ready to proceed to Kirk Sandall Jn. and the level crossing gates have been closed and padlocked across the railway the Guard must advise the Signalman at Doncaster.

The Guard of a train working to the private sidings will be supplied with a key when signing on duty.

Scotch blocks have been provided for use on the two Batch House Sidings, on the Batch House side of the first internal road crossing, and six feet from the road crossing, and Guards must ensure these have been removed before a movement is made into or out of the sidings.

BRANCLIFFE EAST JN. TO KIRK SANDALL JN.

MALTBY COLLIERY

NCB Loaded Sidings

The NCB will allocate loaded sidings whereby, as far as possible, a train load can be drawn from one siding. When it is necessary to attach from one siding to set back to another, Guards must limit the number of vehicles to be set back to 15.

When vehicles are taken from a siding to make up a load from another siding, the whole complement of vehicles in the siding to be drawn from, must be drawn down and any vehicles not required must be left in the siding.

When a locomotive is attached to a train in the sidings the power brakes on the locomotive must be applied.

Before the power brakes of the locomotive are released, the hand brakes on one quarter of the vehicles on the train, next to the locomotive, must be applied to give assistance in braking when drawing from the sidings.

For trains for the Worksop direction the brakevan must be placed on to the train and the whole train drawn from the sidings to the Arrival/Departure line for the locomotive to run-round.

For trains for the Doncaster direction, the brakevans must be placed clear of the connection from the Empties/Loaded line and gravitated on to the vehicles when the train has been drawn from the Empties/Loaded line.

Restrictions: The speed over the road bridge at the entrance to the NCB Loaded Sidings **must not exceed 5 m.p.h. in either direction.**

BR locomotives must not enter the NCB Stock Sidings.

MARKHAM MAIN COLLIERY

Propelling of Vehicles into the Colliery Empty Sidings. All trains propelling onto the Empties Branch Line at Markham Main Colliery must stop with the locomotive at the Stop Board and not proceed until authorised by the Guard or Shunter.

Barrier booms are provided at the Level Crossing at the NCB Empties Sidings Weigh Office. The key to the padlocks to secure the barrier booms across the roadway is located in the Empties Sidings Weigh Office.

The Guard or Shunter in charge of the train movement must obtain the key to the padlocks from the Weigh Office and secure the barrier booms across the roadway before authorising a movement over the Level Crossing. Marker Boards bearing the numbers 70, 60 and 50 are provided on the Branch Line 70, 60 and 50 SLU respectively from the Buffer Stops in the Empty Sidings. Drivers propelling trains on to the Branch Line must stop at the 70 marker board; the brakevan must be detached into one of the sidings and the remainder of the train into any one of the unoccupied sidings.

When all train movements have passed clear of the Crossing the barrier booms must be placed in the raised position and the key returned to the Weigh Office.

A maximum of 60 SLU may be propelled to these sidings.

DINNINGTON COLLIERY JN. TO THURCROFT SIDINGS

THURCROFT COLLIERY

Working from Arrival/Departure line to Empty Branch. The key to the locked telephone cupboard at the Colliery end of the arrival line is attached to the train staff.

Before propelling onto the Colliery empty branch, the Guard or Shunter must obtain an assurance from the NCB Weighman that:

(a) no movement will be made by the Colliery locomotive onto the empty branch until the BR locomotive has finished work,

(b) the empty branch level crossing barriers have been lowered.

Should any vehicles be left on the empty branch during fog or falling snow the Guard or Shunter must, before returning, place 2 detonators on the line, one 50 yards and one 100 yards in rear of the last vehicle.

HARWORTH COLLIERY BRANCH

Glass Bulbs Ltd. Private Sidings

The ground frame controlling the connection to the private sidings is released by an Annetts key, normally kept in Maltby Colliery signal box. The key must be collected by guards working trains for these sidings and returned on completion of work.

Drivers must stop these trains in a suitable position at Malty Colliery signal box to enable this to be done.

Traffic for the private sidings must be propelled from the Arrival/Departure line at Harworth. Each propelled movement must not exceed 17 SLU's.

Before operating the ground frame for the inward movement, the Guard must ensure the hand points are set for No. 1 siding and that no conflicting movement is being made.

ST. CATHERINE'S JN. TO YORKSHIRE MAIN COLLIERY

YORKSHIRE MAIN COLLIERY

1. 55 SLU may be propelled on to the Empty Running Line in the Colliery towards the Empty Sidings. After the train has cleared the points from the Single Line on to the Empty Running Line the Guard must reverse the points towards the Spur.

2. When the loud sounding bell on the 'Stop for Orders' board operates, such is authority for the train to proceed along the Empty Running Line.

3. If a propelling movement stops after the locomotive has cleared the crossing, no set-back movement must be made without authority of the BR Shunter.

4. All light locomotive movements from the Empty Sidings to the Loaded Sidings must be accompanied by the BR Shunter.

HASLAND TO ALDWARKE NORTH JN. (MID) VIA SHEFFIELD

SHEFFIELD

Telephones associated with Signals S101, S112 and S116. The telephones associated with the above signals are affixed to the walls of the Station buildings on Platform 1 almost opposite the relative signals.

Heselwoods Siding. The scotch block must be kept padlocked across the line except when movements are required to be made to or from the siding. The key to the padlock must be kept in the Yard Foreman's office.

BRIGHTSIDE

Wicker Branch. The swivel scotch blocks provided at each end of the connection Nos. 4 and 3 Sidings must be removed from and replaced on the line when it is necessary to make movements beyond them.

TAPTON JN. TO MASBOROUGH STATION NORTH JN.

BARROW HILL

Stabling of freight trains on Down Barrow Hill Goods line. A freight train may be stabled on the Down Barrow Hill Goods line between Barrow Hill South Junction, signal 1002 and Barrow Hill North Junction signal 243.

The Guard, when leaving his train, must ensure the tail lamp is illuminated and, should the locomotive be detached, a white light must be placed on the leading wagon.

RENISHAW PARK DOWN SIDINGS

Before shunting operations commence in the Down sidings the Guard or Shunter must obtain an asssurance from the person in charge of the NCB locomotives at Renishaw Park Colliery that no conflicting movement will be made from the Colliery towards the sidings during the time the BR locomotive is there.

TREETON

Orgreaves Sidings. The signal regulating the running of the NCB locomotive from the Orgreaves Branch is worked by Guards and Shunters from the ground frame and must always be kept at the Clear position, except when required to be placed to Danger for the protection of trains stopping at the Down sidings for traffic purposes.

Trains must not enter the Down sidings from the Down Main line at Treeton Jn. box.

BARROW HILL NORTH JN. TO ELMTON & CRESWELL JN.

WORKING OF TRAINS TO OXCROFT OPENCAST WHEN ELMTON & CRESWELL BOX IS OPEN

When the train has passed clear of the Seymour Jn. to Elmton & Creswell line on to the Oxcroft Colliery branch, and the points have been replaced to normal, the person working Oxcroft Colliery Branch Junction frame must place the token into the subsidiary token instrument and advise the Signalman at Seymour Junction, that the train is clear of the Single line.

The person working the frame must not allow a train to leave the Oxcroft Colliery Branch until he has obtained the permission of the Signalman at Seymour Junction.

When permission has been obtained, the token must be withdrawn from the subsidiary token instrument and when the train is on the Seymour Junction to Elmton & Creswell line and the points have been restored to normal, the token must be handed to the Driver.

WORKING OF TRAINS TO OXCROFT OPENCAST WHEN ELMTON & CRESWELL BOX IS CLOSED

The Signalman at Seymour Junction will inform the Driver and Guard when Elmton & Creswell box is closed.

When the train arrives at Oxcroft Colliery Branch Junction frame, the person working the frame must not insert the token into the subsidiary token instrument, but must use it only to unlock and re-lock the points. When the points have been normalised, the token must be kept by the Guard or Shunter accompanying the train until the train has cleared the Oxcroft Branch Junction frame on the return journey.

The person working the frame must not allow a train to leave the Oxcroft Colliery Branch until he has obtained the permission of the Signalman at Seymour Junction.

When such permission has been obtained, the train is on the Seymour Junction to Elmton & Creswell line and the points have been restored to normal, the token must be handed to the Driver.

ARKWRIGHT COLLIERY BRANCH

ARKWRIGHT COLLIERY

Loading Sidings. Drivers must not pass the 'Stop for Orders' Board except under the authority of the NCB Person in Charge at the Colliery Empty Weigh Office.

NCB level Crossing. A level crossing, with manually operated barriers, is situated at the entrance to the Colliery Empty wagon sidings.

Trains arriving must not exceed 18 SLU and must be propelled from Duckmanton Loop.

Before clearing the semaphore signal to authorise the propelling movement the BR Travelling Shunter must, in addition to carrying out the provisions of the Rule Book, Section J. Clauses 3.10 and 3.13.1, ensure that the level crossing barriers are lowered and secured in that position until shunting has been completed.

Vehicles from the Colliery Loaded sidings must be worked to the Duckmanton Loop siding with a brakevan in the rear.

SEYMOUR JN. TO BOLSOVER

BOLSOVER

Derbyshire Coalite Sidings. Guards must obtain permission of the person in charge at the Weigh Office before commencing work at the Exchange sidings and must not reverse the points in the Arrival line until such permission has been obtained.

A Two aspect colour light signal, facing Bolsover Coalite Ground Frame, is provided in advance of the connection with the Arrival line, to control movements of BR locomotives towards the firm's Exchange sidings.

A red aspect is exhibited when the hand points are in the normal position for movement from the ground frame towards the Arrival line, and when the hand points are reversed towards the firm's Exchange sidings a green aspect is exhibited.

When work is completed in the Exchange sidings and the train has been drawn clear the hand points in the Arrival line must be replaced to the normal position.

Working trains between the Single Line and the Colliery Empty Wagon Sidings

1. On arrival of a train at the empty wagon sidings ground frame, the Guard or Shunter, as appropriate, must obtain authority from the NCB person in charge for it to enter the sidings and receive assurance that no NCB movements will conflict with the route of the train whilst it remains within the colliery.

2. The Guard or Shunter must then place the road signals at the crossing to red and lower and padlock the barriers against road traffic and retain the signal/padlock Key.

3. The Guard or Shunter must then set the points into the empty wagon sidings and clear the signal for the BR train.

4. The Guard or Shunter may then reverse the ground frame points and instruct the Driver to propel into the colliery.

5. In the absence of a green aspect at any of the signals, the Guard must work to the instructions of the NCB person in charge and then hand signal the Driver as required.

6. Should a green aspect in any of the signals become extinguished during the movement of a train, the Driver must stop immediately.

7. A Driver must be prepared to receive hand signals from the Guard at any time, irrespective of the signal aspect.

8. When the train has returned to the single line from the empty wagon sidings, the signal authorising BR movements must be replaced, the level crossing barriers placed across the railway and the road signals at the level crossing placed to green by restoring the signal/padlock Key to the normal position.

DORE STATION JN. TO GRINDLEFORD

TOTLEY TUNNEL

When there is a complete failure of communication between Totley Tunnel East and Grindleford signal boxes or the next LM Region signal box open, a pilotman will be appointed to accompany all trains through the section.

BRIGHTSIDE JN. TO TREETON NORTH JN.

TINSLEY MAIN YARD

Set back movements—Signal TY 251 to Main Yard or Breakdown Train Road

The Shunter must not operate the release on signal 251 until all hand points applicable to the route are set in the correct position.

The illumination of the 'Off' indicator will be the Drivers 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 handsignals from the Guard or Shunter when he comes into view.

Preparation of trains in sidings 9–21.

1. The Train Preparer or Guard must:—

   1.1 Contact the Chargeman at the appropriate end of the sidings and request permission to prepare the train and obtain details of siding number etc.

   1.2 On receiving permission from the Chargeman, commence train preparation. On completion of work, advise the Chargeman that preparation is complete and that he is clear of the siding.

2. The Chargeman must:—

   2.1 On receiving a request from a Train Preparer or Guard to commence train preparation, provided the Chargeman is in a position at his end of the sidings to allow work to commence, contact the Chargeman at the opposite end of the sidings and confirm that train preparation may be carried out, agree siding number and enter details on 'Current details of Occupation of Through Sidings Nos. 9–21' record.

   2.2 Ensure there are no movements made towards the train being prepared (except a locomotive under the control of the Train Preparer or Guard) until advised by the Train Preparer or Guard that he is clear of the sidings.

   2.3 When advised by the Train Preparer or Guard that he has completed his work and is clear of the sidings, advise the Chargeman at the opposite end of the sidings, 'Current details of Occupation of Through Sidings 9–21' record must be up-dated accordingly.

TINSLEY DIESEL MAINTENANCE DEPOT

The Crew of locomotives entering the Servicing Depot must remain with the locomotive until disposal instructions are received from the Assistant Trainmens Supervisor.

Movements of dead locomotives. A Class 08 locomotive must not be used to move a dead locomotive.

At the East end of the depot, only one dead locomotive must be moved at one time and the hauling locomotive must have all brakes operative.

TINSLEY YARD

Outlet from Diesel Servicing Depot

Drivers of locomotives requiring to proceed to Tinsley Park via the locomotive line must operate the plunger adjacent to signal 265 which, when operated, indicates to the Signalman in Tinsley Yard Box the destination of the locomotive.

Drivers of locomotives must advise the Signalman if the locomotive requires to proceed to any other destination.

Breakdown Train Road—Western Exit. This road is utilised for the storage of locomotives and in order to prevent unattended movements from it, a hinged wheel stop is provided at the Western End. Drivers entering or leaving this road must ensure that the wheel stop is removed before a movement commences and is replaced on completion.

British Steel Corporation Sidings. Except when it is necessary for a movement to take place towards the South West Arrival Line the hand operated points on the Outward Line giving access to the South West Arrival Line or the Inwards Sidings must always be set towards the Inwards Sidings.

When the points have been set for a movement towards the South West Arrival Line it will be the responsibility of the person in charge of the movement to ensure that the points are again set towards the Inwards Sidings when the movement has been completed.

DONCASTER SOUTH YORKSHIRE JN. TO WOODBURN JN.

CADEBY MAIN COLLIERY

When the NCB staff are not on duty, the Signalman at Sheffield will inform the Driver and Guard of a train requiring to enter the sidings, that the train may proceed after they have assured themselves it is safe to do so.

ALDWARKE JN.

BSC Sidings: Aldwarke New Site. Trains propelled out of these sidings towards the 'Limit of Shunt' board on the Up Main line to behind signal SA25 must not exceed 55 SLU.

TINSLEY EAST JN.

Set-back movements into Down Sidings

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 look-out and be prepared to act on hand signals from the Guard or Shunter when he comes into view.

SHEPCOTE LANE

Bayleys 'A' Ground Frame (Up Goods to Sidings) is restricted to outward movements only.

Bayleys 'B' Ground Frame (Up Goods to Sidings) is restricted to Inwards movements only.

MEXBOROUGH EAST JN. TO QUARRY JN.

DARFIELD MAIN

Guards of trains to be propelled into Darfield Main Colliery Sidings will be advised by the Signalman into which siding the vehicles are to be placed. The Guard must set the appropriate hand points, advise the Signalman and authorise the movement.

WATH YARD SIDINGS TO CORTONWOOD

MAPPLEBECK LEVEL CROSSING

The normal position of the lifting barriers is raised. The barriers are lowered by means of a plunger unit, situated on each approach side of the crossing, and are raised automatically when the train has passed over the crossing.

The plunger unit is fitted with 'Raise', 'Stop', 'Lower' plungers.

After stopping at the stop board protecting the level crossing the Driver must operate the 'lower' plunger which will cause the red road signals to commence flashing and then the barriers to fall.

The Driver must observe the movement of the barriers until the fully lowered position is reached and be ready to operate the emergency 'Stop' plunger if necessary.

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.

The 'Stop' 'Raise' plungers are for use in emergency and are provided to enable the Driver to arrest the falling and then if necessary reverse the movement of the barriers. The 'Raise' plunger may, however, also be used if it is necessary for the barriers to be raised from the 'lowered' position.

In the event of the electrical apparatus failing to operate the barriers and/or lights during the hours of daylight and in clear weather only, the Driver may pass the stop board but must not proceed over the crossing until he is satisfied it is safe to do so and must advise the signalman of the circumstances.

After Sunset and during fog or falling snow, trains must not pass over the crossing but Drivers must after stopping at the stop board, advise the Signalman at Elsecar Jn. of the circumstances and not proceed over the crossing until a Crossing Keeper is in attendance.

MITCHELLS MAIN TO DOVECLIFFE

Except for Engineer's trains, only fitted trains and light locomotives are permitted to run between Mitchells Main and Dovecliffe.

Engineer's trains which are not fully fitted must have a locomotive at the rear end.

THRYBERGH JN. TO SILVERWOOD COLLIERY

Instruction 5(a) of 'Single lines—One Train Working Without Train Staff' on page 281 will not apply if a previous train has left the branch and all track circuits on the branch are clear.

ECCLESFIELD EAST GROUND FRAME TO TINSLEY STATION JN.

SMITHYWOOD COKING PLANT

When vehicles are left in the Empty Wagons Sidings the level crossing across that siding must be left clear, the train being divided for the purpose if necessary.

(1191) Hobbs the Printers of Southampton